

CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE
MINUTES

September, 1, 2010

Draft

Call to Order, Roll Call, Quorum. The meeting was called to order at 7:05 p.m. Those present included: *Arapahoe County* – Pat Noonan and Paul Rosenberg; *Douglas County* – Alison Biggs and Elizabeth Kay Marchetti; *Aurora* – Brad Pierce; *Castle Rock* – Heather Vidlock; *Centennial* – Keith Gardner; *Greenwood Village* – Bette Todd; *Lone Tree* – Harold Anderson; *AOPA* – Robert Doubek; *FAA District Office* – Linda Bruce; and *FAA TRACON* – Mark Phipps. A quorum was present. In the absence of Chair Karen Blilie, Vice Chair Paul Rosenberg conducted the meeting.

Before the meeting concluded, *Castle Pines North* – Maureen Shul, was also present.

Those absent included: *Foxfield* – Bob Easton; *Parker* – Mike Sutherland; *CABA* – John Furstenberg; *CDOT* – Scott Brownlee; and *FAA APA Control Tower* – Dennis Fria.

Minutes. On the motion of Brad Pierce, the minutes of August 4, 2010 were approved as written.

Public Comment. Chuck Lawson, Huntington Acres Homeowners Association, suggested the questions for the Adopt-an-Airport project should include a query if any of the airports have sanctions against noisy aircraft operators.

Amendments to the Agenda. The Vice Chair indicated the agenda would be reordered to place the Budget discussion as the first item in the Old Business section.

New Business – County Land Use Guidelines.

Douglas County: Elizabeth Marchetti and Steve Koster presented information from Douglas County (see the Roundtable website at www.centennialairport.com/Land-Use-Guidelines for the full presentation). The Centennial Airport Review Area (CARA) Overlay District is Section 19 of the Douglas County Zoning Resolution. The CARA is a series of slightly more restrictive zoning areas in the immediate vicinity of the southern portion of Centennial Airport. It identifies four special areas where building heights and land-uses are more limited and noise attenuating building materials are required: the Noise Mitigation Zone, the Noise Sensitive Zone, the Runway Safety Zone, and the Safety Zone. The keyhole shape of the CARA was determined by the FTA Part 77 regulations. The boundaries of the Noise Mitigation and Sensitive Zones were created to reflect the 65 and 70 DNL lines according to the noise contours in existence around the time of the CARA's inclusion in the Douglas County Zoning Resolution.

The CARA includes an aviation easement section which requires two things: 1) that a waiver be printed on every Final Plat or Site Improvement Plan that releases Douglas County from any "right or cause of action" related to or resulting from the passage of aircraft in the airspace above the land depicted in the Final Plat or Site Improvement Plan, and 2) an aviation easement must be recorded in the Office of the County Clerk and Recorder for all property located within the Runway Safety Zone and the Fan Safety Zone.

Arapahoe County: Ronald Hovland and Julio Iturreria presented information from Arapahoe County (see the Roundtable website at www.centennialairport.com/Land-Use-Guidelines for a full summary of the presentation). A brief history of the airport was provided since its founding 42 years ago; and its development as the busiest general aviation airport in the state. Arapahoe County is impacted by four airports, and a map was provided showing the influence areas related to DIA, Centennial, Buckley, and Front Range. The map also included noise contours/restrictions for various areas. There are also height restrictions, and hazard easements. It was noted restrictions can apply only to unincorporated areas of the county, as incorporated jurisdictions are allowed to do their own; some may have allowed unwise use in terms of either safety or noise, as most jurisdictions have waiver provisions in place. The county has a specific goal of providing support for the airport.

Question was asked if there is a buffer zone where no new residential development is to be allowed, why has development occurred in some of those areas anyhow? Response was those developers applied for waivers, and the county commissioners approved the waiver requests.

Question was asked how a specific building was allowed to be built at the end of one of Centennial's runways? Response was it fit requirements – just barely – so it did not require an exception and was approved accordingly.

Question was asked if either county has regulations relating to sanctions on planes similar to those on automobiles? Response was "no."

Question was asked if the zones were established for noise or safety. Response was they were initially created by the FAA many years ago. Linda Bruce indicated some communities may have altered them over the years, but the first consideration was for safety, and then for noise. Robert Olislagers noted much of this was tied into how airports initially were established and funded (since the 1920s); the FAA's responsibility was in the air, and local jurisdictions' responsibilities were for the ground.

Old Business – Budget. Treasurer Brad Pierce provided a revised 2010 budget projection on behalf of the Finance Committee. It contained an increase in printing and postage; an increase in advertising/announcements/media; an increase in membership/dues; and an increase in miscellaneous. These increases were off-set by elimination of the bank fees and charges category, and the consultant category. He noted Robert Olislagers had offered to fund CACNR for 2010 and for 2011. Robert Olislagers indicated the offer was subject to appropriations which would be presented to the airport board in October for adoption in December. Efforts will also be made to find additional moneys. He noted it would be easier to fund CACNR in this fashion while we are getting established, and that many other noise-focused groups are funded in this fashion. Jurisdictions should be asked to table the letter previously sent requesting a small amount of funding for 2011. It was clarified that any moneys left over in 2010 would roll over into 2011.

Paul Rosenberg moved to accept the revised 2010 budget. Motion was seconded and carried.

Pat Noonan moved to accept 2011 funding solely from Centennial Airport, subject to a funding appropriation from the airport board in December. Motion seconded and carried.

Keith Gardner moved to suspend CACNR's previous action to request some funding from the counties and local jurisdictions for 2011. Motion seconded and carried.

Old Business – Community Outreach. Keith Gardner presented a draft of the Community Outreach Program on behalf of the Community Outreach Committee. He emphasized this was a beginning draft, and requested other members of CACNR to provide reaction and additional ideas. Question was asked if there was money to implement the ideas contained in the document. It was noted the budget was designed to align with the CACNR Work Program, so there are some funds in the budget for various components of the plan. Until experience is gained, expenses will be carefully watched and economical implementations will be sought.

Old Business – Adopt an Airport. It was noted the agenda for the next meeting will include review of the results of the Adopt an Airport questionnaires. Representatives were reminded to get their information to Todd Green for distribution prior to the meeting.

Old Business – Noise Report. Todd Green provided the noise report through July, 2010.

Public Comment. None.

Next Meetings. Airport Board, September 9, 2010, 3:00 p.m., Wright Brothers Room, Centennial Airport
CACNR, October 1, 2010, 7:00 p.m., Ramada Hotel & Suites, 7770 S. Peoria St., Englewood,
CO.

Comments from Roundtable and Staff. Bette Todd indicated she had taped the meeting so Karen Blilie could listen to the presentations on land use, and could hear what had transpired during the meeting in her absence. There were no objections.

Adjournment. The meeting was adjourned at 8:33 p.m.

Alison Biggs, Secretary