



CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE

AGENDA
June 7, 2023
6:30 p.m. – 8:30 p.m.

Centennial Airport, 7565 S. Peoria Street, Unit D9, Englewood, CO 80112

**Members' Representatives and Alternate Representatives are requested to attend all meetings in person.
Members of the public may attend meetings in person, or virtually.**

CACNR 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 AND DETERMINATION OF QUORUM:**

<i>Arapahoe County:</i>	Leslie Summey/Vacant Paul Krier/Evan Colvin	<i>Foxfield:</i>	Pam Thompson/Frank Lawrence
<i>Douglas County:</i>	Abe Laydon/Dan Avery Alison Biggs/Mark Adams	<i>Greenwood Village:</i>	Donna Johnston/Libby Barnacle
<i>Aurora:</i>	Brad Pierce/Mindy Parnes	<i>Highlands Ranch Metro Dist.</i>	Andy Jones/Renee Anderson
<i>Castle Pines:</i>	Chris Eubanks/Ben Price	<i>Lone Tree:</i>	Mike Anderson/Chuck Darnell
<i>Castle Rock:</i>	Laura Cavey/Sandy Vossler	<i>Parker:</i>	Ashley Chasez/Vacant
<i>Centennial:</i>	Candace Moon/Don Sheehan	<i>ACPAA:</i>	Michael Fronapfel/Vacant
<i>Cherry Hills Village</i>	Robert Eber/Randy Weil	<i>AOPA:</i>	John Hirshman/Vacant
		<i>CABA:</i>	Don Kuskie/Mike Straka
		<i>CDOT Aeronautics Div:</i>	Todd Green/Vacant
		<i>Wings Over the Rockies:</i>	Bill Wasmund/Jordan Ashley

2. **CONSENT AGENDA:** (items here may be moved to Agenda Item #3, on the request of any CACNR Representative)

- A. DRAFT MINUTES, May 35, 2023 – Alison Biggs, Secretary
- B. TREASURER'S REPORT, May 2023 – Andy Jones, Treasurer
- C. NOISE REPORT, April 2023 – Samantha Blymyer, ACPAA Staff

3. **ITEMS REMOVED FROM CONSENT AGENDA:**

SPECIAL GUEST: Louis Dupart, Founding Partner, Normandy Group

SPECIAL PRESENTATION: Robert Olislagers presenting on FAA EAGLE Program...."The FAA and partners in the aviation community launched the EAGLE initiative to eliminate leaded aviation fuels in piston-engine aircraft safely by the end of 2030. To achieve the lead-free goal, EAGLE will: Identify at least one unleaded fuel acceptable for safe General Aviation fleet use. www.faa.gov/unleaded "

4. **PUBLIC COMMENT:** (3 minutes per person time limit; correspondence from the public)

- A. MEETING ATTENDEES
- B. FROM CACNR EMAIL ADDRESS

5. **EXECUTIVE COMMITTEE:**

- A. CACNR REPRESENTATIVE TO ACPAA MEETING ON JUNE 8, 2023
- B. FAA PUBLIC COMMENT PERIOD on its NOISE POLICY REVIEW
- C. RETREAT PLANNING

6. **COMMITTEE REPORTS:**

- A. COMMUNITY OUTREACH – Mike Anderson, Chair
- B. FLY QUIET – Bill Wasmund, Chair
- C. NOISE MONITORS – Candace Moon, Chair
 - 1. Report of Portable Noise Monitor in Greenwood Village:

7. **FAA REPORTS/COMMENTS:**

- A. CENTENNIAL AIRPORT AIR TRAFFIC CONTROL TOWER – Mike Sackett/Ron Curry
- B. FAA DISTRICT OFFICE – John Bauer/John Sweeney
- C. FAA TRACON – Steve Martin/Bill Dunn
- D. FAA DENVER DISTRICT GENERAL MANAGER – Michael Valencia
- E. FAA NORTHWEST MOUNTAIN REGION/ALASKAN REGION COMMUNITY ENGAGEMENT OFFICER – Justin Biassou
- F. FAA SENIOR ADVISOR, OFFICE OF THE REGIONAL ADMINISTRATOR, NORTHWEST MOUNTAIN REGION – Leslie Lardie

8. **OTHER REGULAR REPORTS:**

- A. ACPAA May 11, 2023 – Andy Jones
- B. AIRPORT DIRECTOR – Mike Fronapfel
 - 1. Community Related Activity
 - 2. FAA Response re Sub-Roundtable Technical Working Group, etc.
 - 3. Part 150 Study/Mead and Hunt Scope of Work
 - 4. Flight School Activity
 - 5. Other Airport Activity
 - 6. Legislative
 - 7. Status of Follow Up Items
 - 8. Other
- C. FLIGHT SCHOOLS:
 - 1. Aspen Flying Club – Justin Mazza
 - 2. ATP – John Herman
 - 3. Flights Inc. – Kimber Bauer
 - 4. Independence Aviation – Jason Ahbe

9. **OLD BUSINESS:**

- A. REPORTS FROM UC DAVIS – Ashley Chasez & Chris Eubanks

10. **NEW BUSINESS:**

- A. INFORMATION SHARING
 - 1. 2023-2025 CACNR Work Program
 - 2. 2023-2024 CACNR Attendance Record

11. **PUBLIC COMMENT:** (3 minutes per person time limit):

12. **NEXT MEETINGS:**

- | | |
|--------------------------------|---|
| A. CACNR – July 2023 | NO MEETING |
| August 2, 2023 | 6:30 p.m. 7565 S. Peoria Street, Unit 9D, Englewood, CO |
| September 6, 2023 | 6:30 p.m. 7565 S. Peoria Street, Unit 9D, Englewood, CO |
| October 4, 2023 | 6:30 p.m. 7565 S. Peoria Street, Unit 9D, Englewood, CO |
| November 1, 2023 | 6:30 p.m. 7565 S. Peoria Street, Unit 9D, Englewood, CO |
| December, 2023 | NO MEETING |
|
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| B. ACPAA – 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 |
| September 14, 2023 | 3:00 p.m. 7565 S. Peoria Street, Unit 9D, Englewood, CO |
| October 12, 2023 | 3:00 p.m. 7565 S. Peoria Street, Unit 9D, Englewood, CO |
| November 9, 2023 | 3:00 p.m. 7565 S. Peoria Street, Unit 9D, Englewood, CO |
| December 14, 2023 | 3:00 p.m. 7565 S. Peoria Street, Unit 9D, Englewood, CO |

13. **ADJOURN**



**CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE
MINUTES
May 3, 2023
DRAFT**

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 6:35 p.m. by Chair Brad Pierce. The following were in attendance, and a quorum was present:

Arapahoe County:	Leslie Summey	Highlands Ranch:	Andy Jones
Arapahoe County:	Paul Krier	Lone Tree:	Mike Anderson
Douglas County:	Dan Avery	Parker:	Ashley Chasez (virtual)
Douglas County:	Alison Biggs	ACPAA:	Mike Fronapfel
Aurora:	Brad Pierce	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 ACPAA staff Samantha Blymyer, Chris Thompson, and Lauren Wiarda.

Those absent were: Castle Pines: Chris Eubanks/Ven Price Cherry Hills Village: Robert Eber/Randy Weil
Castle Rock: Laura Cavey/Sandy Vossler CDOT Aeronautics Div: Todd Green/Vacant

2. **CONSENT AGENDA:** The Consent Agenda included the Draft CACNR Minutes from April 5, 2023; the Treasurer's Report from April 28, 2023, showing a balance of \$22640.94; and the March 2023 Noise Report.

On the motion of Alison Biggs, duly seconded and passed, the April minutes were removed from the Consent Agenda. On the motion of Andy Jones, duly seconded, the remainder of the Consent Agenda was approved.

The March 2023 Noise Report included the following information:

March Local Operations:	15,009	March Total Operations:	28,267
Year to Date Local Operations:	39,416	Year to Date Total Operations:	76,276

28,267 Total Operations in March resulted in 633 complaints from 89 households.

March Noise Events:

<u>March Total:</u>	<u>March 60 – 69 db:</u>	<u>March 70 – 79 db:</u>	<u>March 80 – 89 db:</u>
10,193 Golf Course	5,766 Meridian	4,125 Golf Course	654 Airport East
7,204 Meridian	5,716 Golf Course	1,392 Meridian	344 Golf Course
3,886 Airport East	2,038 Airport East	1,141 Airport East	45 Meridian
2,309 State Park	1,630 State Park	666 State Park	32 Castle Rock
1,811 Parker	1,584 Parker	223 Parker	13 State Park
1,579 Grandview Estates	1,429 Grandview Estates	156 Greenwood Village	4 Parker
1,155 Greenwood Village	1,019 Lone Tree	147 Grandview Estates	3 Grandview Estates
1,151 Castle Rock	998 Greenwood Village	124 Castle Rock	2 Castle Pines
1,077 Lone Tree	994 Castle Rock	53 Lone Tree	2 Hunters Hill
484 Hunters Hill	446 Hunters Hill	36 Hunters Hill	1 Greenwood Village
141 Castle Pines	125 Castle Pines	14 Castle Pines	0 Lone Tree
129 Sagebrush Park	120 Sagebrush Park	9 Sagebrush Park	0 Sagebrush Park

March Noise events in the 90+ decibel range: Airport East – 53 Golf Course – 8 Lone Tree – 5 Castle Rock – 1 Meridian – 1

March Noise Complaints and Numbers of Households:
(633) (89)

YTD Complaints & Number of Households:
(1,858) (135)

<u>Noise Complaints:</u>	<u>Number of Households:</u>
400 Unincorporated Arapahoe County (63%)	46 UAC (52%)
129 Greenwood Village (20%)	23 Greenwood Village (26%)
50 Centennial (8%)	4 Other (4%)
24 Unincorporated Douglas County (4%)	4 UDC (4%)
12 Castle Rock (2%)	3 Castle Rock (3%)
6 Other	3 Centennial

<u>Noise Complaints:</u>	<u>Households:</u>
820 UAC	67 UAC
690 Greenwood Village	33 Greenwood Village
175 Centennial	7 Other
52 Castle Rock	6 UDC
48 UDC	5 Centennial
38 Other	4 Castle Rock

5 Aurora
4 Parker
2 Highlands Ranch
1 Castle Pines
0 Cherry Hills Village
0 Denver
0 Lone Tree

2 Aurora
2 Parker
1 Castle Pines
1 Highlands Ranch
0 Cherry Hills Village
0 Denver
0 Lone Tree

11 Aurora
11 Lone Tree
6 Highlands Ranch
5 Parker
2 Castle Pines
0 Cherry Hills Village
0 Denver

3 Highlands Ranch
3 Lone Treed
3 Parker
2 Aurora
2 Castle Pines
0 Cherry Hills Village
0 Denver

Year to Date, the top five household complaints were:

Household #1	434 Greenwood Village	Household #4	118 Unincorporated Arapahoe County
Household #2	194 Unincorporated Arapahoe County	Household #5	71 Unincorporated Arapahoe County
Household #3	169 Centennial		

In March, 75 responses were requested from 633 noise complaints, with 55 of those requests made by email (73%), and 20 made by telephone (27%).

In March, 587 complaints were made about **daytime flights** (7:00 a.m. – 9:59 p.m.) – 93%.
46 complaints were made about **nighttime flights** (10:00 p.m. – 6:59 a.m.) – 7%.

In March, props accounted for **86% of the complaints by aircraft type; jets** accounted for **12% of the complaints, and helicopters caused 2%**.

In March, training was responsible for 50% of the complaints; **departures** were responsible for 34% of the complaints, and **arrivals** were responsible for 16% of the complaints.

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

3. **ITEMS REMOVED FROM THE CONSENT AGENDA:** Following brief discussion, the following changes were made to the April 5, 2023 draft minutes, by consent:

- page 1, #1, Mike Anderson had been in attendance, and Chuck Darnell and Don Kuskie had been in attendance virtually. On the motion of Alison Biggs, duly seconded, the amended April 5, 2023 minutes were approved.

4. **EXECUTIVE COMMITTEE:** Chair Brad Pierce noted the FAA Representatives had been removed from agendas and forthcoming minutes, as they had unfortunately never signed the Memorandum of Understanding so could not be considered part of CACNR.

Pierce also reported the receipt of a notice that the FAA was opening a public comment period about its Noise Policy Review, as published as a Federal Register Notice. Comments could be submitted or interested parties could attend one of 4 webinars to be held on May 16, 18, 23, and 25. The public comment period runs from May 1 – July 31, 2023. Further information would be available at FAA.gov or on the airport's website.

A. CACNR REPRESENTATIVE TO ACPAA MEEETING on May 11, 2023 – Andy Jones volunteered.

B. CACNR REQUEST TO ACPAA – A revised draft of the request for ACPAA to place a top priority on issues related to noise and safety and the results of the NTSB report of the mid-air collision in 2021 was reviewed. Following discussion, a friendly amendment to stop the final sentence after the word 'resolved' was agreed upon. Editorial changes to reflect the request was for more than one priority would be done. Donna Johnston moved to approve the request for submission to the May 11, 2023 ACPAA meeting. Motion was seconded and carried.

C. DRAFT 2023-2025 CACNR WORK PROGRAM – No further changes had been proposed to the draft 2023-2025 CACNR Work Program, and none were proposed at this meeting. On the motion of Alison Biggs, duly seconded, the 2023- 2025 CACNR Work Program was adopted.

D. LETTER TO SENATAOR HICKENLOOPER, ET AL – Mike Fronapfel reported a meeting with Arapahoe County and the newly engaged lobbyist about further pushing the FAA to address the Sub Roundtable Technical Working Group. Meetings with staff members of the two Senators and one Representative had also been held, and they all (both offices here and in Washington, DC) seemed knowledgeable about the situation and what is being asked of the FAA.

E. RETREAT PLANNING – Jason Schwartz would be contacted to see if he was available to facilitate another retreat.

F. PART 150 SCOPE OF WORK – Mead and Hunt had been selected to work with ACPAA on the 14 Code of Federal Regulations (CFR) Part 150 Study at Centennial Airport. The CACNR Executive Committee had been provided with the proposed Program of Services in the M & H Scope of Work and asked for comment by May 10, 2023. That timetable would be met. Airport staff reported there would be several opportunities for public comment in the Part 150 process.

5. **FAA RESPONSES TO CACNR QUESTIONS OF 2/27/23 (included), 1/16/23 and 12/31/22 (previously sent in March 2023):** A letter had been received from Grady Stone, Regional Administrator, Northwest Mountain Region, Federal Aviation Administration, U.S. Department of Transportation. While it purported to respond to all of the questions which had been submitted to the FAA, a lot of verbiage was expended as the letter continued to contend the FAA made no change in flight patterns following the 2021 midair collision at Centennial Airport. In essence, the letter indicated the increased noise being experienced by residents since that collision was not the FAA's fault.

6. **PUBLIC COMMENT:** Chair Pierce opened the meeting for public comment. There were approximately 40 individuals in attendance, and another 23 on line; 23 eventually spoke, with numerous others indicating their thoughts had already been expressed. Pierce asked for decorum during the comment period, and it was suggested that individuals might also contact their

Representatives who sit on CACNR with comments or questions outside of CACNR meetings. Comments came from such locations as Cherry Creek Vista South; the Sundance Hills area of Greenwood Village; Louviers; Greenwood Village; Centennial; Cherry Creek Farms; Westminster; the Orchard Hills area of Greenwood Village; and Elizabeth. Several thanks were given to Donna Johnston and Chris Eubanks for their interest and efforts to assist the most heavily affected communities. Many comments were echoes of thoughts expressed at prior meetings, but strengthened in intensity.

- Numerous reiterations of the anger and frustration that the FAA was again absent and had denied any responsibility for the increased noise in the area since the mid-air collision. The FAA is violating its own documents about community involvement, and the commitment made by its own representative to be here for us.
 - Low flying aircraft are not safe anywhere, let alone over homes. Increased flights are not safe over homes either.
 - Will the use of unleaded fuel be mandated? Will there be any consequences for those who do not use it?
 - One area reported fewer flights over homes, with an occasional unusual quiet period.
 - Flight schools must go. Demand for a ban on leaded fuel. ACPAA would never have done anything about leaded fuel without the demand by the community; it is corrupt and would have done nothing.
-
- A very detailed report was provided, itemizing areas where, among other things, the FAA is violating the intent of the National Environmental Policy Act (NEPA), abdicating its responsibilities and not giving affected communities an opportunity for review comment and input before any actions are taken that could negatively impact the environment.
 - Request was made for the most current map of noise contours, since there has been so much new development in areas that were not previously exposed to DNLs above 65 decibels. Noted the national debate about the appropriateness of the 65 DNL, with efforts to get it reduced to 60 or even 55.
 - A video was shown to demonstrate the constancy of flights over an area, to raise awareness of what people are living with.
 - The traffic volume issue needs to be further examined, given the differences in numbers between what the FAA says and what the airport figures report.
 - The effect of noise and pollution on health in many areas needs further attention. The economic benefits of the airport do not outweigh the risks to human health. The public should be notified before any expansion is allowed at the airport, and given an opportunity to have a say about such matters.
-
- The airport provides things like cheap fuel and no landing fees to attract business and does not appear to want to protect the people around it. There needs to be honesty about such matters.
 - It is unamerican to allow the desires of the few – pilots and others in the industry – to outweigh the many on the ground who have to cope with the noise and pollution.
 - The public is not being told the truth – who is getting all the money being made by flight schools who bring no value to the public?
 - Initially thought CACNR had some authority, so seems there is not end in sight, but wanted the neighborhood back as it was.
 - A call for letters to be sent to the county commissioners about what is going on and asking for them to explore better uses for the airport's land which would bring in income to benefit all residents.
-
- There have been numerous plane crashes related to Centennial Airport – so far, the community has been fortunate that none have hit homes, but the odds are getting worse with each one and with the increased traffic over heavily populated areas.
 - Where has Douglas County been in all of this – should be joining the effort with the letters and the lobbyist, etc.
 - There will be a need for some good interpretation of data during the Part 150 study.
 - Why are people here if CACNR has no authority – did not like the way either CACNR or ACPAA operate – impatient at the lack of progress and lack of FAA anything – no one involved is the public's friend and the airport should move.

7. **COMMITTEE REPORTS**

A. **COMMUNITY OUTREACH** – There had been no meeting, but the website was being brought up to date again. The section of the Work Program related to relationships with the FAA will need to be addressed, given the many current concerns about the FAA's recalcitrance about working with CACNR.

B. **FLY QUIET** – A written report had been provided in the pre-meeting mailing. It included examples of signage content for the new tarmac run-up signs, for submission to ACPAA. The committee would contact airport staff to determine if the signage content would be able to be rotated periodically. Following discussion, the signs to be proposed would read "Protect Our Quiet Skies," "Fly Quiet," and "Noise Abatement in Effect." On the motion of Bill Wasmund, duly seconded, the sign content was approved for submission to ACPAA.

The committee was also looking into offering simulated Centennial Airport traffic pattern flights at Wings Over the Rockies, to allow the public to experience what can and cannot be done aloft to reduce ground noise.

C. **NOISE MONITORS** – No report.

8. **FAA REPORTS/COMMENTS:** Nothing beyond the Grady Stone letter previously mentioned.

9. **OTHER REGULAR REPORTS:**

A. **ACPAA APRIL 13, 2003** – Chris Eubanks had attended for CACNR, and his report was provided. It contained the request discussed under agenda item 4.B.

B. **AIRPORT DIRECTOR'S REPORT** –

1. **Unleaded Fuel** – the arrival of a type of unleaded fuel at Centennial was noted as the first in Colorado and the region to have unleaded aviation gasoline. Feedback from the community, and the involvement of Jet Centers of Colorado, Aspen Flying Club, Flights, Inc., and ATP were all noted as being important to achieving this milestone. 80% of flight school aircraft

and 20% of other eligible aircraft at Centennial had already secured the necessary supplemental type certificates which allow them to use this type of fuel. The logistics of providing the fuel and the efforts the FBOs were making to increase the number of those certified were discussed.

2. & 3. Mike Fronapfel reflected on the continuing frustration with the FAA's apparent unwillingness to work with CACNR and Centennial Airport in any way to address the noise concerns here. There was a feeling of our mutual concerns being stonewalled by the FAA at some level, even though the FAA's publicized stance is that of working with communities; perhaps that approach had not filtered down as of yet. Some of the various approaches being used to change that situation were noted or had previously been discussed.

A. Several other items were brought up, in no particular order. The new control tower will likely be a few years out. Ground had been broken for the new hangars which will house jet, not training, aircraft. South Metro Fire Rescue and ACPAA had dedicated two new rescue firefighting trucks. Fronapfel noted there are several ambulance services which do medivacs in and out of the airport, including UC Health; Flight for Life; Children's Hospital; Air Life; Centura Health; ICare Ambulance; Peak Medivac; and Reach Air Medical, among others. Some of these services use fixed wing aircraft as well as helicopters. There are also non-profit charities that specialize in non-emergency patient and family transport such as Angel Flight and Aero Angel. Fronapfel indicated he would look into providing data on the numbers of such flights.

Question was asked if there could be a review of the various kinds of data collected by the airport related to the areas of interest to CACNR. These could include items such as capacity, the operations statistics categories, etc. Fronapfel indicated he would send out what the questioner had in mind for data categories.

C. FLIGHT SCHOOLS – none.

10. **OLD BUSINESS** – none.

11. **NEW BUSINESS** – the NTSB Final Report on the 2021 Mid-Air Collision at CACNR was available and had been referenced.

12. **PUBLIC COMMENT** – The suggestion was again made that the airport initiate a social media campaign. There was also reinforcement of the idea that those wanting to make specific comments or request technical information could contact their CACNR Representative instead of waiting for a meeting.

13. **NEXT MEETINGS:**

A. CACNR – 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
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December, 20223	NO MEETING

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14. **ADJOURNMENT:** The meeting was adjourned at 9:13 p.m.

Alison Biggs, Secretary

CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE		2023 BUDGET - Approved October 5, 2022; Updated as of 6/2/23		
	BUDGET	ACTUAL		NOTES
INCOME:			as of 06/02/23	
CARRY OVER FROM PRIOR YEAR	\$ 23,000.00	\$23,791.15		Carry over from 2022
ACPAA	\$ 10,000.00	\$10,000.00		
CACNR REGULAR MEMBERS	\$ -			Members not invoiced for 2023 due to amount of carry over available
TOTAL INCOME:	\$ 33,000.00	\$33,791.15		
EXPENDITURES:				
WORK PROGRAM:				
COMMUNITY OUTREACH	\$ 2,000			WebsiteUpdating and Maintenance
	\$ 5,000			MediaOutreach Project
FLY QUIET	\$ 1,000			Placeholder for Projects tbd
NOISE MONITOR	\$ 1,000			Exploration of desired data and software for 2024
EXECUTIVE/WORK PLAN	\$ 500			Orientation Manual, Annual Report
EDUCATION				
2 Reps to UC Davis Symposium	\$ 5,000	\$3,215.80		Symposium to be at UC Davis; estimate based on prior symposiums
2 Reps to 2 N.O.I.S.E. Conferences	\$ 4,000			based on prior years on-site conferences
CONSULTATION/ TASK SUPPORT	\$ 3,000			Projects with Jason Schwartz
MEMBERSHIP DUES	\$ 1,000			N.O.I.S.E.
ADMINISTRATIVE	\$ 1,000			Part time secretarial assistance
	\$ -			Legal
RESERVE	\$ 9,500.00			for presently unidentified and unanticipated expenses and/or work CACNR activities consistent with the approved Work Plan.
TOTAL EXPENDITURES:	\$ 33,000.00	\$3,215.80		
CARRY OVER TO 2024	\$ -	\$30,575.35		Actual to be determined at the end of 2023
** Usually includes registration, travel, ground transportation, lodging, meals.				
FRAME OF REFERENCE: The MOU Funding Structure adopted 12/13/2018 called for an initial two-year funding mechanism. "Thereafter, CACNR will provide ACPAA and each Regular Member with a report on the previous year's expenditures, and an annual invoice accompanied by a proposed budget indicating how the requested funds would be utilized, so that funds could be appropriated for the coming year."				



Centennial Airport Monthly Noise Report



April 2023

1 TABLE OF CONTENTS

- 2 Definitions..... 2
- 3 About APA's Noise Monitoring Program 3
- 4 About WebTrak™ 4
- 5 Operations Statistics 5
- 6 Noise Monitor Reports..... 6
- 7 Noise Complaint Statistics.....7-9
- 8 Complaint Map 10
- 9 Radar Track Density Map 11
- 10 Notes and Disclaimer 12

A-weighted Sound Level – A measure of sound level with weighted frequency characteristics that correspond to human subjective response to noise.

Arrival – The act of an aircraft approaching and landing at an airport.

Ambient Noise Level – The level of noise that is all-encompassing within a given environment for which a single source cannot be determined. It is usually a composite of sounds from many and varied sources near to and far from the noise monitor.

Community Noise Event Level (CNEL) – The average sound level over a 24-hour period, with a penalty of 10dB for nighttime hours between 10:00 PM and 7:00 AM.

Day Night Average Sound Level (DNL) – A measure of the average noise level over a 24-hour day. It is the 24-hour, logarithmic (or energy) average, A-weighted sound pressure level with a 10-decibel penalty applied to the nighttime event levels that occur between 10:00 PM and 7:00 AM.

Decibel (dB) – A logarithmic quantity reflecting the ratio of the sound pressure of the source to a reference pressure. This results in a sound pressure level of about 0 dB for the quietest sounds that we can detect and sound pressure levels of about 120 dB for the loudest sounds that can be heard without pain.

Departure – The act of an aircraft taking flight and leaving the airport.

Energy-Averaged Sound Pressure Level (Leq) – The value or level of a steady, non-fluctuating sound that represents the same sound energy as the actual time-varying sound evaluated over the same time period.

Flight Track – The path along the ground followed by an aircraft in flight.

Instrument Flight Rules (IFR) Rules and regulations established by the FAA to govern flight under conditions in which flight by outside visual reference is not safe. IFR flight depends upon flying by reference to instruments, and navigation is accomplished by reference to electronic signals. It is also a term used by pilots and controllers to indicate the type of flight plan an aircraft is flying, such as an IFR or VFR flight plan.

Local Operations – Operations in the local traffic pattern or within sight of the airport; flight in local practice areas within a 20 mile radius; execute simulated instrument approaches or low airport passes.

Maximum Noise Level (L_{max}) – The peak noise level for a single noise event.

Noise Exposure – The cumulative sound energy affecting a person over a specified period of time.

Overflight – Aircraft flight originating and terminating outside the area that transits the airspace without landing.

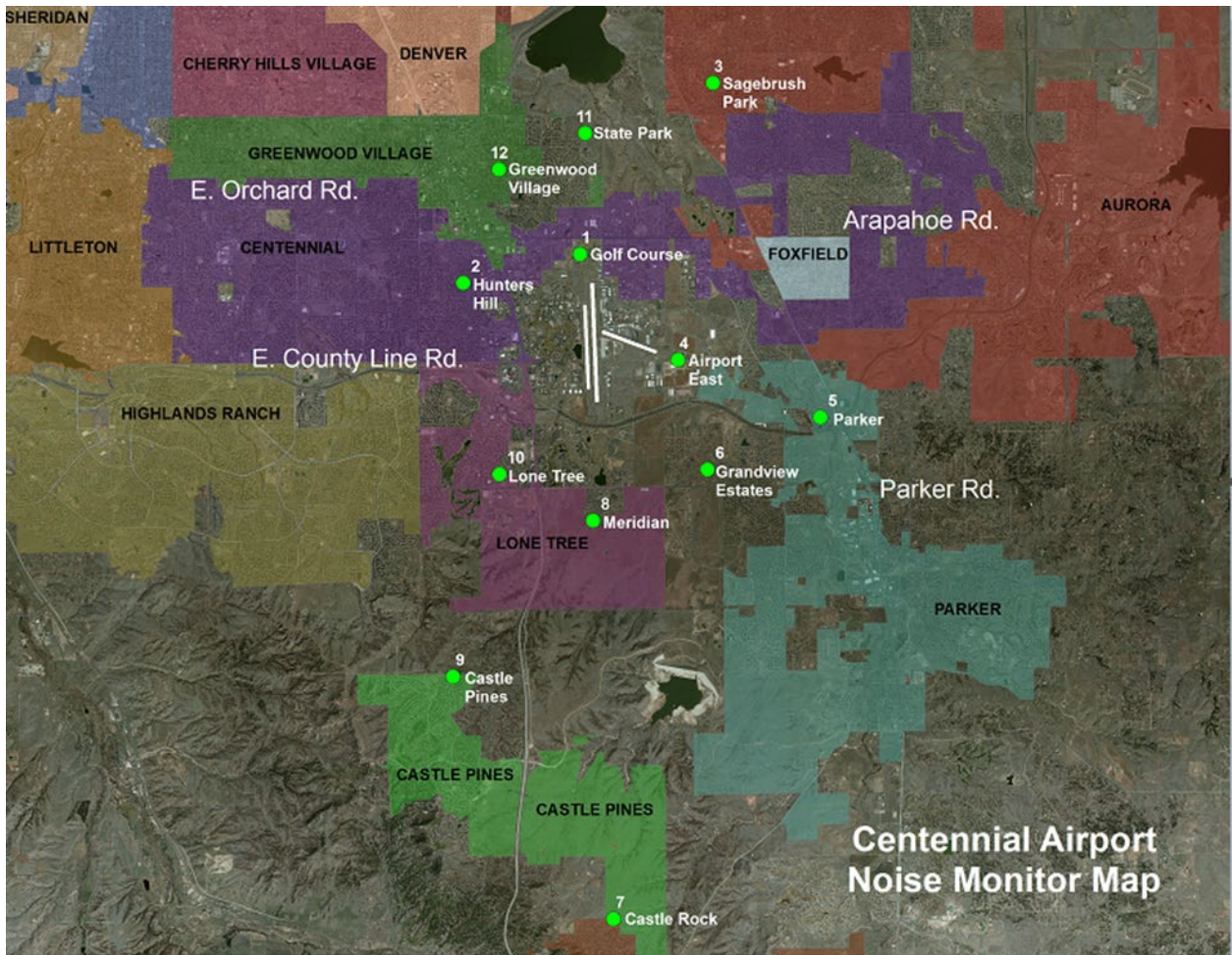
Visual Flight Rules (VFR) – A set of regulations under which a pilot operates an aircraft in weather conditions generally clear enough to allow the pilot to see where the aircraft is going. A flight plan is not required when the pilot is operating under Visual Flight Rules.

Sound Exposure Level (SEL) – The total energy in the A-weighted sound level measured during a transient noise event. SEL accounts for both the duration and the loudness of a noise event.

Overview

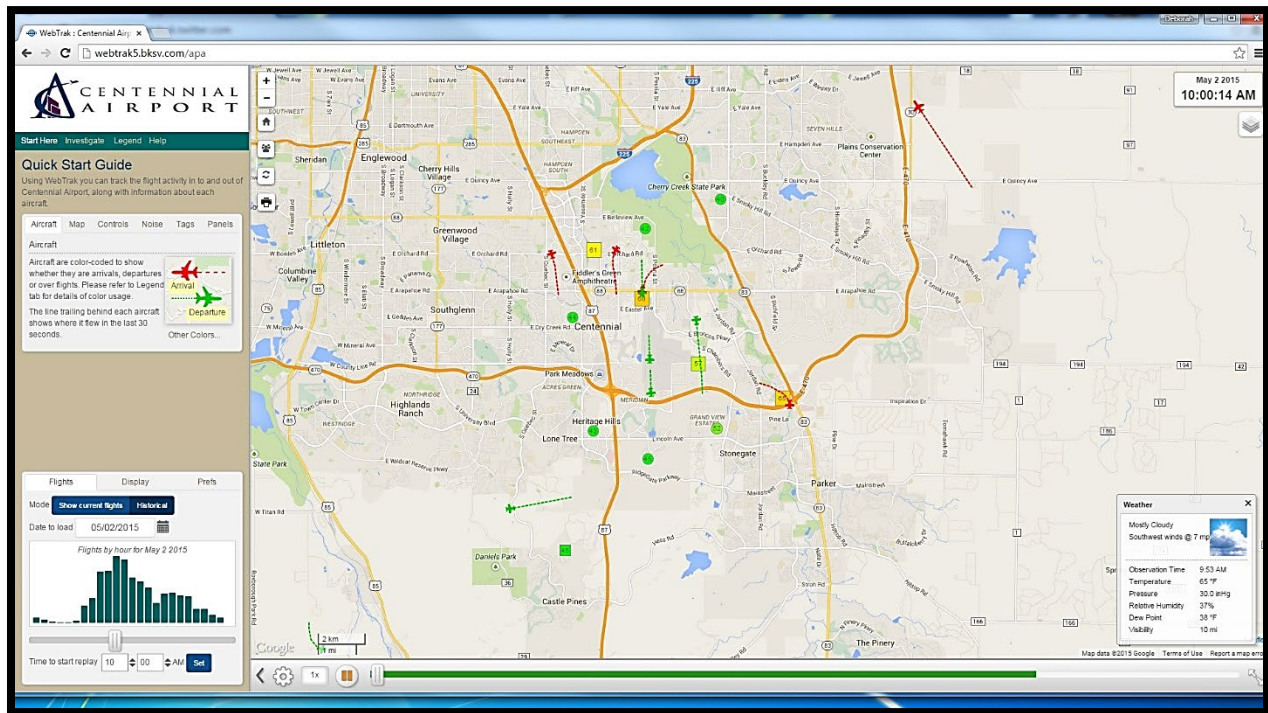
3 ABOUT APA'S NOISE MONITORING PROGRAM

Centennial Airport's (KAPA) Noise and Operations Monitoring System (ANOMS) is a new state of the art system that enables the Arapahoe County Public Airport Authority to monitor and better understand aircraft noise in the vicinity of Centennial Airport. This system is comprised of 12 fixed noise monitoring terminals in the community, as well as 2 portable monitors that are available for short term monitoring anywhere in the community.



4 ABOUT WEBTRAK™

As part of an ongoing program, Centennial Airport now offers an online tracking system for the movement of flights and air traffic patterns within the Denver Metro area. **WebTrak** Flight Tracking and Noise Information System allows concerned individuals to research data about flights to and from Centennial Airport, Denver International Airport, Rocky Mountain Metropolitan Airport, Front Range Airport and Buckley Air Force Base, as well as any transitional air traffic through the region.



How to participate

The general public may use **WebTrak** to investigate a noise or flight that occurred near their location. The system also simplifies the process of filing a noise complaint, offering an easy, online option for residents to register concerns regarding noise levels at the following web addresses:

APA WebTrak:

https://webtrak.emsbk.com/apa?fbclid=IwAR1xnXwQ2sVwisSZ_szUAIHFtyYBNI_ZTACOI1PF7ZSH8PPbBxORnnaidUUE

Centennial Airport Website: <http://www.centennialairport.com>

In addition, noise complaints can also be submitted on our noise hotline:

APA Noise Hotline:

303-790-4709

5 OPERATIONS STATISTICS

	IFR ITINERANT				VFR ININERANT				LOCAL		
	AIR TAXI	G.A.	MILITARY	TOTAL INTINERANT	AIR TAXI	G.A.	MILITARY	TOTAL	G.A.	MILITARY	TOTAL LOCAL
January	2,304	3,055	99	5,458	896	5,213	69	6,178	11,936	25	11,961
February	2,180	2,883	123	5,186	1,046	5,388	85	6,519	12,426	20	12,446
March	2,512	3,260	187	5,959	1,555	5,523	100	7,178	14,989	20	15,009
April	2,152	2,693	144	4,989	1,616	6,550	137	8,303	16,940	40	16,980
May				0				0			0
June				0				0			0
July				0				0			0
August				0				0			0
September				0				0			0
October				0				0			0
November				0				0			0
December				0				0			0
Y-T-D Totals	9,148	11,891	553	21,592	5,113	22,674	391	28,178	56,291	105	56,396

	IFR OVERFLIGHTS				VFR OVERFLIGHTS				TOTAL OPERATIONS	
	AIR TAXI	G.A.	MILITARY	TOTAL INTINERANT	AIR TAXI	G.A.	MILITARY	TOTAL		
January	2	4	4	10	43	73	11	127	January	23,734
February	6	4	2	12	31	80	1	112	February	24,275
March	0	0	3	3	24	90	4	118	March	28,267
April	3	5	2	10	37	79	13	129	April	30,411
May				0				0	May	
June				0				0	June	
July				0				0	July	
August				0				0	August	
September				0				0	September	
October				0				0	October	
November				0				0	November	
December				0				0	December	
Y-T-D Totals	11	13	11	35	135	322	29	486	Y-T-D Totals	106,687

Definitions

Air Taxi – A company that operates aircraft that carry cargo or mail, or passengers on an on demand or charter basis.

General Aviation (G.A.) – All civil aviation operations other than scheduled air services and non-scheduled air transport operations for remuneration or hire.

Local – Operations are performed by aircraft which operate in the local traffic pattern or within sight of the airport; flight in local practice areas located within a 20-mile radius of the airport; execute simulated instrument approaches or low passes at the airport.

IFR Itinerant – Operations other than local operations conducted under Instrument Flight Rules.

VFR Itinerant – Operations other than local operations conducted under Visual Flight Rules.

Overflight – Operation performed by aircraft that transit the area and did not originate or did not terminate within the airspace.

6 NOISE MONITOR REPORTS

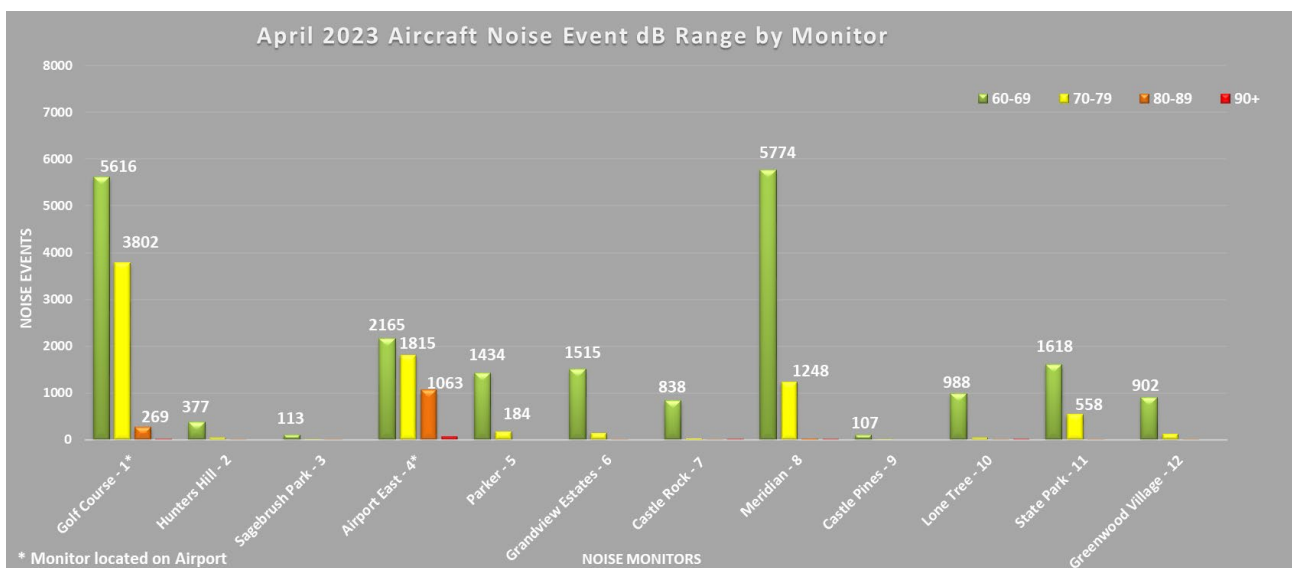
The following data displays the amount and associated decibel level of aircraft noise events at a given monitor. An aircraft noise event must contain the following characteristics:

First, the noise event must exceed the ambient noise level. This number varies at every monitor, but is generally greater than 50-55db. Secondly, the noise event must last longer than 5 seconds. Lastly, using radar data, the system must correlate an aircraft with the noise event. This ensures that the sound is not associated with a 'community noise event' such as a lawn mowers or emergency sirens.

The information below reflects only aircraft noise events as described above.

April 2023 Aircraft Noise Event Decibel Range By Monitor					
Monitor	60-69	70-79	80-89	90+	Totals
Golf Course- 1*	5616	3802	269	14	9701
Hunters Hill- 2	377	42	2	0	421
Sagebrush Park- 3	113	6	1	0	120
Airport East- 4*	2165	1815	1063	70	5113
Parker- 5	1434	184	0	0	1618
Grandview Estates- 6	1515	151	7	0	1673
Castle Rock- 7	838	31	1	18	888
Meridian- 8	5774	1248	39	4	7065
Castle Pines- 9	107	7	0	0	114
Lone Tree- 10	988	53	8	4	1053
State Park- 11	1618	558	10	0	2186
Greenwood Village- 12	902	133	6	0	1041
Totals	21447	8030	1406	110	30993

*Monitor located on Airport



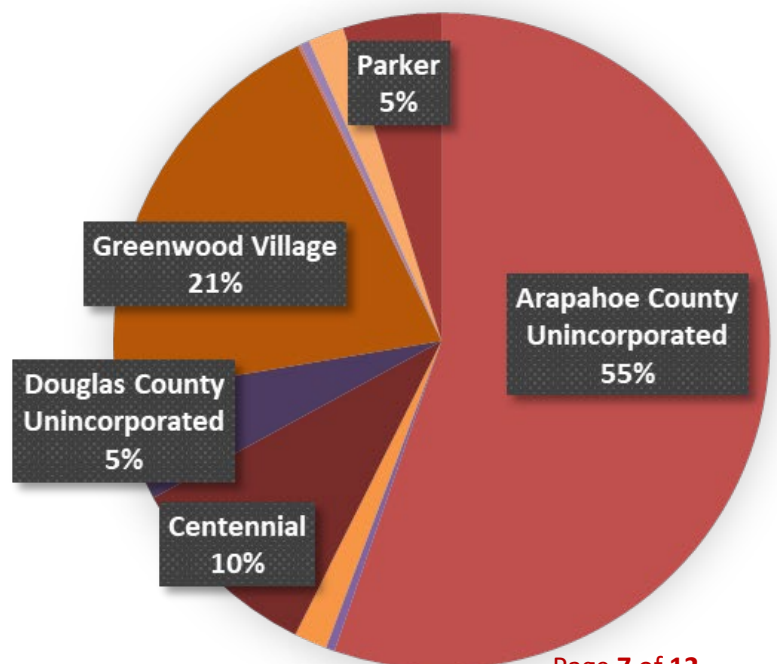
7 APRIL 2023 NOISE COMPLAINT STATISTICS

In April, Centennial Airport received 680 complaints from 60 households.

April Noise Complaints			YTD		Population
Municipality	Complaints	Households	Complaints	Households	Census 2018
Arapahoe County Unincorporated	376	30	1194	72	83,764
Aurora	3	1	14	3	374,114
Castle Pines	0	0	2	2	10,507
Castle Rock	11	2	63	4	64,827
Centennial	66	1	241	5	110,831
Cherry Hills Village	0	0	0	0	6,650
Denver	0	0	0	0	716,492
Douglas County Unincorporated	36	4	95	6	100,536*
Greenwood Village	139	11	829	34	15,801
Highlands Ranch	1	1	7	3	105,264
Lone Tree	3	2	6	4	14,653
Parker	33	2	38	6	55,636
Other	12	6	49	12	UNK
Total	680	60	2538	149	1,659,075

*Douglas County Unincorporated Population with Highlands Ranch Removed

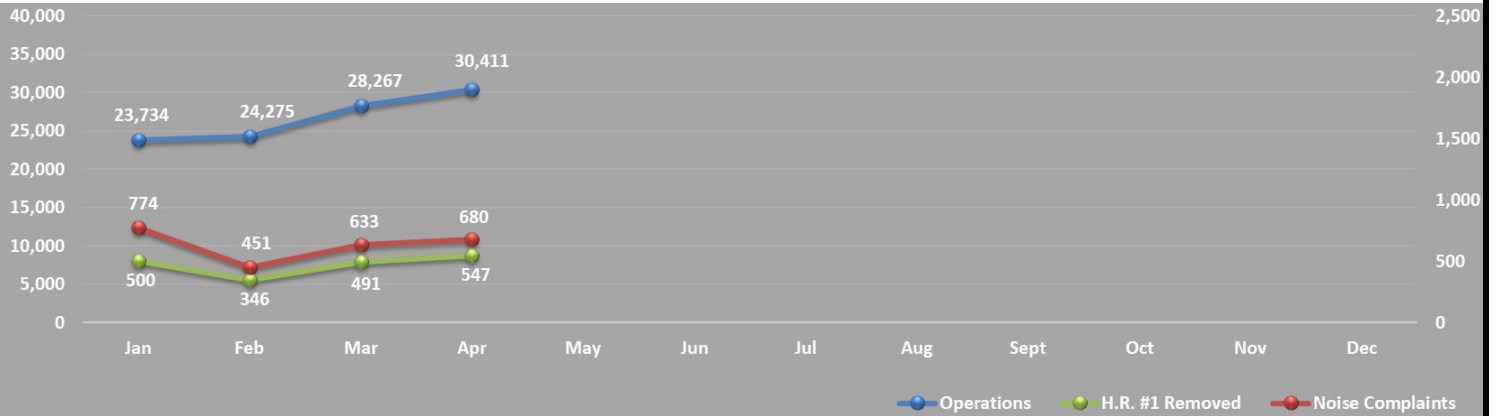
Complaints per Municipality



April 2023 Noise Complaint Responses Completed	
Email	27
Phone	7
Total	34

Time Complaint Received	Apr
Day Hours (7:00 am - 9:59pm)	627
Night Hours (10:00 pm - 6:59 am)	53
TOTAL	680

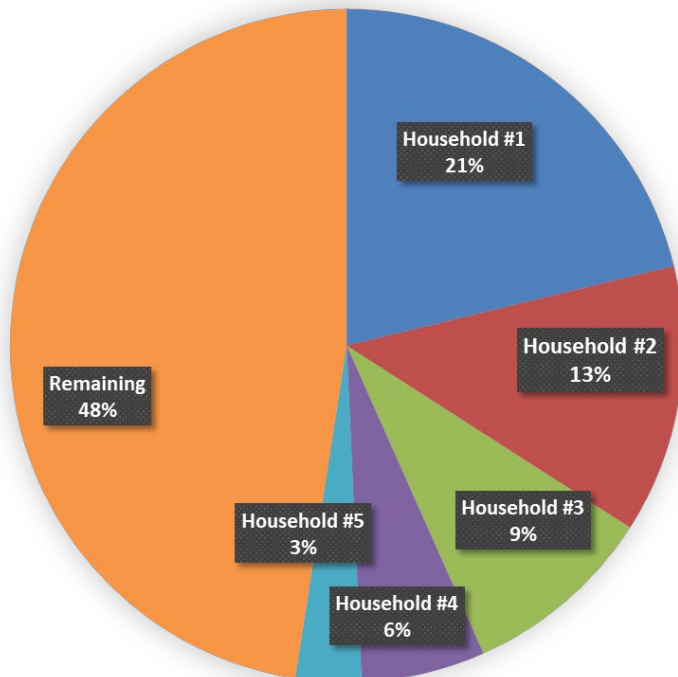
Current 12 Month Trend



Previous Year 13 Month Trend

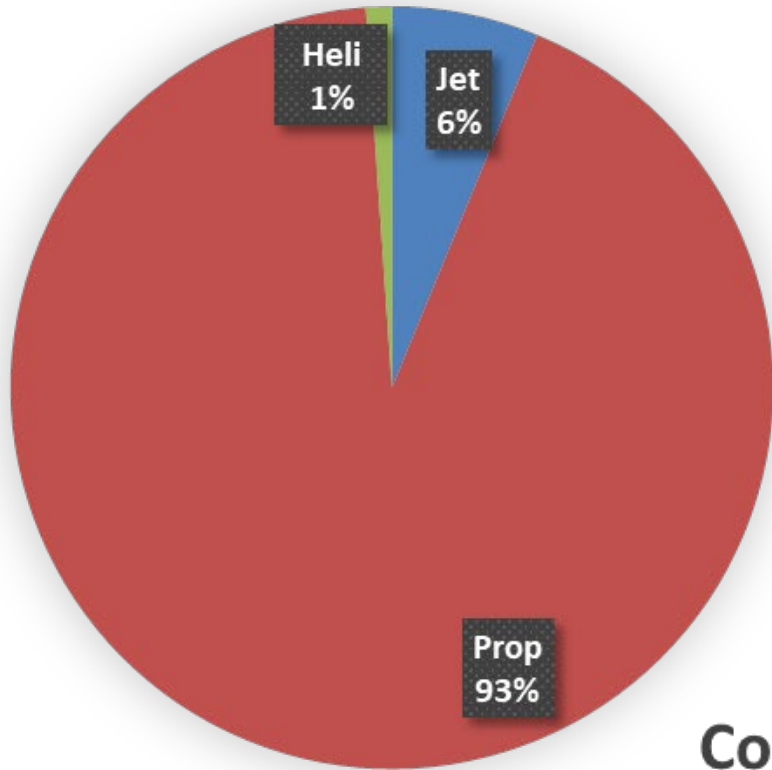


Top 5 Household Complaints YTD



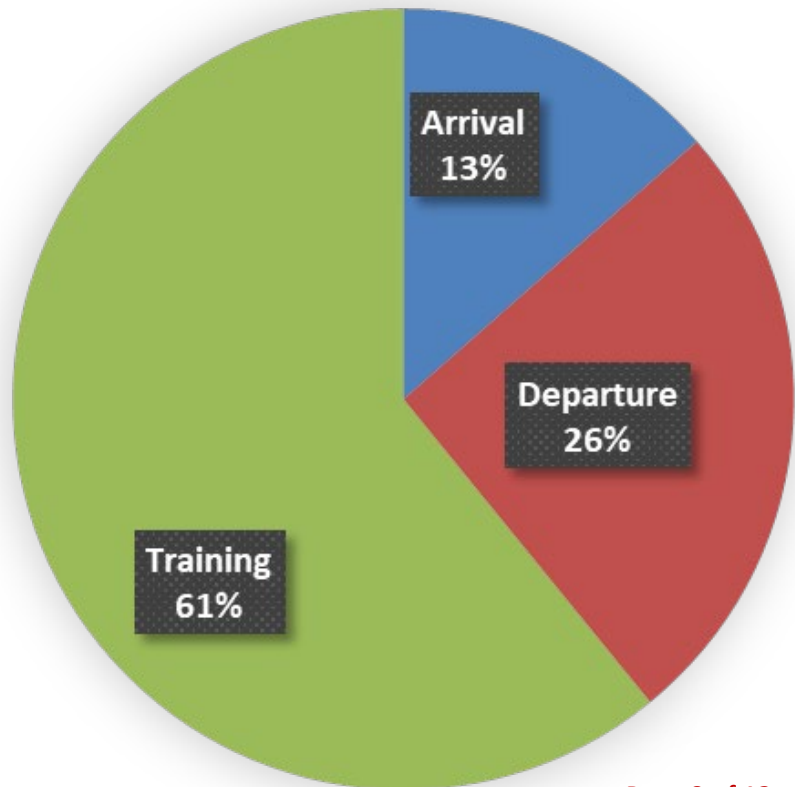
Top 5 Household Complaints		
Household	Complaints	Households
Household #1	538	Greenwood Village
Household #2	327	Arapahoe County
Household #3	235	Centennial
Household #4	151	Arapahoe County
Household #5	80	Arapahoe County
Remaining		1,207
Total		2,538

Complaints by Aircraft Type

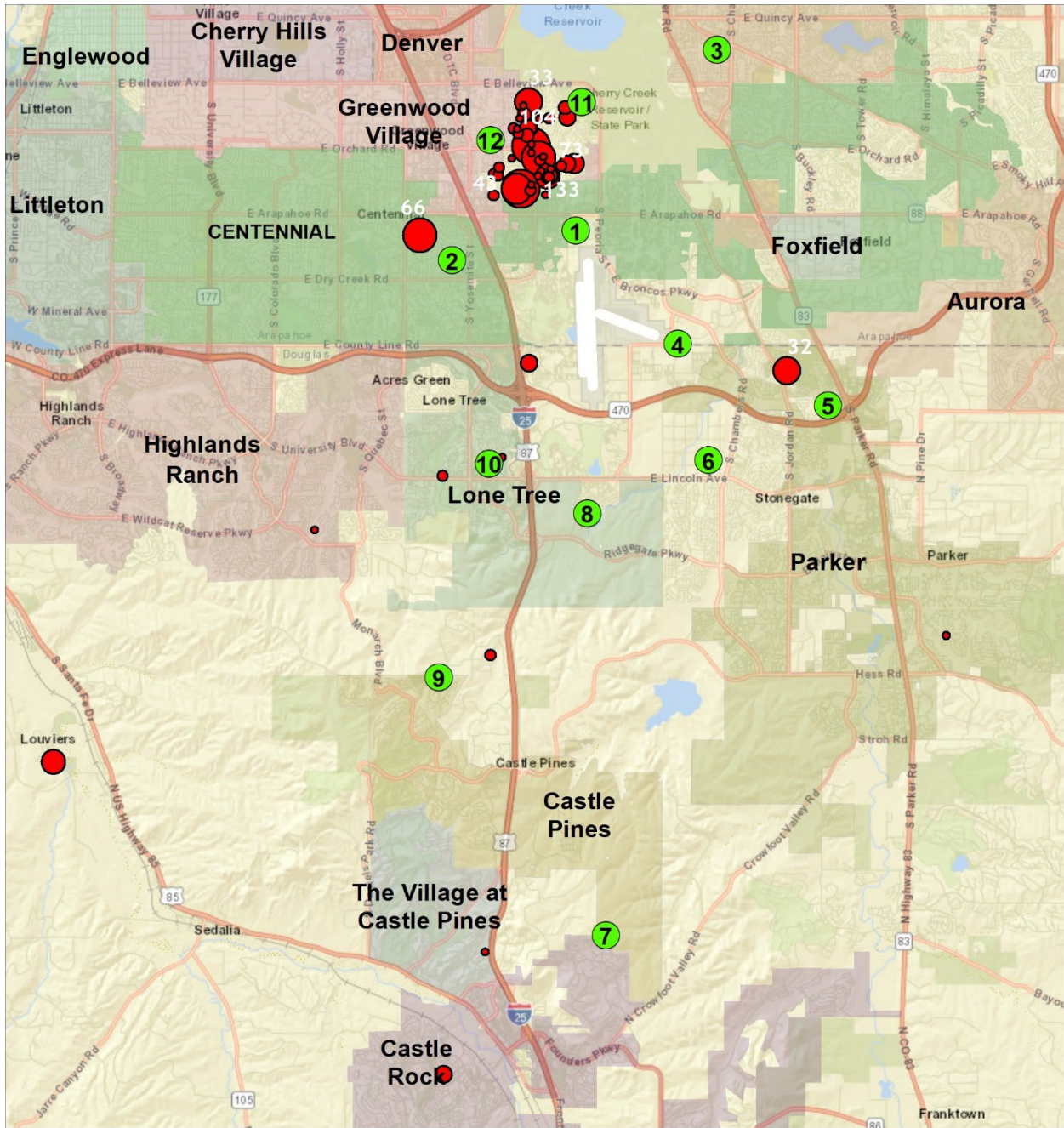


*#1 Household Removed

Complaints by Operation Type



8 CENTENNIAL AIRPORT COMPLAINT MAP



April 2023 Complaints

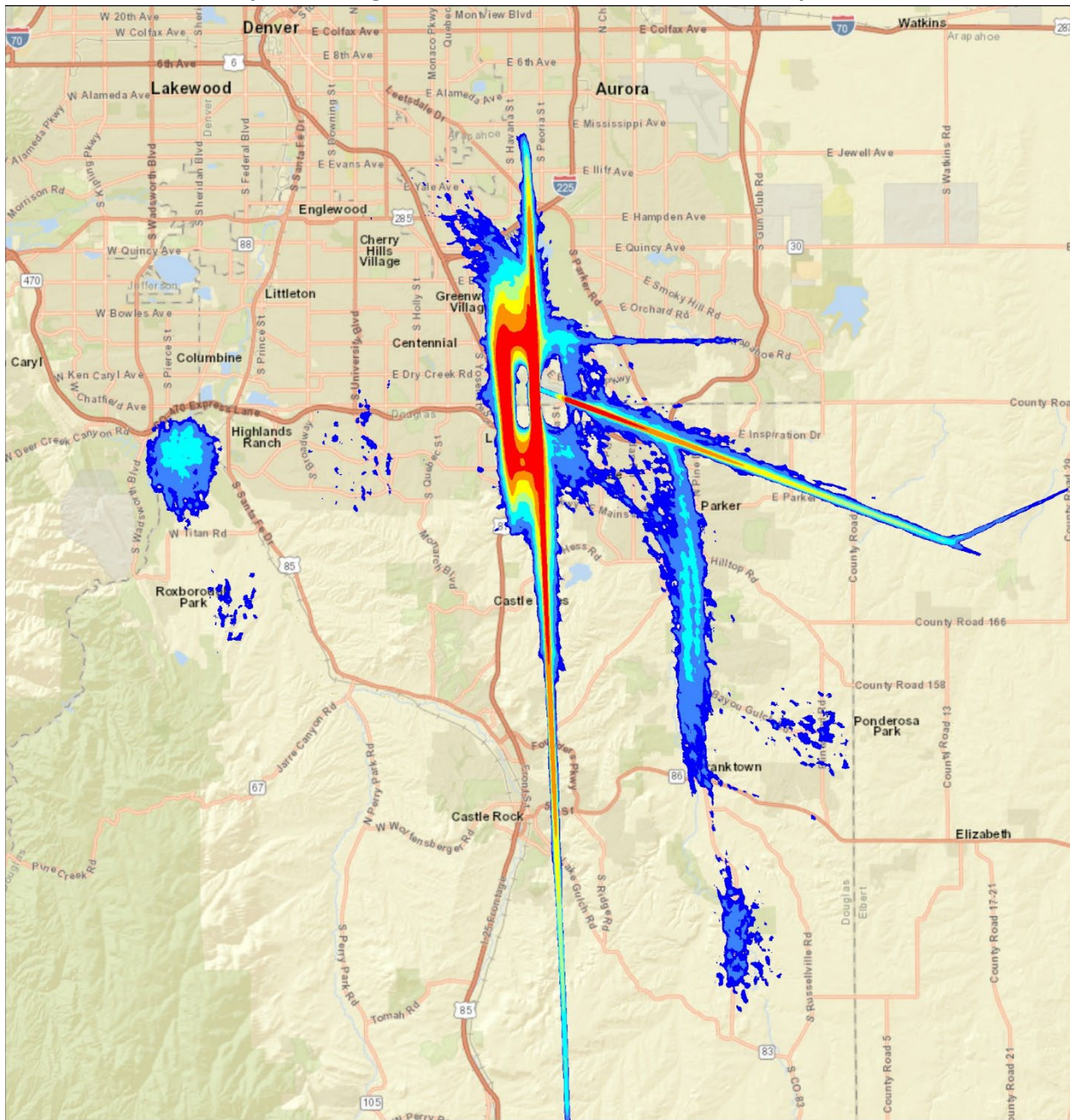


**Larger dots equate to more complaints for that particular households

9 CENTENNIAL AIRPORT RADAR TRACK DENSITY MAP

The following maps take all of the flight track data for the given time period and create a line density plot. This enables everyone to have a better understanding of where the flight tracks are at, while allowing for historical comparisons. Dark red in the middle of the picture shows the highest density of flight tracks over the runways. The colors gradually move out to blue as the least dense.

April 2023 Flight Tracks associated with Centennial Airport



Lower Density Traffic Higher Density Traffic

10 NOTES AND DISCLAIMER

This report is for informational use only. Every effort has been made to ensure the accuracy of this data; however, the material may be altered as new information is added or updated in the system.

Centennial Airport disclaims any responsibility or liability for any direct or indirect damages resulting from the use of this data. We hope this information provides you with a valuable tool in which to review noise data and characteristics in your area. If you have questions or concerns, please contact the Centennial Airport Noise office at **303-790-0598**.



Noise Hotline: 303-790-4709

www.centennialairport.com

CACNR/ACPAA 2023 MEETING SCHEDULES

CACNR REPRESENTATIVES TO 2023 MEETINGS OF THE ARAPAHOE COUNTY PUBLIC AIRPORT AUTHORITY

CACNR meets at 6:30 p.m., 7565 South Peoria Street, Englewood, CO 80112

ACPAA meets at 3:00 p.m., 7565 South Peoria Street, Englewood, CO 80112

<u>CACNR MEETINGS</u>	<u>CACNR REPRESENTATIVE</u>	<u>REPORT DUE DATE</u>	<u>ACPAA MEETINGS</u>
(To sblymyer@centennialairport.com)			
January 04	-----	combines with February report	NO ACPAA MEETING
February 01	Donna Johnston	February 03	February 09
March 01	Bill Wasmund	March 10	March 16 (note 3 rd Thursday)
April 05	Chris Eubanks	April 07	April 13
May 03	Andy Jones	May 05	May 11
June 07		June 07/08, or verbal	June 08
July 05 - NO CACNR MEETING	---	----	NO ACPAA MEETING
August 02		August 04	August 10
September 06		September 08	September 14
October 04		October 06	October 12
November 01		November 03	November 09
Dec 06 – NO CACNR MEETING	---	---	December 14



Federal Aviation
Administration

News & Update

FAA Opens Public Comment Period on Noise Policy Review

WASHINGTON - As part of the FAA's ongoing commitment to address [aircraft noise](#), the agency is asking for public comment on its [Noise Policy Review](#) (NPR). The agency published a [Federal Register Notice \(FRN\)](#) today to solicit comments and will hold virtual webinars.

The NPR will look at these key items and more based on input received from the public and stakeholders.

- The FAA's current use of [DNL or Day-Night Average Sound Level](#) as the primary noise metric for assessing cumulative aircraft noise exposure.
- If and how alternative noise metrics may be used in lieu of or in addition to DNL to better inform agency decisions and improve FAA's disclosure of noise impacts.
- The community's understanding of noise impacts and how to better manage and respond to community's aviation noise concerns.
- Ways to improve communications on proposed noise-related agency actions.
- The findings from ongoing [noise research](#), including the [Neighborhood Environmental Survey](#) and other research related to health impacts, speech interference, [sleep disturbance](#), and economic impacts.

You can get involved with the NPR by submitting your comments to the FRN and/or attending one of our virtual webinars. The webinars will be held May 16, 18, 23 and 25 on Zoom. You can participate by Zoom or watch the meetings via live stream on the FAA's [YouTube](#) account. Attendees watching the meeting on YouTube can submit questions using the platform's chat feature.

The FRN comment period runs May 1- July 31, 2023. Read and comment on the FRN and get more information on our webinars [here](#).

Please do not reply to this message. See our [Contact FAA](#) page for contact information.

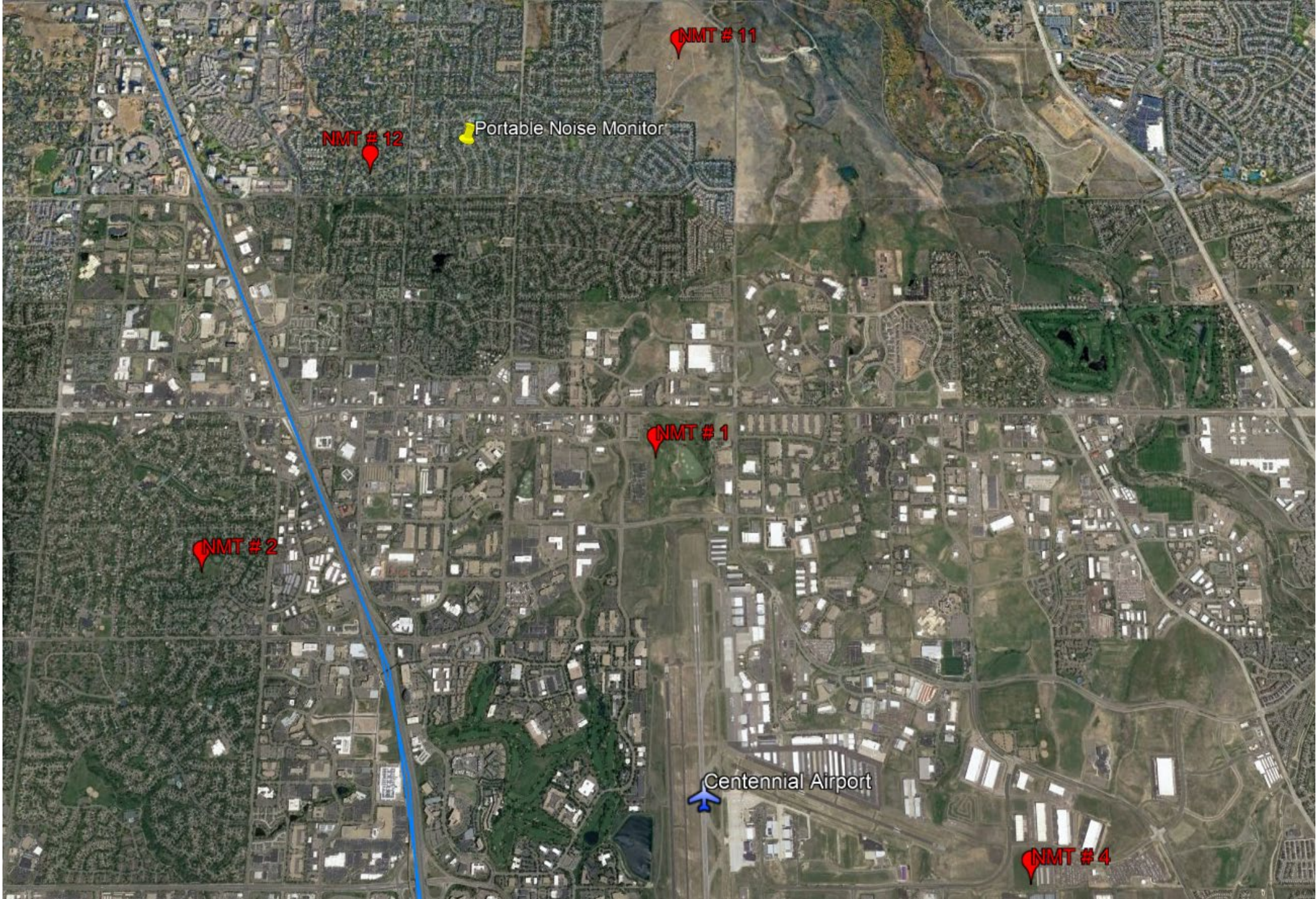


Fly Quiet Committee – May 2023 Monthly Report

- **Electronic Sign Submissions:** Received approval from ACPAA regarding our Fly Quiet messages for the electronic sign on Peoria. They have been submitted and should start appearing soon. As we discussed, each sign will appear for a few seconds each and will rotate through the three submissions.
- **Creation of Flight Procedure Videos for the CACNR web Site:** This is a project that will take coordination, knowledge of 4K video or GoPro, and an aircraft/crew flying several “missions” to complete. Using [FlySMCFriendly.com](https://www.flySMCFriendly.com) as a template, the goal would be to create several instructional 4K videos demonstrating the CACNR published voluntary noise abatement and traffic pattern procedures. Available for Centennial Airport and possibly expanded to other airports in the metro area, the short videos would offer an informative look at the airports’ best ways to arrive and depart as well as best practices regarding pattern flying and being a good neighbor. In-order-to get an idea of what this would look like, please review San Mateo Airport [FlySMCFriendly.com](https://www.flySMCFriendly.com), scroll to Helpful Resources, and click on Preferred Flight Procedures. Requested approval to proceed from CACNR executive committee.
-



Portable Noise Monitor Report – Greenwood Village



NMT # 11

NMT # 12

Portable Noise Monitor

NMT # 1

NMT # 2

Centennial Airport

NMT # 4

January Data
 1/6/23 – 2/5/23 (31 days)

Aircraft DNL	42.4	The 24-hour average sound level of aircraft with a 10dB penalty for nighttime noise events. (This average excludes 5 days of data where aircraft DNL was 0 due to weather)
Community DNL	48.9	The 24-hour average sound level of the community with a 10dB penalty for nighttime noise events

Centennial Airport-associated aircraft flight paths within 1 mile of Portable Monitor for duration of Portable Noise Monitor stay (31 days)

Props: 2,415
 Jets: 942
 Heli: 28
 Unknown: 323
 Total: 3,708

Total DNL	50.1	The 24-hour average sound level with a 10dB penalty for nighttime noise events
Average Aircraft LMax (dB)	65.2	The peak noise level for a single aircraft noise event.

Centennial Airport Aircraft Noise Events at Portable Monitor

830

Non-Centennial Airport Aircraft Noise Events at Portable Monitor

22

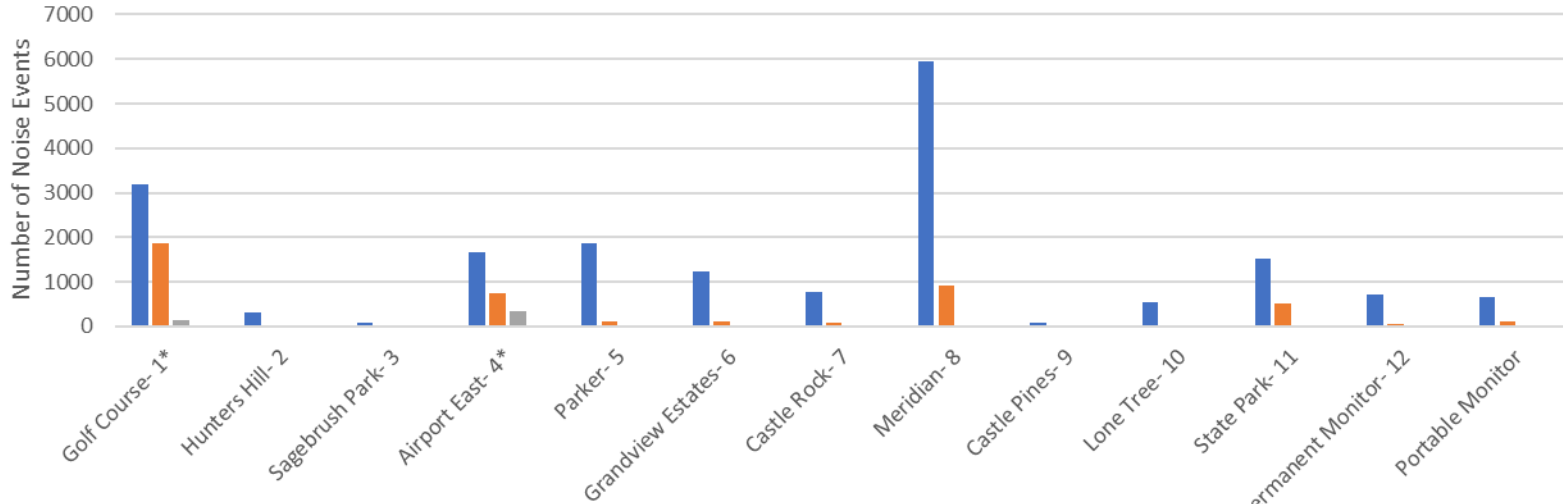
Total Aircraft Noise Events at Portable Monitor

852

Total Community Noise Events at Portable Monitor

Total: 169

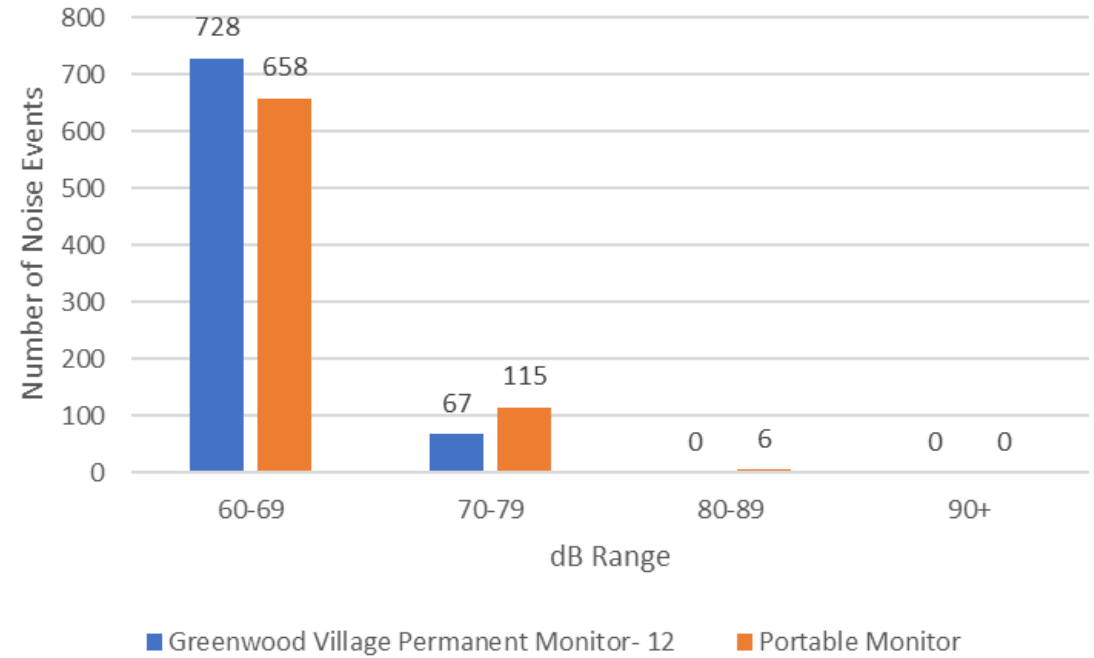
January 2023 Aircraft Noise Event dB Range by Monitor



Noise Monitors

- 60-69
- 70-79
- 80-89
- 90+

January 2023 Aircraft Noise Event dB Range by Monitor



February Data
2/6/23 – 3/7/23 (30 days)

Aircraft DNL	43.41	The 24-hour average sound level of aircraft with a 10dB penalty for nighttime noise events. (This average excludes 5 days of data where aircraft DNL was 0 due to weather)
Community DNL	49.5	The 24-hour average sound level of the community with a 10dB penalty for nighttime noise events

Centennial Airport-associated aircraft flight paths within 1 mile of Portable Monitor for duration of Portable Noise Monitor stay (30 days)

Props: 1850

Jets: 1077

Heli: 27

Unknown: 348

Total: 3302

Total DNL	51.0	The 24-hour average sound level with a 10dB penalty for nighttime noise events
Average Aircraft LMax (dB)	65.9	The peak noise level for a single aircraft noise event.

Centennial Airport Aircraft Noise Events at Portable Monitor

889

Non-Centennial Airport Aircraft Noise Events at Portable Monitor

30

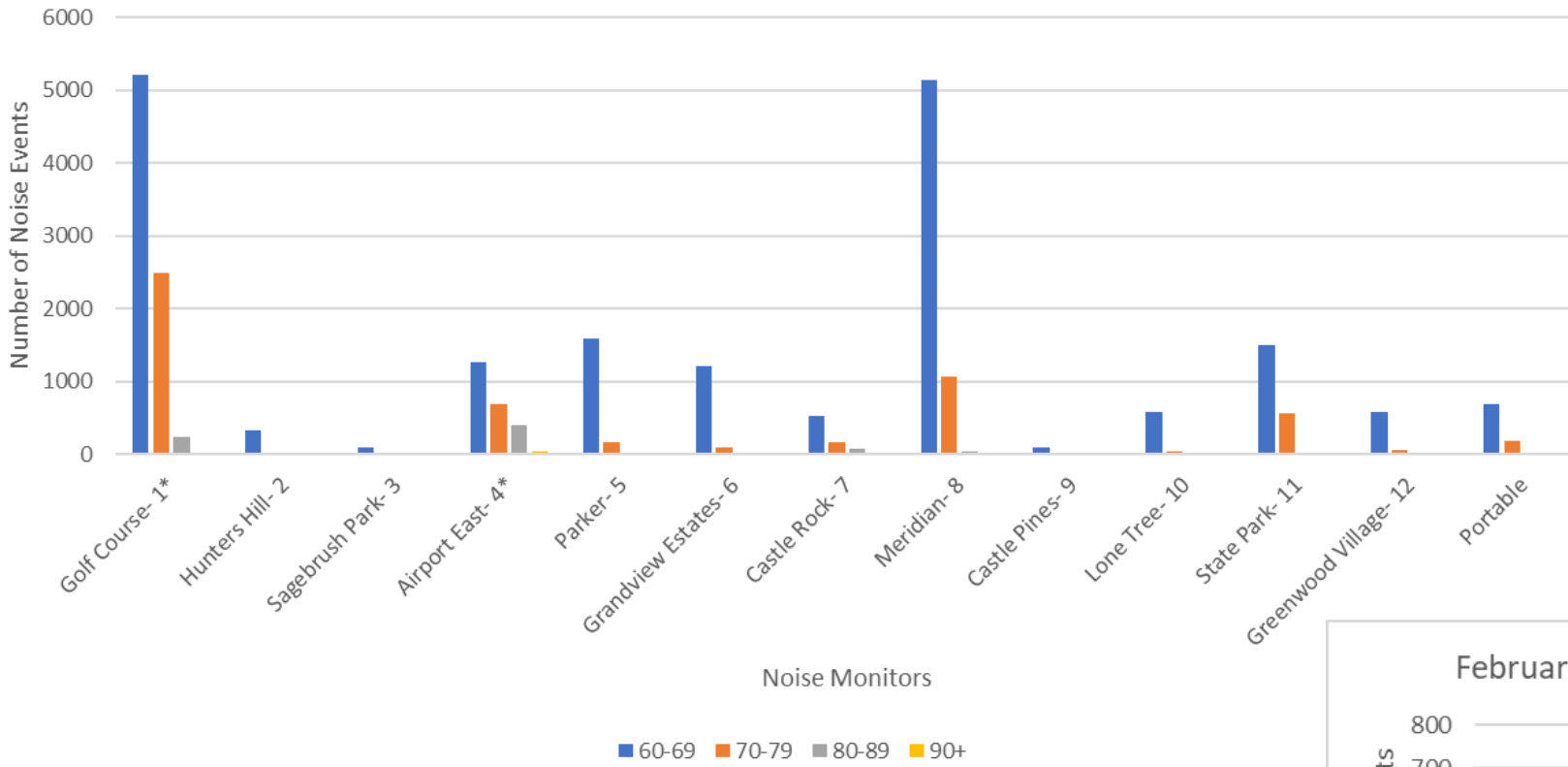
Total Aircraft Noise Events at Portable Monitor

919

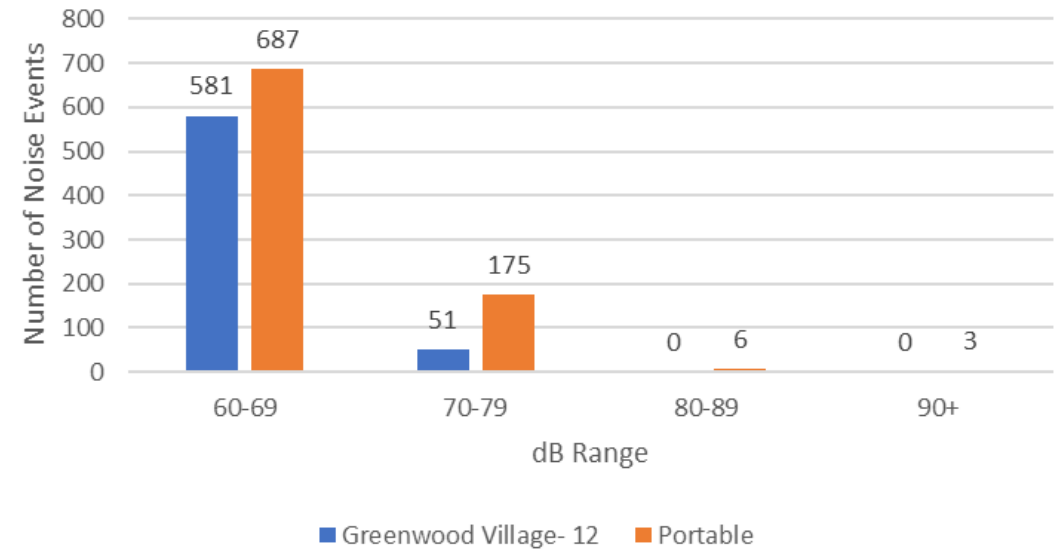
Total Community Noise Events at Portable Monitor

Total: 188

February 2023 Aircraft Noise Event dB Range by Monitor



February 2023 Aircraft Noise Event dB Range by Monitor



March Data
 3/8/23 – 4/7/23 (31 days)

Aircraft DNL	44.0	The 24-hour average sound level of aircraft with a 10dB penalty for nighttime noise events. (This average excludes 5 days of data where aircraft DNL was 0 due to weather)
Community DNL	49.4	The 24-hour average sound level of the community with a 10dB penalty for nighttime noise events

Centennial Airport-associated aircraft flight paths within 1 mile of Portable Monitor for duration of Portable Noise Monitor stay (31 days)

Props: 2361
 Jets: 990
 Heli: 33
 Unknown: 381
 Total: 3765

Total DNL	50.8	The 24-hour average sound level with a 10dB penalty for nighttime noise events
Average Aircraft LMax (dB)	65.6	The peak noise level for a single aircraft noise event.

Centennial Airport Aircraft Noise Events at Portable Monitor

1115

Non-Centennial Airport Aircraft Noise Events at Portable Monitor

38

Total Aircraft Noise Events at Portable Monitor

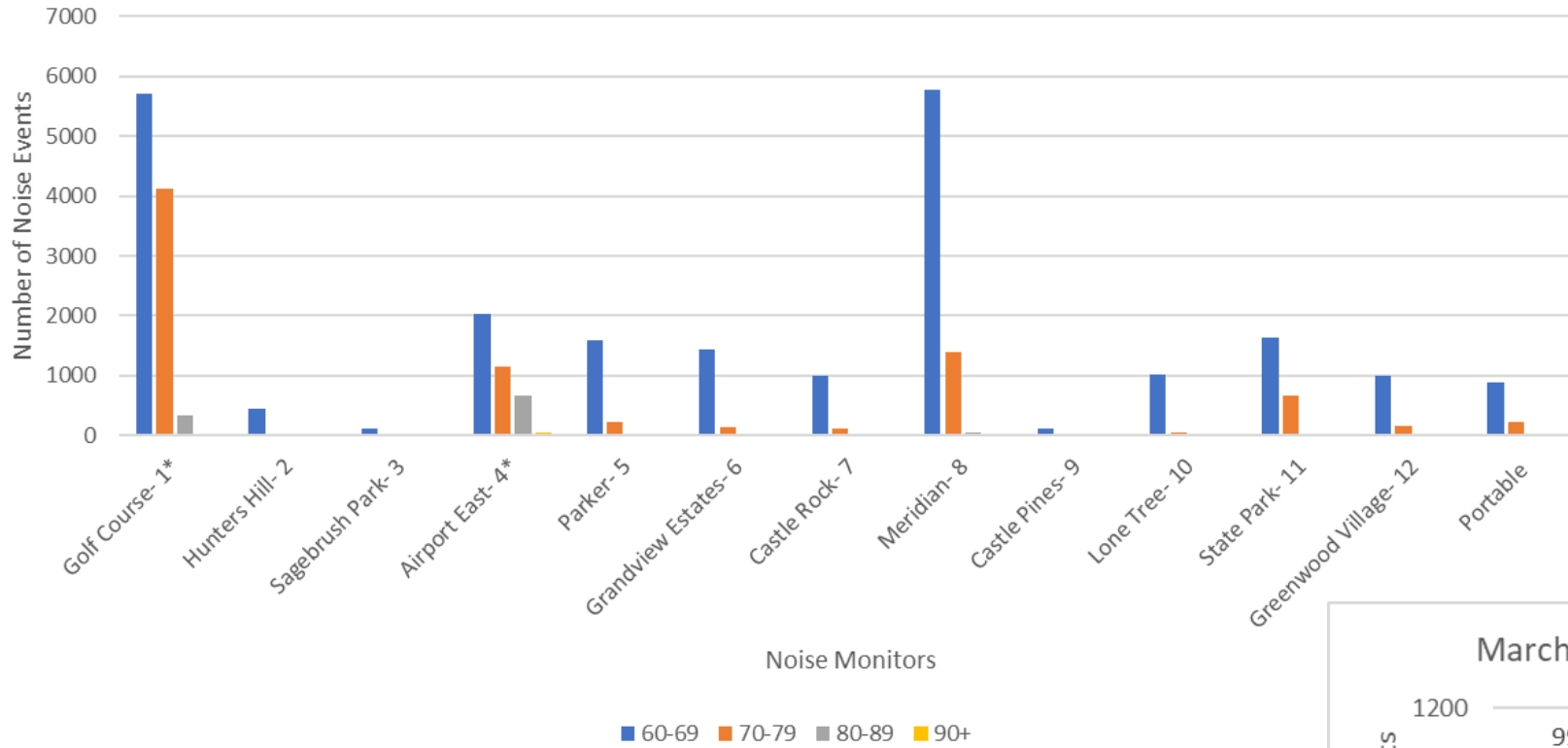
1153

Total Community Noise Events at Portable Monitor

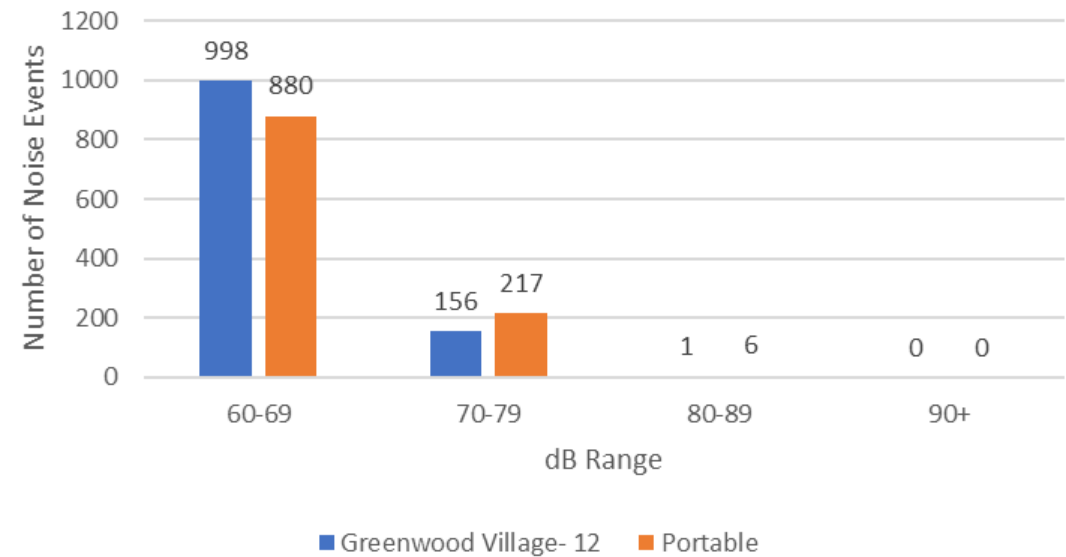
Total: 269



March 2023 Aircraft Noise Event dB Range by Monitor



March 2023 Aircraft Noise Event dB Range by Monitor



April Data
4/8/23 – 5/8/23 (31 days)

Aircraft DNL	45.1	The 24-hour average sound level of aircraft with a 10dB penalty for nighttime noise events.
Community DNL	50.7	The 24-hour average sound level of the community with a 10dB penalty for nighttime noise events

Centennial Airport-associated aircraft flight paths within 1 mile of Portable Monitor for duration of Portable Noise Monitor stay (31 days)

Props: 2,417

Jets: 941

Heli: 33

Unknown: 356

Total: 3,747

Total DNL	52.0	The 24-hour average sound level with a 10dB penalty for nighttime noise events
Average Aircraft LMax (dB)	65.8	The peak noise level for a single aircraft noise event.

Centennial Airport Aircraft Noise Events at Portable Monitor

1,005

Non-Centennial Airport Aircraft Noise Events at Portable Monitor

37

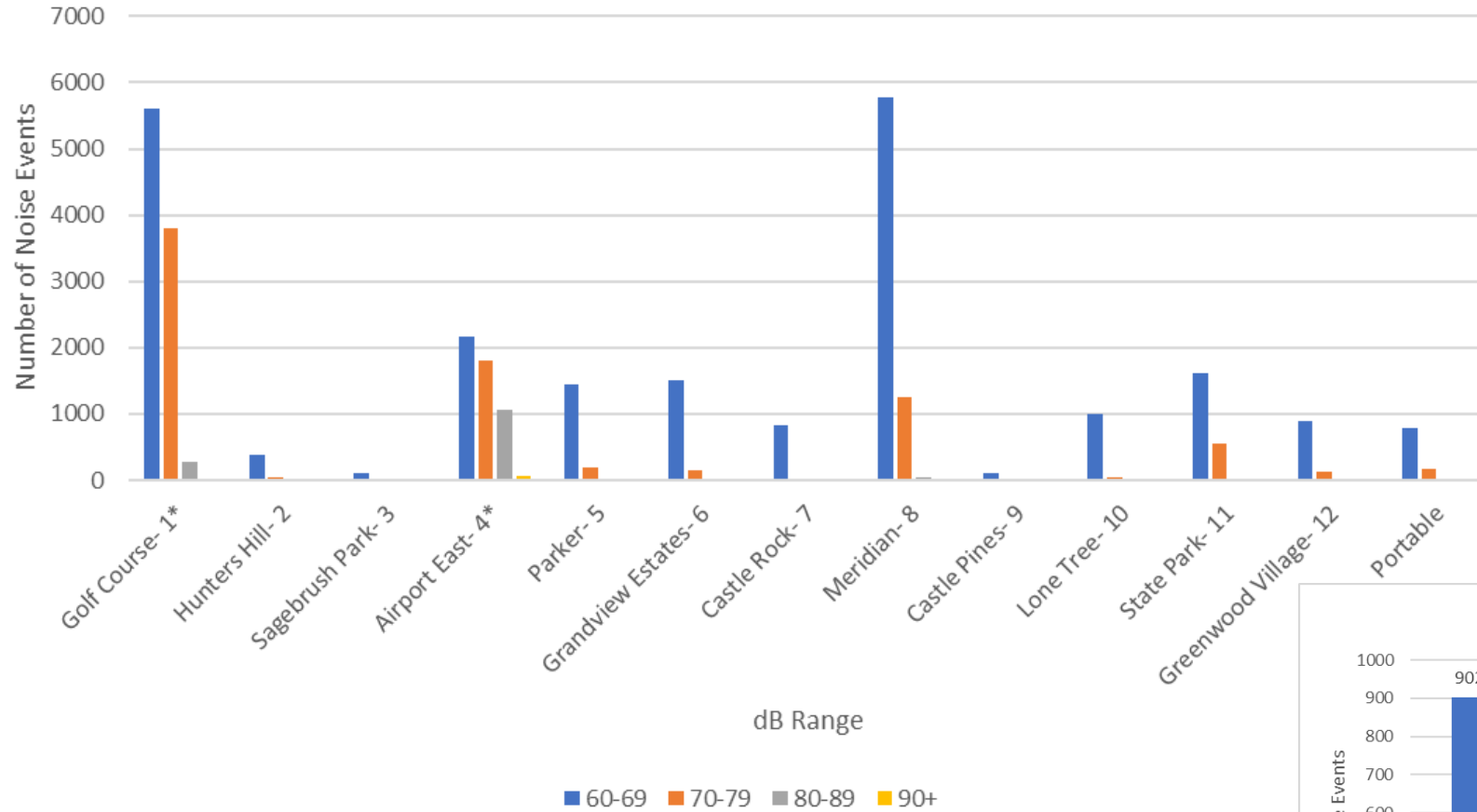
Total Aircraft Noise Events at Portable Monitor

1,042

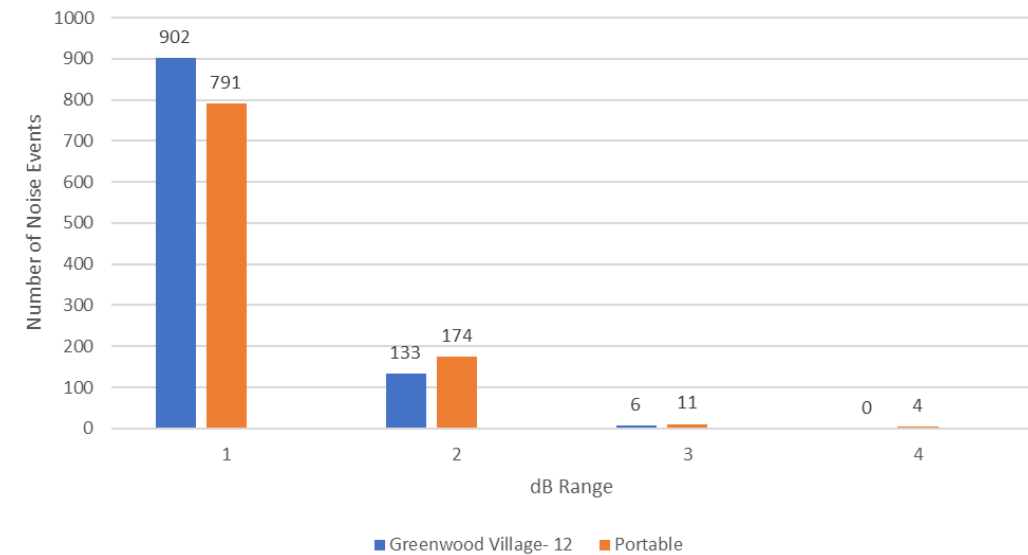
Total Community Noise Events at Portable Monitor

Total: 439

April 2023 Aircraft Noise Event dB Range by Monitor



April 2023 Aircraft Noise Event dB Range by Monitor





CACNR Report of May 3, 2023 Meeting
to ACPAA, May 11, 2023

Presented by Andy Jones, Highlands Ranch Metropolitan District Representing CACNR

***Andy – not sure how much of this you might want to use. I could go on and on with specifics about all the negativity we heard – like the insults – and suggestions of what we, ACPAA, and the counties should be doing - but you perhaps might want to verbally report on some of that rather than putting it in writing. I'd say change or add or delete anything you feel appropriate – but at least you will have the logo set-up to not have to bother about. Do make sure the email to ACPAA stays on a separate page. Let me know if/what else I can help with...

- Approved 2023-2025 CACNR Work Program (copy will be provided to ACPAA separately).
- Approved submitting a request to ACPAA for setting ACPAA priorities (attached).
- Approved content to be submitted for possible signage in the new run-up area.
- Began planning for a CACNR retreat and identified initial areas of focus.
- Continued to hear from the public primarily about noise and leaded gas and their effects on health, the lack of involvement by the FAA, and the frustrations of not seeing progress in resolving the issues.
- There were approximately 40 in attendance, with another 23 attending virtually. 24 individuals spoke, with another 10-15 either ceding their time or indicating their comments had been covered by prior speakers.
- Again heard calls for the airport to be closed and redeveloped. Numerous comments also called for the flight schools to be closed or moved elsewhere. There was also an increase in frustration and anger at the FAA's refusal to engage as promised by its representative who attended the February 2023 CACNR meeting.
- Questions were raised about the capacity of the airport to absorb more flights, and the effects continuing increases would have on communities. Question was raised about why the rights of the few – pilots and flight schools – take precedence over the rights of the many residents in communities surrounding the airport.
- Agreed to explore the data regarding such things as the airport's capacity, total operations over time, etc. at a future meeting.
- Will hear a presentation about the FAA EAGLE program at the June meeting.



To: Arapahoe County Public Airport Authority

From: Centennial Airport Community Noise Roundtable, Brad Pierce, Chair

Date: May 3, 2023

Re. Request for ACPAA Priorities

The Centennial Airport Community Noise Roundtable (CACNR) requests the Arapahoe County Public Airport Authority (ACPAA) place top priorities on reducing the amount of air traffic in the pattern north of Arapahoe Road and addressing the safety concerns highlighted in the recent National Transportation Safety Board report (NTSB).

Since the May 2021 mid-air plane collision over Cherry Creek State Park, there has been a change in pattern traffic that has resulted in a more than 50 percent increase in flight school traffic over heavily populated residential areas and schools north of Arapahoe Road. The recent National Transportation Safety Board report indicates the probable cause of the collision to be pilot error, along with air traffic control issues such as failure of an air traffic controller to issue a traffic advisory, the use of two radio frequencies, and a short-staffed control tower

We request the ACPAA make addressing the increased noise and safety of citizens a top priority by 1) continuing its efforts to reach the FAA to arrange a technical committee meeting to address the increased traffic in the pattern; 2) working with the FAA and internally to address the safety issues identified in the NTSB report.

We do therefore respectfully request the ACPAA place these issues as top priorities until the matters can be resolved.

Ashley Chasez

CACNR – Parker, CO

June 7, 2023

UC Davis
Aviation Noise and Emissions Symposium Summary

I had the privilege of attending the Aviation Noise and Emissions Symposium from May 1-3 of 2023. This symposium was hosted by UC Davis' Air Quality Research Center. The symposium was a three-day long event that comprised of many different presentations, questions, and conversations about how air quality and noise pollution can impact those that live around airports of all types and what are the potential solutions created in these situations.

Monday May 1st

The first day of the symposium consisted of numerous modules that were aimed at teaching participants about the aviation industry including flight operations and air navigation and how those activities relate to the real-world implications of the industry. The modules of the course included the following topics:

- Science of Aviation Noise
- Science of Aviation Emissions
- Regulating Aviation Noise and Emissions
- Noise and Emissions Modeling, Monitoring, and Mitigation
- Air Traffic Control and Flight Procedures
- Aircraft Performance

The courses before the symposium were critical for myself, as I am not in the aviation industry, to comprehend and participate in the lectures and presentations to come in the later days of the symposium.

Tuesday May 2nd

The second day of the symposium was the first full day of the program that consisted of many discussions about different facets of the industry and included the Keynote Speaker Don Scata. Mr. Scata manages the Office of Environment and Energy at the Federal Aviation Administration. Don spoke about the different ways that his office is understanding and researching ways to reduce emissions and noise pollution and encourage solutions for the industry's issues. One topic that was discussed was the Continuous Lower Energy, Emissions and Noise (CLEEN) program that Mr. Scata's office manages. The CLEEN program is a public private partnership that is aimed at encouraging and accelerating the development of new aircraft and engine technologies that will reduce noise, emissions, and fuel burn. The CLEEN program methods to reduce the burdens of the industry through a cost sharing approach with the goal to expedite the advancements in clean aviation technologies to create a fleet that will be less noisy and release fewer emissions.

Other topics covered by Mr. Scata included the impacts of COVID -19 on noise pollution and how often nearby residents are now exposed to prolonged periods of noise due to work from home arrangements as well as the transition to a new way of measuring noise pollution events. Mr. Scata also made it a point

to announce the opening of the 90-day public comment period to express comments and concerns on the FAA's Civil Aviation Noise Policy.

The rest of the second day was comprised of four sessions of three to five presentations that ended with a question and answers section. Some of the topics covered included the transition to clean aviation fuel, analyzing aviation and flight pattern data, as well as community engagement strategies.

Wednesday May 3rd

The third and last day of the symposium was another full day of presentation sessions and discussions. The main topics of the last day of the symposium included aviation's impact on climate change and the health of the surrounding communities. There is much needed research be conducted on the impacts of the aviation industry's negative impacts on behalf of the airport neighboring communities as well as the climate stability of the earth's climate.

Overall, the Aviation Noise and Emissions Symposium was an exciting and informative experience that I am grateful to have been part of. The information that I learned over the three days of the symposium has brought the issues that our communities face into even more perspective and I feel some solace that our communities are not alone in these struggles. The symposium has also given me hope that there are many devoted people that are working to address the issues that our communities face as well as others.



Centennial Airport Community Noise Roundtable

2023- 2025 Work Program

Adopted 05/03/23

CACNR MEMBERSHIP

Arapahoe County	City of Lone Tree
Douglas County	Metropolitan District, Highlands Ranch
City of Aurora	Town of Parker
City of Castle Pines	Arapahoe County Public Airport Authority
Town of Castle Rock	Aircraft Owners and Pilots Association
City of Centennial	Colorado Aviation Business Association
City of Cherry Hills Village	Colorado Department of Transportation
Town of Foxfield	Aeronautics Division
City of Greenwood Village	Wings Over the Rockies

The Mission, Vision, and Values of the Centennial Airport Community Noise Roundtable (page 2) are implemented, in part, through the efforts of CACNR's committees, as described on the following pages.

VISION: Quieter Skies for Our Communities

MISSION: Utilizing Partnerships to Reduce Airport Noise for the Benefit of Neighboring Communities

VALUES: In order to develop successful community partnerships, CACNR Members and Representatives value and adhere to the following:

RESPECT

- Mutual respect for all opinions, questions and responses
- Non-judgmental reaction and response to views expressed
- Listening with intention
- Value for the diverse view and perspectives of all Members and Representatives
- Trust of one another

ETHICS

- Honesty
- Keeping commitments
- Refrain from gossip
- No hidden agendas

COMMITMENT TO

- Attendance and participation
- The shared CACNR Vision and Mission Statements
- Team effort
- Continual learning and education
- Sharing of ideas
- An open environment conducive to development and mutual support of common goals
- Transparency of activities and information
- Resolution of conflicts and differences
- The entire community

ACCOUNTABILITY

- To one another
- To our represented communities and constituents
- For the dissemination of information among ourselves, the ACPAA Board, our represented communities, constituents, and other stakeholders

INNOVATION

- Foster an environment which encourages creative thought and implementation
- Seek solutions outside our comfort zone
- Remain persistent and persevere in achieving the CACNR Vision and Mission

COMMUNITY OUTREACH COMMITTEE

2023 - 2025 PRIORITY TASKS

1. Promote FAA participation and engagement with the CACNR
Develop a sustainable relationship with the FAA built on common goals, collaboration, and public education.
2. CACNR Website – Further improvements in content.
Evaluate public/stakeholder friendly content enhancements.
3. Publish CACNR accomplishments/Annual Reports on the CACNR website-
4. Establish social media Public outreach.
Develop CACNR consensus on platforms, topical content, resources, and management

For reference, the following are the Priority Tasks from the prior Work Program:

1. Website – Further improvements in content
2. Promote FAA participation/support of the Roundtable
 - FAA directly informing the community
 - Briefings to the public
 - Demonstrate collaboration with Airport > Roundtable > FAA
3. Expand outreach to elected officials (Briefings) and HOAs (Email)
4. Leverage social media as tool for community outreach
 - Social media strategy should focus on providing information to the public
 - Not intended as an outlet for noise complaints
 - Platforms to include NextDoor.com and Twitter

EXECUTIVE/WORK PLAN COMMITTEE

2023 - 2025 PRIORITY TASKS

1. Update CACNR Work Program biennially.
2. Document CACNR accomplishments/ Annual Reports-
3. Establish a roundtable training program.
4. Revise meeting agendas to align with the CACNR Mission and Work Program.
5. Oversee work being done with the community, airport staff, airport users and the FAA to further the CACNR Mission.
6. Engage local jurisdictions to proactively encourage compatibility between airport operations and land-use/zoning.

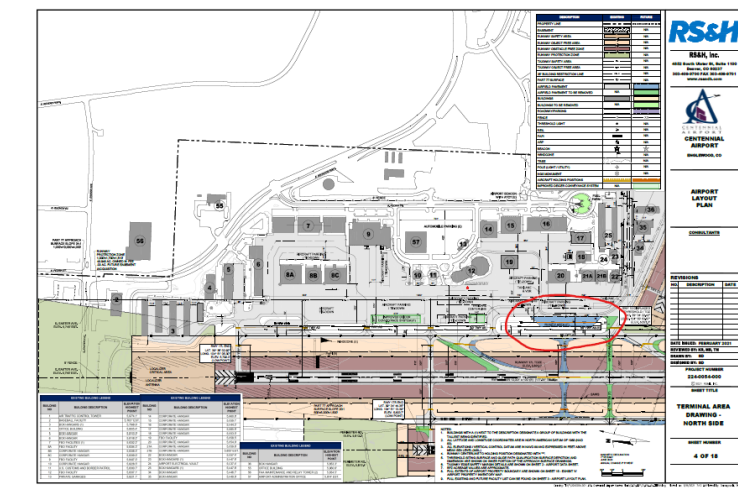
For reference, the following are the Priority Tasks from the Prior Work Program:

1. Update CACNR Work Program biennially.
2. Develop annual reports.
3. Establish a roundtable training program
4. Revise meeting agendas to more closely align with the CACNR mission and work plans.
5. Gain a better understanding of how noise complaints are reviewed and processed by airport staff. Review what noise complaint (and related) information is reported/presented to the Roundtable..
6. **[Secondary Priority]** Engage local jurisdictions to proactively encourage compatibility between airport operations and land-use/zoning

FLY QUIET COMMITTEE

2023 - 2025 PRIORITY TASKS

1. Expand industry engagement efforts to encourage awareness and support of the Centennial Airport Fly Quiet Program and help minimize noise impacts by encouraging pilots to fly the published voluntary Noise Abatement Guidelines. Fly Quiet briefings for key stakeholder groups to include air traffic control, flight schools, and pilots.
2. Create Videos for the CACNR web Site. Use [FlySMCFriendly.com](https://www.flysmcfriendly.com) as a template. The goal would be for all of our pilots to utilize a Friendly Approach toward our neighbors and residents. Familiarize pilots with the voluntary flight procedures through a series of 4K videos. Available for Centennial Airport and possibly others, the short videos would offer an informative look at the airports' best ways to arrive and depart as well as pattern flying.
3. In conjunction with Wings Over The Rockies EOF facility, offering simulated KAPA traffic pattern flights in order to give the public a pilot/instructor perspective to the noise issues around the airport. Goal is to provide an understanding as to what the flight schools can and cannot do to reduce ground noise.
4. Continue looking at airports similar to Centennial to learn if ideas from those airports can benefit noise reduction efforts here. Provide recommended ideas to CACNR.
5. Continue working with airport staff to achieve completion of the installation of sign #2 at new run-up area between A6 and A8



6. Develop additional electronic sign noise abatement messages for approval of CACNR and submission to ACPAA.
7. Continue to collaborate with the Noise Monitors Committee on areas of mutual interest such as developing an incentive program for flight schools.

For reference, the following are the Priority Tasks from the Prior Work Program:

1. Expand industry engagement efforts to encourage awareness and support of APA Fly Quiet Program. This would include Fly Quiet briefings for key stakeholder groups to include air traffic control, flight schools, and pilots.
2. Identify potential modifications to APA airspace and/or flight procedures to reduce community noise impacts.
3. **[Secondary Priority]** Continue research into aircraft technologies to reduce noise, specifically, the use of composite propellers and noise mufflers for piston aircraft.
4. **[Secondary Priority]** Establish incentive program to encourage pilots to overfly APA noise monitors and provide recognition for operations below a specified noise threshold.
5. Airport staff briefing about Noise Complaint Process – Unclear which committee would be responsible.

NOISE MONITOR COMMITTEE

2023 - 2025 PRIORITY TASKS

1. Continue ongoing education with airport staff and share information from FAA conversations.
2. Add additional noise monitors in areas of unincorporated Arapahoe and Douglas County, contingent upon the airport staff obtaining grants.
3. Continue to collaborate with the Fly Quiet Committee on areas of mutual interest, such as developing an incentive program for flight schools.
4. Work more closely with airport staff in the gathering of information on residential noise complaints. Develop a working relationship with FAA, flight schools and community members to educate and resolve noise complaints and have a noise committee member attend meetings with airport staff and flight schools.

For reference, the following are the Priority Tasks from the Prior Work Program:

1. *The Noise Monitor Committee and CACNR would benefit from getting a better understanding of what data is available through the NOMS (Noise and Operations Management) system and how it can be used in support of the CACNR Mission.*
ACTION TAKEN: On September 14, 2021, Noise Committee Members met with Centennial Airport staff and discussed the history and location of the 12 noise monitors placed throughout the South Metro Airport Influence Area. This information was presented to CACNR on October 6, 2021. On October 28, 2021, members of the Noise Committee met with Centennial Airport Staff and discussed the capabilities of the monitors' transmission capabilities. At the November 2, 2021, Noise Committee members and Centennial Airport Staff made a presentation to the CACNR. Topics covered were monitor transmission capabilities and adjustments. Also presented was information on the Flight Standard District Office (FSOD) for resident contact information for low flying aircraft and errant, unsafe flying aircraft. Information was presented on the use of portable noise monitors. Class Bravo airspace was discussed and the new impacts to Highlands Ranch, Centennial and Greenwood Village that are being experienced. Minimum air altitude requirements and results were discussed and noted that the air space is congested and takeoffs and landings will vary between 500-1000 feet. It was noted that with increasing weather temperatures, air density will affect low power propellers aircraft and residents will experience more air traffic in the morning and evenings. Airport staff made a NOMS presentation and airspace classification. Through noise monitors and NOMS, airport staff are able to distinguish different types and levels of noise and work with the required operations levels. It was recommended that refresher training be held by CACNR to share NOMS information with the public and how the information can be used to support the CACNR mission. Due to airport staffing changes, regular meetings and presentations on this topic ceased after November.
2. *The Noise Monitor data should be used to help communities understand changes in noise and overflight activity due to changes in conditions such as: seasonal/flow changes, firefighting activities, special events. This can be used to better inform the community, especially of temporary changes.*
ACTION TAKEN: At the meetings in October and November 2021, information on season/flow changes was shared with the CACNR as noted in Action 1. In 2022, the website was used to notify the public of runway repair closures and the subsequent events that would impact communities as well as runway changes due to the midair collision in March 2022. Due to the absence of a web master posting additional information about the noise that communities might experience was not possible.
3. *Development of Fly Quiet Incentives for pilots and/or companies. Leverage noise monitor data in support of Fly Quiet incentives.*

ACTION TAKEN: In September, October and November 2022, Noise Committee members met with members of the Fly Quiet committee and airport staff to discuss incentives. Members discussed working with Flight Schools and airport staff to obtain their buy-in to incentivize pilot to be in abeyance with noise levels and fly quiet procedures over impacted neighborhoods in Greenwood Village, Centennial, Unincorporated Arapahoe County and areas in Douglas counties. Incentives discussed were the awarding of plaques, notable mentions on the CACNR website and possible monetary awards. Due to an increased demand for action to stop the noise from aircraft, stop the use of leaded gas and decrease airspace crowding from residents of Greenwood Village, Centennial, unincorporated Arapahoe County and Douglas County, progress on the incentives program has been halted. Until these issues are resolved, incentive programs do not appear to be feasible at this time.

4. *Noise complaint processing should include:*

- *Correlating complaints with specific noise events*
- *Identifying specific/single events resulting in multiple complaints*

ACTION TAKEN: Airport staff gather information on noise events and handle calls from residents. Noise committee members recommend to the CACNR actions that could be taken. Noise committee members have requested the use of portable noise monitors that can be placed on consenting residential property to identify noise. The increased use of portable noise monitors has met with success as residents and staff have been able to learn noise levels in neighborhoods and whether the source of noise is from Centennial Airport or other neighboring airports such as Denver International Airport. During the months of December 2022 and January and February 2023, CACNR meetings have been at capacity with residents' complaints about noise from prop aircraft, leaded fuel exposure and crowded airspace. Noise Committee members have attended all meetings. The complaints are catalogued by airport staff. The CACNR met with representatives of the FAA and community members in February and hope to facilitate a resolution of the community residents' complaints.

ATTENDANCE RECORD for 2023 - 2024 CACNR MEETINGS		2023	2023	2023	2023	2023	2023	2023	2023	2023	2024	2024	2024	MEMBER REPRESENTED	
		APR	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC	JAN	FEB	MAR	%	TOTAL %
ARAPAHOE COUNTY	Leslie Summey	X	X											100%	100%
	Alternate Vacant	-	-											0%	
	Paul Krier	X	X											100%	100%
	Alternate Evan Colvin	-	-											0%	
DOUGLAS COUNTY	Abe Laydon	-	-											0%	100%
	Alternate Dan Avery	X	X											100%	
	Alison Biggs	X	X											100%	100%
	Alternate Mark Adams	-	-											0%	
AURORA	Brad Pierce	X	X											100%	100%
	Mindy Parnes	-	-											0%	
CASTLE PINES	Chris Eubanks	X	absent											50%	50%
	Ben Price	-	absent											0%	
CASTLE ROCK	Laura Cavey	-	absent											0%	50%
	Sandy Vossler	virtual	absent											50%	
CENTENNIAL	Candace Moon	X	X											100%	100%
	Don Sheehan	-	-											0%	
CHERRY HILLS VILLAGE	Robert Eber	absent	absent											0%	0%
	Randy Weil	absent	absent											0%	
FOXFIELD	Pam Thompson	X	X											100%	100%
	Frank Lawrence	-	-											0%	
GREENWOOD VILLAGE	Donna Johnston	X	X											100%	100%
	Libby Barnacle	-	-											0%	
HIGHLANDS RANCH METROPOLITAN DISTRICT	Andy Jones	X	X											100%	100%
	Renee Anderson	-	-											0%	
LONE TREE	Mike Anderson	X	X											100%	100%
	Chuck Darnell	virtual	-											50%	
PARKER	Todd Hendreks/Ashley Chasez	X	virtual											100%	100%
	Vacant	-	-											0%	
ACPAA	Mike Fronapfel	X	x											100%	100%
	Vacant	-	-											0%	
AOPA	Robert Doubek/John Hirshman	X	X											100%	100%
	John Hirshman/Vacant	-	-											0%	
CABA	Don Kuskie	absent	X											50%	50%
	Mike Straka	absent	-											0%	
CDOT AERONAUTICS DIVISION	Todd Green	absent	absent											0%	0%
	Vacant	absent	absent											0%	
WINGS OVER THE ROCKIE	Bill Wasmund	absent	X											50%	50%
	Vacant/Jordan Ashley	absent	X											50%	
CACNR BYLAWS ADOPTED December 4, 2019; updated 2021 to show new members															
ARTICLE III.c. Members' Representatives and/or Alternates are expected to attend all regular and special meetings. If a Regular Member's Representative or Alternate does not attend at least 75% of such meetings annually in the period from April 1 through March 31, the Regular Member will be notified for potential appointment of a replacement(s).															
															03 06 2023