



**CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE
MINUTES**

March 1, 2023

Approved as Amended, 04-05-23

VISION – QUIETER SKIES FOR OUR COMMUNITIES

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

Chair: Brad Pierce **Vice Chair:** Paul Krier **Treasurer:** Andy Jones **Secretary:** Alison Biggs

1. **CALL TO ORDER, ROLL CALL, and QUORUM:** The meeting was called to order at 6:33 p.m. by Chair Brad Pierce. The following were in attendance, and a quorum was present:

Douglas County:	Dan Avery	Lone Tree:	Mike Anderson
Douglas County:	Alison Biggs	Parker:	Ashley Chasez
Aurora:	Brad Pierce	ACPAA:	Mike Fronapfel
Castle Rock:	Laura Cavey (virtual)	AOPA:	John Hirshman
Centennial:	Candace Moon	CABA:	Don Kuskie
Foxfield:	Pam Thompson	Wings Over the Rockies:	Bill Wasmund
Greenwood Village:	Donna Johnston		

Others in attendance were Centennial Alternate Representative Don Sheehan and ACPAA staff Samantha Blymyer, Chris Thompson, and Lauren Wiarda.

Those absent were:

Arapahoe County:	Leslie Summey/Vacant	CDOT Aeronautics Div:	Todd Green/Vacant
Arapahoe County:	Paul Krier/Evan Colvin	FAA APA Control Tower:	Jeff Lawton/Ron Curry
Castle Pines:	Chris Eubanks/Ben Price	FAA District Office:	John Bauer/John Sweeney
Cherry Hills Village:	Robert Eber/Randy Weil	FAA TRACON:	Steve Martin/B Dunn
Highlands Ranch:	Andy Jones/Renee Anderson		

2. **SPECIAL PRESENTATION:** Brad Pierce introduced Dan Reimer of the law firm Daniel S. Reimer LLC which provides legal services to several aviation clients. He had spoken to ACPAA in Executive Session in February. He provided information about what an airport such as Centennial can and cannot do in relation to noise abatement measures. He noted things which some airports had implemented prior to the Aircraft Noise and Capacity Act of 1990 (ANCA) had been grandfathered in, but after its passage, ANCA had taken responsibility for noise abatement away from local governments and airport sponsors and granted the FAA preemptive authority over the setting of noise levels and the imposition of noise and capacity restrictions at airports. Noise reduction measures such as nighttime curfews or other restrictions or limitations on anything aircraft wish to do are not allowed by the FAA.

He also noted the FAA supports airports by making substantial grants for airport infrastructure projects such as runways, taxiways, airport signage, lighting, and airport markings through the Airport Improvement Program (AIP). An airport taking any action that does not comply with FAA rulings or regulations could lose such funding. There is provision for a FAR Part 161 study for airports to prove, to the FAA, that an exception to ANCA is necessary, but to date, no airport has ever received an FAA exception to the FAA's rules. The FAA will challenge communities, but communities cannot challenge the FAA.

Reimer indicated that, with the absence of any noise mitigation actions which can be taken by an airport, efforts to reduce noise for citizens need to be made voluntarily by pilots, by working with local communities to achieve land use compatibility and prevent construction of new homes in obviously noisy areas, or sound mitigation measures in those homes, and community outreach and education.

Following his comments, citizens attending the meeting were asked to put their questions in writing, which Reimer would then compile and return further into the agenda to answer as many as possible.

3. **CONSENT AGENDA:** The Consent Agenda included the Draft CACNR Minutes from February 1, 2023; the Treasurer's Report from February 22, 2023, showing a balance of \$23,251.15; and the January 2023 Noise Report. On the motion of Mike Anderson, duly seconded, the Consent Agenda was approved.

The January 2023 Noise Report included the following information:

January Local Operations:	11,961	January Total Operations:	23,734
Year to Date Local Operations:	11,961	Year to Date Total Operations:	23,734

23,734 Total Operations in January resulted in 774 complaints from 67 households.

January Noise Events:

<u>January Total:</u>	<u>Jan. 60 – 69 db:</u>	<u>Jan. 70 – 79 db:</u>	<u>Jan. 80 – 89 db:</u>
6,930 Meridian	5,962 Meridian	1,881 Golf Course	338 Airport East
5,195 Golf Course	3,181 Golf Course	925 Meridian	131 Golf Course
2,782 Airport East	1,872 Parker	752 Airport East	40 Meridian
2,051 State Park	1,670 Airport East	522 State Park	24 Castle Rock
1,986 Parker	1,524 State Park	110 Parker	5 State Park
1,353 Grandview Estates	1,246 Grandview Estates	105 Grandview Estates	4 Parker
899 Castle Rock	779 Castle Rock	94 Castle Rock	2 Grandview Estates
795 Greenwood Village	728 Greenwood Village	67 Greenwood Village	1 Hunters Hill
582 Lone Tree	555 Lone Tree	26 Hunters Hill	1 Lone Tree
338 Hunters Hill	311 Hunters Hill	26 Lone Tree	1 Sagebrush Park
87 Castle Pines	83 Castle Pines	4 Castle Pines	0 Castle Pines
84 Sagebrush Park	81 Sagebrush Park	2 Sagebrush Park	0 Greenwood Village

January Noise events in the 90+ decibel range: Airport East – 22 Meridian – 3 Castle Rock – 2 Golf Course – 2

January Noise Complaints and Numbers of Households:

(774) (67)

YTD Complaints & Number of Households:

(774) (67)

Noise Complaints:

400 Greenwood Village (52%)
 240 Unincorporated Arapahoe County (31%)
 74 Centennial (10%)
 22 Other (3%)
 20 Castle Rock (3%)
 8 Unincorporated Douglas County (1%)
 4 Aurora
 4 Highlands Ranch
 1 Lone Tree
 1 Parker
 0 Castle Pines
 0 Cherry Hills Village
 0 Denver

Number of Households:

32 UAC (48%)
 16 Greenwood Village (24%)
 5 Other (7%)
 4 UDC (6%)
 2 Aurora (4%)
 2 Castle Rock
 2 Centennial
 2 Centennial
 1 Lone Tree
 1 Parker
 0 Castle Pines
 0 Cherry Hills Village
 0 Denver

Noise Complaints:

All numbers here are the same as January

Households:

In January (YTD), the top five complaining households were in:

Greenwood Village – 274 (35%) UAC – 46 (6%)
 Centennial – 73 (9%) UAC – 28 (4%)

Year to Date, the top five complaining households were the same as January.

In January, 60 responses were requested from 774 noise complaints, with 44 of those requests made by email (73%), and 16 made by telephone (27%).

In January, 707 complaints were made about daytime flights (7:00 a.m. – 9:59 p.m.) – 91%. 67 complaints were made about nighttime flights (10:00 p.m. – 6:59 a.m.) – 9%.

Year to Date, complaints about daytime and nighttime flights were the same as January.

In January, props accounted for 88% of the complaints by aircraft type; jets accounted for 11% of the complaints, and helicopters caused 1%.

In January, Training was responsible for 45% of the complaints; arrivals were responsible for 28% of the complaints, and departures were responsible for 26% of the complaints.

The January Complaint Map and a January Radar Track Density Map were provided.

4. **ITEMS REMOVED FROM THE CONSENT AGENDA:** None

5. **EXECUTIVE COMMITTEE:**

A. Election of CACNR Officers. Brad Pierce announced he would stay on as Chair for at least a few more months if that was the will of the Representatives. The other officers had also agreed to stay on, if that was the will of the Representatives. Following brief discussion, on the motion of Donna Johnston, duly seconded, all four CACNR officers were unanimously reelected: Chair Brad Pierce; Vice Chair Paul Krier; Treasurer Andy Jones; and Secretary Alison Biggs.

B. CACNR Representative to ACPAA Meeting on March 16, 2023 – Bill Wasmund agreed to represent CACNR at that meeting.

C. Draft Work for Preparation and Adoption of 2023-2025 CACNR Work Program – Materials provided in the mailing from each committee showed ideas for possible inclusion in the next Work Program. There was discussion of the need for the Work Program to be forward focused, with information about what had been done being of use in any annual report which would be prepared. All were asked to look at everything that had been submitted, with any additions or deletions to be brought to the April CACNR meeting.

6. **REPORT OF FEBRUARY 28, 2023 MEETING WITH FLIGHT SCHOOLS:** Mike Fronapfel reported that unfortunately only one of the flight schools had attended this meeting, but it had been a good meeting. The training boxes are being rearranged, and the routes to and from them will be reviewed once there is agreement about the boxes. One of the flight school's practices are very specific and it may not be as flexible as others might be. A look at pattern traffic and interactions with the control tower may result in meetings with both.

At the last ACPAA meeting, new board member Jessica Campbell Swanson had asked for a committee to address training traffic pattern issues, to be called the Training Pattern Stakeholder Working Group (TPSWG). It could be comprised of members of the Quiet Skies Over Arapahoe community group, the flight schools, FAA representation, ACPAA Board members, CACNR representation, and ACPAA staff. Although this was reportedly envisioned to be a committee of CACNR, some individuals had apparently already been asked to serve, and a first meeting was to be held on March 2.

There had also been a request made to the FAA for the formation of a Sub-Roundtable Technical Working Group to help investigate and address the concerns of the community regarding pattern and training traffic. In particular, the purpose of this group would be to explore and recommend solutions to the issues caused by the extended training traffic pattern. This group would be comprised of individuals with a strong background in aviation, selected by CACNR, including representatives from CACNR, ACPAA, the FAA, and the flight schools.

Apparently, making these two some kind of subgroups of CACNR would give credibility with the FAA. The title of the second group in particular is reportedly recognized by the FAA and triggers it to assign experts to that work. The charge for each group would need to be clearly defined. It was noted that CACNR's bylaws call for the CACNR Chair to appoint Committees, which must be chaired by a CACNR Representative.

Following discussion, Candace Moon moved to approve the formation of a Sub-Roundtable Technical Working Group to help investigate and address the concerns of the community regarding the extended training traffic pattern and recommend solutions to the resulting issues. Motion was seconded and, following discussion of the title to clarify it would be a CACNR Committee by another name for the benefit of the FAA, was carried.

7. **FAA RESPONSES TO 12/31/22 AND 1/16/23 QUESTIONS:** There had as yet been no written responses to the questions which had been submitted to the FAA.

8. **RESPONSES BY DAN REIMER TO QUESTIONS SUBMITTED UNDER AGENDA ITEM #2:** Reimer thanked the group and provided responses to the compiled questions.

- Give more detail about his being here – Reimer noted he was being paid by ACPAA but did not represent ACPAA. He does represent all sorts of places, but not airport users.
- Provide more information on grant assurances – They are the lifeblood of airports, as there would be no way for airports to do the listed kinds of projects without the FAA moneys. The history of the fight to prevent commercial flights from coming to Centennial, which took legislation to accomplish but which caused a cessation of grants to the airport, was reviewed. In addition to cutting off grant assurances, the FAA could come after an airport to return money previously granted, which would essentially be impossible. In order to continue to receive grants, without commercial flights, Centennial Airport needs to stay above 300,000 operations a year; anything lower puts that arrangement in jeopardy with the FAA.
- Can the airport close a runway – no
- Could Front Range (now Colorado Air and Space Port) take the training flights from Centennial – as the airports in the vicinity are independent, this would not be possible. If all were in a system, traffic could be moved around. Pilots can voluntarily move to different airports, but Centennial cannot make them do so.
- Can the number of flights by the flight schools be decreased by the airport – no per ANCA's provisions.
- If the FAA is to be concerned about safety, what about safety of those on the ground – the FAA is supposed to pay attention to both, but it has the final word and so far the emphasis has been on keeping the skies safe as being the best way to keep everyone else safe. The FAA could put more emphasis on the public's safety on the ground but it is not likely to happen.
- Can a license be required to operate a flight school – fees can be charged, but there can be no restrictions on aeronautical use, post ANCA. Everything must be voluntary.

9. **PUBLIC/COMMUNITY/FAA DISCUSSION:** Following this portion of the agenda, Chair Pierce opened the meeting to additional comments from the audience and the 48 individuals who were in attendance online. Comments came from the Cherry Creek Farms and Sundance Hills areas of Greenwood Village, Englewood, Centennial, Greenwood Village, the Cherry Hills Vista area of Denver, and Louviers.

- Appreciation for work being done on the training boxes but had never seen anything as protected as the flight schools seem to be by the FAA. The public is being discriminated against, and private businesses are being protected by a Federal agency. Lobbyists work to protect the privileged and they have succeeded.

- Thanks to all who are working to help with the noise problems, but there are still many frustrations about the lead in gasoline problem, noise and safety. Examples were given of specific times of two observed close calls. Recommended the FAA return to the previous method of managing flights before the mid air collision, as it seemed safer than what is going on now.
- Thanks to the attorney, but his message was depressing. The tower needs to be able to cut back numbers of flights if it is unsafe for those on the ground. Government is needed to protect the public, not just aircraft. It is tiring to keep asking for help and seemingly being ignored with no solutions being proposed for the public's problem. Perhaps the public needs to keep 'bugging' its elected officials.
- Did not feel CACNR understood the problem, and suggested creation of a legislative committee. Did not like discussions of semantics and bylaws and felt like things were going around in circles with no help in sight.
- Noise was not an issue before the midair collision, so why cannot things be changed back as quickly as they were changed before.
- Does the FAA take responsibility if a crash occurs due to its actions?
- It is sad that nobody cares about the public while the FAA cares so much about airplanes and pilots who appear to be privileged while the public is being discriminated against.
- Traffic over Louviers seemed to have decreased following discussions about problem flights.
- Sadness that the FAA did not attend this meeting, and still had not answered the questions which had been submitted in December 2022 and since.

Chair Brad Pierce also expressed frustration that the FAA was not at this meeting and had indicated it would not likely be coming in the future.

Mike Fronapfel reported he would be going to Washington D.C. and would be speaking with legislators and other personnel about several issues, including priorities and concerns as expressed here, replacing avgas with unleaded fuel, and increasing penalties for blinding pilots with laser pointers.

It was noted those attending the UC Davis Noise Symposium would likely be able to meet with others who were interested in regaining more local control or other topics of concern to communities surrounding Centennial Airport.

Mike Anderson expressed thanks to the Community Outreach Committee, and Pam Thompson for working with Trish Coberly to get the CACNR website brought up to date.

The remainder of the meeting's agenda was postponed again.

10. **NEXT MEETINGS:**

A. CACNR –	April 5, 2023	6:30 p.m. 7565 S. Peoria Street, Unit 9D, Englewood, CO
	May 3, 2023	6:30 p.m. 7565 S. Peoria Street, Unit 9D, Englewood, CO
	June 7, 2023	6:30 p.m. 7565 S. Peoria Street, Unit 9D, Englewood, CO
	July 2023	NO MEETING
	August 2, 2023	6:30 p.m. 7565 S. Peoria Street, Unit 9D, Englewood, CO
B. ACPAA –	March 16, 2023	3:00 p.m. 7565 S. Peoria Street, Unit 9D, Englewood, CO
	April 13, 2023	3:00 p.m. 7565 S. Peoria Street, Unit 9D, Englewood, CO
	May 11, 2023	3:00 p.m. 7565 S. Peoria Street, Unit 9D, Englewood, CO
	June 8, 2023	3:00 p.m. 7565 S. Peoria Street, Unit 9D, Englewood, CO
	July 2023	NO MEETING
	August 10, 2023	3:00 p.m. 7565 S. Peoria Street, Unit 9D, Englewood, CO

11. **ADJOURNMENT:** The meeting was adjourned at 8:28 p.m.

Alison Biggs, Secretary