

CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE
MINUTES

March 3, 2021

Approved April 7, 2021

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 6:33 p.m. by Chair Brad Pierce. The following were in attendance and a quorum was present:

Arapahoe County	Carrie Warren-Gully	Greenwood Village:	Tom Dougherty
Arapahoe County:	Paul Krier	Lone Tree:	Mike Anderson
Douglas County:	Dan Avery	Parker:	Amy Holland
Douglas County:	Alison Biggs	ACPAA:	Robert Olislagers
Aurora:	Brad Pierce	AOPA:	Robert Doubek
Castle Pines:	Melissa Coudeyras	CABA:	Don Kuskie
Centennial:	Don Sheehan	Wings Over the Rockies:	Bill Wasmund
Foxfield:	Pam Thompson		

Others in attendance were Arapahoe County Alternate Representative Bill Skinner; Aurora Alternate Representative Karen Hancock; ACPAA Alternate Representative Mike Fronapfel; and ACPAA staff Gina Conley, Rachel Keller, and Kristen Pollien.

Those absent were:

Castle Rock:	Jason Gray/Vacant	FAA APA Control Tower:	Melissa Booth/Ron Curry
Cherry Hills Village:	Al Blum/Afshin Safavi	FAA District Office:	John Bauer/John Sweeney
CDOT Aeronautics Div:	Todd Green/Vacant	FAA TRACON:	Steve Martin/Bill Dunn

2. **APPROVAL OF AGENDA:** On the motion of Mike Anderson, duly seconded, the agenda was approved.

3. **PUBLIC COMMENT:** Public members present included: Andrea Suhaka, past Centennial Alternate Representative; Kim Hellweg, Elizabeth; Randy Johnson, Louviers; and Renee Anderson, Lloyd Guthrie, Andy Jones, and Mike Renshaw from the Highlands Ranch Metropolitan District (HRMD).

Lloyd Guthrie, from the Roxborough Park area and with HRMD, provided information concerning increased noise in the region, at least partially an effect of the Denver Metroplex project. Jets had been seen and heard at approximately four-minute intervals at times. Coupled with training traffic and its related loitering, the situation had become quite difficult for the residents of the area. Research had been done which addressed levels of noise presented by single propeller planes used for training, noise caused by various training maneuvers, and loitering of between 25-55 minutes, as well as overlapping loitering.

It was noted this type of information was very applicable and should be helpful to the kind of efforts discussed at the last meeting, and Douglas County Commissioner Abe Laydon's interest in the subject of training flights.

Kim Hellweg of the Ponderosa Park area near Elizabeth thanked Guthrie for his information, and for bringing up the subject. Her area too had noticed the noise caused by planes heading west, and the loitering. She acknowledged pilots need training, and recognized the difficulty of hitting a happy medium between that and the interests of the public which is affected by the noise.

Andy Jones, also of HRMD, indicated Highlands Ranch residents (100,000+ population) were reaching out to him, wanting more information about what was going on. As a pilot himself, he noted there was a desire for HRMD to reach out and to become more involved in seeking solutions.

Randy Johnson of Louviers indicated he had information similar to that presented by Guthrie, and had found additional knowledge on two websites other than WebTrack, one of which was flightradar24.com.

Hellweg noted similar concerns as the previous speakers, particularly the frustrations with the increased, seemingly non-stop traffic.

It was reported CACNR had been copied on a letter written to the FAA AWA Noise Ombudsman, identifying the zip codes of 80128 and 80129 as being the recipients of increased noise determined to be sourced at Centennial Airport and the use of its east and west training areas.

4. **CONSENT AGENDA:** The Consent Agenda included the February 3, 2021 draft minutes, and a Treasurer's Report dated February 25, 2021 which showed a balance of \$7,852.48.

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. EXECUTIVE /WORK PLAN COMMITTEES –

1. Jason Schwartz's Summary Report for Phase I of the work planning and prioritization project had been provided with the meeting's materials. Included in the report were next steps for both Phase II and Phase II, and the consultant's observations and recommendations which would be considered in Phase II, if CACNR decided to proceed.

To focus the discussion, motion was made by Alison Biggs to proceed with Phase II, pending receipt of an acceptable plan and cost estimate from the consultant. Motion was seconded. Discussion included concern about proceeding without an actual cost estimate, and the desire to not lose momentum if the project had to wait a month for approval of the expenditure and authorization to proceed. To expedite, the maker and seconder of the motion withdrew it. Tom Dougherty then moved that, following receipt of an acceptable cost proposal from the consultant, the Executive Committee was authorized to approve proceeding with Phase II of the project. Motion was seconded and carried.

2. A draft 2021-2022 Work Program had been provided for consideration. Its content included the CACNR Mission, Vision, and Values, and the 2021-2022 Priority Tasks for each committee as had been identified during Phase I of the work with the consultant. It was noted that several sections from the 2019-2020 Work Program had not been include in this document, per previous discussions about addressing only a limited number of tasks because of the functional difficulties presented by the COVID pandemic. Committees were asked, however, to not lose track of those sections, and whenever possible, to consider what of that information would still be appropriate to add back in in the future.

Following brief discussion, motion was made by Alison Biggs, duly seconded, to adopt the 2021-2022 CACNR Work Program as presented. Motion carried.

3. N.O.I.S.E. and CACNR's Draft Response to the FAA's Neighborhood Environmental Survey (NES). As noted at the last meeting, anyone on CACNR who had observations for inclusion in CACNR's response to this report was to let Brad Pierce know; nothing had been received. All had also been encouraged to share the report with their jurisdictions or organizations, for their response directly to the FAA. Several CACNR Representatives had signed into the FAA's webinar on the NES; it was unclear what, if anything, the FAA might be thinking of doing with the report once the public comment period was finished.

The draft N.O.I.S.E. response to the NES had been provided and would be referenced as the Executive Committee developed CACNR's response, as had been agreed at the last meeting. Effort would be made to provide CACNR's response to the Members before the March 15th date for submission. Douglas County indicated it would be providing comment.

The NES had been discussed several times during the recently completed UC Davis Noise and Emissions Symposium, and during the N.O.I.S.E. March meeting, and would be provided later in the agenda.

B. COMMUNITY OUTREACH – Melissa Coudeyras noted the committee had met prior to this meeting, to begin addressing its priority tasks. For the website, updating NOISE 101 and other sections of the website, and the possible need to hire someone to assist with the use of social media had been considered. There is a plan to not duplicate but to compliment what the airport has on its website. For CACNR meetings, ideas included more use of the consent agenda if more reports could be written, and quarterly study sessions or presentations on specific topics.

C. FLY QUIET – Bill Wasmund reported for this committee. A written report was provided and shown on the zoom screen. Various committee members had communicated with some of the flight schools, and a summary of their discussions was provided. It was felt the tower and flight schools would likely be open to a meeting as discussed at the last CACNR meeting, to mutually address the noise problems resulting from training flights, nighttime training flights, use of the practice areas, etc. Voluntary only restrictions are noted in the Noise Abatement Guidelines. There did appear to be some discrepancies between what the schools indicate they are trying to do, and the amounts and types of noise being reported by the public.

A map showing the practice areas southeast and southwest of Centennial Airport was provided, which referenced training boxes. Question was asked when those areas and boxes had been established and by whom. Robert Ollislagers indicated he would investigate the answer to that question.

Brad Pierce announced he was appointing Bill Wasmund as Chair of this committee. Past Chair Don Kuskie would stay on as a member of the committee, and was thanked for his service as chair.

D. NOISE MONITORS – Tom Dougherty indicated the committee had not met.

The January Noise Report was reviewed. It showed there had been **23,799 Total Operations** in January, down from **25,427 Total Operations** in December 2020 and **24,677 Total Operations** in November 2020. There had been **10,701 Local Operations** in January, down from **12,187 Local Operations** in December 2020, and **11,752 Local Operations** in November 2020.

During January, there were **25,765 noise events** at the 12 noise monitors. Noise events at each monitor were:

- 9,419 events at the **Golf Course** monitor on airport property (5,563 in the 60-69 decibel range)
- 4,898 events at the **Meridian** monitor (3,678 in the 60-69 decibel range)
- 2,885 events at the **Airport East** monitor on airport property (1,460 in the 60-69 decibel range)
- 2,099 events at the **State Park** monitor (1,489 in the 60-69 decibel range)
- 1,793 events at the **Parker** monitor (1,203 in the 60-69 decibel range)
- 1,330 events at the **Grandview Estates** monitor (1,182 in the 60-69 decibel range)

828 events at the **Greenwood Village** monitor (731 in the 60-69 decibel range)

774 events at the **Castle Rock** monitor (731 in the 60-69 decibel range)

755 events at the **Lone Tree monitor** (700 in the 60-69 decibel range)

586 events at the **Hunter's Hill** monitor (536 in the 60 – 69 decibel range)

259 events at the **Castle Pines** monitor (241 in the 60-69 decibel range)
139 events at the **Sagebrush Park** monitor (122 in the 60-69 decibel range)

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

Golf Course –	3,069	Greenwood Village –	97
Meridian –	1,168	Lone Tree –	53
Airport East –	863	Hunters Hill -	48
State Park –	594	Castle Rock –	41
Parker –	579	Castle Pines –	18
Grandview Estates –	143	Sagebrush Park –	15

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

Golf Course –	642	Parker –	11
Airport East –	504	Grandview Estates –	05
Meridian –	51	Castle Rock, Hunters Hill, Sagebrush Park and Lone Tree –	02 each
State Park –	16		

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

Golf Course -	145	Airport East -	58	Meridian –	01
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In January, there had been **879 complaints from 36 households**. Of the **879 complaints**:

Unincorporated Arapahoe County –	385 (44%)	Aurora –	39 (4%)
Greenwood Village –	127 (15%)	Parker –	29 (3%)
Castle Rock –	112 (13%)	Other -	04 (0.4 %)
Centennial –	95 (11%)	Denver and Lone Tree –	03 (0.3%) each
Unincorporated Douglas County –	79 (9%)	Highlands Ranch –	2 (0.2%)

Of the **36 households complaining in January**:

Unincorporated Arapahoe County –	9 (25%)
Unincorporated Douglas Co. and Greenwood Village –	5 (14% each)
Aurora and Other –	3 (8%)
Castle Rock, Centennial, Denver, and Parker –	2 (5.5%) each
Cherry Hills Village, Highlands Ranch, and Lone Tree –	1 (3%) each

In January, 81 complainers had **requested responses** from the airport, with 57 requests made by email, and 24 by telephone.

Of the 879 January **complaints**, 828 (94%) were about **daytime flights** and 51 (5%) were about **nighttime flights**.

In January 2020, there had been 751 complaints, compared to 879 complaints in January 2021.

With the top complaining household removed, **props accounted for 79% of the complaints by aircraft type** in January 2021, while **jets accounted for 19% of the complaints**, and **2% were about helicopters**. **Departures were responsible for 39% of the complaints by operation type, training was responsible for 35%, and arrivals were 26%.**

Graphs showing the relationship between airport operations and the numbers of complaints with and without the top complaining household removed were provided. The highest numbers of both operations and complaints had occurred in September 2020.

The January complaint map showed the household locations of the complaints, with 4 being outside the map boundaries, in Elizabeth. The **largest cluster of complaints** was again located north and slightly west of the airport's north-south runway.

The January 2021 radar track density map was provided.

E. **WORK PLAN** – Combined with the Executive Committee, report above.

7. **FAA REPORTS:**

- A. **DISTRICT OFFICE** – None
- B. **CENTENNIAL (APA) AIR TRAFFIC CONTROL TOWER** – None
- C. **TRACON** – None

8. **OTHER REGULAR MONTHLY REPORTS:**

A. **ARAPAHOE COUNTY PUBLIC AIRPORT AUTHORITY** – Robert Doubek presented his report from the February ACPAA meeting which had been provided in the meeting mailing, as were copies of Candace Moon's reports on behalf of CACNR..

B. **AIRPORT DIRECTOR'S REPORT** – Robert Olislagers indicated the March 11, 2021 ACPAA meeting would be virtual. The FAA's brief related to ACPAA's legal action against the Denver Metroplex Project had been received, and ACPAA was developing its response. It still does not agree with the FAA on several points. The FAA's NES results might be useful in the response as well. He encouraged all to submit responses to the NES, and to "speak your minds."

C. **CDOT AERONAUTICS DIVISION** – None

D. **NEXTGEN ADVISORY COMMITTEE (NAC)** – Brad Pierce reported the next meeting would be March 18th. The agenda for that meeting was not yet available.

E. **N.O.I.S.E.** – N.O.I.S.E. had conducted a virtual meeting today (March 3) which was open to anyone, and 55 people had attended. Information about the meeting had been provided to those on the CACNR mailing list, and several had joined. Keynote Speaker had been Congresswoman Eleanor Holmes Norton of DC, Co-Chair of the Congressional Quiet Skies Caucus. She provided information about the origin of the FAA's 65 DNL, which she considered deeply flawed, and commented on the NES. The Caucus' purpose is to raise awareness, address legislation, and funding for quiet skies efforts. It was learned that Congressmen Jason Crow and Joe Neguse are already members of the caucus. It was noted no General Aviation airports had been included in the NES.

9. **OLD BUSINESS:**

A. **UC DAVIS AVIATION AND EMISSIONS SYMPOSIUM** – Seven CACNR Representatives had registered for this virtual conference, which had been held February 23 – 26. It was noted this was a high-quality symposium with messages that resonated throughout, and would be a good orientation for anyone joining CACNR. Several points were noted, including that reference to the FAA's "one size fits all" approach does not work; the topic of visual noise had been included for perhaps the first time; the increased public awareness of noise and the annoyances caused by the new Metroplex routes; and concern it appeared the FAA was only planning to conduct more studies rather than to use available findings from sources such as the NES to make policy changes which would address the admittedly increased level of the public's annoyance with aircraft noise. There was noted disappointment that so much focus had been centered around the airlines, with little reference to General Aviation airports. Those attending were encouraged to complete the symposium's evaluation, where that reaction could be made.

B. **2021 MEETING SCHEDULE FOR CACNR & ACPAA, INCLUDING CACNR REPRESENTATIVES TO ACPAA** – The 2021 meeting schedule was provided. Brad Pierce agreed to represent CACNR at the March meeting. Melissa Coudeyras will cover the April meeting. Opportunities exist for the ACPAA meetings from May through the rest of the year.

C. **CONGRESSIONAL QUIET SKIES CAUCUS** – It had been noted during the earlier N.O.I.S.E. meeting that Jason Crow and Joe Neguse were currently members of this group. Some communication/follow-up will be done, particularly with Jason Crow, as Centennial Airport is in his Congressional district.

D. **ACTION ITEMS FROM PRIOR CACNR MEETINGS** – Not available yet.

10. **NEW BUSINESS:**

A. **ELECTION OF OFFICERS** – Opportunity was provided for anyone interested in serving in one of the officer positions to so indicate. No one was forthcoming. The current officers had indicated willingness to serve another year. On the motion of Carrie Warren-Gully, duly seconded, the following were elected for the 2021-2022 term, with the thanks of the other CACNR Representatives: Brad Pierce, Chair; Melissa Coudeyras, Vice Chair; Tom Dougherty, Treasurer; Alison Biggs, Secretary.

B. **INFORMATION SHARING** – News articles noted with this meeting's materials were noted.

11. **PUBLIC COMMENT:** None

12. **NEXT MEETINGS:**

A. CACNR – April 7, 2021	6:30 p.m. virtual meeting
May 5, 2021	6:30 p.m. virtual meeting
June 2, 2021	6:30 p.m. virtual meeting
B. ACPAA – March 11, 2021	3:00 p.m. probable virtual meeting
April 8, 2021	3:00 p.m. probable virtual meeting
May 13, 2021	3:00 p.m. probable virtual meeting
June 17, 2021	3:00 p.m. probable virtual meeting

13. **ADJOURNMENT:** The meeting was adjourned at 8:33 p.m.

Alison Biggs, Secretary