

CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE  
MINUTES

September 2, 2020

Approved as Amended 10/07/20

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 6:36 p.m. by Chair Brad Pierce.

The following were in attendance and a quorum was present:

Arapahoe County:	Kathleen Conti	Greenwood Village:	Tom Dougherty
Arapahoe County:	Paul Krier	Lone Tree:	Jennifer Drybread
Douglas County:	Dan Avery	Parker:	Amy Holland
Douglas County:	Alison Biggs	ACPAA:	Robert Olislagers
Aurora:	Brad Pierce	AOPA:	Bob Doubek
Castle Pines:	Melissa Coudeyras	CABA:	Don Kuskie
Centennial:	Candace Moon	FAA APA Control Tower	Ron Curry
Foxfield:	Pam Thompson		

Others in attendance were Arapahoe County Alternate Representative Bill Skinner; AOPA Alternate Representative John Hirshman; Fly Quiet Committee Member Bill Wasmund; and ACPAA staff Rachel Keller, Deb Smith, Gina Conley, and Kristin Pollien.

Those absent were:

Castle Rock:	Jason Gray/James Townsend	FAA District Office:	John Bauer/John Sweeney
Cherry Hills Village:	Al Blum/Afshin Safavi	FAA TRACON:	Steve Martin/Bill Dunn
CDOT Aeronautics Div:	Todd Green/Vacant		

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

3. **PUBLIC COMMENT:** Tom Dougherty introduced Donna Johnston, a member of the Greenwood Village City Council. She was warmly welcomed by CACNR. She noted she has been receiving increased complaints about aircraft noise, with some days being particularly bad and not necessarily related only to training flights. It seemed more flights were routing west of Cherry Creek, and thus were more bothersome to Greenwood Village residents. She indicated she had spoken with Airport Director Robert Olislagers about the situation. The area involved included Orchard Road, Dayton Road, and Havana Street.

It was noted the agenda listing of an August 4, 2020 email sent to [info@centennialairportnoise.com](mailto:info@centennialairportnoise.com) had not been included in the materials packet, with discussion to come later during the meeting.

4. **CONSENT AGENDA:** The Consent Agenda included the August 5, 2020 draft minutes, and the August 28, 2020 Treasurer's Report showing a balance of \$11,324.56. On the motion of Tom Dougherty, duly seconded, the Consent Agenda was approved.

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

6. **COMMITTEE REPORTS:**

A. **COMMUNITY OUTREACH** – Amy Holland reported there were a few additions still needed on the website, but it should be operational in the next few days. The issue of sharing emails which come to the CACNR email address was discussed. Communications from members of the public to both CACNR and the airport have been shared with CACNR in a variety of formats since CACNR's inception, with specific identifying information deleted. For this meeting, such communications had been removed from the meeting packet by airport staff without notice or explanation.

As that action was explained, a public entity such as ACPAA comes under the Colorado Open Records Act, and as such, any communications with it may be accessed by the public upon request. Robert Olislagers stated that because CACNR is advisory to ACPAA, it is also considered covered by that Act, so members of the public who complain should now be told they and their complaints would become a matter of public record. It was noted communications to other elected officials who serve on CACNR might also be considered in that category.

Discussion included such concerns as if CACNR Representative can know what emails come into the CACNR email address and if/how they are responded to; can summary or redacted information about the emails be shared; is CACNR considered a public entity under the Open Records Act; where do CACNR communications with the elected officials who have been appointed to CACNR fit into this scenario; and how to deal with the situation in the most appropriate fashion. Tom Dougherty volunteered to look into such questions and was thanked by the group for doing so.

B. **FLY QUIET** –Don Kuskie reported the committee had met, and continued to address its priority tasks from the Work Program. It is looking at ways to monitor touch and go traffic and to bring difficulties to the attention of appropriate airport staff. There is still a problem with the flight paths being extended, turning even as far north as Belleview Avenue. A program to work with and acknowledge pilots who are willing to fly over the noise monitors to determine what their noise levels are is being explored. The willingness to participate in such a consciousness raising activity might be recognized with a certificate or a license plate frame. The previous idea of putting fly quiet logos on the airport's electronic signs apparently has a cost factor, but perhaps ACPAA could

be asked to do it, or CACNR could pay whatever fee would be involved. More exploration will occur. Robert Olislagers noted 95% of pilots don't enter where the reader boards are located, so any messages there would be lost.

Question was asked for a comment about the extended flight paths. Ron Curry, Air Traffic Control Support Specialist and CACNR Representative from the Centennial Airport Control Tower, noted that the airport is busy, with general aviation airports generally coming back from the virus impacts more quickly than commercial ones. Levels of student training are about at normal levels as well. Safety is still the primary concern.

Given that concern, however, the consequences of expanded flight patterns on residents also needed to be recognized and dealt with. The level of complaints being received was of concern, and the question of who cares about the impacts on people was raised. Curry noted the maximum number in a pattern is generally nine, and that is uncomfortable to air traffic controllers to handle. There are times when there is no other option. Question was asked why pilots cannot be told that the pattern is full? Response was that the governing FAA is a public entity and cannot do that. Comment was made that if that is the case, there is no consideration for the public to be had, and residents have no hope.

Robert Olislagers indicated there is a new tower manager coming on board, and there will be attention given to working with flight . frequently being reached here. Question was asked if flight schools could voluntarily limit themselves, and the response was yes.

Ron Curry noted he had been at Centennial for a long time, and lives in the area. When there are temporary managers in the control tower, they seldom are able to get involved in the types of things being discussed here. However, tower personnel are aware of the problems and do have concerns about the communities. They do not want to be the "bad guys." He also wanted it known that Centennial Airport handles possibly the most helicopter traffic in the country, which is another component to the noise problem. With Denver being the only "real city" in a very large geographic area, the number of helicopter flights, particularly related to needed hospital care, coming into Centennial average about two per hour, 24 hours a day. This is traffic that cannot realistically be shifted elsewhere.

Question was asked if there was anything CACNR could do to help with any of this in any way, and the response was not really. Curry was sincerely thanked for coming to the meeting and sharing his information with the group.

C. **NOISE MONITORS** – Candace Moon thanked Tom Dougherty and Ron Curry for their earlier comments which contained considerable information that could be good to share with the public. She indicated the committee had met once since the last CACNR meeting. Members of the committee had looked at Peachtree Airport near Atlanta, Georgia, Deer Valley Airport near Phoenix, Arizona, Van Nuys Airport near Los Angeles, and Fort Lauderdale Airport in Florida. All are general aviation airports. Their websites are being explored for ideas of items which might be utilized on CACNR's, including educational information.

Question was asked if the complaints from Highlands Ranch involved Metroplex, or if they involved smaller flights and trainers. As this was unclear, suggestion was made that a portable monitor might be offered to perhaps access that information. Permission to place such a monitor would of course need to be granted by the homeowner. It was noted some citizens are more noise sensitive than others, with some reporting any flight which comes close to the residence.

Question was asked why the WebTrack records only seem to go back 90 days. Rachel Keller indicated she would find out. .

The July noise report was reviewed. It showed there had been **34,036 total operations in July**, up from 25,242 in June, and up from 30,398 in May; there had been 32,353 operations in July 2019. In July, there had been **17,432 local flights**, up from 9,227 local flights in June.

During July, there were **34,412 noise events** at the 12 noise monitors. Noise events at each monitor were:

- 11,295 events at the **Golf Course** monitor on airport property (7,610 in the 60-69 decibel range)
- 7,497 events at the **Airport East** monitor on airport property (3,268 in the 60-69 decibel range)
- 6,239 events at the **Meridian** monitor (4,633 in the 60-69 decibel range )
- 2,558 events at the **State Park** monitor (1,745 in the 60-69 decibel range)
- 1,896 events at the **Parker** monitor (1,643 in the 60-69 decibel range)
- 1,481 events at the **Grandview Estates** monitor (1,321 in the 60-69 decibel range)

- 927 events at the **Greenwood Village** monitor (827 in the 60-69 decibel range)
- 750 events at the **Castle Rock** monitor (685 in the 60-69 decibel range)
- 722 events at the **Lone Tree monitor** (674 in the 60-69 decibel range)
- 581 events at the **Hunter's Hill** monitor (528 in the 60 – 69 decibel range)
- 301 events at the **Castle Pines** monitor (288 in the 60-69 decibel range)
- 165 events at the **Sagebrush Park** monitor (148 in the 60-69 decibel range)

Including the two monitors on airport property, locations with noise events in the **70-79 decibel** range were:

Airport East – 3,571	Parker – 245	Hunter's Hill – 46
Golf Course – 3,485	Grandview Estates – 147	Castle Rock – 37
Meridian – 1,559	Greenwood Village – 93	Sagebrush Park – 15
State Park – 704	Lone Tree – 47	Castle Pines – 13

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

Airport East – 621	State Park – 18	Parker – 4
Golf Course –190	Grandview Estates – 11	Sagebrush Park - 2
Meridian – 43	Greenwood Village – 7	Lone Tree – 1
Castle Rock – 21	Hunter’s Hill – 5	Castle Pines - 0

Including the two monitors on airport property, locations with noise events in the **90+ decibel** range were:

Airport East – 37	Meridian & Parker – 4 each
Golf Course –10	Hunter’s Hill & Grandview Estates – 2 each
Castle Rock – 7	State Park – 1

In July there had been **895 complaints from 102 households** (June had 809 complaints from 81 households; in May, there had been 627 complaints from 113 households; in April, there had been 607 complaints from 34 households.)

Of the **895 complaints**, 259 were from Unincorporated Douglas County (28.9%); 236 originated from Unincorporated Arapahoe County (26.4%); 189 were from Centennial (21.1%); 66 were from Greenwood Village (7.4%); 46 were from Aurora (5.1%); 29 from Parker (03.2%); 27 from Castle Rock (3%); 17 from Lone Tree (01.9%); 12 from Other (01.3%) 6 from Castle Pines ( 0.7%); 5 from Highlands Ranch (0.6%); and 3 from Denver (0.3%).

Of the **102 households**, 30 were from Unincorporated Arapahoe County (29.4%); 16 were located in Greenwood Village (15.7%); 14 were in Centennial (13.7%); 13 had complained from Unincorporated Douglas County (12.7%); 7 were from Lone Tree (6.9%); 6 were from Other (5.9%); 5 were in Castle Rock (4.9%); 3 in Parker (2.9%); and 2 each in Aurora, Castle Pines, Denver, and Highlands Ranch (2% each).

**Year to Date**, the number of **complaining households (252)** came from: Unincorporated Arapahoe County – 73 (20%); Greenwood Village – 37 (14.7%); Unincorporated Douglas County – 35 (13.9%); Centennial – 29 (11.55); Other – 27 (10.7%); 11 from Lone Tree (4.4%); 9 from Castle Rock (3.6%); 8 from Castle Pines (3.2%); 6 from Denver (2.4%); 5 each from Aurora, Highlands Ranch, and Parker (2% each); and 2 from Cherry Hills Village (0.8%).

**Year to Date**, the **number of complaints (5,350)** were from Centennial – 1,635 (30.6%); Greenwood Village – 1,083 (20.2%); Unincorporated Arapahoe County – 1,044 (19.5%); Unincorporated Douglas County 932 (17.3%); Parker – 233 (4.4%); Aurora – 181 (3.4%); Other – 100 (1.9%); Lone Tree – 61 (1.1%); Castle Rock – 51 (1%); Highlands Ranch – 16 ( 0.3%); Castle Pines – 13 (0.2%); Denver – 8 (0.1%); Denver – 8 (0,1%); and Cherry Hills Village – 2.

125 complainers had **requested responses** from the airport, with 46 of those requests made by email, and 79 by telephone.

Of the 895 **complaints**, 807 (90%) were about **daytime flights** and 88 (10%) were about **nighttime flights**.

The **Year to Date top 5 number of complaints** came from households in Centennial – 1,552; Greenwood Village – 838; Unincorporated Arapahoe County – 756; Unincorporated Douglas County – 658; and Parker – 225.

With the top complaining household removed, **props accounted for 67% of the complaints** in July, while **jets accounted for 32% of the complaints; helicopters were the cause of 1%. Training caused 42% of the complaints; departures were responsible for 36% of the complaints; arrivals were 22%.**

The July complaint map showed the household locations of the complaints, with 4 being outside the map boundaries. For the year to date, there had been 27 complaining households outside the map area.

In July, the **most prolific complainer** had been in Unincorporated Douglas County, with 208 complaints, followed by Centennial with 163 complaints, and Greenwood Village, with 109 complaints. The **largest cluster of complaints** was located north and slightly west of the airport’s north-south runway.

D. **WORK PLAN** – No Report.

E. **STUDY GROUP** – The final signature pages would be sent soon to all Representatives for their Members.

7. **FAA REPORTS:**

A. **DISTRICT OFFICE** – None.

B. **APA AIR TRAFFIC CONTROL TOWER** – Ron Curry indicated he had nothing further to add, but had been happy to Comment. He was again thanked for coming, as the information he shared was valuable, and it was helpful to be able to have interaction with someone from the 4<sup>th</sup> leg is the CACNR stool.

C. **TRACON** – None

8. **OTHER REGULAR MONTHLY REPORTS:**

A. **ARAPAHOE COUNTY PUBLIC AIRPORT AUTHORITY** – Reports from the August 13, 2020 ACPAA meeting had been provided by Robert Doubek and Alison Biggs.

**B. AIRPORT DIRECTOR'S REPORT –**

1. Noise Portal – Apparently, Los Angeles International Airport and possibly some others are considering or have agreed to partner with the FAA in its new system regarding noise complaints. Centennial Airport was pursuing additional information and also taking such action as discussed in August, though there was no new information about the questions from the last CACNR meeting.

2. Master Plan – no report

3. Airport Activity – The grand opening of the airport's new administrative building had been scheduled for November 12<sup>th</sup>. As noted at previous meetings, most social/charity events usually held at the airport had been cancelled. However, the Blue Skies Academy was still planning on opening, now scheduled for September 9<sup>th</sup>. BOOM had scheduled a rollout of its new supersonic test aircraft for October 7<sup>th</sup>, with testing to be done in the Mojave Desert area.

5. Legislative – no action in Washington, DC.

6. Litigation – see below.

C. **METROPLEX** – Robert Olislagers indicated there had still been no scheduled consideration of the Petition for Review in relation to the FAA's Denver Metroplex Project.

As noted at the last meeting, the FAA had released a report regarding noise metrics mandated as part of the 2018 Airport Reauthorization Act. A link to that report had been provided following the last meeting, and was also listed on the Agenda for this meeting under 8.C.1. The report was provided at the end of the meeting materials cover memo, called "In case you missed it:" [https://www.faa.gov/about/plans\\_reports/congress/media/Day-Night\\_Average\\_Sound\\_Levels\\_COMPLETED\\_report\\_w\\_letters.pdf](https://www.faa.gov/about/plans_reports/congress/media/Day-Night_Average_Sound_Levels_COMPLETED_report_w_letters.pdf)

D. **NEXTGEN ADVISORY COMMITTEE (NAC)** – Brad Pierce had provided the agenda from the August NAC meeting, and indicated the meeting had been only two hours long, so there had been no discussion of community involvement. A decision had not yet been made if the November meeting would be in-person or by Zoom.

E. **N.O.I.S.E.** – Brad Pierce again reported the November N.O.I.S.E. meeting, originally scheduled for Tampa, Florida in conjunction with the National League of Cities, would be virtual. CACNR has a policy to send two representatives to N.O.I.S.E. meetings. Pierce indicated he would share information about that meeting as it became available.

F. **2<sup>nd</sup> QUARTER LAND USE REVIEW** – Eighteen referrals had been reviewed between April 1, 2020 and June 20, 2020. Four had been approved; fourteen were subject to comments; and none had been not recommended. Rachel Keller noted the two of the most concern were Ridgegate East Filing No. 1 and No. 2. Both are in the ILS, and where the terrain rises from the airport's runway. She indicated extensive comments had been made.

**9. OLD BUSINESS:**

A. **UC DAVIS AVIATION AND EMISSIONS SYMPOSIUM, MARCH 1-3, 2020, SAN DIEGO** – February 23-26, 2021 were given as the dates of the 2021 University of California Davis Aviation Noise & Emission Symposium. Presentations will be virtual, and some general information about seminar content was provided. More specific information will be coming and registration will begin in October.

B. **2020 MEETING SCHEDULE FOR CACNR & ACPAA, INCLUDING CACNR REPRESENTATIVES TO ACPAA** – The 2020 meeting schedule was again provided. Paul Krier volunteered to represent CACNR for the upcoming September 10 meeting.

C. **CONGRESSIONAL QUIET SKIES CAUCUS** – It was generally agreed there would be no action on enlisting Colorado representation to this group until after the November election.

**10. NEW BUSINESS:**

A. **INFORMATION SHARING** – The *Denver Post* article of August 4, 2020 listed on the Agenda for this meeting as 10.A.1. "Quest for electric airplanes ongoing." had been provided via the meeting materials cover memo under News: as "Arapahoe County aerospace company says pandemic hasn't grounded quest to produce electric airplanes."

11. **PUBLIC COMMENT:** None

**12. NEXT MEETINGS:**

A. **CACNR** – October 7, 2020 6:30 p.m. virtual meeting  
November 4, 2020 6:30 p.m. virtual meeting  
December 2, 2020 6:30 p.m. virtual meeting

B. **ACPAA** – September 10, 2020 3:00 p.m. virtual meeting  
October 8, 2020 3:00 p.m.  
November 12, 2020 3:00 p.m.  
December 10, 2020 3:00 p.m.

13. **ADJOURNMENT:** The meeting was adjourned at 8:40 p.m.

Alison Biggs, Secretary