



CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE

AGENDA

September 6, 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	<i>Foxfield:</i>	Pam Thompson/Frank Lawrence
	Paul Krier/Evan Colvin	<i>Greenwood Village:</i>	Donna Johnston/Libby Barnacle
<i>Douglas County:</i>	Abe Laydon/Dan Avery	<i>Highlands Ranch Metro Dist.</i>	Andy Jones/Renee Anderson
	Alison Biggs/Mark Adams	<i>Lone Tree:</i>	Mike Anderson/Chuck Darnell
<i>Aurora:</i>	Brad Pierce/Mindy Parnes	<i>Parker:</i>	Ashley Chasez/Vacant
<i>Castle Pines:</i>	Chris Eubanks/Ben Price	<i>ACPAA:</i>	Michael Fronapfel/Vacant
<i>Castle Rock:</i>	Laura Cavey/Sandy Vossler	<i>AOPA:</i>	John Hirshman/Vacant
<i>Centennial:</i>	Candace Moon/Don Sheehan	<i>CABA:</i>	Don Kuskie/Mike Straka
<i>Cherry Hills Village</i>	Robert Eber/Randy Weil	<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, August 2, 2023 – Alison Biggs, Secretary
- B. TREASURER'S REPORT, August 2023 – Andy Jones, Treasurer, Samantha Blymyer, ACPAA Staff
- C. NOISE REPORT, July 2023 - Samantha Blymyer, ACPAA Staff

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

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

- A. RECEIVED BY CACNR
- B. MEETING ATTENDEES

5. **CACNR STUDY GROUP COMMITTEE:** Brad Pierce, Chris Eubanks & Mike Fronapfel

6. **EXECUTIVE COMMITTEE:**

- A. RETREAT PLANNING
- B. FAA NOISE POLICY REVIEW RESPONSE
- C. FAA REAUTHORIZATION ACT OF 2023 RESPONSE

7. **COMMITTEE REPORTS:**

- A. COMMUNITY OUTREACH – Mike Anderson, Chair
- B. FLY QUIET – Bill Wasmund, Chair
- C. NOISE MONITORS – Candace Moon, Chair

8. **OTHER REGULAR REPORTS:**

- A. LAND USE REFERRALS – Samantha Blymyer / Mike Fronapfel
 - 1. 2nd, 3rd, and 4th quarters of 2022
 - 2. 1st and 2nd quarters of 2023
- B. ACPAA August 10, 2023 – Brad Pierce

- C. AIRPORT DIRECTOR – Mike Fronapfel
 - 1. Flight School Activity
 - 2. Part 150 Study Update
 - 3. Aviation Fuel – How Much Sold/What Kind
 - 4. Community Related Activity
 - 5. Other Airport Activity
 - 6. Legislative
 - 7. Status of Follow Up Items
- D. 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. 2023-2024 CACNR Attendance Record

10. **NEW BUSINESS:**

- A. INFORMATION SHARING
 - 1. Representatives' Comments

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

12. **NEXT MEETINGS:**

- A. **CACNR** –

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 --, 20223	NO MEETING

- B. **ACPAA** –

September 14, 2023	3:00 p.m. 7565 S. Peoria Street, Unit 9D, Englewood, CO	Cancelled
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
 August 2, 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	Greenwood Village:	Donna Johnston
Arapahoe County:	Paul Krier - virtually	Lone Tree:	Mike Anderson
Douglas County:	Alison Biggs	Parker:	Ashley Chasez – virtually
Aurora:	Brad Pierce	ACPAA:	Mike Fronapfel
Castle Pines:	Chris Eubanks	AOPA:	John Hirshman
Centennial:	Candace Moon	Wings Over the Rockies:	Jordan Ashley

Others in attendance were ACPAA staff Samantha Blymyer, Chris Thompson, and Lauren Wiarda.

Those absent were: Douglas County: Abe Laydon/Dan Avery Highlands Ranch: Andy Jones/Renee Anderson
 Castle Rock: Laura Cavey/Sandy Vossler CABA: Don Kuskie/Mike Straka
 Cherry Hills Village: Robert Eber/Randy Weil CDOT Aeronautics Div: Todd Green/Vacant
 Foxfield: Pam Thompson

2. **CONSENT AGENDA:** The Consent Agenda included the Draft CACNR Minutes from June 7, 2023; a Treasurer’s Report from July 28 2023, showing a balance of \$29,575.35; the invoice for the N.O.I.S.E. dues; and the May and June 2023 Noise Reports. On the motion of Mike Anderson, duly seconded, the Consent Agenda was approved.

The **May 2023 Noise Report** included the following information:

May Local Operations:	17,854	May Total Operations:	31,169
Year to Date Local Operations:	56,396	Year to Date Total Operations:	137,856

31,169 Total Operations in May resulted in 1,239 complaints from 121 households.

May Noise Events:

<u>May Total:</u>	<u>May 60 – 69 db:</u>	<u>May 70 – 79 db:</u>	<u>May 80 – 89 db:</u>
Golf Course 9,817	Meridian 6,053	Golf Course 4,060	Airport East 652
Meridian 7,914	Golf Course 5,440	Meridian 1,807	Golf Course 303
Airport East 4,614	Airport East 2,369	Airport East 1,464	Lone Tree 60
State Park 2,312	Parker 1,784	State Park 735	Meridian 48
Parker 1,999	State Park 1,570	Lone Tree 343	Greenwood Village 13
Grandview Estates 1,699	Grandview Estates 1,521	Parker 212	Castle Rock 7
Greenwood Village 1,291	Castle Rock 1,138	Grandview Estates 172	Grandview Estates 5
Castle Rock 1,199	Greenwood Village 1,109	Greenwood Village 169	State Park 5
Lone Tree 1,199	Lone Tree 787	Hunters Hill 67	Parker 2
Hunters Hill 623	Hunters Hill 555	Castle Rock 54	Hunters Hill 1
Castle Pines 223	Castle Pines 201	Castle Pines 22	Castle Pines -
Sagebrush Park 126	Sagebrush Park 119	Sagebrush Park 7	Sagebrush Park -

May Noise events in the 90+ decibel range: Airport East – 129 Castle Rock – 76* Golf Course – 14 Lone Tree – 9 Meridian – 6
 State Park - 2 Grandview Estates – 1 Parker – 1 *some may have been nearby bird

<u>May Noise Complaints and</u>	<u>Numbers of Households:</u>	<u>YTD Complaints &</u>	<u>Number of Households:</u>
(1,239)	(121)	(3,773)	(208)
Unincorporated Arapahoe County 523 (42 %)	UAC 53 (44%)	UAC 1,716 (45%)	UAC 95 (46%)
Greenwood Village 468 (38%)	Greenwood Village 31 (26%)	GW Village 1,297 (34%)	GV 52 (25%)
Centennial 84 (7%)	Other 9 (7%)	Centennial 325 (9%)	Other 18 (9%)
Parker 75 (6%)	UDC 8 (7%)	UDC 127 (4%)	UDC 10 (5%)
Unincorporated Douglas County 31 (3%)	Aurora 4 (3%)	Parker 113 (3%)	Centennial 7 (3%)
Castle Rock 19	Castle Rock 4	Castle Rock 81	Parker 6
Other 14	Centennial 4	Other 59	Aurora 5
Lone Tree 11	Lone Tree 3	Aurora 25	Castle Rock 5

(Continued...)

<u>Noise Complaints:</u>		<u>Number of Households:</u>		<u>Noise Complaints:</u>		<u>Households:</u>	
Aurora	10	Highlands Ranch	2	Lone Tree	17	Lone Tree	5
Highlands Ranch	3	Parker	2	Highlands Ranch	10	Highlands	3
Castle Pines	1	Castle Pines	1	Castle Pines	3	Castle Pines	2
Cherry Hills Village	0	Cherry Hills Village	0	Cherry Hills	0	Cherry Hills	0
Denver	0	Denver	0	Denver	0	Denver	0

Year to Date, the top five household complaints were:

Household #1	802	Greenwood Village	Household #4	190	Unincorporated Arapahoe County
Household #2	515	Unincorporated Arapahoe County	Household #5	111	Unincorporated Arapahoe County
Household #3	316	Centennial			

In May, 79 responses were requested from 1,239 noise complaints, with 56 of those requests made by email (71%), and 23 made by telephone (29%).

In May, 1,168 complaints were made about daytime flights (7:00 a.m. – 9:59 p.m.) – 94%.
71 complaints were made about nighttime flights (10:00 p.m. – 6:59 a.m.) – 6%.

In May, props accounted for 87% of the complaints by aircraft type; jets accounted for 11% of the complaints, and helicopters caused 2%.

In May, training was responsible for 57% of the complaints; departures were responsible for 29% of the complaints, and arrivals were responsible for 14% of the complaints.

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

The June 2023 Noise Report included the following information:

June Local Operations:	16,132	June Total Operations:	30,333
Year to Date Local Operations:	90,382	Year to Date Total Operations:	168,189

30,333 Total Operations in June resulted in 1,107 complaints from 137 households.

June Noise Events:

<u>June Total:</u>	<u>June 60 – 69 db:</u>	<u>June 70 – 79 db:</u>	<u>June 80 – 89 db:</u>
Golf Course 10,006	Golf Course 6,328	Airport East 3,351	Airport East 641
Meridian 8,254	Meridian 6,124	Meridian 2,038	Golf Course 317
Airport East 4,443	Airport East 2,372	Airport East 1,372	Meridian 86
State Park 2,560	Parker 2,175	State Park 945	Castle Rock 24
Parker 2,422	State Park 1,603	Parker 245	State Park 9
Grandview Estates 1,782	Grandview Estates 1,568	Grandview Estates 207	Grandview Estates 7
Lone Tree 998	Lone Tree 903	Greenwood Villag 98	Greenwood Village 7
Greenwood Village 899	Greenwood Village 794	Lone Tree 89	Hunters Hill 6
Hunters Hill 537	Hunters Hill 473	Hunters Hill 58	Lone Tree 4
Castle Pines 424	Castle Pines 397	Castle Pines 26	Parker 2
Castle Rock 373	Castle Rock 339	Sagebrush Park 20	Castle Pines 1
Sagebrush Park 167	Sagebrush Park 147	Castle Rock 10	Sagebrush Park -

June Noise events in the 90+ decibel range: Airport East – 58 Golf Course – 10 Meridian – 6 State Park – 3 Lone Tree – 2

<u>June Noise Complaints and</u> (1,107)	<u>Numbers of Households:</u> (137)	<u>YTD Complaints &</u> (4,880)	<u>Number of Households:</u> (269)
Unincorporated Arapahoe County 539 (54 %)	UAC 69 (50%)	UAC 2255 (46%)	UAC 126 (47%)
Greenwood Village 202 (20%)	Greenwood Village 22 (16%)	GW Village 1,499 (31%)	GV 58 (22%)
Parker 116 (10%)	UDC 11 (8%)	Centennial 402(8%)	Other 20 (7%)
Centennial 77 (7%)	Aurora 6 (4%)	Parker 229 (7%)	UDC 13 (5%)
Castle Rock 52 (5%)	Centennial 5 (4%)	UDC 171 (4%)	Centennial 9 (3%)
Denver 44	Lone Tree 5	Castle Rock 133	Lone Tree 9
Unincorporated Douglas County 44	Parker 5	Other 65	Parker 9
Aurora 14	Castle Rock 4	Denver 44	Aurora 8
Lone Tree 8	Other 4	Aurora 39	Castle Rock 6
Other 6	Denver 3	Lone Tree 25	Highlands 5
Highlands Ranch 3	Highlands Ranch 3	Highlands Ranch 13	Castle Pines 3
Castle Pines 2	Castle Pines 2	Castle Pines 5	Denver 3
Cherry Hills Village 0	Cherry Hills Village 0	Cherry Hills V 0	Cherry Hills 0

Year to Date, the top five household complaints were:

Household #1	898	Greenwood Village	Household #4	265	Unincorporated Arapahoe County
Household #2	555	Unincorporated Arapahoe County	Household #5	216	Parker
Household #3	386	Centennial			

In June, 88 responses were requested from 1,107 noise complaints, with 80 of those requests made by email (91%), and 8 made by telephone (9%).

In June, 1,107 complaints were made about daytime flights (7:00 a.m. – 9:59 p.m.) – 83%.
190 complaints were made about nighttime flights (10:00 p.m. – 6:59 a.m.) – 17%.

In June, props accounted for 73% of the complaints by aircraft type; jets accounted for 25% of the complaints, and helicopters caused 2%.

In June, training was responsible for 38% of the complaints; departures were responsible for 37% of the complaints, and arrivals were responsible for 25% of the complaints.

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

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

4. **PUBLIC COMMENT:**

1. Received by CACNR – an email was read: *There is excessive noise from low and slow flying airplanes over Greenwood Village and surrounding areas. It's insane to me that I can pretty much constantly hear an airplane either directly overhead, coming or going most of the day. This seems excessive and potentially unsafe. There are not quiet moments because by the time one airplane is gone, another is coming. It seems like this much traffic is more than an airport in a residential area like this should have. Flight schools that have students just flying in circles constantly should be forced to move to more remote airports in unpopulated areas.* The email had been responded to by the CACNR Secretary.

2. Meeting Attendees - Chair Pierce opened the meeting for public comment. There were approximately 18 in attendance and another 26 on line. The majority of those commenting were from Greenwood Village, Sundance Hills in Greenwood Village, Centennial, Cherry Creek Vista in Unincorporated Arapahoe County, Cherry Creek Farms, Elizabeth and Louviers. Comments are summarized below:

Slides were shown with monthly comparisons of operations at the airport between 2022 and 2023, and the monthly noise complaints between 2022 and 2023. It was projected 2023 would have a 54% increase in noise complaints from 2022. There was a request that CACNR continue to be the voice of the public about noise.

Comments on the FAA Reauthorization Act of 2023 indicated the latest House version was not adequate to address noise issues.

Loops being made outside the pattern did not seem to be overflights but just seemed to be done by ATC to accommodate pilots, with no thought being given to the people under those areas. There seemed to be doubt ATC would actually accommodate any change which the Study Group Committee might develop. The pilots rule. It was noted a jet had been doing loops at 10:00 p.m.

Three definitive recommendations were made by one member of the public who noted the FAA could be responsive but that was not happening in this situation. 1.) the flight schools should voluntarily adopt quiet hours from 9:30 p.m. – 7:00 a.m. 2.) the use of leaded fuels should be stopped immediately. 3.) flight schools should be required to reasonably schedule their flights and expand their routes to the south.

Training flights may be coming in this direction from Rocky Mountain Airport, Colorado Springs, and Pueblo. The mandated increase from 250 training hours to 1,500 hours was still having a noticeable effect on training noise for the public. There was also concern about safety, with the anticipation the FAA might finally pay attention when there was another crash involving Centennial Airport and either a residential areas or a school, one of which was bound to happen.

Once again, there has been no change and things had gotten worse. The flight schools can change their behavior to become good neighbors. There also needs to be more engagement by the pilots and the flight schools – they should be coming to these meetings instead of hiding. CACNR must be accountable and provide evidence of what it is doing and what it is going to do.

The 'closure' of the southwest training area and the redesign of the southeast training boxes had resulted in more constant noise in the Elizabeth area, as the new boxes there are immediately filled by other aircraft which had been waiting, so the noise is relentless.

5. **CACNR STUDY GROUP COMMITTEE:** Brad Pierce and Chris Eubanks reported on the first meeting of this group, which had primarily a 'get to know you' focus. The membership of the group included representation from CACNR – Brad Pierce; a pilot – Chris Eubanks; ACPAA Staff – Mike Fronapfel; an elected official – Jessica Campbell-Swanson; four representatives from the FAA; and 2 representatives from the flight schools. A second meeting of the group was scheduled for August 3, 2023.

Question was asked why the Normandy Group had not been included. That group was a lobbying group which had been retained by ACPAA, Arapahoe County and Greenwood Village to assist with the formation of this committee, rather than to assist with the work of the committee. Others had also helped encourage the FAA to engage, which had included educating

some from the FAA about the crash here of which they were not aware, and such situations as the plight of the father of the autistic child who could not go outside because of the aircraft noise. Getting four FAA representatives to the Study Group Committee meeting was considered at least some headway, even though movement was slower than desired.

6. **EXECUTIVE COMMITTEE:**

A. CACNR REPRESENTATIVE TO ACPAA MEEETING on August 10, 2023 – Brad Pierce agreed to attend for CACNR.

B. RETREAT PLANNING – The background of Jason Schwartz who was proposed to be the consultant facilitating the retreat was reviewed. He had previously worked with CACNR, including the 2018 retreat. His proposed scope of work and budget for the 2023 retreat had been provided; the budget, plus travel expenses tbd, would not be exceeded without consent of the CACNR Executive Committee. On the motion of Chris Eubanks, duly seconded, the scope of work and budget for Jason Schwartz to facilitate the retreat was carried.

The location of the retreat was being explored and would be determined by the date on which the most Representatives and Alternate Representatives could attend.

C. FAA PUBLIC COMMENT PERIOD ON NOISE POLICY REVIEW – Jason Schwartz would assist in crafting a CACNR comment for submission. The deadline for submission of comments had been extended to September 29, 2023. There was encouragement for as many submissions as possible, with all to at least include a focus on the use of a noise metric other than the current 65 DNL.

D. FAA REAUTHORIZATION ACT OF 2023 – Comments should be sent to U.S. Senators.

E. CHRIS EUBANKS COMMUNICATION – Eubanks issued an apology for comments he had made to an individual and to the roundtable as a whole in June. He noted he will always challenge the status quo but felt his approach at that time might have been other than it was.

F. ALISON BIGGS INQUIRY – Biggs asked all Representatives and Alternate Representatives to be sure they had her contact information in their contacts lists. She was unclear if everyone was receiving the information she emails, and did not want those items landing in SPAM folders.

7. **OTHER COMMITTEE REPORTS:**

A. COMMUNITY OUTREACH – The website will continually be updated. It was hoped the retreat would result in further clarity about how the website should be used and what its optimal content should be.

B. FLY QUIET – The additional fly quiet signs should be installed soon.

C. NOISE MONITORS – The Committee had met right before this meeting. Information from the portable noise monitor placed in Louviers from October 14, 2022 – November 29, 2022 was provided in the CACNR mailing and was reviewed. Question would be asked during the CACNR meeting if a portable should be returned to that location to obtain more recent data.

Data from the portable noise monitor in Greenwood Village from January 6 2023 through July 9, 2023 had also been provided and was reviewed during the committee's meeting. It was reported South Metro Fire Rescue Station 31 had agreed to allow this portable noise monitor to be moved there (Orchard & Havana). It should remain at that location until it is needed elsewhere.

Question was asked about additional information which might be available from the current noise monitoring system, and several ideas were given as examples. Mike Fronapfel indicated much could be obtained, though some specifics might need to be further refined or clarified. Moon would work with Samantha Blymyer to do that. All were reminded there is currently no correlation between the data on noise events in the various db ranges and where noise complaints come from.

8. **OTHER REGULAR REPORTS:**

A. ACPAA JUNE 8, 2003 – Andy Jones had attended for CACNR, and his report to ACPAA was provided.

B. AIRPORT DIRECTOR'S REPORT, Mike Fronapfel

1. Study Group Committee – Fronapfel noted how positive it was for the FAA to send representatives.

2. Flight School Activity – There had been a meeting on June 28, 2023. The activity and fund raising of Safe Skies Colorado were shared; a legal firm had been hired and \$15,000 raised, with a goal of \$250,000. There was discussion of meetings that had been held in D.C. with the FAA and with Colorado's Senators which were supportive of the approach being taken by ACPAA and CACNR.

It was reported the practice area southwest of the airport which the airport-based flight schools had ceased using had already been 'taken over' by others. The airport cannot say no when others use that space. With the increase in demand and the increase in the number of students, it was becoming difficult for Centennial-based schools to work because of the numbers. The role of air traffic control in this situation was also discussed, with the thought that reducing numbers rather than expanding patterns might be a more acceptable solution to the public.

Question had been asked if people on the ground who complain are 'targeted' by pilots. The response had been 'no' as pilots have no idea where anyone lives who complains, nor would there be an easy way to obtain that information,

It had been noted the Noise Abatement Guidelines really do need to be updated, and there was a suggestion a focus might be made on stressing the use of Best Practices. Any newly created information should be provided to the flight schools for sharing particularly with new pilots.

3. Unleaded Fuel – By June, 20% of all fuel sold at Centennial Airport was UL94 unleaded aviation gasoline.

Fronapfel continued reaching out about the use of such fuel and was getting positive responses. Other airports were also reaching out to Centennial to learn about its approach to transitioning to the use of the unleaded fuel. As demand was currently outstripping production, making the fuel more expensive, the airport would likely continue its cost subsidies as it encouraged the fuel's use.

4. Part 150 Study – The final Mead & Hunt Scope of Work would be provided to ACPAA in August, with the possibility the study could begin in mid-September. A grant had been sent to the County to help finance it. It will likely take 2-3 years until completion. There should be several opportunities for public involvement throughout the study.

5. Other Airport Activity – Fronapfel outlined some of the situations making replacement of the air traffic control tower important. These included such things as a leaking roof which had resulted in mold in various in portions of the tower, and the elevator ceasing to work, with the needed parts not being made now. The company can repair it, but it will take 2-3 months and be quite expensive to have done. The HVAC system had also stopped working.

Other activities included the food truck day, raising funds for the Centennial Airport Foundation, and the annual Morgan Adams fund raiser for pediatric cancer.

C. **FLIGHT SCHOOLS** – None

9. **FAA REPORTS:** None

10. **OLD BUSINESS:**

11. **NEW BUSINESS:**

A. INFORMATION SHARING –

1. Brad Pierce had provided a Meeting Agenda for the June 12 meeting of the NextGen Advisory Committee which he would be attending.

2. Preliminary information about the 2024 UC Davis Aviation Noise and Emissions Symposium had been provided.

3. A copy of the most current CACNR Attendance Record had been provided.

4. Mike Anderson thanked Centennial Airport for supporting the programming for the aviation pathway that Douglas County School District's Legacy Campus would be opening up next week in Lone Tree. The Legacy Campus, which has been repurposed within the Wildlife Experience building, is a good demonstration of local industry working together with local school Districts to provide needed programming and educational opportunities for high school students in our community. Nine different pathways would be include for students who were not college bound. DCSD very much appreciated the Airport Director's leadership in support of this community educational need and help in making the programming relevant for the aviation industry.

12. **PUBLIC COMMENT:** None

13. **NEXT MEETINGS:**

A. CACNR –	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, 20223		NO MEETING

B. ACPAA –	September 14, 2023	3:00 p.m.	7565 S. Peoria Street, Unit 9D, Englewood, CO	Cancelled
	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	

14. **ADJOURNMENT:** The meeting was adjourned at 8:30 p.m.

Alison Biggs, Secretary

CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE		2023 BUDGET - Approved October 5, 2022; Updated as of 8/30/23		
		BUDGET	ACTUAL	
INCOME:			as of 08/30/23	NOTES
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	\$1,000.00	Projects with Jason Schwartz
MEMBERSHIP DUES		\$ 1,000	\$1,000.00	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	\$5,215.80	
CARRY OVER TO 2024		\$ -	\$28,575.35	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



July 2023

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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.

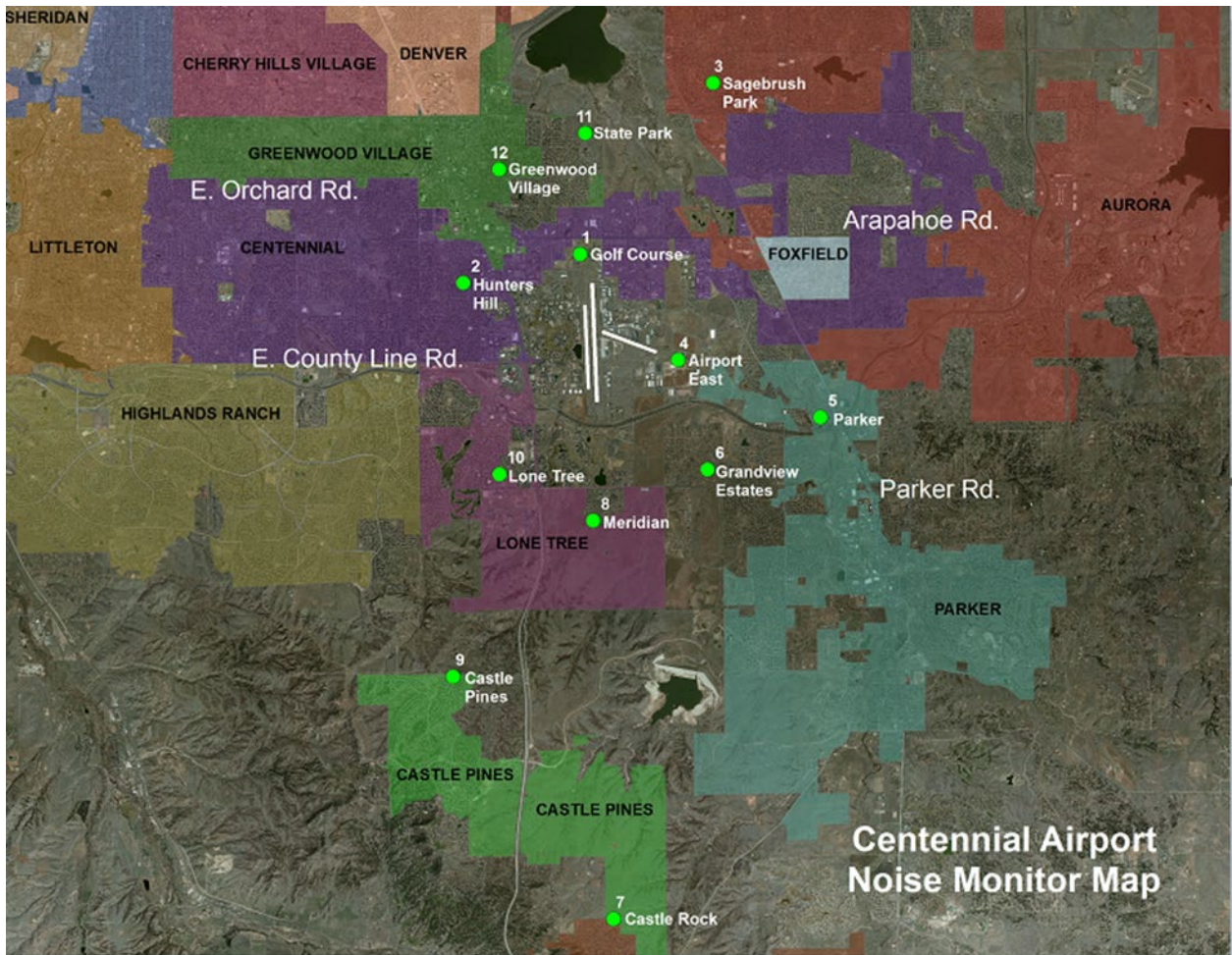
Visual Flight Rules (VFR) – A set of regulations under which a pilot operates an aircraft in weather conditions generally clear enough to allow the pilot to see where the aircraft is going. A flight plan is not required when the pilot is operating under Visual Flight Rules.

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

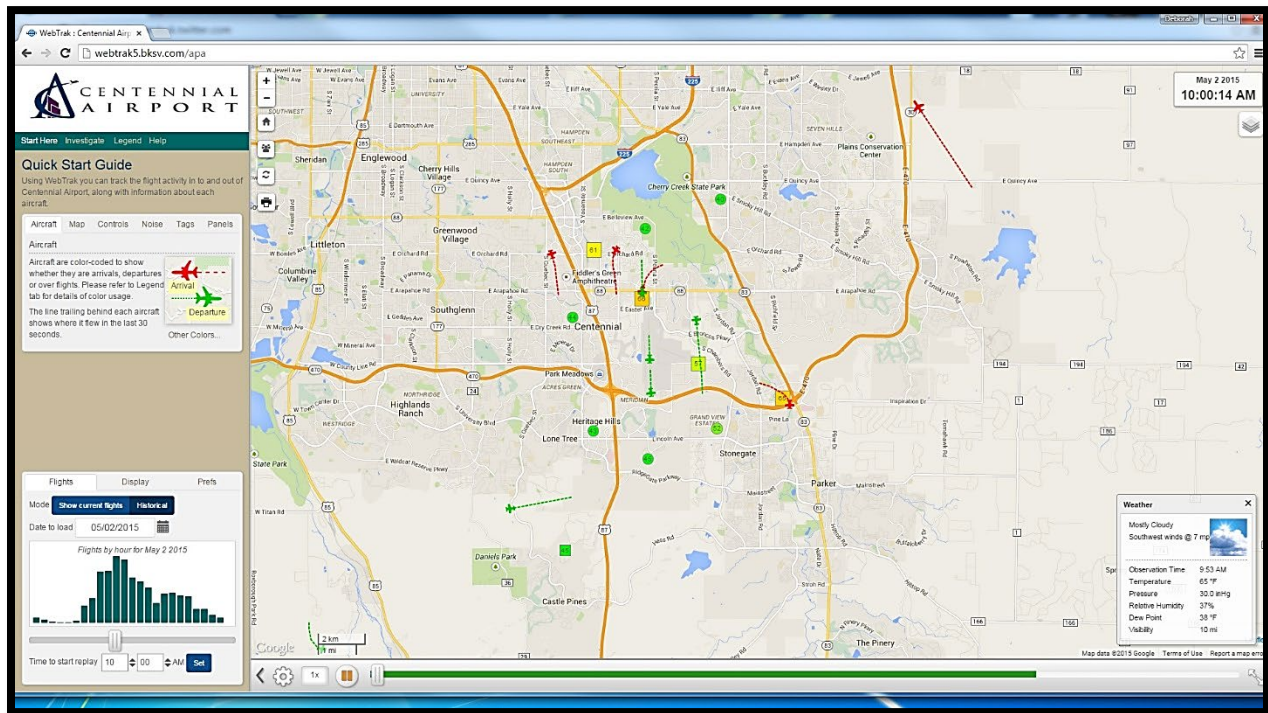
3 ABOUT APA'S NOISE MONITORING PROGRAM

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	2,556	3,026	175	5,757	1,542	5,734	116	7,392	17,833	21	17,854
June	2,584	3,338	165	6,087	1,544	6,277	159	7,980	16,101	31	16,132
July	2,524	3,341	189	6,054	1,999	8,004	131	10,134	18,733	53	18,786
August				0				0			0
September				0				0			0
October				0				0			0
November				0				0			0
December				0				0			0
Y-T-D Totals	16,812	21,596	1,082	39,490	10,198	42,689	797	53,684	108,958	210	109,168

	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	1	5	0	6	32	120	8	160	May	31,169
June	2	9	1	12	29	87	6	122	June	30,333
July	6	12	3	21	28	138	7	173	July	35,168
August				0				0	August	
September				0				0	September	
October				0				0	October	
November				0				0	November	
December				0				0	December	
Y-T-D Totals	20	39	15	74	224	667	50	941	Y-T-D Totals	203,357

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

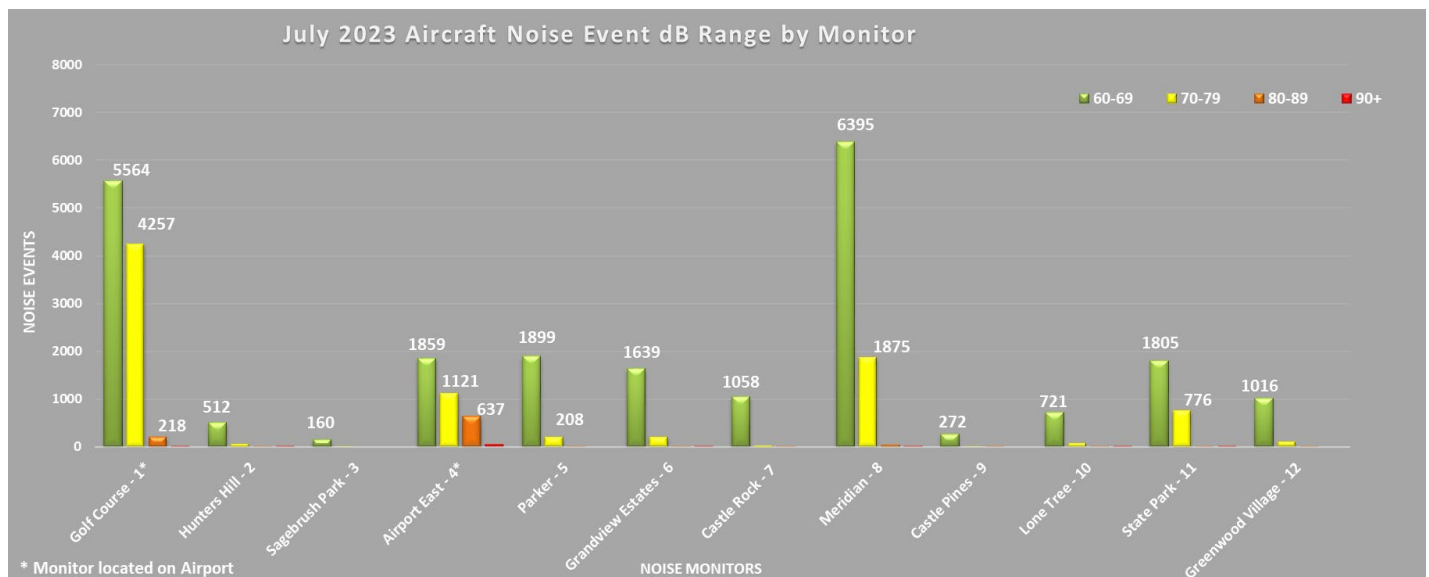
The following data displays the amount and associated decibel level of aircraft noise events at a given monitor. An aircraft noise event must contain the following characteristics:

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.

July 2023 Aircraft Noise Event Decibel Range By Monitor					
Monitor	60-69	70-79	80-89	90+	Totals
Golf Course- 1*	5564	4257	218	17	10056
Hunters Hill- 2	512	60	9	3	584
Sagebrush Park- 3	160	11	0	0	171
Airport East- 4*	1859	1121	637	46	3663
Parker- 5	1899	208	5	0	2112
Grandview Estates- 6	1639	212	20	2	1873
Castle Rock- 7	1058	35	3	0	1096
Meridian- 8	6395	1875	54	5	8329
Castle Pines- 9	272	13	1	0	286
Lone Tree- 10	721	82	17	1	821
State Park- 11	1805	776	12	2	2595
Greenwood Village- 12	1016	108	9	0	1133
Totals	22900	8758	985	76	32719

*Monitor located on Airport



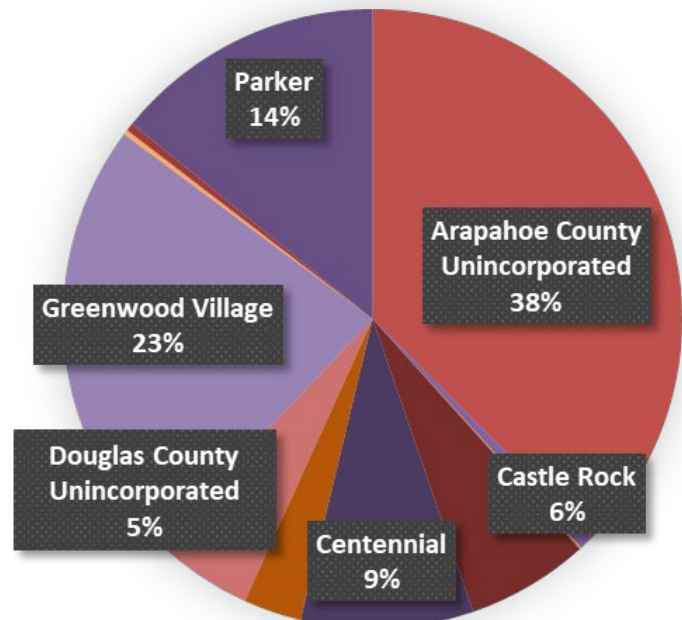
7 JULY 2023 NOISE COMPLAINT STATISTICS

In July, Centennial Airport received 1,187 complaints from 109 households.

July Noise Complaints			YTD		Population
Municipality	Complaints	Households	Complaints	Households	Census 2020
Arapahoe County Unincorporated	445	55	2,700	144	98,066
Aurora	9	4	48	8	386,261
Castle Pines	1	1	6	3	11,036
Castle Rock	76	3	209	6	73,158
Centennial	107	3	509	10	108,418
Cherry Hills Village	0	0	0	0	6,442
Denver	36	2	80	4	715,522
Douglas County Unincorporated	63	11	234	17	276,493*
Greenwood Village	274	20	1,773	58	15,691
Highlands Ranch	0	0	13	5	103,444
Lone Tree	3	2	28	9	14,253
Parker	168	3	397	11	58,512
Other	5	5	70	21	UNK
Total	1,187	109	6,067	296	1,867,296

*Douglas County Unincorporated Population with Highlands Ranch Removed

Complaints per Municipality



July 2023 Noise Complaint Responses Completed	
Email	64
Phone	12
Total	76

Time Complaint Received	July
Day Hours (7:00 am - 9:59pm)	1,031
Night Hours (10:00 pm - 6:59 am)	156
TOTAL	1,187

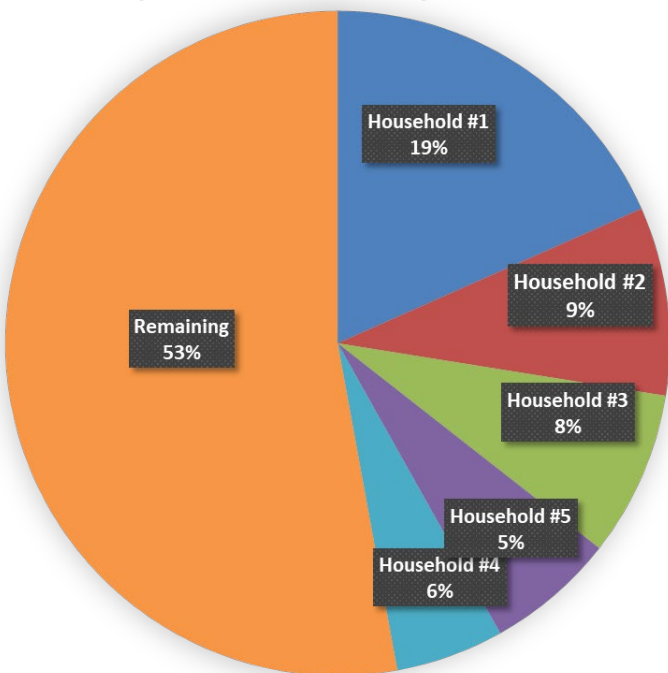
Current 12 Month Trend



Previous Year 13 Month Trend



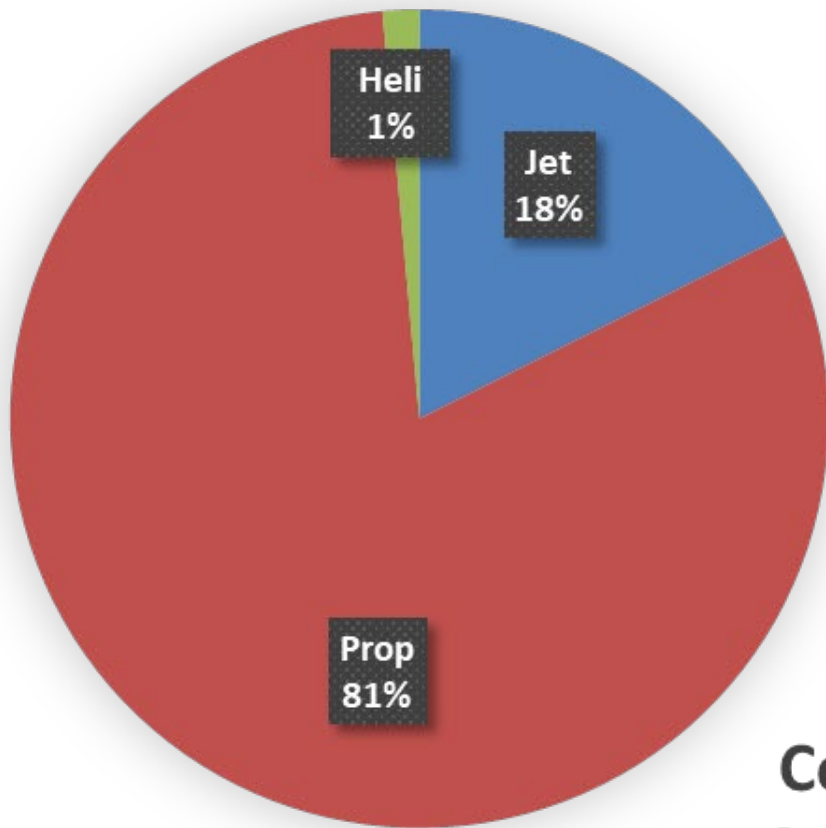
Top 5 Household Complaints YTD



Top 5 Household Complaints		
Household	Complaints	Households
Household #1	1,114	Greenwood Village
Household #2	556	Arapahoe County
Household #3	488	Centennial
Household #4	382	Parker
Household #5	319	Arapahoe County
Remaining		3,208
Total		6,067

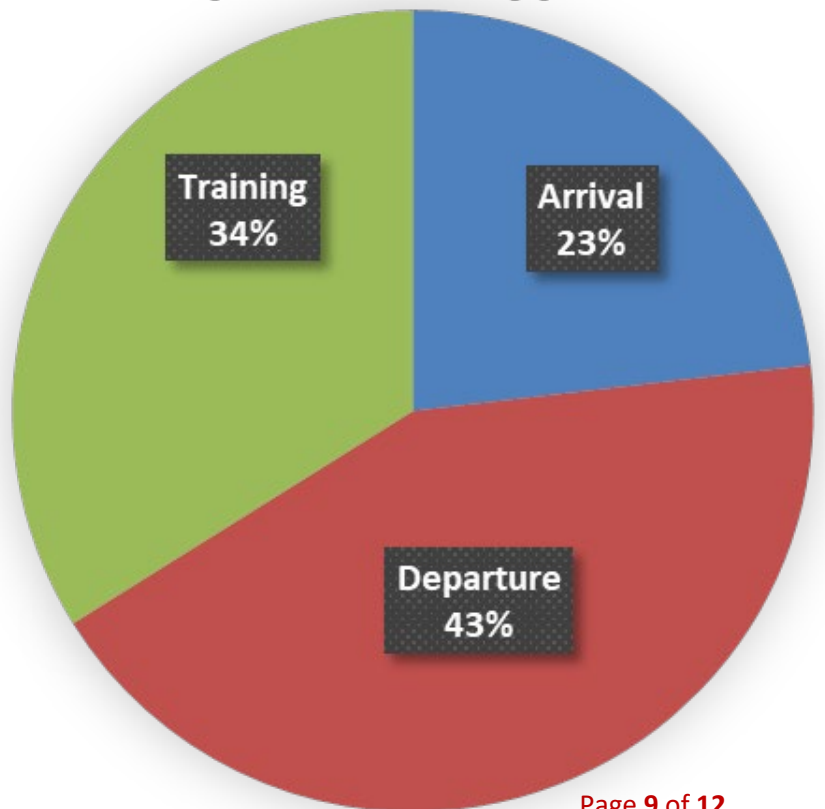
Complaints by Aircraft Type

July 2023

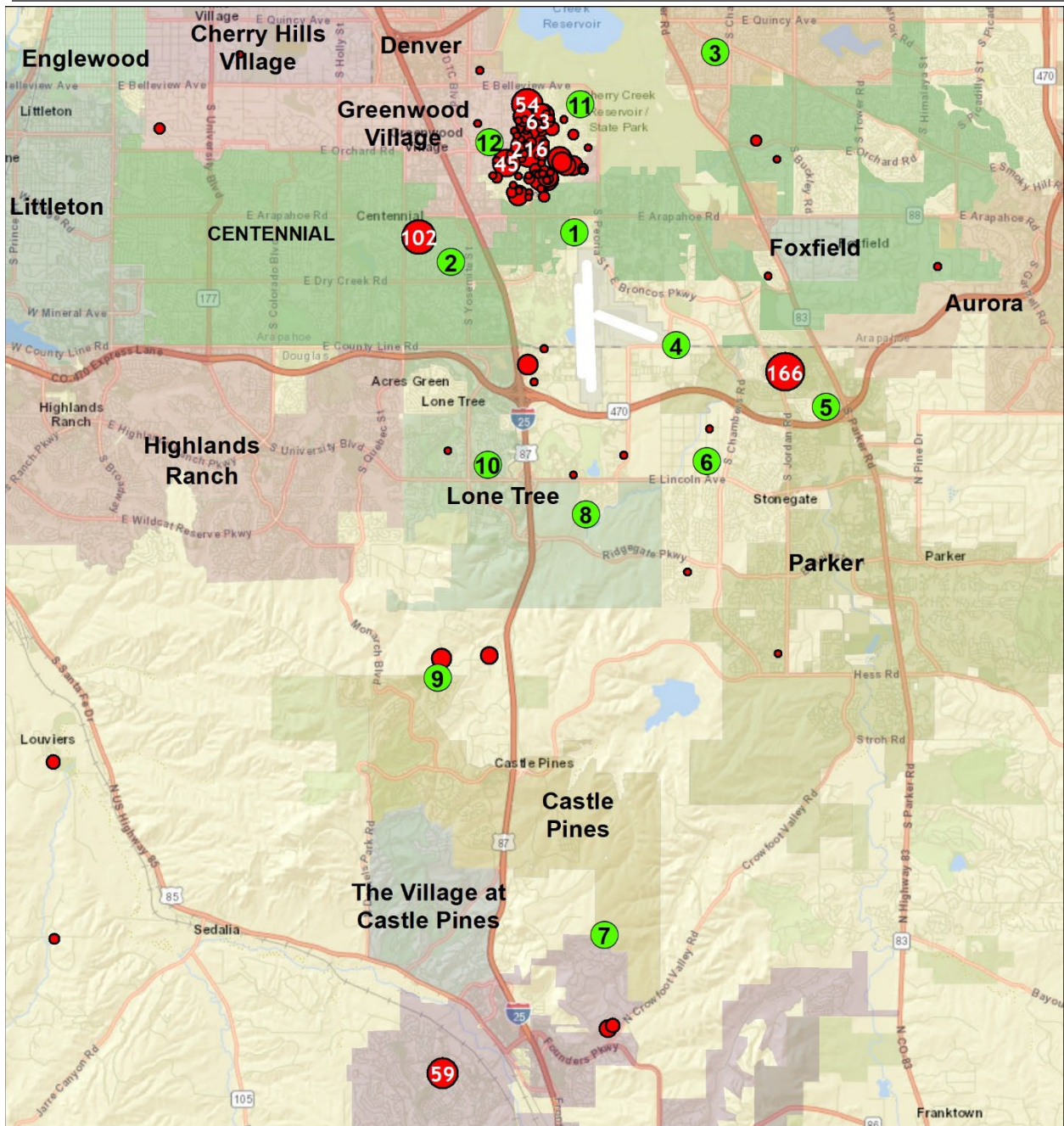


*#1 Household Removed

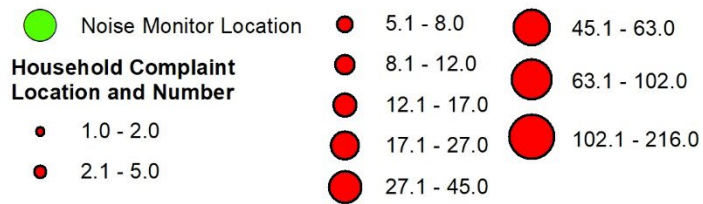
Complaints by Operation Type



8 CENTENNIAL AIRPORT COMPLAINT MAP



July 2023 Complaints

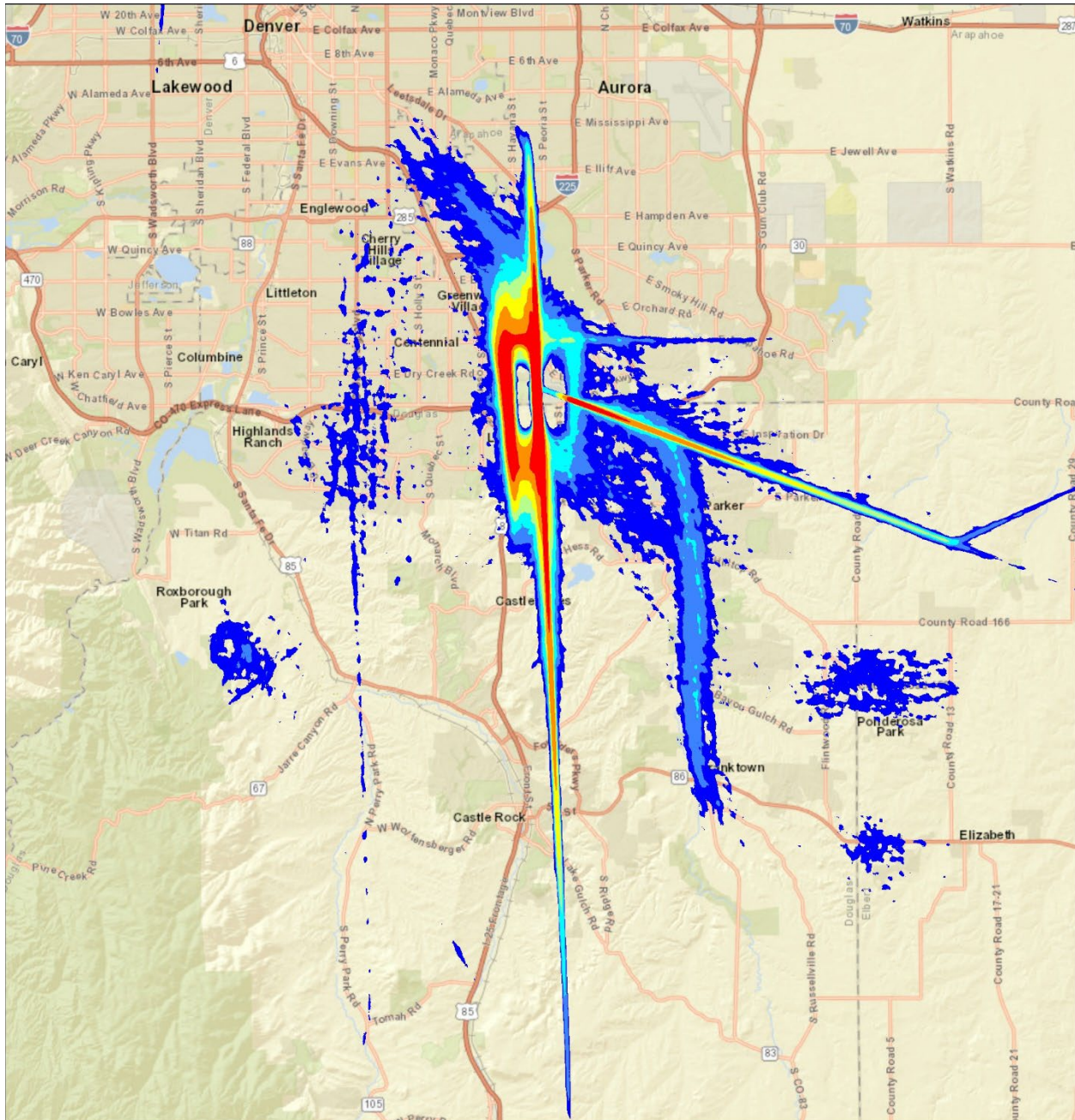


**Larger dots equate to more complaints for that particular households

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.

July 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

The FAA reauthorization bill would preserve a future for leaded gas



Analysis by [Maxine Joselow](#)

with research by [Vanessa Montalbano](#)

August 22, 2023 at 8:14 a.m. EDT

Good morning and welcome to The Climate 202! Our thoughts are with Californians dealing with the aftermath of [Tropical Storm Hilary](#) — and with all Americans named Hilary.

Not a subscriber? [Sign up for The Climate 202 to get scoops and sharp analysis in your inbox each morning.](#)

In today's edition, we'll cover the **Interior Department's** fourth approval of a large offshore wind project, and the **Environmental Protection Agency's** decision to launch a new review of ozone standards. But first:

The FAA reauthorization bill would preserve a future for leaded gas

Controversial language in a bill to reauthorize the **Federal Aviation Administration** would effectively require small airports to continue selling leaded gasoline, despite the health hazards of lead, a powerful neurotoxin.

The provisions have sparked a fierce debate among lawmakers, public health advocates, pilots and fuel producers. **The debate isn't over whether to ditch leaded aviation gas, but how quickly to do so in light of safety concerns.**

The United States began phasing out leaded gas for motor vehicles in the 1970s, and commercial planes and private jets use unleaded fuel. But more than 220,000 smaller planes, known as piston-engine aircraft, still use leaded gas sold at roughly 13,000 small airports around the country.

Pilots say they support the FAA's target date of 2030 for phasing out leaded aviation gas, or avgas. They note that only one unleaded avgas is widely available today, and it works for 75 percent of piston-engine aircraft and creates safety problems for the rest.

Environmental and public health advocates say 2030 is too late to protect children living near small airports. They note that lead exposure can seriously damage children's brains and nervous systems, leading to learning and behavioral problems.

The language in the bipartisan FAA bill, which the House overwhelmingly passed last month, prioritizes the status quo over the quick transition activists desire.

- The House version of the bill would require airports that receive federal grants to continue selling the same kinds of fuels they sold in 2018 in perpetuity.
- The Senate version would require these airports to continue selling the same fuels they sold in 2022, with a sunset date of 2030 or whenever unleaded fuels are “widely available.”

“While the language doesn’t explicitly say all airports must continue to sell leaded avgas, in effect, it requires them to continue providing those fuels,” said **Nathan Park**, an associate legislative representative at the environmental law firm **Earthjustice**.

“However, it is long overdue that we transition away from these harmful fuels,” Park added.

Other critics

For **Maria G. Reyes**, the provisions are personal. She lives under the flight path to **Reid-Hillview Airport** in east San Jose, where she raised her granddaughter.

In a 2021 study, blood lead levels in some children living near Reid-Hillview rivaled those of children at the height of the Flint, Mich., water crisis.

“Every time we see an airplane fly over the neighborhood, it’s a pollution issue for our children,” Reyes said. “And like all grandmothers, I wonder how much this is going to affect my granddaughter.”

In response to the 2021 study and years of pressure from community activists, the **Santa Clara County Board of Supervisors** banned leaded avgas at Reid-Hillview and **San Martin Airport**, becoming the first county in the nation to do so.

Sylvia Gallegos, deputy county executive for Santa Clara County, said the provisions in the FAA bill would “impede our ability to provide unleaded fuel exclusively, and that is very concerning.”

- Reid-Hillview offers an unleaded avgas made by Indiana-based **Swift Fuels** that is compatible with about 75 percent of the piston-engine aircraft fleet.
- Oklahoma-based **General Aviation Modifications Inc.** received FAA approval last year for the first unleaded avgas that is compatible with 100 percent of the fleet, although it's not yet widely available.

George Braly, the co-founder of General Aviation Modifications, said most small airports only have one fuel tank for piston-engine aircraft. He said the provisions would force airports to keep leaded avgas in these tanks, unless they spend about \$500,000 on a second tank for an unleaded alternative.

The supporters

Supporters of the provisions say they share the goal of eliminating leaded avgas. **But they say the transition shouldn't be rushed at the expense of pilots' safety.**

"Everybody wants to remove lead from aviation fuel," said **Jim Coon**, senior vice president of government affairs at the **Aircraft Owners and Pilots Association**, a trade group. "But we need to have a safe and smart transition."

If the shift happens too quickly, it could leave pilots stranded, said a Republican aide on the **House Transportation and Infrastructure Committee**, which passed the FAA bill by a 63-0 vote in June.

"You can't have instances where an aircraft lands at an airport and there's no fuel available for them — or even worse, they are disincentivized from landing at an airport that would be safer to land at because there's no fuel available there," said the aide, who spoke on the condition of anonymity because they were not authorized to comment publicly.

Republicans and Democrats on the Transportation and Infrastructure Committee also agreed to include another provision that would codify the FAA's **EAGLE Initiative**, which sets a 2030 target for making unleaded avgas widely available.

Rep. Rick Larsen (Wash.), the top Democrat on the committee, said in an emailed statement that the bill "directs the FAA to develop a plan to ensure general aviation aircraft can fully transition away from leaded fuels by 2030, a critical next step to protecting the health and safety of those living in and around airport communities."

Amendments, EPA action

The House adopted an amendment to the FAA bill from **Rep. Jay Obernolte** (R-Calif.) that would allow airports to sell unleaded avgas that has an "industry consensus standard," such as approval from the nonprofit organization **ASTM International**. But Braly said it could take years for his company to secure such an approval.

The amendment "does little to mitigate the problem created by that legislation," Braly said.

Obernolte, a pilot, defended his amendment in an emailed statement, saying it "provides a path forward" for unleaded avgas "while protecting the balance between progress, affordability, and accessibility for general aviation pilots."

On the other side of the Capitol, the **Senate Commerce, Science and Transportation Committee** will consider the FAA bill when Congress returns from the August recess, with just weeks before the aviation agency's funding authority expires at the end of September. A spokeswoman for committee Chair **Maria Cantwell** (D-Wash.) did not respond to a request for comment about whether a manager's amendment would address the leaded avgas provisions.

Meanwhile, the **Environmental Protection Agency** last year announced a proposed determination that lead emissions from aircraft “may reasonably be anticipated to endanger public health and welfare.” This determination is formally known as an “endangerment finding,” and if finalized, it would form the legal basis for the EPA’s first-ever regulations on lead emissions from planes.

Agency alert

Interior approves fourth large offshore wind project

The **Interior Department’s Bureau of Ocean Energy Management** today will announce the approval of a large offshore wind project that is expected to supply carbon-free power to Rhode Island and Connecticut, according to details shared in advance with *The Climate 202*.

The **Revolution Wind** project will be about 15 nautical miles off Point Judith, R.I., and will produce an estimated 704 megawatts of clean energy, enough to power nearly 250,000 homes. It marks the Biden administration’s fourth approval of a commercial-scale offshore wind project, joining the **Vineyard Wind** project off Massachusetts, the **South Fork Wind** project off Rhode Island and New York, and the **Ocean Wind 1** project off New Jersey.

Revolution Wind, which is owned by the Danish energy giant **Orsted** and the New England utility **Eversource**, originally proposed constructing up to 100 turbines. But the developer agreed to build no more than 65 turbines to address concerns about obstructed views in Martha’s Vineyard.

The project, which is expected to create 1,200 jobs during construction, comes as the Biden administration seeks to deploy 30 gigawatts of offshore wind energy by 2030.

“The project’s approval underscores the Administration’s commitment to promoting domestic energy production and fighting climate change, while promoting economic growth and fostering environmental stewardship within coastal communities,” BOEM Director **Elizabeth Klein** said in a statement.

EPA restarts review of ozone standards

The **Environmental Protection Agency** will end its current review of the nation’s ground-level ozone standards and start over, potentially prompting what some environmental groups called an unacceptable delay.

In a letter dated Friday and shared in a news release yesterday, EPA Administrator **Michael Regan** said he would restart the agency’s evaluation of the **National Ambient Air Quality Standards** for ozone, a key ingredient in smog. Regan wrote that after reviewing the advice of the **Clean Air Scientific Advisory Committee**, he was “convinced that a full and complete review of the ozone NAAQS is warranted to ensure a thorough and transparent assessment of the latest science.”

MEMORANDUM

DATE August 3, 2023
TO ACPAA Board Members
FROM Sam Blymyer-Planning Specialist Noise/Environment
RE Land Use Revie

The following is a list of Land Use Development referrals that have been reviewed by Centennial Airport staff from 4/1/2023 through 6/30/2023:

Date	Previously Referred	Development	Location	Referring Entity	Type	Reco
4/5/2023	<input type="checkbox"/>	Camp Pickle	10959 E. Easter Ave.	City of Centennial		S
4/7/2023	<input type="checkbox"/>	Vermillion Creek Filing No. 1	7931 S. Parker Rd. (Lot with Tagawa)	City of Centennial		S
4/13/2023	<input type="checkbox"/>	Inverness Filing 7, 10th Amendment	365, 367 & 369 Inverness Parkway	Douglas County		A
4/18/2023	<input type="checkbox"/>	Inova Aero Phase 3	7200 S Lima St	City of Centennial		S
4/18/2023	<input type="checkbox"/>	Inova Aero Phase 3	7200 S Lima St.	City of Centennial		S
4/20/2023	<input type="checkbox"/>	Douglas County Industrial Park Filing No. 1, 6th Amendment, Lot 6A, 1st Revision	8640 S. Peoria Street	Douglas County		S
4/27/2023	<input type="checkbox"/>	Lokal Homes – Lyric Condominiums & Townhomes	S of Ridgeway	City of Lone Tree		N
5/5/2023	<input type="checkbox"/>	Kenton Self Storage	Easter & Lima	City of Centennial		A
5/12/2023	<input type="checkbox"/>	Chapter 16 & Chapter 17 Wildfire Revisions		City of Lone Tree		A
5/17/2023	<input type="checkbox"/>	Meridian Office Park Filing No. 1, 38th Amendment	S of I70	Douglas County		N
5/25/2023	<input type="checkbox"/>	Arapahoe Urban Center District No. 4 (AUC-4) Regulating Plan	SW Corner of Arapahoe & I25	City of Centennial		S
5/29/2023	<input type="checkbox"/>	Meridian Office Park Filing 1		Douglas County		A
5/29/2023	<input type="checkbox"/>	Southwest Village Filing No. 1A	S of Ridgeway	City of Lone Tree		N
6/6/2023	<input type="checkbox"/>	Concord Hotel	7150 S. Havana St.	City of Centennial		N
6/6/2023	<input type="checkbox"/>	Headwaters Senior Living Facility	13871 E Arapahoe Pl, Englewood, CO	City of Centennial		S
6/7/2023	<input type="checkbox"/>	Dove Valley Flex Industrial 8080 S Chambers	8080 S Chambers	Arapahoe County		S
6/9/2023	<input type="checkbox"/>	6598 S. Racine Cr. Warehouse	6598 S. Racine Cr	City of Centennial		S

Type of Development
R = Residential
C = Commercial
I = Industrial

Recommendation
A = Approved as Submitted
S = Subject to Comment
N = Not Recommended

Date	Previously Referred	Development	Location	Referring Entity	Type	Reco
6/12/2023	<input type="checkbox"/>	The Canyons Preliminary Plan No. 3		Castle Pines		S
6/16/2023	<input type="checkbox"/>	Canyons South Preliminary Plan #2		Douglas County		S
6/16/2023	<input type="checkbox"/>	Car Dealership		City of Centennial		A
6/16/2023	<input type="checkbox"/>	Douglas County Zoning Resolution		Douglas County		A
6/19/2023	<input type="checkbox"/>	True Anomaly Exterior Tanks		City of Centennial		A
6/20/2023	<input type="checkbox"/>	Park Meadows Multi-Family SIP	Park Meadows Mall	City of Lone Tree		S
6/29/2023	<input type="checkbox"/>	Thrive Townhomes at RidgeGate	South of RidgeGate	City of Lone Tree		N

Type of Development
R = Residential
C = Commercial
I = Industrial

Recommendation
A = Approved as Submitted
S = Subject to Comment
N = Not Recommended

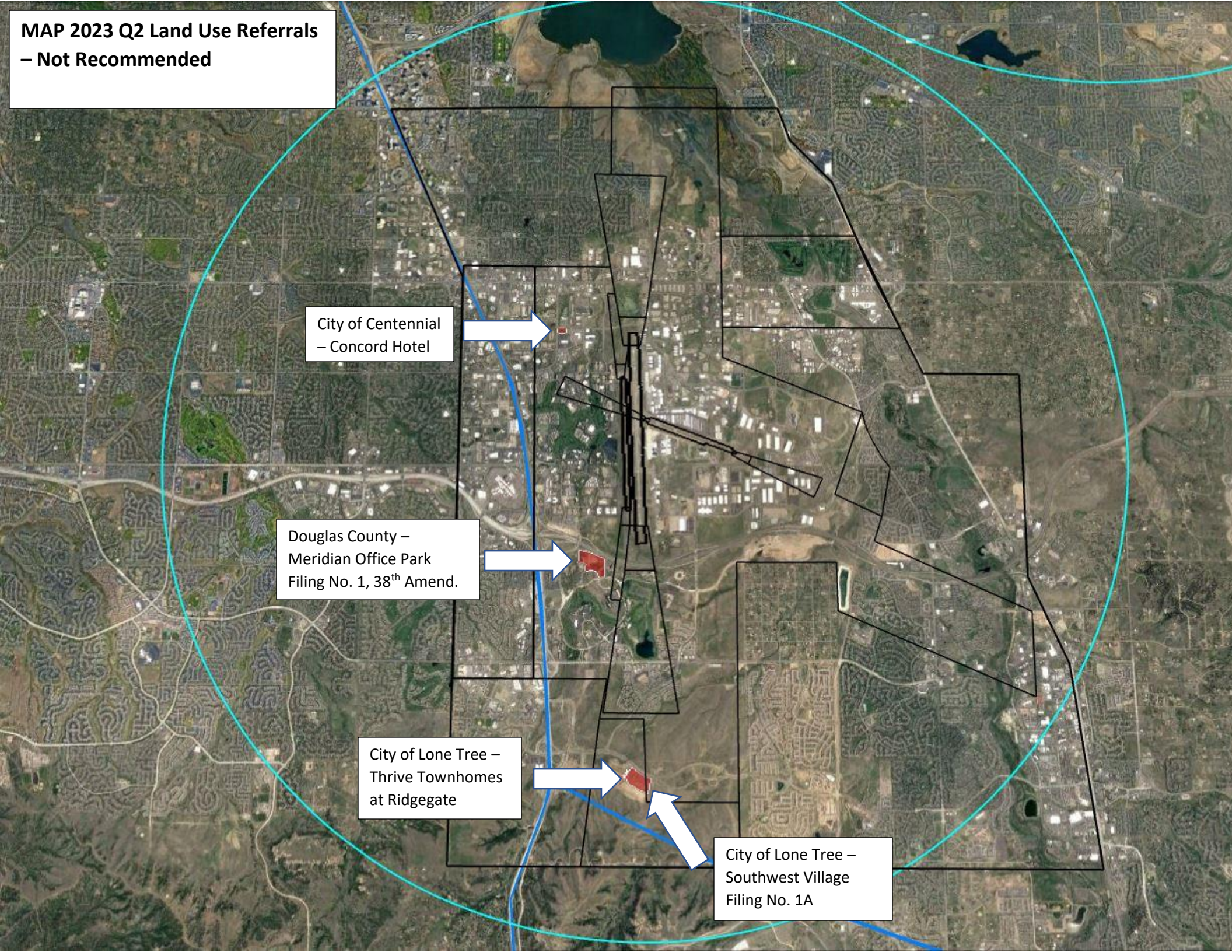
**MAP 2023 Q2 Land Use Referrals
– Not Recommended**

City of Centennial
– Concord Hotel

Douglas County –
Meridian Office Park
Filing No. 1, 38th Amend.

City of Lone Tree –
Thrive Townhomes
at Ridgeway

City of Lone Tree –
Southwest Village
Filing No. 1A





CACNR Report of August 2, 2023 CACNR Meeting
to ACPAA for August 10, 2023

Presented by Brad Pierce, CACNR Chair and City of Aurora Representing CACNR

- There were approximately 20 members of the public who attended the meeting in person, and 26 attending virtually. Comments, some with accompanying screen shots of Flight School pattern traffic over homes and north of Arapahoe Road, and charts showing comparisons of noise and numbers of flights in 2022 and 2023, generally following past patterns calling for changes in flight patterns to alleviate noise. Lead was still an issue, with some seeming to feel the supply was available but just not being used.
- Learned of the now-referred-to CACNR Study Group Committee, whose membership includes representatives of CACNR, ACPAA staff, the FAA, flight schools, an elected official, and a pilot. The first meeting had been held on a 'get to know each other' basis, with a second to be held on August 3rd. The news that the FAA had sent four representatives was welcomed, and the many who were involved in achieving that result were noted and appreciated.
- Approved the budget and general agenda for a CACNR retreat to be held as soon as it can be scheduled. Jason Schwartz of Vianair, Inc. is coordinating and will facilitate the event.
- Reviewed the current status of the FAA Noise Policy Review and the FAA Reauthorization Act of 2023, and urged the public to submit comments.
- Heard of the progress on the fly quiet signage which will be placed soon at identified locations.

- Reviewed the data from the portable noise monitor that had been placed in Greenwood Village. It has now been moved to a different location selected by the community.
- Data from the short time a portable monitor had been placed in Louviers was also reviewed. Another may be placed there if desired.
- There will be consideration, with airport staff, of additional types of data which would be of interest to CACNR which may be available from the noise monitors.
- Learned the Part 150 Study may be able to start sooner than anticipated. The process will probably take 2-3 years. Community members wanted to know if and when they could or would be involved. There should be several opportunities throughout the process for that to occur.
- Learned of the progress in unleaded gas sales at the airport, and that Centennial is being looked to as a resource by other airports looking to make such a change.
- Learned of the many physical reasons a new tower is deemed important, such as leaks, mold, and an out of service elevator which will be very expensive to repair.
- Was able to adjourn the meeting at the scheduled time, for the first time since October 2022.

Brad Pierce – CACNR Chair, City of Aurora

Centennial Airport Noise Roundtable Update



- Approximately 20 members of the public attended in person, and 26 attending virtually. One speaker presented screen shots of Flight School pattern traffic north of Arapahoe Road.
- Learned of the CACNR Study Group Committee (formerly known as Technical Working Group).
- Approved the budget and general agenda for a CACNR retreat.
- Reviewed the current status of the FAA Noise Policy Review and the FAA Reauthorization passed by the US House and urged the public to submit comments.
- Heard of the progress on the fly quiet signage which will be placed soon at identified locations.
- Reviewed the data from the portable noise monitor that had been placed in Greenwood Village.
- Data from the short time a portable monitor had been placed in Louviers was also reviewed.
- Airport Director provided updates on the Part 150 Study, sales of unleaded gas and maintenance issues in the control tower.

ATTENDANCE RECORD for 2023 - 2024 CACNR MEETINGS		2023	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	absent		X								75%	75%	
	Alternate Vacant	-	-	absent		-								0%		
	Paul Krier	X	X	absent		virtual								75%	75%	
	Alternate Evan Colvin	-	-	absent		-								0%		
DOUGLAS COUNTY	Abe Laydon	-	-	-		absent								0%	75%	
	Alternate Dan Avery	X	X	X		absent								75%		
	Alison Biggs	X	X	X		X								100%	100%	
	Alternate Mark Adams	-	-	-		-								0%		
AURORA	Brad Pierce	X	X	X		X								100%	100%	
	Mindy Parnes	-	-	-		-								0%		
CASTLE PINES	Chris Eubanks	X	absent	X		X								75%	75%	
	Ben Price	-	absent	-		-								0%		
CASTLE ROCK	Laura Cavey	-	absent	absent		absent								0%	25%	
	Sandy Vossler	virtual	absent	absent		absent								25%		
CENTENNIAL	Candace Moon	X	X	X		X								100%	100%	
	Don Sheehan	-	-	-		-								0%		
CHERRY HILLS VILLAGE	Robert Eber	absent	absent	absent		absent								0%	0%	
	Randy Weil	absent	absent	absent		absent								0%		
FOXFIELD	Pam Thompson	X	X	X		absent								75%	75%	
	Frank Lawrence	-	-	-		absent								0%		
GREENWOOD VILLAGE	Donna Johnston	X	X	X		X								100%	100%	
	Libby Barnacle	-	-	-		-								0%		
HIGHLANDS RANCH	Andy Jones	X	X	X		absent								75%	75%	
METROPOLITAN DISTRICT	Renee Anderson	-	-	-		absent								0%		
LONE TREE	Mike Anderson	X	X	X		X								100%	100%	
	Chuck Darnell	virtual	-	-		-								25%		
PARKER	Todd Hendreks/Ashley Chasez	X	virtual	absent		virtual								75%	75%	
	Vacant	-	-	absent		-								0%		
ACPAA	Mike Fronapfel	X	X	X		X								100%	100%	
	Vacant	-	-	-		-								0%		
AOPA	Robert Doubek/John Hirshman	X	X	X		X								100%	100%	
	John Hirshman/Vacant	-	-	-		-								0%		
CABA	Don Kuskie	absent	X	absent		absent								25%	25%	
	Mike Straka	absent	-	absent		absent								0%		
CDOT AERONAUTICS DIVISION	Todd Green	absent	absent	absent		absent								0%	0%	
	Vacant	absent	absent	absent		absent								0%		
WINGS OVER THE ROCKIES	Bill Wasmund	absent	X	X		-								50%	75%	
	Vacant/Jordan Ashley	absent	X	-		X								50%		
* No meetings in July or December																
CACNR BYLAWS ADOPTED November 3, 2021:																
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).																
															08 05 2023	