

All,

It has been some time since the last update on the implementation of the FAA's proposed Denver NexGen Metroplex Plan. Cherry Hills Village residents were hoping to meet with Congresswoman Diana DeGette on March 23rd, to discuss, among other topics, the Denver NexGen Metroplex Plan. Unfortunately, she had a funeral that she needed to attend. That meeting has been rescheduled for June 15.

Katy Brown, councilwoman with the City of Cherry Hills Village, has been staying on top of what is happening with Denver NexGen, which, at this juncture is little due to numerous personnel departures at our regional FAA and DIA, litigation in California and Arizona against the FAA and pending legislation in DC that includes the FAA reauthorization.

1. Recently, the FAA has been sued by a number of metro areas over increased air traffic after implementation of regional metroplex plans, but the timeliness of the suits has been an issue. One recent case was dismissed because it was not filed within 60 days of the FAA's decision as required. For the FAA's approved plan to become effective, the FAA is required to post a public notice in the legal/public notices section of a local paper.

Please make it a point to review the legal/public notice section of our papers (Denver Post, Village Crier, etc.) as such notice can be posted in any paper of general circulation and if missed, could destroy our chance to bring a suit on the merits of the claim.

If you see a notice posted by the FAA, contact Katy Brown immediately (katy@visonsult.com, kbrown@cherryhillsvillage.com and 303/860-0262)

2. Monthly, Councilwoman Brown attends the Centennial Airport Community Noise Roundtable (CACNR). At these meetings Centennial Airport officials report few if any noise complaints so they feel everything is going well.

Councilwoman Brown strongly recommends that we, as citizens, actively monitor and report aircraft noise, most of which is currently due to Centennial Airport air traffic. Noise complaints can include loud air traffic or repetitive air traffic. When filing a complaint, note the day and time of the incident and or the number of flights during a measured period of time.

The link to report aircraft noise is: <http://centennialairport.com/index.php/en-us/2016-03-01-21-53-30/track-and-report-noise>

Councilwoman Brown noted that, "even though nothing is likely to happen as a result of your complaints, they help me continue to make the case for the impact aircraft noise has on our community. Unfortunately, 'no news' is considered 'good news' in this environment."

Robert Olislagers, CEO of Centennial Airport, made the observation at a meeting late last year that neither Centennial Airport nor any airport determines an aircraft's flight path. The FAA controls all flight paths from the minute a plane leaves the runway.

If no noise complaints are sent to Centennial Airport, the FAA might then determine that we are not bothered by the noise and that the implementation of Metroplex over our homes would not create an uproar. Recall that the proposed Denver NexGen Metroplex Plan could have up to 2 flights passing over our area every minute, 24 hours a day, seven days a week.

3. Below is an excerpt a report given by FAA Acting Administrator, Dan Elwell, to the national NextGen Advisory Committee on March 14th which gives some insight into where the FAA is headed with Metroplex implementation. It is important to note that as of now there is no one at the FAA heading up the Denver Metroplex project.

4. Please circulate this information to your neighbors.

I will continue to keep you updated as information becomes available and please, be sure to make noise complaints to Centennial, as appropriate, and to review the Legal/Public Notices section(s) of your newspaper(s).

Regards and thanks,

Diane Reeder
Cherry Hills North
720/300-9800

Excerpt from Dan Elwell's report (bold added for emphasis)

State of PBN

- We also have an update on PBN.
- You all know we've had some great successes here
- We're re-evaluating active airspace projects: their schedules, budgets, available resources, and potential benefits and risks.
- **We have four remaining Metroplex projects: Cleveland/Detroit, Las Vegas, Denver, and South Central Florida.**
- After careful review, we are prepared to continue with Cleveland/Detroit and Las Vegas Metroplexes.
- **We want to reinitiate consultation with our stakeholders in South Central Florida and Denver to ensure increased advocacy and engagement from our partners in these projects.**

- But we need the airports and the operators to take a more active role with outreach to local officials and others so they understand and are focused on the economic vitality efficient airspace operations mean for those regions. They need to help make sure they understand *why* we believe proposed changes are better for their airports and their communities.
- If we want to gain the benefits that PBN can offer, we have to do the work together, up front, and set these projects up for success.
 - Participation and advocacy for the requested change to the airspace: This means meeting with the airport and explaining what the challenges are – what is the problem that this procedure or procedures are designed to solve?
 - Participation and advocacy in meetings and discussions with key local and national elected officials. The Mayor, City or County Council.
 - Participation and advocacy with other interested members of the local community. Chamber of Commerce, Convention and Visitor’s Bureau or other local groups.
- **At the same time, we are shifting from the metroplex process to scalable PBN projects implemented through a single site process. This will result in projects that are more manageable and focused.**
- **Since 2014, the single site process has governed smaller scale implementations, which supports the modernization of the national airspace system and will continue to be the process for airspace changes in the NAS.**
- **The FAA is also working through budgetary constraints and prioritization for single site implementations. We are taking a pause, we anticipate that**

the review will be complete in June 2018 and we will have more information to share at that time.

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