

CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE
MINUTES

August 07, 2019

Approved 09/04/19

VISION – QUIETER SKIES FOR OUR COMMUNITIES

MISSION – UTILIZING PARTNERSHIPS TO REDUCE AIRPORT NOISE FOR THE BENEFIT OF NEIGHBORING COMMUNITIES

Chair: Brad Pierce **Vice Chair:** Melissa Coudeyras **Treasurer:** Jamie Hartig **Secretary:** Alison Biggs

1. **CALL TO ORDER, ROLL CALL, and QUORUM:** The meeting was called to order at 6:30 p.m. by Chair Brad Pierce.

The following were in attendance:

Arapahoe County:	Kathleen Conti	Cherry Hills Village:	Al Blum
Douglas County:	Jamie Hartig	Greenwood Village:	Tom Dougherty
Douglas County:	Alison Biggs	Lone Tree:	Mike Anderson
ACPAA:	Mike Fronapfel	Parker:	Amy Holland
Aurora:	Brad Pierce	AOPA:	Robert Doubek
Castle Pines:	Melissa Coudeyras	CABA:	Don Kuskie
Centennial:	Andrea Suhaka		

Also in attendance were ACPAA Staff Dylan Heberlein; and Aurora Planner II and former Aurora CACNR Alternate Representative Porter Ingram.

Those absent were:

Arapahoe County:	Joseph Berger/Vacant	CDOT Aeronautics Div:	Todd Green/Vacant
Castle Rock:	Jason Gray/James Townsend	FAA APA Control Tower:	Diana Hanley/Ron Curry
Foxfield:	Dave Goddard/Vacant	FAA District Office:	Linda Bruce/Kandace Krull
		TRACON:	Steve Martin/Bill Dunn

Following the call to order and the roll call, the meeting was recessed so that the committees could meet. The meeting was reconvened at 7:00 p.m.

2. **PUBLIC COMMENT:** Ronda Lipson from the Willow Creek area reported there had been considerable noise during the last month, frequently as often as every 10 minutes, with flights being loud and disruptive. This had previously not occurred so badly. She has lived in the area for some time, did due diligence before moving to the area, and did not sign up for the level of noise currently being experienced; it did not occur during the 70s and 80s. The main problems seem to come from training aircraft, although some jets, including those from DIA, had also become problematic.

Wendy Eckstin, also from the Willow Creek area, indicated jets from Centennial Airport were indeed a problem. She has lived in the area for 30 years and for much of that time, things were not nearly as bad as they are now. She had spoken with Dylan Heberlein, and primarily wanted to know what could be done to influence change – a “game plan” for the neighborhood.

Dylan Heberlein commented that a DIA runway closure had had a ripple effect on air traffic everywhere throughout the Denver area, although touch and go training traffic should still be above 1,000 feet. Eckstin indicated there was an understanding of the need for more pilots, but meeting that need in the way it is being done raises concerns about safety as well as noise. What advice should/could be given to the public about what to do? It was recommended the noise hotline be used; staff can be requested to investigate what is happening and contact the originators of the noise if it is appropriate. It was noted the airport staff needs to work to help the roundtable and the public interface with the FAA and the control tower as well.

3. **CONSENT AGENDA:** The Consent Agenda included the July 10, 2019 draft minutes, and a Treasurer’s Report as of August 2, 2019, which showed a balance of \$17,567.73. On the motion of Andrea Suhaka, duly seconded, the Consent Agenda was approved.

4. **ITEM(S) REMOVED FROM CONSENT AGENDA:** None

SPECIAL PRESENTATION: Tom Dougherty introduced George Bye, Founder and CEO of Bye Aerospace which is based at Centennial Airport. Bye noted the aircraft his company is developing, both in a two seat and a four-seat version, would be primarily used for training purposes – and would solve at least some of the problems the Willow Creek area was having with noise from training flights. One of the planes had flown twice today, and no one seemed to notice due to its lack of noise.

Bye provided considerable comparative information between the aircraft currently being used for training (whose average age is 50 years) and his models, as well as the relatively near future need for pilots when 30% of those currently flying must retire. Bye’s planes do not consume oxygen, so they have the same efficiency in all situations, producing no noise, no

pollution, and no carbon dioxide, and do not consume Avgas. The company is aiming to create planes that make business sense in terms of cost and ease of operating. So far, market response has been very positive.

Ball Aerospace is currently working with the FAA to have a prototype plane certified. The one being developed here is the first such aircraft in the world. It may take 3+ years for certification, although the FAA apparently recognizes the need for such planes. Question was asked if it would be possible to tour Bye Aerospace; response was it might be possible. Bye will follow-up with Brad Pierce on that. He was thanked for attending and sharing his work with CACNR.

5. **COMMITTEE REPORTS:**

A. **COMMUNITY OUTREACH** – Melissa Coudeyras reported for the committee. She indicated the RFP for the website redesign would be shared with everyone, and it was hoped all would solicit interest from their contacts. Responses would be due to the committee by August 30, and information about the top 'contenders would be brought to the September CACNR meeting. On behalf of the committee, Mike Anderson moved to send out the RFP as outlined; motion carried.

B. **FLY QUIET** – Don Kuskie reported on the progress the committee is making on its priority tasks; it will be meeting again mid-month. There are 872 pilots based at Centennial Airport, with 588 having single engine planes and 115 being multi-engine. Although efforts have been made, some of those pilots have not gotten the message presented by the posters and Noise Abatement Guidelines. Exploration of more or different signage and other ideas is underway, and airport staff will be involved.

C. **NOISE MONITORS** – Tom Dougherty reported the committee had not met. Dylan Heberlein had completed a third case study and presented those results. The case study conducted was for aircraft operations in the month of July that either triggered an Lmax event of 70 dB or greater at the nearest noise monitor related to the residence of the complaint, or triggered two or more noise complaints. The information also entailed the date and time of the operation as well as the aircraft type. For staffing time, the committee decided to cap the events at 15 per month. The majority of the events being triggered at the number 11 or 12 noise monitor with the highest event registered at 75.6dB by a Cessna 172 on 7/4/19.

Mike Anderson thanked staff for assistance with questions from a Lone Tree resident.

The June 2019 Noise Report was reviewed by Dylan Heberlein. It showed there had been 34,060 total operations in June, the highest of 2019. There had been a total of 170,540 flight during the first six months of the year.

During June, there had been 27,657 overall noise events at the 12 noise monitors. Noise events at each monitor were:

- 8,603 events at the Golf Course monitor on airport property (5,674 in the 60-69 decibel range)
- 3,263 events at the Airport East monitor on airport property (1,505 in the 60-69 decibel range)
- 5,339 events at the Meridian monitor (4013 in the 60-69 decibel range)
- 2,607 events at the State Park monitor (1,744 in the 60-69 decibel range)
- 1,898 events at the Parker monitor (1,751 in the 60-69 decibel range)
- 1,853 events at the Grandview Estates (1,633 in the 60-69 decibel range)
- 1,088 events at the Greenwood Village monitor (988 in the 60-69 decibel range)
- 1,052 events at the Lone Tree monitor (957 in the 60-69 decibel range)
- 843 events at the Castle Rock monitor (759 in the 60-69 decibel range)
- 599 events at the Hunters Hill monitor (541 in the 60-69 decibel range)
- 292 events at the Castle Pines monitor (251 in the 60-69 decibel range)
- 220 events at the Sagebrush Park monitor (209 in the 60-69 decibel range)

Eliminating the two monitors on airport property, the top five locations with noise events in the 70-79 decibel range were:

- Meridian – 1,271 Parker – 143
- State Park – 851 Greenwood Village – 94
- Grandview Estates – 212

Eliminating the two monitors on airport property, the locations with noise events in the 80-89 decibel range were:

- Meridian – 49 Hunter's Hill – 5
- State Park – 11 Parker – 4
- Castle Rock – 10 Lone Tree – 4
- Grandview Estates – 6 Castle Pines – 1
- Greenwood Village - 6

Eliminating the two monitors on airport property, five locations had noise events in excess of 90 decibels:

- Castle Rock – 10 Lone Tree – 1
- Meridian – 6 State Park – 1
- Grandview Estates – 1

In June, there had been 656 complaints from 67 households:

Of the 67 households, 22 had been in Unincorporated Arapahoe County (33%); 15 were in Greenwood Village (22%); 9 were in Unincorporated Douglas County (13%); 7 were in Lone Tree (10%); 5 in Centennial (7%); 2 each in Aurora, Denver, Parker and 'Other' (3% each); and 1 in Cherry Hills Village (1%).

249 complaints had come from Centennial (38%); 204 complaints had come from Unincorporated Arapahoe County (31%); 72 were from Unincorporated Douglas County (11%); 45 from Aurora (7%); 41 from Greenwood Village (6%); 18 from Parker (3%); 14 from Lone Tree (2%); 7 were from 'Other' (1%); 3 each were from Cherry Hills Village and Denver (.5% each).

60 complainers had requested responses from the airport, with 32 of those requests made by email, and 28 by telephone.

Year to date, there had been 2,231 complaints from 144 households:

The highest number of complaining households were: 37 from Unincorporated Arapahoe County (26%); 27 from Greenwood Village (19%); 17 from Unincorporated Douglas County (12%); 11 from Centennial (8%); 10 each from Highlands Ranch and Lone Tree (6% each); 8 each from Denver and from 'Other' (5% each); 6 from Parker (4%); 5 from Castle Pines (3%); 3 from Aurora (2%); and 2 from Cherry Hills Village (1%).

Of those households, 614 complaints had come from the 11 located in Centennial; 605 were from the 37 households located in Unincorporated Arapahoe County; 406 were from 17 households in Unincorporated Douglas County; 210 from 3 households in Aurora; 173 from 27 households in Greenwood Village; 97 from 10 households in Lone Tree; 44 from 6 households in Parker; 28 from the 8 in 'Other'; 23 from 10 households in Highlands Ranch; 20 from 8 households in Denver; 7 from 5 households in Castle Pines; and 4 from 2 households in Cherry Hills Village.

YTD, the top five complaining households came from Centennial (596); Unincorporated Arapahoe County (421); Unincorporated Douglas County (338); Aurora (207); and Unincorporated Arapahoe County (45). There were 624 remaining complaints.

Of the 656 June complaints, 570 (87%) were about daytime flights and 86 (13%) were about nighttime flights. YTD, 1,976 (88.5%) of the complaints were about daytime flights and 255 (11.5%) were about nighttime flights.

Comparatively, there were 656 complaints in June 2019; there had been 499 complaints in June 2018.

In June, props had accounted for 56% of the complaints; jets accounted for 42% of the complaints; helicopters were 1%; and 1% were unknown. Departures were responsible for 52% of the complaints; arrivals were 25%; training was 14%; and 9% were unknown.

The June complaint map showed the locations of the complaints, with 3 being outside the map boundaries, in Elizabeth, Unincorporated Douglas County, and Jefferson County. The Radar Track Density Map, dated March 2019, was again provided.

D. **WORK PLAN** – For the committee, Alison Biggs provided a draft of the 2018 Annual Report and a separate Supplement to the 2018 CACNR Annual Report. She indicated the latter was a more detailed record of what CACNR had discussed during the year, by category and month, and could be used for tracking of ideas as well. When doing that document, it had been noted that numerous ideas had been discussed, but it was not always clear if there was intent to follow-up. The committee will consider how to deal with that for future use. The supplement was intended to be used by CACNR Representatives and would not need to be sent to everyone on the mailing list.

It was noted that one of the pictures shared by the Fly Quiet Committee might be a good one for use with the Annual Report. On the motion of Andrea Suhaka, duly seconded, the 2018 Annual Report was approved for distribution, with any needed editing such as the photo change. On the motion of Andrea Suhaka, duly seconded, the Supplement to the 2018 CACNR Annual Report was approved for distribution as noted.

The committee continues to work on the orientation materials and the provision of other resources for CACNR and its committees.

E. **STUDY GROUP** – Brad Pierce reported the Study Group had not met. Funding had now been received from all Members.

7. **FAA REPORTS:**

A. **DISTRICT OFFICE** – None

B. **APA AIR TRAFFIC CONTROL TOWER** – None

C. **TRACON** – None

8. **OTHER REGULAR MONTHLY REPORTS:**

A. **ARAPAHOE COUNTY PUBLIC AIRPORT AUTHORITY** – Robert Doubek, ACPAA Treasurer, reported the Authority had not met in July.

B. **AIRPORT DIRECTOR'S REPORT** – Mike Fronapfel indicated there was no report from the airport director.

C. **METROPLEX** – Two articles related to the Denver Metroplex project were provided under agenda item 10.A.

D. **NEXTGEN ADVISORY COMMITTEE (NAC)** – Brad Pierce provided the agenda from the NAC meeting of July 30, 2019. NAC has a new chair, Chip Childs, President/CEO, Skywest Airlines Inc. At this NAC meeting, Pierce and Emily Tranter of N.O.I.S.E. had met with an FAA representative who had sought them out. Leann Hart, Community Involvement Specialist for Airspace Projects at the FAA reached to Tranter to schedule a separate meeting with FAA staff. Tranter Emily & Pierce provided background on N.O.I.S.E. and suggested N.O.I.S.E. could be a resource for the FAA. In the Public Statement portion of the meeting, a representative of Queen's Quiet Skies, Janet McNeary, had addressed how community groups can be resources to NAC. The public comment period was only two minutes per speaker, so McNeary did not have time to go into detail.

E. **N.O.I.S.E.** – Brad Pierce noted Emily Tranter had been appointed the new Executive Director of this organization. He would express CACNR's congratulations to her. Information had been provided by NOISE about the confirmation of Stephen Dickson to head the FAA. Waivers had also been enacted to allow two former military officers to fill top FAA spots at the same time. The next N.O.I.S.E. meeting would be November 20 in San Antonio.

9. **OLD BUSINESS:**

A. **2019 CACNR REPRESENTATIVES TO ACPAA** – Alison Biggs would try to rearrange her schedule to represent CACNR on August 8, 2019. If that was not possible, Dylan Heberlein would provide a brief update on CACNR's behalf.

B. **CONGRESSIONAL QUIET SKIES CAUCUS** – Brad Pierce had discussed inviting Jason Crow to join this group with Emily Tranter of N.O.I.S.E. Further action to be determined.

10. **NEW BUSINESS:**

A. **INFORMATION SHARING** – A July 15 article in the *Centennial Citizen* entitled "Centennial Airport taking FAA to court over flight paths" was shared. An identical article, which addressed the airport's action in relation to the Denver Metroplex Project, had been printed in the *Douglas County News Press* on July 18, along with an article entitled "What Does Metroplex Change?"

A third article, this from the *Denver Post* on July 23, entitled "Single-Engine airplane runs off runway in another incident at Centennial Airport" was read. Apparently, this incident was not considered a crash by NTSB standards, and no one had been hurt. Question was asked if the airport receives information after NTSB investigations of accidents have been completed. Request was made for CACNR to also receive such information when it is available, recognizing the investigations frequently are very lengthy. Staff indicated this would be done.

11. **PUBLIC COMMENT:** None

12. **NEXT MEETINGS:**

A. **CACNR** – Sep 04, 2019 6:30 p.m. Arapahoe Board Room, 6924 S. Lima, Centennial 80112
Oct 02, 2019 6:30 p.m. Arapahoe Board Room, 6924 S. Lima, Centennial 80112
Nov 06, 2019 6:30 p.m. Arapahoe Board Room, 6924 S. Lima, Centennial 80112
Dec 04, 2019 6:30 p.m. Arapahoe Board Room, 6924 S. Lima, Centennial 80112

B. **ACPAA** – Aug 8, 2019 3:00 p.m. Wright Brothers Room, Centennial Airport, 7800 S Peoria St., Englewood, CO
(?? representing CACNR)
Sep 12, 2019 3:00 p.m. Wright Brothers Room, Centennial Airport, 7800 S Peoria St., Englewood, CO
(Melissa Coudeyras representing CACNR)
Oct 10, 2019 3:00 p.m. Wright Brothers Room, Centennial Airport, 7800 S Peoria St., Englewood, CO
(??? representing CACNR)
Nov 14, 2019 3:00 p.m. Wright Brothers Room, Centennial Airport, 7800 S Peoria St., Englewood, CO
(??? representing CACNR)
Dec 12, 2019 3:00 p.m. Wright Brothers Room, Centennial Airport, 7800 S Peoria St., Englewood, CO
(??? representing CACNR)

13. **ADJOURNMENT:** The meeting was adjourned at 8:42 p.m.

Alison Biggs, Secretary