

CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE

MINUTES

September 7, 2011

Approved 10/5/11

CALL TO ORDER, ROLL CALL, QUORUM: The meeting was called to order at 7:02 p.m. by Chair Karen Blilie. Those present included: *Arapahoe County* – Julie Huun; *Douglas County* – Alison Biggs and Joe Fowler; *Aurora* – Porter Ingram; *Castle Rock* – Rick Wood; *Greenwood Village*– Karen Blilie; *Lone Tree* –Harold Anderson; *Parker* – Mike Sutherland; *AOPA* – Robert Doubek; *Centennial Airport* – Mike Fronapfel/Todd Green; and *FAA District Office* – Linda Bruce. A quorum was present.

Those absent included: *Arapahoe County* – Nancy Jackson; *Castle Pines* -Maureen Shul; *Centennial* –Keith Gardner/Patrick Anderson; *Foxfield* – Bob Easton; *CABA* – Lane Richer/Eric Carson; *CDOT* – Scott Brownlee; *FAA APA Control Tower* – Dennis Fria; and *FAA TRACON* –Bob Twedt.

MINUTES: Secretary Alison Biggs presented the minutes of August, 2011, with the following amendments:

- Include CDOT Representative Scott Brownlee in the list of those present
- In the “Public Comment” section, replace the third and fourth sentences with “Todd Green indicated he had investigated and the noise was caused by Army Apache helicopters: approximately ½ of the U.S. Army Apache helicopter fleet that was previously stationed in South Korea is now stationed at Fort Carson and will eventually be deployed to Iraq. Robert Olislagers will attempt to contact the Commander of the Apache fleet in Fort Carson, and staff indicated any Army response would be shared with the Roundtable.” The remainder of the paragraph remains as originally written.
- In the “Amendments to the Agenda” section, the name of the permanent Air Traffic Manager is Todd Abbotts. The airport’s members on the committee will be Dennis Fria and Joe Colasanto.

Alison Biggs moved the adoption of the amendments; motion seconded and carried. Harold Anderson moved the adoption of the minutes as amended. Motion was seconded and the minutes were adopted as amended.

PUBLIC COMMENT: Jerry Johannes from Centennial indicated he had attended one of the meetings on RNAV, and wondered why departures to the north were so condensed as shown on one of the maps at that meeting. Another audience member, Yancy O’Barro, a support manager for Denver TRACON noted RNAV is very precise regarding altitude and course, keeping traffic in one area, rather than numerous areas. He volunteered to speak with Mr. Johannes further on the subject.

Linda Bruce of the FAA District Office indicated aircraft have to have special equipment in order to relate to the RNAV system, and it will likely be 15 years before all private aircraft using Centennial Airport will be so equipped. Jets and most turboprops will be equipped sooner. In total, approximately 40% of Centennial Airport’s traffic will be able to use RNAV.

It was noted the noise complaint hotline for Buckley Air Force Base is 1-800-582-8507.

Letters received at the CACNR email address were read by the Secretary. One was Robert Olislager’s response to an email read at the last meeting, concerning night helicopter training flights. It was noted there had been no official Army response, but there have also been no further complaints about late night Army helicopter flights.

A second letter contained complaints about at least five documented late flights along the ILS - at or around midnight. Numerous types of offending flights at all times of the night and day were also noted, as well as specific times and identifications of several. The letter requested changes in rules as to what is acceptable at the airport, something enforceable, since requests for voluntary protections for neighborhoods do not seem to be effective.

A third letter related to several aircraft following a specific flight path over a neighborhood, on more than one occasion. Again, the availability of the Web Trak service had allowed the writer to identify the particular aircraft involved. This author noted that what appeared to be a minor flight path alteration that would produce a much quieter neighborhood, if the change would be made. The writer asked if pursuing such a change might be something which CACNR would consider doing?

MINIMUM STANDARDS: There was a brief discussion of the Minimum Standards from last month’s agenda, particularly the thirty-one amendments done since the standards were originally adopted. It was felt the amendments might “define

us,” as they further refine the basic minimum standards specifically for Centennial Airport. Mike Fronapfel indicated most amendments happen when a type of company comes to the airport which is different from those already included in the Minimum Standards, requiring a new business model and amendments to accommodate it. Todd Green indicated he would make CACNR a copy of the amendments which have been adopted.

AMENDMENT TO THE AGENDA: Dennis Fria was ill and unable to attend this meeting, so his Update on Helicopter Routes report will be done in October.

AIRPORT INFLUENCE AREA (AIA): Mike Fronapfel provided a handout on Centennial Airport Land Use Guidelines – History; How they were Developed; and Current Land Use Guidelines. Guidelines were first adopted in 1981; revised in 1986; last revised in 1998. They were adopted into Arapahoe County’s Comprehensive Plan and Land Use Code in 2000. They were developed using such things as recognizable landmarks, typical flight patterns at the time, FAA Guidelines, flight track data, existing zoning, and noise complaints, again at the time. Question was asked why the guidelines have not been updated since 1998, as many of these items have undoubtedly changed considerably in the last 13 years.

The current AIA is generally bordered by Belleview Avenue on the north, Parker Road on the east, a line south of Parker’s Mainstreet on the south, and Yosemite on the west. Question was asked about how those boundaries were established. Linda Bruce indicated there are several Colorado statutes that require local government entities with zoning and building permit authority to adopt and enforce rules and regulations to protect land areas on and adjacent an airport, as defined in 14 Code of Federal Regulations, Part 77, Safe, Efficient Use, and Preservation of the Navigable Airspace (see Colorado Revised Statute 43-10-113, Safe Operating Areas Around Airports - Establishment).

Also, Colorado Revised Statute 24-65.1-202, Criteria for Administration of Areas of State Interests, requires local governments to protect and administer areas around airports so as to 1) encourage land use patterns for housing and other local government needs that will separate uncontrollable noise sources from residential and other noise-sensitive areas; and 2) avoid danger to public safety and health or to property due to aircraft crashes.

Fronapfel noted the airport cannot control the use of property outside of its own land. Question was asked what the Airport Authority Board says when someone wishes to develop in a restricted area. In one example given, it was determined the development was not a problem for the airport because it was for multi-family and patio homes. Much of this type of property is already owned by developers and is already zoned, so there is not much the airport can do. It will comment if asked on development outside the AIA, and each request is considered individually.

Question was asked if the AIA could be expanded, as most noise complaints come from areas outside the current AIA. To date, the airport has not seen much gain for expanding the AIA. It was noted the results of the as-yet-to-be-installed noise monitors should provide a more clear picture of the airport’s current impact on surrounding neighborhoods.

TREASURER’S REPORT: Treasurer Harold Anderson reported our balance continues to be \$17,951.15.

There was discussion of the amount of money to be requested for CACNR in the airport’s budgeting process for the coming year; \$10,000 per year has been allotted in each of the past two years. The unused portion of these funds essentially “rolls over,” so if no additional funds are requested, the airport’s budget for 2012 should show \$17,951.15 earmarked for CACNR.

It was noted CACNR has spent much of the last two years increasing its understanding of the many components which make up living with Centennial Airport, so expenses have been limited. Although learning needs to and will continue, CACNR is moving into the next phase of its activity when there will likely be expenses. It was further noted CACNR had originally thought it might be funded by the involved counties and municipalities, but those entities are having budgetary problems of their own, so reverting back to that idea might not be realistic.

It was agreed CACNR should draft a budgetary request to take to the Airport Authority Board. There was agreement the Finance Committee should develop the draft with the Executive Committee.

MEETING AGENDAS: Karen Blilie indicated plans for agendas for the next several months. In October, Jefferson County and Rocky Mountain Airports will be asked to join CACNR, to indicate what plans they have for their growth and to take a look at how all three airports might work together regionally. In November, Centennial Airport has been asked to share everything it has published regarding noise, what is handed out and to whom, and what is in CA’s Fly Quiet Program and how it is distributed/handled. This information will be useful in developing concrete suggestions and recommendations

to be made to airport staff or the Airport Authority Board as to how CA can be a better neighbor. No meeting is planned for December, 2011. It is anticipated CACNR will tie up loose ends of all projects to date in January, 2012.

Linda Bruce indicated she would check on the possibility of having a presentation from CDOT's Division of Aeronautics about the Colorado Aviation System Plan.

AIRPORT AUTHORITY BOARD MEETING: Robert Doubek indicated the Airport Authority Board had met on August 11, 2011. He noted the contracts for the Noise Monitoring System have finally been signed, and the FAA has signed off on the fees and statement of work. Other actions taken by the Board included:

- Under the consent agenda, approval was given to the AIP-44 Grant Agreement for the construction of paved shoulders on Runway 17L/35R, and the improvement of detention ponds C3 & C4. The total grant was \$4,200,000, with the airport being responsible for a 5% match.
- Approval was given to the Development Plan for Total Adrenaline Paintball, LLC. This plan calls for a 120 foot by 200 foot paintball court in the parking lot on the south side of the South Suburban leasehold.
- The June financial report showed actual revenues and expenses were favorable in relation to the budget.
- Action to terminate or rescind the Operating Agreement, Under Standards, for Epic Aviation, LLC, was continued to the September 8, 2011 board meeting and public hearing.

NOISE REPORT: Todd Green summarized noise report information. Operations were up in August from July: 31,951 v. 29,484. Complaints were also up: for the month of August, there had been a total of 496 noise complaints from 66 households; those figures in July were 252 complaints from 62 households. For the year to date, there have been 3,396 noise complaints lodged, from 191 households. Graphs were provided showing figures for both complaints and households reporting, with none removed; with the top and bottom 5 reporting households removed; with the top and bottom two households removed; and with the top and bottom one households removed. In all instances, households and complaints were considerably increased from July to August.

It was noted some special events may cause an increase in noise complaints. Airport staff was requested to let CACNR know when special events are coming up, so representatives can alert their constituents.

PUBLIC COMMENT: None

COMMENTS FROM ROUNDTABLE AND STAFF: Alison Biggs asked if there would be objection to requesting Douglas County representation on the committee Dennis Fria is putting together in relation to solving the issue of training traffic over the neighborhoods. There was no objection.

NEXT MEETINGS: The next Roundtable meeting will be on October 5, 2011 at 7:00 p.m., Ramada Hotel & Suites, 7770 S. Peoria Street, Englewood, CO.

The next Airport Authority Board meeting will be September 8, 2011 at 3:30 p.m., Wright Brothers Room, Centennial Airport.

ADJOURNMENT: The meeting was adjourned at 9:13 p.m.

Alison Biggs, Secretary

Statement of Purpose, Adopted September 2, 2009

The Centennial Airport/Community Roundtable is a voluntary association of the Airport Authority, communities, federal and state agencies and airport users. It is created to address aircraft noise issues in the communities surrounding the Centennial Airport.

In a non-adversarial, interactive and collaborative open forum, the Roundtable will seek to identify and dimension noise issues, discover possible mitigation actions, find opportunities for implementation and evaluate the effectiveness of the mitigations.

While the Roundtable's initial efforts in the development of a Work Program will be directed on noise issues associated with current aircraft operations, consideration of future noise issues also will be addressed, including interaction with roundtable activities at other airports.