

CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE
MINUTES

May 5, 2021

Approved 06/02/21

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 6:38 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:	Mike Fronapfel
Aurora:	Brad Pierce	AOPA:	Robert Doubek
Castle Pines:	Kevin Rants	CABA:	Don Kuskie
Centennial:	Candace Moon	Wings Over the Rockies:	Bill Wasmund
Foxfield:	Pam Thompson		

Others in attendance were Arapahoe County Alternate Representative Bill Skinner; Aurora Alternate Representative Karen Hancock; new Greenwood Village Alternate Representative Donna Johnston; AOPA Alternate Representative John Hirshman; Liam Clark, APA Control Tower; and ACPAA staff Rachel Keller, Deborah Smith, and Noah Yarborough.

Those absent were:

Castle Rock:	Laura Cavey/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

WELCOME: CACNR was welcomed to the new Centennial Airport administration building, called The Hanger, and Representatives were provided with gift bags. Thanks were expressed by all.

2. **PUBLIC COMMENT:** Public members present included: Andrea Suhaka, past Centennial Alternate Representative; Dave Adams, Inspiration area in Southeast Aurora; Kim Hellweg, Elizabeth; Randy Johnson, Louviers; Andy Jones, Highlands Ranch Metropolitan District; Steve Moe, Stoney Creek area of Denver; and Jim Slaggert, Orchard Hills 1 in Greenwood Village..

Randy Johnson of Louviers noted there had been many noisy flights in his area on the previous Friday, Saturday and Sunday, with the most being in the mornings.

Dave Adams inquired if anything had been learned about his concerns since the last meeting. Rachel Keller indicated the investigation was moving forward with Robert Olislagers, and a report would be forthcoming to all when that was completed.

Jim Slaggert of Greenwood Village indicated an increase in flights over his home, loud and circling. He inquired about what had been done and what would be done about the situation in the future. He reiterated his previous idea of meeting offending pilots when they land, and having some sort of enforcement of fly quiet recommendations. He still felt it absurd the public has to call complaints in when the airport has the data from the noise monitors. Response was the staff had met with the flight schools and would be reporting later in the meeting. He indicated he felt meeting with the flight schools every six months was not enough, and wondered why they did not attend these meetings.

An email which had come to the CACNR address from a resident in the Broadlands in Broomfield was shared. The correspondent indicated it was a nice area, but airplane noise and pollution were making it impossible to live there. It was noted some of the louder jets were from Centennial Airport, and wondered if there was any way for planes to climb to the north before turning west. The letter had been responded to and shared with airport staff. Rachel Keller indicated she was obtaining more detail, and noted the north configurations would change due to such things as the time of day, air traffic, or the weather. She would also investigate whether the traffic comes from another airport, and would report her findings back to both CACNR and the correspondent.

3. **CONSENT AGENDA:** The Consent Agenda included the April 7, 2021 draft minutes; a Treasurer's Report dated April 29, 2021 which showed a balance of \$7,803.94; the March 2021 Noise Report; the report of the April 8, 2021 ACPAA meeting from Robert Doubek; and the CACNR report to the April 8, 2021 ACPAA meeting from Melissa Coudeyras, and her report of that meeting. There were no reports from NextGen or N.O.I.S.E.

On the motion of Tom Dougherty, duly seconded, the Consent Agenda was approved.

A summary of the accepted March Noise Report follows:

It showed there had been **23,910 Total Operations in March**, up from **19,343** in February, and up from **23,799** in January. **Year to date total operations** were **67,052** at the end of March.

There had been **11,030 Local Operations in March**, up from **8,624 Local Operations in February**, and up from **10,701** in January, **12,187**.

During March, there were **26,662 noise events** at the 12 noise monitors. Noise events at each monitor were:

- 10,947 events at the **Golf Course** monitor on airport property (6,283 in the 60-69 decibel range)
- 5,046 events at the **Meridian** monitor (3,761 in the 60-69 decibel range)
- 2,532 events at the **State Park** monitor (1,820 in the 60-69 decibel range)
- 2,147 events at the **Airport East** monitor on airport property (1,142 in the 60-69 decibel range)
- 1,608 events at the **Parker** monitor (1,423 in the 60-69 decibel range)
- 1,195 events at the **Grandview Estates** monitor (1,047 in the 60-69 decibel range)

- 855 events at the **Castle Rock** monitor (809 in the 60-69 decibel range)
- 734 events at the **Lone Tree** monitor (665 in the 60-69 decibel range)
- 716 events at the **Greenwood Village** monitor (618 in the 60-69 decibel range)
- 439 events at the **Hunter's Hill** monitor (403 in the 60 – 69 decibel range)
- 297 events at the **Castle Pines** monitor (285 in the 60-69 decibel range)
- 146 events at the **Sagebrush Park** monitor (137 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 –	3,293	Airport East –	598	Greenwood Village –	95	Hunters Hill –	35
Meridian –	1,231	Parker –	185	Lone Tree –	67	Castle Pines –	12
State Park –	698	Grandview Estates –	147	Castle Rock –	46	Sagebrush Park –	9

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

Golf Course –	1,326	State Park -	13	Lone Tree –	2
Airport East –	375	Parker –	7	Grandview Estates –	1
Meridian –	54	Greenwood Village –	3	Hunters Hill –	1

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

Golf Course –	45	Airport East -	32	State Park –	1
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In March, there had been **863 complaints from 38 households**:

- Unincorporated Arapahoe County – 384 complaints (45%)from 8 households (24%)
- Centennial – ----- 116 complaints (13%).....from 6 households (16%)
- Unincorporated Douglas County ---- 110 complaints (13%).....from 4 households (10%)
- Castle Rock – ----- 85 complaints (10%)....from 2 households (5%)
- Greenwood Village ----- 85 complaints (10%)....from 4 households (10%)
- Aurora ----- 30 complaints (3%).....from 4 households (10%)
- Highlands Ranch----- 22 complaints (2.5%)...from 3 households (8%)
- Parker ----- 11 complaints (1.25%).. from 2 households (5%)
- Other -----11 complaints (1.25%) .from 2 households (5%)
- Denver-----5 complaints (0.6%)....from 2 households (5%)
- Lone Tree ----- 3 complaints (0.3%)....from 1 household (3%)
- Castle Pines-----1 complaints (0.1%)... from 1 household (3%)

Year to Date, there had been **2,544 complaints from 73 households**:

- Unincorporated Arapahoe County – 1,194 complaints (47%)from 18 households (27%)
- Unincorporated Douglas County -----303 complaints (12%)from 12 households (16%)
- Centennial – -----296 complaints (12%).....from 7 households (10%)
- Castle Rock – ----- 250 complaints (10%).....from 2 households (3%)
- Greenwood Village -----236 complaints (09%).....from 8 households (11%)
- Aurora -----95 complaints (04%).....from 5 households (7%)
- Highlands Ranch ----- 72 complaints (03%) from 5 households (7%)
- Parker -----63 complaints (2.5%)... .from 3 households (4%)
- Other -----18 complaints (0.7%)from 4 households (6%)
- Denver-----8 complaints (0.3%).....from 4 households (6%)
- Lone Tree -----7 complaints (0.2%)... from 3 households (4%)
- Castle Pines-----1 complaint (0.04 %).. from 1 household (1.4%)
- Cherry Hills Village----- 1 complaint (0.04%).....from 1 household (1.4%)

Comparatively, in **February 2021** there were 802 complaint resulting from 19,343 operations and in **February 2020**, there had been 747 complaints resulting from 22,708 operations.

In March, 82 complainers had **requested responses** from the airport, with 45 requests made by email, and 37 by telephone. Year to date, there had been 275 **responses requested**, with 1384 made by email and 91 made by telephone.

Of the **863 March complaints**, 806 (93%) were about **daytime flights** and 57 (6%) were about **nighttime flights**.

Year to date, the **top five complaining households** were:

Unincorporated Arapahoe County 539 (21%)
Unincorporated Arapahoe County 492 (19%)
Centennial 279 (11%)

Unincorporated Douglas County 259 (10%)
Castle Rock 245 (10%)
Remaining 730 (29%)

With the top complaining household removed, **props accounted for 74% of the complaints by aircraft type** in March, while **jets accounted for 25% of the complaints**, and **1% were about helicopters**.

Departures were responsible for **51% of the complaints by operation type**, **training** was responsible for **25%**, and **arrivals were 24%**.

A graph showing the 13-month relationships between airport operations and the numbers of complaints with and without the top complaining household removed was provided. There were no higher numbers than those which had occurred in September 2020.

The March complaint map showed the household locations of the complaints, with 2 being outside the map boundaries. The **largest cluster of complaints** was again located north and slightly west of the airport's north-south runway.

The Year-to-Date complaint map was also provided, with 7 households located outside the map are. The January 2021 Radar Track Density Map had been included again.

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

5. **COMMITTEE REPORTS:**

A. **EXECUTIVE /WORK PLAN COMMITTEES** –

1. The Executive Committee continued working with Jason Schwartz to finalize a task order related to working with the flight schools, which had been identified as a top priority for CACNR this year.

B. **COMMUNITY OUTREACH** – Kevin Rants reported in the absence of the Committee Chair. Amy Holland indicated work was continuing to clean up the website, and there might be need for some staff assistance.

C. **FLY QUIET** – Bill Wasmund reported for this committee, and provided a written April monthly report. It included information about the meeting with the flight schools that had been attended by Robert Olislagers, Brad Pierce, Rachel Keller and Mike Fronapfel. Other detail of the meeting would be provided later in this meeting, but it was noted at the meeting that CACNR is receiving considerable negative public comment from Roxborough Park, Louviers, Highlands Ranch, Elizabeth, and others regarding the noise generated by planes using the practice areas.

The committee had reestablished talks with Whispertrack about adding the Noise Abatement Guidelines to its electronic tablet application. It had also explored possible modifications to the C1 hotspot area, including perhaps adding signage to the intersection of runway 10 and the taxiway area. Apparently this would need FAA approval, and the committee had been told another sign could not be placed there.

At the committee's request, airport staff will develop a spreadsheet with nighttime data – 10:00 p.m. – 6:00 a.m.

D. **NOISE MONITORS** – The committee had met before this meeting. There had been discussion about an anticipated increase in noise complaints now that the weather was changing, windows would be opening, and the easing of COVID restrictions would result in the resumption of more outside activities. It was agreed to put a message on the website, alerting the public to the effects of such changes.

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

6. **FAA REPORTS:**

A. **CENTENNIAL (APA) AIR TRAFFIC CONTROL TOWER** – Liam Clark indicated no report. However, Don Kuskie noted the former LOOOP departure was now called the Good Neighbor Procedure. It is used with north flow traffic from 10:00 pm – 6:00 am for jets which are IFR and RNAV capable, and maneuvers around neighborhoods at night.

Question was asked if it could be used 24 hours/day to avoid locations such as Greenwood Village; could it be published as a departure procedure and available to any with RNAV capability. Response indicated it would be hard with the volume of daytime traffic at Centennial. Right now, it is something utilized by the air traffic controllers and was not an official departure procedure. If it were to become an official procedure, it likely would require a reconfiguration of the airspace which might require FAA approval.

Question was asked if it could be added to the Noise Abatement Guidelines; response was it's use must come from the controllers to the pilots. Question was asked if it was something pilots could request to use, or be used for all north departures from 10:00 pm – 6:00 am. Clark indicated he would do some follow up on its use becoming an official procedure. He was thanked for making this effort.

Question was asked about VFR departures to the practice areas – currently, pilots are asked for their intended direction, but could that be changed to ask for their intended destination. Clark responded the control tower can only control the APA airspace, which is 4.4 miles out from the airport, so asking for information over which they have not control did not seem

appropriate. It was observed CACNR receives many complaints about aircraft using the practice areas, and Clark noted the control tower has no authority over them.

7. **OTHER REGULAR MONTHLY REPORTS:**

A. **AIRPORT DIRECTOR'S REPORT** – Mike Fronapfel reported for Robert Olislagers. He noted the oral arguments regarding ACPAA's legal action against the Denver Metroplex Project would be done virtually on May 6, 2021, with each side having only 10 minutes for comment; there would be time for questions and answers. A link to the proceedings would be on the airport's website, and Rachel Keller would also send CACNR that information in an email.

A meeting had been held with the flight schools, attended by Olislagers, Fronapfel, Rachel Keller, Brad Pierce, and three of the flight schools, with the training areas the main focus. One of the schools offered to be cooperative in giving attention to the problem. A map of the training areas included some areas outlined in red, which were those of the military. Apparently, more meetings were anticipated. Question was asked if any attention had been given to training activity in the vicinity of the airport.

There are four schools at the airport, with one being a 'rental' to which renters bring their own personnel; this school would be brought up to date about this meeting. One school reported business up by 30%. The airport would be attempting to gather information from all schools and would try to achieve some consistency.

Liam Clark discussed extending patterns, which the air traffic controllers really try not to do unless really necessary, but with more than 6 in the pattern, extension becomes necessary. It was reported Greenwood Village residents regularly see and hear the pattern extended as far north as Belleview, and flights also regularly seem to use Dayton, even when the pattern does not appear to be full. Clark responded there normally would be no reason for flights to be there.

Request was made to remember the CACNR policy to not support the movement of offending aircraft noise simply from one area to another. Observation was made that in some areas it seemed the pattern has had as many as 10 aircraft. Clark indicated the normal number is 6-8, with 10-12 being considered heavy. Overages are handled at the discretion of the air traffic controller as to what can be safely handled. If the pattern is full, the controllers can regulate aircraft speeds, or request aircraft use an alternate area or airport.

The next ACPAA meeting would be on May 13th, virtually for the public, but presenters could be present on site.

8. **OLD BUSINESS:**

A. **2021 MEETING SCHEDULE FOR CACNR & ACPAA, INCLUDING CACNR REPRESENTATIVES TO ACPAA** – The 2021 meeting schedule was provided. Don Kuskie agreed to represent CACNR at the May 13, 2021 ACPAA meeting.

B. **CONGRESSIONAL QUIET SKIES CAUCUS** – Brad Pierce indicated he would email both Jason Crow and Joe Neguse on CACNR's behalf.

C. **ACTION ITEMS FROM PRIOR CACNR MEETINGS** – A list of Items for Follow-Up from previous meetings had been provided. Suggestions were solicited for future content type and format. Including the names of those responsible for the various items was suggested.

9. **NEW BUSINESS:**

A. **INFORMATION SHARING** –

1. "US Department of Transportation, Office of Inspector General - NextGen Benefits Have Not Kept Pace With Initial Projections, but Opportunities Remain to Improve Future Modernization Efforts." This report was called to the attention of the Representatives, and all were encouraged to read it and share as deemed appropriate. Aurora Alternate Representative Karen Hancock was thanked for calling it to CACNR's attention. It was agreed the report should be shared with the Colorado members of the Congressional Quiet Skies Caucus.

2. CACNR Membership Application from Highlands Ranch Metropolitan District. Andy Jones noted the Metropolitan District's Board had been 100% in favor of submitting the application to become a Voting Member of CACNR. Following brief discussion, Amy Holland moved to approve the HRMD application. Motion was duly seconded and carried. HRMD was welcomed.

3. Candace Moon noted the date of the CACNR meetings results in getting the Noise Reports two months 'late.' As an example, the report received in May provided the data from February. She wondered if the meeting date could be moved so noise reports could be more timely. The 2nd Wednesday in the month would be just the day before the ACPAA meeting, which would probably not work well. There was general agreement to send out a poll to ascertain if the third Wednesday of the month would be possible for the Representatives.

10. **PUBLIC COMMENT:** Randy Johnson thanked CACNR for a good meeting.

11. **NEXT MEETINGS:**

- A. **CACNR** – June 2, 2021 6:30 p.m. hybrid in-person/virtual meeting, 7565 S. Peoria Street, Unit D9, Englewood, CO
July -, 2021 6:30 p.m. date to be determined, 7565 S. Peoria Street, Unit D9, Englewood, CO 80112
Aug. -, 2021 6:30 p.m. date to be determined 7565 S. Peoria Street, Unit D9, Englewood, CO 80112

- B. **ACPAA** – May 13, 2021 3:00 p.m. hybrid in-person/virtual meeting, 7565 S. Peoria Street, Unit D9, Englewood, CO
June 17, 2021 3:00 p.m. hybrid in-person/virtual meeting, 7565 S. Peoria Street, Unit D9, Englewood, CO
July 2021 Not Meeting
Aug. 12, 2021 3:00 p.m. hybrid in-person/virtual meeting 7565 S. Peoria Street, Unit D9, Englewood, CO

12. **ADJOURNMENT:** The meeting was adjourned at 8:17 p.m.

Alison Biggs, Secretary