

CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE  
MINUTES

July 1, 2020

Approved August 5, 2020

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:** Tom Dougherty    **Secretary:** Alison Biggs

1. **CALL TO ORDER, ROLL CALL, and QUORUM:** The virtual meeting via Zoom was called to order at 6:37 p.m. by Chair Brad Pierce.

The following were in attendance and a quorum was present:

Arapahoe County:	Kathleen Conti	Foxfield:	Pam Thompson
Douglas County:	Lauren Pulver	Lone Tree:	Mike Anderson
Douglas County:	Alison Biggs	Parker:	Amy Holland
Aurora:	Brad Pierce	ACPAA:	Robert Oislagers
Castle Pines:	Melissa Coudeyras	AOPA:	Robert Doubek
Centennial:	Candace Moon		

Others in attendance were Arapahoe County Alternate Representative Bill Skinner; Aurora Alternate Representative Porter Ingram; ACPAA Alternate Mike Fronapfel; Noise Monitor and Study Group member and Past Centennial Alternate Representative Andrea Suhaka; Fly Quiet Committee Member Bill Wasmund; and ACPAA staff Rachel Keller.

Those absent were:

Arapahoe County:	Paul Krier/Vacant	CABA:	Don Kuskie/Mark Straka
Castle Rock:	Jason Gray/James Townsend	CDOT Aeronautics Div:	Todd Green/Vacant
Cherry Hills Village:	Al Blum/Afshin Safavi	FAA APA Control Tower:	Joseph Wolters/Ron Curry
Greenwood Village:	Tom Dougherty/Karen Blilie	FAA District Office:	John Bauer/John Sweeney
		FAA TRACON:	Steve Martin/Bill Dunn

2. **APPROVAL OF AGENDA:** On the motion Amy Holland, duly seconded, the agenda was approved as presented.

3. **PUBLIC COMMENT:** None

4. **CONSENT AGENDA:** The Consent Agenda included the March 4, 2020 draft minutes, and the May 29, 2020 Treasurer's Report. It was noted the Treasurer's report reflected the return of ACPAA's 2020 contribution to CACNR. Other CACNR Members had not been invoiced due to the upheaval caused by the coronavirus, so it had seemed appropriate to offer to return the ACPAA funds that had already been transmitted to CACNR. ACPAA had accepted the offer and the funds were returned, to be provided again in 2021. On the motion of Alison Biggs, duly seconded, the Consent Agenda was approved.

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

6. **COMMITTEE REPORTS:**

A. **COMMUNITY OUTREACH** – Amy Holland reported she had consolidated the comments she had received from other CACNR Representatives and had shared them with the web designer. The website was nearing completion and should be ready for a demonstration at the August CACNR meeting. Further fine tuning would still be possible. She was thanked for all the work she has put into this project

B. **FLY QUIET** – Bill Wasmund reported the new signs had been installed on runways 17R and 17L/35R and 35L. Some graphics still need to be worked on.

C. **NOISE MONITORS** – Candace Moon indicated the committee had no report. Noise reports had been provided for each month during the time when meetings were cancelled. Only the May 2020 report was discussed here by Rachel Keller.

It showed there had been 30,398 total operations in May, up from 11,505 operations in April (there had been 31,284 operations in April 2019, and 30,062 operations in May 2019). In May 2020, there had been 17,509 local flights; in May 2019, that number had been 15,186.

During May, there were 23,321 noise events at the 12 noise monitors. Noise events at each monitor were:

- 8,594 events at the Golf Course monitor on airport property (5,131 in the 60-69 decibel range)
- 4,133 events at the Meridian monitor (2,975 in the 60-69 decibel range)
- 2,253 events at the Airport East monitor on airport property (981 in the 60-69 decibel range)
- 1,918 events at the State Park monitor (1,330 in the 60-69 decibel range)
- 1,555 events at the Parker monitor (1,350 in the 60-69 decibel range)
- 1,386 events at the Grandview Estates monitor (1,207 in the 60-69 decibel range)

978 events at the Greenwood Village monitor (884 in the 60-69 decibel range)  
806 events at the Lone Tree monitor (761 in the 60-69 decibel range)  
724 events at the Castle Rock monitor (642 in the 60-69 decibel range)  
609 events at the Hunter's Hill monitor (532 in the 60 – 69 decibel range)  
239 events at the Castle Pines monitor (223 in the 60-69 decibel range)  
126 events at the Sagebrush Park monitor (117 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 – 1,117	Parker – 201	Greenwood Village – 87
State Park – 577	Grandview Estates – 167	

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

Meridian – 41	Grandview Estates – 9
State Park – 11	Greenwood Village and Hunter's Hill – 7 each

Eliminating the two monitors on airport property, Castle Rock had 33 noise events in excess of 90 decibels, and Grandview Estates had 3 in that range.

The Population census of each of the municipalities listed, as of 2018, was again provided; populations ranged from 716,492 in Denver to 6,650 in Cherry Hills Village. CACNR's smallest Member has a recorded population of 780 in 2020.

In May, there had been 627 complaints from 113 households (in April, there had been 607 complaints from 34 households): Of the 113 households, 38 had complained from Unincorporated Arapahoe County; 18 from Greenwood Village; 15 from Unincorporated Douglas County; 12 each were from Centennial and Other; 4 were from Lone Tree; 2 each from Aurora, Castle Pines, Denver and Parker; and 1 from Highlands Ranch.

Of the 627 complaints, 232 had come from Unincorporated Arapahoe County (38%); 159 from Unincorporated Douglas County (26%); 54 from Greenwood Village (9%); 47 from Parker (8%); 32 from Aurora (5%); 28 from Centennial (4.5%); 27 from Other (4%); 21 from Castle Rock (3%); 13 from Lone Tree (2%); 2 each from Castle Pines and Denver (0.3% each); and 1 from Highlands Ranch (0.2%).

The top five complaining household for the year to date came from: Centennial – 1,201; Greenwood Village – 671; Unincorporated Douglas County – 461; Unincorporated Arapahoe County – 414; and Parker – 177.

135 complainers had requested responses from the airport, with 68 of those requests made by email, and 67 by telephone.

Of the 627 complaints, 572 (91%) were about daytime flights and 55 (9%) were about nighttime flights.

With the top complaining household removed, props accounted for 76% of the complaints in May, while jets accounted for 21% of the complaints. Helicopters were the cause of 2%; and 1% were unknown. Departures were responsible for 40% of the complaints; training was 29%; arrivals were 28%; and 3% were unknown.

The January complaint map showed the locations of the complaints, with 14 being outside the map boundaries. For the year to date, there had been 22 complaining households outside the map area. The January 2020 Radar Track Density Map was provided again.

During discussion, Robert Olislagers noted May 2020 had shown a 1% increase in airport operations from May 2019. Centennial was also the second busiest airport in the country in May 2020. Increases were attributed to propeller aircraft and flight school activity, with jet traffic slower to recover, though numbers of jet flights were beginning to increase.

Question was asked if complaints or complaint patterns had changed because of people working and/or staying at home due to the coronavirus. Response was there were more complaints in May 2020 than there had been in May 2019, and there were also more requests for responses or more information about complaints from the airport.

D. **WORK PLAN** – For the committee, Alison Biggs presented two Task Order Forms, one to be used when individuals or committees wish to use CACNR funds for a project(s), and one to be used when individuals or committees wish to use CACNR funds for a project which would involve the services of consultant Jason Schwartz. Both forms reflect CACNR's policy that projects involving \$500 or less may be approved by the CACNR Executive Committee; anything over that amount would require approval of CACNR as a whole.

Following a brief discussion, the forms were approved, with the understanding they may be further 'tweaked' if needed following their initial uses.

E. **STUDY GROUP** – The next and apparently final task for this group would be to assure all Members have copies of the signed Memorandum of Understanding and Funding Structure. Brad Pierce has the originals of those documents and would be sending them out.

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, had provided a written report from the June 18, 2020 meeting. Robert Olislagers commented about ACPAA's unqualified audit, and thanked CACNR for offering to return the 2020 funds which had already been transferred to it. He noted ACPAA was in the process of cutting \$1M from its \$8M budget for 2020, so the returned funds were welcomed. Other items from the ACPAA meeting had been covered during the Noise Report.

B. **AIRPORT DIRECTOR'S REPORT** –

1. Master Plan – Robert Olislagers noted there had been a virtual hearing on the Master Plan on June 25th, and that the recording of the meeting would be available until tomorrow for anyone who wished. Comments would be accepted until next week. Comment was made that the time frame for review and response to the plan seemed rather limited, as not everyone regularly reads the public notices printed in selected newspapers. CACNR had been told it would be included as the plan was being developed.

Topics included in the plan were trends such as the coming of electric airplanes, and mechanisms to deal with hot spots and bottlenecks at the airport. Question had been asked about the planned increase in the weight limit for planes using Centennial Airport, from 75,000 pound to 100,000 pounds. Response was this would not change the current policy limit of 75,000 pounds but was a type of engineering measurement. Current policy allows the 75,000-pound limit to be waived by the airport director by special request.

2. Airport activity - CACNR was informed the airport had seen a 70% reduction in traffic, including a 90% reduction in jet traffic. Other activity information had been covered during the Noise Monitor Committee report, and the ACPAA report. The Director noted runway 17L/35R and the related taxiway were now open, with new LED lighting. Air traffic controllers were happy with this, as a bottleneck resulting from the closure had been eliminated.

The Morgan Adams fund raising event for children's cancer research had been cancelled for this year, as had several other events usually scheduled to occur at the airport.

However, a Wings Over the Rockies event had been held, with approximately 400 attendees every day. Social distancing and masks were utilized as children and their parents attended educational sessions and could tour an F-16.

3. Legislative – The US House of Representatives had passed an \$1.5 infrastructure bill which included funding for projects related to aviation and aviation noise. The Senate and the White House do not support the bill, so it would likely not pass and would probably be replaced with only a reauthorization of current funding and programs. At the state level, any legislation related to matters of interest to ACPAA had been deferred due to the problems caused by the coronavirus.

4. Litigation – see below.

C. **METROPLEX** – Robert Olislagers commented on the lawsuit filed by ACPAA in relation to the Denver Metroplex project. It had been joined by Arapahoe, Douglas and Gilpin Counties, and Mountain Aviation. He reported things were moving along and the various filing deadlines had been met. Since Metroplex had been implemented in late March, DIA traffic had decreased by as much as 80%, but Centennial traffic was being pushed out to the foothills and as far south as Castle Rock, Castle Pines Village and Castle Pines. He noted pilots were complaining about the required routes, citing numerous dangerous airspace situations. It was suggested the June noise numbers which CACNR will see in August might be useful in determining a clearer impact of Metroplex, if operations had normalized more from the COVID impact by then. Melissa Coudeyras noted she was getting an increase in complaint calls from her Castle Pines residents.

Question was asked about next steps in the progress on the lawsuit. Olislagers responded that, with the coronavirus, this was still not fully determined. There may be a need for travel to Washington, DC for a hearing, in or after August, or it may be held virtually. Usually, briefs filed for such hearings are about two pages, but there is opportunity for unlimited attachments.

D. **NEXTGEN ADVISORY COMMITTEE (NAC)** – Brad Pierce indicated the meeting scheduled for April 17, 2020 had been cancelled. The July 30, 2020 meeting had been shifted to a virtual one on August 6, 2020.

E. **N.O.I.S.E.** – Brad Pierce reported NOISE had met on March 9, 2020. He indicated he was not yet sure what would occur with the previously schedule November N.O.I.S.E. meeting that was to be held in conjunction with the National League of Cities in Tampa, Florida.

F. **2020 1<sup>st</sup> QUARTER LAND USE REVIEW** – Rachel Keller presented this report. There had been 20 referrals reviewed between January 1, 2020 and March 31, 2020. Seven were residential; 3 were a mix of residential and commercial; 5 were industrial; and 5 had been commercial. A total of 7 had been approved as submitted. 11 were subject to comments, and there were 2 which had not been recommended.

Of the two not recommended, one was in Parker, and the other was in Douglas County. Further detail about each had been provided. The Parker project would be an assisted living facility and among the negative details noted would be its location within the airport's Restricted Development Area, and its close proximity to E-470, which is used as a flight path corridor for the airport. Resulting noise and safety issues were noted. Keller did not know if the project had been acted upon yet by Parker.

The details provided about the Douglas County school project also called attention to its location within the airport's Restricted Development Area, and further noted the project's less than 1,500 foot proximity to the airport's nearest runway, placing it under and next to the training traffic pattern with the potential for constant propeller aircraft overhead. Interestingly, the documents provided to the airport made no mention of aircraft noise impacts or avigation easements, and the airport had been left out of the vicinity map entirely, even though it is only about 1,000 feet away. Lauren Pulver was asked to see if this project had been heard yet by the Douglas County Commissioners. It was noted that schools are within the purview of the state, so there may not be much to be done at the county level.

9. **OLD BUSINESS:**

A. **UC DAVIS AVIATION AND EMISSIONS SYMPOSIUM, MARCH 1-3, 2020, SAN DIEGO** – Alison Biggs indicated she would try to have a final summary of the sessions presented at this symposium for the next meeting. She will also provide a link to the slides from the various sessions, for those who might be interested in further, more detailed information.

B. **2020 MEETING SCHEDULE FOR CACNR & ACPAA, INCLUDING CACNR REPRESENTATIVES TO ACPAA** – The 2020 meeting schedule was again provided. As there would be no ACPAA meeting in July, it was agreed to wait until the August meeting to determine if anyone from CACNR could be involved in ACPAA's meeting on August 13 or others in the future.

Question was asked if CACNR could be provided with the link to the August ACPAA virtual meeting, so anyone who might be able to represent CACNR at that meeting could do so. Robert Olislagers indicated he would assure that information would be provided to CACNR.

C. **CONGRESSIONAL QUIET SKIES CAUCUS** – No report.

10. **NEW BUSINESS:**

A. **INFORMATION SHARING** – a June 23, 2020 *Denver Post* article entitled "Denver airport ordered to pay \$33.5 million for noise violations" had been shared. The article discussed a long-running dispute between Adams County and DIA over excessive noise to Adams County residents. The decision also affects those parts of Aurora which are located within Adams County. It was anticipated the matter is not over, as Denver will appeal the decision, so it may drag on until all legal avenues have been exhausted.

11. **PUBLIC COMMENT:** None

12. **NEXT MEETINGS:**

A. **CACNR** – August 5, 2020 to be determined  
September 2, 2020 to be determined  
October 7, 2020 to be determined  
November 4, 2020 to be determined  
December 2, 2020 to be determined

B. **ACPAA** – July 2020 No meeting  
August 13, 2020 virtual meeting  
September 10, 2020 to be determined  
October 8, 2020 to be determined  
November 12, 2020 to be determined  
December 10, 2020 to be determined

13. **ADJOURNMENT:** The meeting was adjourned at 7:42 p.m.

Alison Biggs, Secretary