



**CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE  
MINUTES**

September 6, 2023

Approved October 4, 2023

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 6:32 p.m. by Chair Brad Pierce. The following were in attendance, and a quorum was present:

Arapahoe County:	Leslie Summey	Foxfield:	Pam Thompson
Arapahoe County:	Paul Krier	Highlands Ranch:	Andy Jones
Douglas County:	Dan Avery	Lone Tree:	Mike Anderson
Douglas County:	Alison Biggs	Parker:	Ashley Chasez
Aurora:	Brad Pierce	ACPAA:	Mike Fronapfel
Castle Pines:	Chris Eubanks	AOPA:	John Hirshman
Centennial:	Candace Moon	CABA:	Don Kuskie
		Wings Over the Rockies:	Bill Wasmund

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

Those absent were: Castle Rock: Laura Cavey/Sandy Vossler Greenwood Village: Donna Johnston/Libby Barnacle  
Cherry Hills Village: Robert Eber/Randy Weil CDOT Aeronautics Div: Todd Green/Vacant

2. **CONSENT AGENDA:** The Consent Agenda included the Draft CACNR Minutes from August 2, 2023; a Treasurer’s Report from August 30 2023, showing a balance of \$28,575.35; and the July 2023 Noise Report. On the motion of Andy Jones, duly seconded, the Consent Agenda was approved.

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

<b>July Local Operations:</b>	<b>18,786</b>	<b>July Total Operations:</b>	<b>35,168</b>
<b>Year to Date Local Operations:</b>	<b>109,168</b>	<b>Year to Date Total Operations:</b>	<b>203,357</b>

**35,168 Total Operations in July resulted in 1,187 complaints from 109 households.**

**July Noise Events:**

<u>July Total:</u>	<u>July 60 – 69 db:</u>	<u>July 70 – 79 db:</u>	<u>June 80 – 89 db:</u>
Golf Course 10,056	Meridian 6,395	Golf Course 4,257	Airport East 637
Meridian 8,329	Golf Course 5,564	Meridian 1,875	Golf Course 218
Airport East 3,663	Parker 1,899	Airport East 1,121	Meridian 54
State Park 2,595	Airport East 1,859	State Park 776	Grandview Estates 20
Parker 2,112	State Park 1,805	Grandview Estates 212	Lone Tree 17
Grandview Estates 1,873	Grandview Estates 1,639	Parker 208	State Park 12
Greenwood Village 1,133	Castle Rock 1,058	Greenwood Village 108	Greenwood Village 9
Castle Rock 1,096	Greenwood Village 1,016	Lone Tree 82	Hunters Hill 9
Lone Tree 821	Lone Tree 721	Hunters Hill 60	Parker 5
Hunters Hill 584	Hunters Hill 512	Castle Rock 35	Castle Rock 3
Castle Pines 286	Castle Pines 272	Castle Pines 13	Castle Pines 1
Sagebrush Park 171	Sagebrush Park 160	Sagebrush Park 11	Sagebrush Park -

**July Noise events in the 90+ decibel range:** Airport East – 46 Golf Course – 17 Meridian – 5 Hunters Hill – 3  
Grandview Estates – 9 State Park – 2 Lone Tree – 1

<u>July Noise Complaints and</u>	<u>Numbers of Households:</u>	<u>YTD Complaints and</u>	<u>Number of Households:</u>
(1,187)	(109)	(6,067)	(296)
Unincorporated Arapahoe County 445 (38 %)	UAC 55 (50%)	UAC 2700 (45%)	UAC 144(49%)
Greenwood Village 274 (23%)	Greenwood Village 20 (18%)	GW Village 1,773 (29%)	GV 58 (20%)
Parker 168 (14%)	UDC 11 (10%)	Centennial 509( 8%)	Other 21 ( 7%)
Centennial 107 ( 9%)	Other 5 ( 5%)	Parker 397 ( 7%)	UDC 17 ( 6%)
Castle Rock 76 ( 6%)	Aurora 4 ( 4%)	UDC 234 ( 4%)	Parker 11 ( 4%)
Unincorporated Douglas County 63 ( 5%)	Castle Rock 3 ( 3%)	Castle Rock 209 ( 3%)	Centennial 10 3%)
Denver 36	Centennial 3	Denver 80	Lone Tree 9
Aurora 9	Parker 3	Other 70	Aurora 8
Other 5	Denver 2	Aurora 48	Castle Rock 6
Lone Tree 3	Lone Tree 2	Lone Tree 28	Highlands 5
Castle Pines 1	Castle Pines 1	Highlands Ranch 13	Denver 4
Cherry Hills Village 0	Cherry Hills Village 0	Castle Pines 6	Castle Pines 3
Highlands Ranch 0	Highlands Ranch 0	Cherry Hills V 0	Cherry Hills 0

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

Household #1	1,114	Greenwood Village	Household #4	382	Parker
Household #2	556	Unincorporated Arapahoe County	Household #5	319	Unincorporated Arapahoe County
Household #3	488	Centennial			

In July, 76 responses were requested from 1,187 noise complaints, with 64 of those requests made by email (84%), and 12 made by telephone (16%).

In July, 1,031 complaints were made about **daytime flights** (7:00 a.m. – 9:59 p.m.) – 87%.  
156 complaints were made about **nighttime flights** (10:00 p.m. – 6:59 a.m.) – 13%.

In July, **props** accounted for 81% of the complaints by aircraft type; **jets** accounted for 18% of the complaints, and **helicopters** caused 1%.

In July, **departures** were responsible for 43% of the complaints, **training** was responsible for 34% of the complaints, and **arrivals** were responsible for 23% of the complaints.

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

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

4. **PUBLIC COMMENT:**

1. Received by CACNR – one email had just come in, primarily expressing concern about the WW II planes which had been giving rides to the public from Centennial Airport during the Labor Day weekend, with the resulting noise and lead pollution that had been caused. The CACNR Secretary would respond.

2. Meeting Attendees - Chair Pierce opened the meeting for public comment. There were approximately 15 in attendance and another 27 on line. The majority of those commenting were from Englewood, Greenwood Village, Sundance Hills in Greenwood Village, Centennial, Orchard Hills in Greenwood Village, Cherry Creek Vista in Unincorporated Arapahoe County, Cherry Creek Farms, Ponderosa Park, Elizabeth and Louviers. Comments are summarized below:

A representative from the Colorado Pilots Association spoke about various things his organization was doing related to the noise abatement guidelines, and the impacts of noise. It was trying to work with the flight schools since he noted we are all in this together for the good of everyone. Various guideline topics were covered on the association's YouTube platform and website. He noted pilots tend to 'follow the leader' when an extended pattern has been called for by air traffic control.

The generalized overall thoughts throughout were that things have either not changed or have gotten much worse in the last year. What good does it do to make concerns known if nothing is ever accomplished? Will the public ever be listened to?

It seemed the 'closure' of the southwest training area had not really done anything other than move traffic from one place to another, with planes from other airports taking over the prior training area. Although there were several newly placed boxes in the south east training area, it sometimes seemed only one was being used constantly while the others were totally unused.

Those outside the land use guideline areas were getting more and more pattern work overhead. Question was asked if the airport, as it keeps growing, ever think about telling the public about what it was doing and planning for the next several years. Did the airport really need all the grant money from the FAA, and did it really need to spend so much for another Part 150 study? Response was the airport was working to reduce overflights over the communities as much as possible, noting increased traffic being seen lately may be from jets rather than flight schools. The Part 150 should help to identify areas where improvements can be made if allowed by the FAA.

Once again, and from several speakers, there had been no change except things had gotten worse. Noise started very early in the morning and continued frequently until midnight, with some reports of flights at 2:00 a.m. and 5:00 a.m. It seemed planes were coming and going at lower altitudes as well. The last Part 150 study did not really help the neighborhoods; there was hope the next one would. The area was lucky the mid-air collision was not over a populated area but would the next one be so lucky or would the FAA pay attention only if someone died. The latest crash, also fortunately not over a populated area, was still being investigated. Would the Work Study Group actually come up with solutions?

Question was asked if ACPAA has to accept requests for opening new flight schools. Response was yes, if the request meets the airport's Minimum Standards. However, it is expensive to operate here, although demand drives the cost. Waiting lines also can negatively affect attractiveness. It was noted the airport's cheap fuel was attractive to pilots although that may change with one less FBO on site. Could there be some use of "the pattern is full" to control the amount of traffic?

CACNR has no authority to change anything, and it seems ACPAA is stacked against the public as there are not community supporters on it. The burdens of the airport are born solely by the public and the benefits are for the pilots, the flight schools and the airport itself. Suggestion was made for CACNR to work to get people off ACPAA and replaced with those who might care as much for the public as they do for the pilots and the airport.

Another request was made for the flight schools to come to CACNR to tell us how they are addressing community concerns, if they are. The 'bosses' at the flight schools need to tell their pilots and instructors what to do to help with noise.

Several examples were given of the effects of noise and lead on children, the anxiety levels of elderly parents, and those trying to work from home.

A written FAA response to a citizen's complaint still insisted it had done nothing to effect change at Centennial since the mid-air collision. The letter would be shared with the FAA representatives on the Study Group Committee.

A pilot with a flight school who had now attended two CACNR meetings in the audience indicated it is a pain to extend the pattern past Arapahoe Road, but when the tower says to extend, they have to do it. He noted that one school tended to fly huge patterns. He also noted that the southeast box closest to the airport is the one that is used the most because it is closest to the airport, while several of the others further away may have no traffic at all. He was thanked for coming and for sharing his perspectives. Hopefully he would come again, and others might join him.

5. **CACNR STUDY GROUP COMMITTEE:** One flight school (Aspen Flying Club) had attended every meeting of this committee, and had also embraced the use of unleaded fuel. It seemed the FAA might actually be trying to figure out how to help the situation here, but it had asked for patience while that occurred. There is much red-tape and FAA structure which must be dealt with, and that takes time. It may take chipping away rather than one main change, but the FAA Representatives on the committee seemed to be trying. There is a target of September 30 for an FAA-approved report from the group.

6. **EXECUTIVE COMMITTEE:**

Notes - the September ACPAA meeting had been cancelled, so there was no need to appoint a CACNR representative for September.

Mike Whitaker had been nominated as the FAA Administrator.

A. RETREAT PLANNING – September 26 had been designated the date for the retreat; the location would be Wings Over the Rockies Exploration of Flight, Blue Sky Hangar, 13005 Wings Way, Englewood, Colorado 80112. Hours would be 9:00 – 3:00, with a continental breakfast and lunch provided.

B. FAA PUBLIC COMMENT PERIOD ON NOISE POLICY REVIEW – everyone present was asked to be sure to provide comments on this policy review.

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

7. **OTHER COMMITTEE REPORTS:**

A. COMMUNITY OUTREACH – The committee had not met, but all were reminded that it was hoped the content and purpose of the website would be considered at the retreat.

B. FLY QUIET – This committee had also not met.

C. NOISE MONITORS – In looking at getting additional information from the noise monitors, it had been agreed to focus particularly on monitors 10, 11, and 12, as they were the ones which seemed closest to areas where there had been the most impact from the FAA's action following the mid-air collision. Altitudes and speed ranges will be looked at, to see if they produce data which would be useful for the flight schools, or for targeting in comparison with decibels at the monitors. Mike Fronapfel indicated he would help with this project.

8. **OTHER REGULAR REPORTS:**

A. LAND USE REFERRALS –Samantha Blymyer presented the Land Use Review for the period from April 1, 2023 – June 30, 2023. Alison Biggs apologized for neglecting to get this topic on the agenda for several previous quarters; if anyone wanted to review those reports, they were available from Blymyer. Blymyer noted that there had been 24 referrals in this time period: 7 had been approved as submitted; 12 had been subject to comment; and 5 had not been recommended.

In looking at the map of the locations of projects not approved by the airport, it was noted that the airport continually gets referrals for work in areas where it has consistently said building in those areas should not be done. Noise and safety are the primary reasons such advice is given, yet referrals keep coming as though no one is paying any attention. Persons living in residential units in those areas will almost inevitably end up being bothered by noise and have safety concerns, even if their housing has had sound mitigation done – inside might have been noise mitigated, but nothing can be done about their outside spaces, and safety will always be a concern.

Mike Fronapfel indicated it would be very helpful to both noise and safety issues if all of the surrounding jurisdictions could be on the same page with land use guidelines and zoning. Response was that zoning had been in place for a very long time in many areas, and there were many other more important aspects which must be considered, not just noise. Zoning is hard to change for many, but some are updating their documents now and this should be a topic for sincere consideration.

Suggestion was made to invite jurisdictional planners to attend a CACNR meeting to hear the concerns of citizens about what is happening in areas surrounding Centennial Airport. This idea was met positively, and an attempt would be made to issue such an invitation in the near future. The issue would also be considered during the upcoming CACNR retreat.

B. ACPAA JUNE 8, 2003 – Brad Pierce had attended for CACNR, and his report to ACPAA was provided.

C. AIRPORT DIRECTOR'S REPORT, Mike Fronapfel

1. Study Group Committee – 6th meeting of this group would be September 6th and a progress report was anticipated by September 30th.
2. Flight School Activity – no meeting
3. Part 150 Study Update – a 2 million dollar grant for the Part 150 Noise and Land Use Compatibility Study would be going to the County on September 12<sup>th</sup> for its hopeful approval.
4. Aviation Fuel – How Much Sold/What Kind – As of May, 8,731 or 15% of the fuel sold was UL94; June, 11,637 or 17% was UL94, and in July, 13,332 or 18.8% was UL94.
5. Community Related Activity – Morgan Adam's 20th Concour's d' Elegance event to raise funds for pediatric cancer Raised \$1.2 million on Saturday August 26<sup>th</sup>.
6. Other Airport Activity – The tower elevator was down for over a month, and likely would be down for two more months before repairs were completed.

Tower sightings were in progress, including the physical location and required height of the tower so there could be a clear line of sight to all or most areas on the airport.

Mid-field and A1 (the furthest north run up area for the main runway) run-ups were complete.

The snow removal equipment building was being expanded to store additional equipment and provide an area for additional part storage and a crew rest area. The InterPort Boulevard reconstruction, Peoria Street landscaping improvements, and phase 1 of the security fencing upgrade on the west side of the airport property were in progress.

Muti function equipment would be delayed until March 2024 due to the sale of Oshkosh airport equipment to M-B.

The Four Points at Sheraton hotel is now expected to open in December.

The September ACPAA meeting had been cancelled since Fronapfel and Assistant Director Lorie Hinton would be out of town and there were no significant business items on the agenda. The next meeting would be on October 12.

7. Status of Follow-up Items – Inquiry was made if CACNR would be getting any kind of official response from ACPAA to the request it had made to the May, 2023 ACPAA meeting: "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."

#1 had been accomplished, but it was noted CACNR would appreciate learning if any action on #2 was planned, particularly in addressing the NTSB identified safety issued internally.

D. FLIGHT SCHOOLS – None

A. **OLD BUSINESS:** An updated CACNR attendance record had been provided.

B. **NEW BUSINESS:**

A. INFORMATION SHARING –

1. Representatives' Comments - Leslie Summey thanked all for attending the CACNR meetings and remaining engaged. As a newer member she sees who comes consistently and appreciated how frustrated the community is, and she is, that the CACNR has no power. She said she's grateful for those who continue to advocate for change in a positive way and urged others who claim to not see any change to focus on the fact that the FAA is now a part of the study group, when before she and Arapahoe County Commissioner Bill Holen went to Washington, DC and met with FAA representatives, there was no desire from the FAA to engage at the study group level. It was noted the pressure brought by many in Colorado, including the Governor, the Mayors of many of the involved jurisdictions, the County Commissioners of both Arapahoe and Douglas Counties, the two Colorado U.S. Senators, the U.S. Congressman in whose district Centennial Airport is located, ACPAA and CACNR among others had helped to encourage the FAA to send representatives to the Study Group Committee that had been meeting.

11. **PUBLIC COMMENT:** on-line, a long time citizen shared concerns similar to those voiced earlier in the meeting. She wondered if the Working Group would actually have the power to affect any changes here. She also expressed similar concerns about any next crash or collision in the area, and voiced an opinion that there was too much greed entering into the situation.

12. **NEXT MEETINGS:**

A. <b>CACNR</b> –	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. <b>ACPAA</b> –	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. **ADJOURNMENT:** The meeting was adjourned at 8:49 p.m.

Alison Biggs, Secretary