

CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE
MINUTES
JANUARY 4, 2012
Approved 04/04/12

CALL TO ORDER, ROLL CALL, QUORUM: Chair Karen Blilie called the CACNR meeting to order at 7:00 p.m. Those present included: Karen Blilie, Greenwood Village; Harold Anderson, Lone Tree; Rick Wood, Castle Rock; Mike Sutherland, Parker; Julie Huun, Arapahoe County; Nancy Jackson, Arapahoe County; Robert Olsingers, Centennial Airport; Robert Doubek, AOPA; Scott Brownlee, CDOT; Yancy O'Barr, FAA TRACON; Don Kuskie, CABA; Joe Fowler, Douglas County; Brad Pierce, Aurora; and Maureen Shul, Castle Pines. Todd Green, Centennial Airport staff was also present.

Those absent included: Alison Biggs, Douglas County; Keith Gardner, Centennial; Bob Easton, Foxfield; Linda Bruce, FAA District Office; and Dennis Fria, FAA APA Control Tower.

A quorum was established after public comment.

PUBLIC COMMENT: Don Minor from Lone Tree addressed the CACNR. He shared his concerns with early morning flights and the inability to leave his windows open due to aircraft noise. He is organizing a group of his neighbors. The Chair explained the nature of CACNR being advisory only to Arapahoe County Public Airport Authority (ACPAA). She suggested that Don attend the next ACPAA board meeting.

MINUTES: The following corrections were made to the November 2011 minutes. The Chair stated that the 1998 operations numbers were high due to an accounting error, which made the operations number very high which was not accurate. This should be stated in the minutes. She questioned the operations numbers for 1985. Harold Anderson stated the last sentence in the first paragraph under Public Comment should read "immediate right". Scott Brownlee, CDOT, commented on the 1985 statistics. Operation numbers back then probably came from the control tower. The information used to be recorded on cassette tapes, and then operations people would document them. A motion was made and seconded, and approval of the minutes as amended was passed.

OVERVIEW OF CENTENNIAL AIRPORT FLY QUIET PROGRAM: Joe Hammond presented a power point on Centennial Airport's fly quiet program. The power point included general rules and processes for noise abatement, photographs of signs used at the end of the runway, and dissemination of the fly quiet program. Pilot Guides and NBAA Noise Abatement Programs were handed out to CACNR.

Todd Green stated that most briefings to pilots were about 20 minutes. Todd tells pilots about noise complaints and gives instructors of pilots laminated copies of maps. He asks them to help mitigate noise. These meetings are voluntary. Discussion centered around how to affect change if the attendance is voluntary.

The Chair had compiled recommendations from fly quiet procedures from many airports, which were previously distributed to CACNR. Many of the procedures are voluntary in nature, which could be achieved at Centennial Airport. Many airports around the nation appear to be serious about noise. The CACNR focused discussion around the Pilot Guide description of where noise sensitive areas are so pilots know areas they should avoid. Suggestions were to provide maps, highlight noise sensitive areas more visibly, and state boundaries within the brochure. CACNR could also use Face book and

Twitter. Responses were that the challenge is that the pilots can do everything perfect, but then sometimes another plane comes and they have to go over a neighborhood. There is only so much the Airport can do. Most pilots know where they are as they have instrumentation, and they need landmarks not street names. They can see for long distances. The Airport will look into this issue.

The next discussion centered on runway design weight within the Pilot Guide. The maximum take-off weight for stage 3 is 75,000 pounds. The Airport stated that they sometimes have heavier planes but not on a daily basis. An aircraft over 75,000 pounds requires special permission from the Airport Director. The Airport stated they receive higher weight aircraft about once a week. The Chair stated that this has been a sensitive issue within the community. Airport Noise and Capacity Act allowed airports to disallow aircraft over 75,000 pound, but that rule was changed. Robert Olislagers stated the problem was not weight and larger planes aren't necessarily noisier. The Airport could lose a lawsuit. This procedure, of allowing a higher weight aircraft, has been in place for the last 9 years. Robert Olislagers stated a Boeing 737 did come in 6 years ago. A company owning a Boeing 737 wanted to base at Centennial; the governor wanted this to occur; it was declined by ACPAA and went to another airport. The Airport does not want to violate FAA rules.

The Chair recommended that the Pilot Guide should clearly represent noise sensitive areas surrounding the Airport. Brad Pierce suggested a committee. Robert Doubek and Don Kuskie will work with Robert Olislagers. They will look at other airports and their pilot guides and bring back suggestions to the group. Brad Pierce stated that noise monitors would help us understand if heavy planes do make more noise.

SAMPLE MISSION STATEMENTS: Karen Blilie reviewed previous CACNR minutes through December and noticed that she had volunteered to rework the CACNR mission statement. Four samples were presented. In the interest of time, CACNR should look over the samples and send comments over the Internet.

FEDERAL/STATE/ACPAA UPCOMING PUBLIC HEARINGS: Yancy O'Barr reported on RNAV. The FAA is finishing the RNAV design and is in the implementation stage. Beginning in the fall, the FAA will begin implementation east, south, and southeast of the airport. This is a metered approach. Public comments have been completed. The design was submitted to the Federal Register without significant changes. The completed study will be released in March. CACNR was under the impression that municipalities would have a chance to publicly comment. Yancy O'Barr invited CACNR to visit TRACON and he will show RNAV in action. The Chair will set up a group appointment. Yancy O'Barr stated approaches would be enhanced and stabilized through RNAV. Planes will depart at a higher altitude with lower emissions. They would be more precise and use less fuel. Noise contours will shrink.

Robert Olislagers stated that we would probably not see any action on the phase-out of Stage 2 aircraft right away as the reauthorization is bogged down in Congress.

UC DAVIS NOISE CONFERENCE: CACNR has enough funds to send two people to the noise conference in Palm Springs. The Airport needs to know who wants to attend. Karen Blilie and Todd Green would discuss at a later time if there would be a March CACNR meeting. Too many people may be unable to meet. A quorum may not be reached and there may not be Airport staff for the March meeting. Walt Kowalski is contracted to speak during the February CACNR meeting.

TREASURER'S REPORT: Harold Anderson submitted the treasurer's report. Fifteen hundred dollars was paid to Walt Kowalski, Break Thoughts, Inc., leaving an ending balance of \$16,438.16. Karen

Blilie stated that the Airport had not received an invoice from N.O.I.S.E. Robert Olislagers stated the importance of this lobbying group. A motion was made and seconded to join N.O.I.S.E. for 2012, which passed unanimously. Brad Pierce will check on the billing status.

LOOSE ENDS LIST: The Chair read over all CACNR minutes and emailed notes on her thoughts of what CACNR representatives and non-voting member had volunteered. The membership has made promises but has not always followed through. There are several bigger areas of concern:

1. The Work Program Committee will need to finish shortly as stated in the CACNR bylaws.
2. Karen Blilie will talk with Keith Gardner regarding Community Outreach and finishing the CACNR website.
3. Dennis Fria will be asked to give a helicopter update.
4. A discussion took place regarding public comment complaints as the Airport states it will check on complaints. What is done with those complaints? Will the Airport keep a log (keeping identity private) on which pilots the Airport has talked to? This would be important to identify who does not know where noise sensitive areas are and provide accountability. The response was that CACNR or citizens do not need to be in civil war with pilots or companies. CACNR needs to trust staff to talk to pilots. Sometimes a particular pilot is talked to twice. But the Airport will not keep a database. Most pilots are of good will. Pilots are cooperative. This is voluntary. A question was asked if there is a reason to fly at 3:00 a.m. in the morning. The Airport stated that a number of people were training for Afghanistan. This was the only time available. What is considered poor behavior may be legal. There has been an over 50% increase in training and an overall decrease in noise. There are noisy Italian aircraft, but there are new electric engines being developed, a representative stated. Robert Olislagers later agreed keeping track of pilot contacts might be a useful benchmark.

ADDED DISCUSSION: A discussion occurred about what the CACNR could do to curb aircraft noise in affected neighborhoods. If there is nothing that the CACNR can do, then why meet?

The following are non-verbatim comments from the CACNR:

- Some members felt that every noise abatement suggestion that is brought up by the CANR is met with a “no.”
- A member questioned the importance of noise reduction.
- Noise was not created by ill will. Someone asked, how does CACNR know that pilots are actually following voluntary policies?
- Another comment was noise is a perception.
- Noise monitors may make the CACNR job harder as the db may not be high. There may be unintended consequences.
- It was felt by some that the CACNR has not wasted time, but had done education.
- CACNR needs to come together to come up with solutions in a collaborative way to solve noise issues at Centennial Airport.
- The Airport stated that everyone in the community needs to be patient. New technologies are coming plus RNAV and noise monitors. This may take 5-20 years. We cannot change federal law.

For the April 2012 meeting Karen Blilie asked for suggestions from the Airport of things which they thought could be done to curb noise in the interest of collaboration. The Airport knows more about what will work for them than CACNR does. Robert Olislagers said that even if he could implement every suggestion, he could not guarantee compliance. He suggested we revisit the “nos.”

Yancy O'Barr will look at nighttime flying routes to see if some flights could be redirected over non-populated areas.

NOISE REPORT: Todd Green introduced the new noise format. The following comments were made:

1. Unincorporated Arapahoe, unincorporated Douglas, and Greenwood Village are not delineated because of zip codes issues. The Airport will look at this.
2. The Chair would like to talk to Todd Green and Yancy O'Barr about times between 11 or 12 p.m. to 5 or 6 a.m. Could there be a voluntary curfew? Todd Green will keep nighttime hours between 10 p.m. through 6 a.m. on the noise report, as this is the FAA penalty time. He will also look to break down the noise report into specific smaller chunks to identify specific times of nighttime noise.
3. Todd Green will add the cause for the noise complaint and add that to the chart.
4. Generally, CACNR liked the new format.
5. Todd Green will email a copy of the year-end noise report.

PUBLIC COMMENT: Kim Gibbs of Unincorporated Boulder addressed the CACNR. She talked of an unacceptable flight over her house at about 2:30 a.m. for about the last year. This one aircraft, a Mitsubishi, causes problems for tens of thousands of residents.

Kim Gibbs gave copies of the following items to CACNR: Santa Monica Airport Noise-Based Rules, Selected Cases from airportNoiseLaw.org, several emails, and Guide to Airport Noise Rules and Use Restrictions by Kaplan, Kirsch, Rockwell. The Airport will contact her.

Meeting was adjourned after 10:00 p.m.
Nancy Jackson and Karen Blilie

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.