



CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE

AGENDA

November 1, 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/Sreenivasan Alakappan | <i>Foxfield:</i> | Pam Thompson/Frank Lawrence |
| | Paul Krier/Vacant | <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, October 4, 2023 – Alison Biggs, Secretary
- B. TREASURER'S REPORT, October 2023 – Andy Jones, Treasurer, Samantha Blymyer, ACPAA Staff
- C. NOISE REPORT, September 2023 - Samantha Blymyer, ACPAA Staff

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

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

- A. LETTER TO CACNR RECOMMENDING THE AIRPORT HIRE ADDITIONAL STAFF FOR DATA COLLECTION AND ANALYSIS

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

- A. RECEIVED BY CACNR
- B. MEETING ATTENDEES

6. **EXECUTIVE COMMITTEE:**

- A. TO REPRESENT CACNR AT NOVEMBER 9, 2023 ACPAA MEETING
QUESTION – CACNR DOES NOT MEET IN DECEMBER – SHOULD WE STILL HAVE REPRESENTATION AT THE DECEMBER 14, 2023 ACPAA MEETING?
- B. DRAFT LETTER TO ACPAA IF 4.A. IS APPROVED
- C. SEPTEMBER 26, 2023 RETREAT
 - 1. Summary – Jason Schwartz
 - 2. Draft Revised Mission Statement
 - 3. Draft Revised Meeting Agenda
 - 4. Draft Public Comment Procedures
- D. 2024 DRAFT CACNR/ACPAA MEETING SCHEDULE
- E. 2024 DRAFT BUDGET

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. 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
 - B. LAND USE – 3RD QUARTER – Samantha Blymyer

9. **OLD BUSINESS:**
 - A. 2023-2024 CACNR Attendance Record

10. **NEW BUSINESS:**
 - A. INFORMATION SHARING
 1. Representatives’ Comments
 2. Other

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

12. **NEXT MEETINGS:**

| | | |
|-------------------------------|---------------------------------------------------------|--|
| A. CACNR – December --, 20223 | NO MEETING | |
| January 3, 2024 | 6:30 p.m. 7565 S/ Peoria Street, Englewood, CO | |
| | | |
| B. ACPAA – 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**

October 4, 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 6:31 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 | Lone Tree: | Mike Anderson |
| Douglas County: | Dan Avery | Parker: | Ashley Chasez |
| Douglas County: | Alison Biggs | ACPAA: | Mike Fronapfel |
| Aurora: | Brad Pierce | AOPA: | John Hirshman |
| Castle Pines: | Chris Eubanks | CABA: | Don Kuskie |
| Centennial: | Candace Moon | Wings Over the Rockies: | Bill Wasmund |
| Foxfield: | Pam Thompson | | |

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

Those absent were: Castle Rock: Laura Cavey/Sandy Vossler Highlands Ranch: Andy Jones /Renee Anderson
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 September 6, 2023; a Treasurer’s Report from October 2 2023, showing a balance of \$28,575.35; and the August 2023 Noise Report. Donna Johnston requested that the Noise Report be removed from the Consent Agenda; request was granted. On the motion of Alison Biggs, duly seconded, the remainder of the Consent Agenda was approved.

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

| | | | |
|---------------------------------------|----------------|---------------------------------------|----------------|
| August Local Operations: | 21,202 | August Total Operations: | 38,695 |
| Year to Date Local Operations: | 130,370 | Year to Date Total Operations: | 242,052 |

38,695 Total Operations in August resulted in 1,574 complaints from 138 households.

August Noise Events:

| <u>August Total:</u> | <u>August 60 – 69 db:</u> | <u>August 70 – 79 db:</u> | <u>August 80 – 89 db:</u> |
|-------------------------|---------------------------|---------------------------|---------------------------|
| Golf Course 11,832 | Meridian 7,892 | Golf Course 4,190 | Airport East 719 |
| Meridian 10,242 | Golf Course 7,343 | Meridian 2,279 | Golf Course 284 |
| Airport East 3,522 | Parker 2,612 | Airport East 1,097 | Meridian 63 |
| State Park 3,042 | Portable Station 2,282 | State Park 1,005 | Portable Station 24 |
| Parker 2,873 | State Park 2,024 | Portable Station 427 | Greenwood Village 11 |
| Portable Station 2,733 | Grandview Estates 1,699 | Parker 259 | State Park 11 |
| Grandview Estates 1,911 | Airport East 1,659 | Grandview Estates 203 | Grandview Estates 9 |
| Greenwood Village 1,222 | Greenwood Village 1,103 | Greenwood Village 108 | Hunters Hill 7 |
| Lone Tree 999 | Lone Tree 920 | Lone Tree 77 | Lone Tree 2 |
| Castle Rock 587 | Castle Rock 562 | Hunters Hill 71 | Parker 2 |
| Hunters Hill 546 | Hunters Hill 468 | Castle Rock 24 | Castle Rock 1 |
| Castle Pines 306 | Castle Pines 288 | Castle Pines 18 | Castle Pines 0 |
| Sagebrush Park 134 | Sagebrush Park 125 | Sagebrush Park 9 | Sagebrush Park 0 |

August Noise events in the 90+ decibel range: Airport East – 47 Golf Course – 15 Meridian – 8 State Park – 2

| <u>August Noise Complaints 574)and</u> (1,574) | <u>Numbers of Households:</u> (138) | <u>YTD Complaints and</u> (7,641) | <u>Number of Households:</u> (353) |
|---------------------------------------------------|----------------------------------------|--------------------------------------|---------------------------------------|
| Unincorporated Arapahoe County 594 (38 %) | UAC 61 (44%) | UAC 3,294 (43%) | UAC 169(48%) |
| Greenwood Village 411 (26%) | Greenwood Village 37 (27%) | GW Village 2,184 (29%) | GV 74 (21%) |
| Parker 239 (15%) | UDC 10 (8%) | Parker 636 (8%) | Other 22 6%) |
| Centennial 107 (7%) | Highlands Ranch 6 (4%) | Centennial 616 (8%) | UDC 19 (5%) |
| Castle Rock 82 (5%) | Centennial 5 (4%) | Castle Rock 291 (4%) | Centennial 13 (4%) |
| Unincorporated Douglas County 57 (4%) | Lone Tree 5 (4%) | UDC 291 (4%) | Lone Tree 11 (4%) |
| Denver 38 | Castle Rock 4 | Denver 118 | Parker 11 |
| Highlands Ranch 20 | Aurora 3 | Other 74 | Aurora 10 |
| Lone Tree 12 | Other 3 | Aurora 57 | Highlands 10 |
| Aurora 9 | Denver 2 | Lone Tree 40 | Castle Rock 7 |
| Other 4 | Castle Pines 1 | Highlands Ranch 33 | Denver 4 |

| | | | | | | | |
|----------------------|---|----------------------|---|----------------|---|--------------|---|
| Castle Pines | 1 | Parker | 1 | Castle Pines | 7 | Castle Pines | 3 |
| Cherry Hills Village | 0 | Cherry Hills Village | 0 | Cherry Hills V | 0 | Cherry Hills | 0 |

Year to Date, the top five households complaining were:

| | | | | | |
|--------------|-------|-------------------|--------------|-----|--------------------------------|
| Household #1 | 1,253 | Greenwood Village | Household #4 | 563 | Unincorporated Arapahoe County |
| Household #2 | 621 | Parker | Household #5 | 364 | Unincorporated Arapahoe County |
| Household #3 | 591 | Centennial | | | |

In August, 115 responses were requested from 1,574 noise complaints, with 90 of those requests made by email (78%), and 25 made by telephone (22%).

In August, 1,323 complaints were made about **daytime flights** (7:00 a.m. – 9:59 p.m.) – 84%. **251 complaints** were made about **nighttime flights** (10:00 p.m. – 6:59 a.m.) – 16%.

In August, props accounted for **84% of the complaints by aircraft type; jets** accounted for **15% of the complaints**, and **helicopters caused 1%**.

In August, departures were responsible for 36% of the complaints, **training** was responsible for 34% of the complaints, and **arrivals** were responsible for 30% of the complaints.

The August Complaint Map and an August Radar Track Density Map were provided.

3. **ITEMS REMOVED FROM THE CONSENT AGENDA:** Donna Johnston provided comparative figures related to the noise reports. There had been 302,660 aircraft operations at the airport in 2022, with 350,000 operations anticipated in 2023. According to the FAA, there had been a 74% increase in operations between 2019 and 2022; Centennial Airport’s figures show a 50% increase in that time frame. Both were significant. As operations increased, complaints increased threefold: in August 2022 there had been 14,508 operations and 618 complaints; in August 2023, there had been 21,173 operations and 1,575 complaints.

The placement of the portable noise monitor at Orchard and Havana has resulted in a dramatic increase in recorded noise events compared to the permanent noise monitor which is at a lower elevation and further west. In August, the permanent monitor registered 1,222 noise events of 60 decibels or higher, with 11 in the 80-89 decibel range. The portable monitor registered 2,733 such noise events, with 24 in the 80-89 decibel range. This example demonstrates how the placement of the monitors does affect the resulting noise measurements and may not accurately reflect the noise with which the communities have to live.

On the motion of Alison Biggs, duly seconded, the August Noise Report was accepted.

4. **SPECIAL PRESENTATION – DOUGLAS COUNTY PLANNING DEPARTMENT:** Dan Avery gave an overview of Douglas County’s land use processes, including its master plan, zoning, and subdivision. The presentation included a discussion of land use approval criteria and master plan policies that are relevant to noise and compatibility issues. The presentation also included a brief discussion of zoning history, and the history of Douglas County’s airport compatibility regulations. There was discussion of the use of updated noise contours, how a master plan is used to approve or disapprove a zoning request, and the need to keep such plans and contours up to date.

Mike Anderson noted Lone Tree is reviewing its master plan now, and will communicate with land owners about what they want to create with the various development areas, the city center, and open space. Zoning is important, as development cannot be denied if all zoning requirements are met. Lone Tree had recently approved a condo development which had been opposed by both the FAA and Centennial Airport.

5. **CACNR STUDY GROUP COMMITTEE:** An update report, dated October 4, 2023, was provided. The Introduction to the report stated “This is the first progress report of the Centennial Airport Community Noise Roundtable Study Group Committee (Study Group). This report focuses on the establishment of the group and the mitigation strategies the Study Group has identified as viable and can be implemented immediately or in the short term before the summer of 2024. Strategies whose viability has not been determined are not included in this progress report. As additional short-term strategies are identified and viability is determined, such strategies and conclusions will be folded into subsequent reports. “

This report provided a history of the formation of the group which had met 8 times since July 21st. Dealing with noise is its sole topic, although issues such as lead emissions might be affected by solutions found to the noise problem. It also wished to measure change or progress in this regard, and experts would be added to meetings as needed. The challenges and limitations for the group were outlined; and all possible mitigation strategies would be evaluated.

Two mitigation strategies had been selected as being able to be implemented by the FAA on October 5th. The first would be during the late evening and early morning hours, when FAA-ATC determine it is possible, the main runway (17L/35R) would be utilized so that pattern work would be conducted east of the airport over commercial areas. The second to be implemented on October 5th would be to have the noise sensitive areas added to the radar display in the control tower.

Some other strategies such as pilot education/awareness and ACPAA data/tracking strategies, with non-specific implementation dates either in 2023 or 2024 were noted.

One important strategy will be for the airport to add an FTE in 2024 to improve the staff's ability to provide investigation, analysis and reporting of data from the Airport Noise and Operations Monitoring System (ANOMS).

It was again mentioned not all the mitigation strategies being considered were included in this report. Additional options would continue to be explored, and the next update was given as Spring of 2024.

Several questions were raised about other possible mitigations, with members of the Study Group reiterating that all mitigations were under consideration, though some would take longer than others to work their way through the bureaucracy for a determination if they can actually be implemented. Stress was placed on finding mitigations to be implemented sooner rather than later if at all possible, as things were getting worse, not better. Question was raised about how the two above listed mitigations would be measured to assess any improvement, and would CACNR be able to see those measurements. Request was also made for the FAA to do something to decrease the overall traffic. A final request was for the next report to be made available sooner than Spring of 2024, unless Spring was defined as perhaps January or February.

6. **PUBLIC COMMENT:**

1. Received by CACNR – none

2. Meeting Attendees - Chair Pierce opened the meeting for public comment. There were approximately 14 in attendance and another 30 on line. The majority of those commenting were again from Englewood, Greenwood Village, Sundance Hills in Greenwood Village, Centennial, Orchard Hills in Greenwood Village, Cherry Creek Vista South in Unincorporated Arapahoe County, Unincorporated Arapahoe County, Cherry Creek Farms, Ponderosa Park, Lone Tree, Elizabeth and Louviers. Comments are summarized below:

The generalized overall thoughts continued from previous meetings 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? Could proposed changes be made more specific than 'when possible.' The public needs and deserves to know that something will actually happen rather than being left to wonder what subjective variables will result in no changes being made. Concerns were expressed again about the perceived lack of interest or care on behalf of the flight schools.

Request was made for the noise sensitive areas to be updated in the Noise Abatement Guidelines, and for those updated areas to be the ones added to the radar display being used by the control tower. There was also concern that something be done to address/investigate the elevations of various aircraft, as more comments were made about planes flying what was perceived to be too low and/or buzzing over homes. Instances were reported where who was in the cockpit could actually be clearly seen from the ground, in areas not related to the landing zones. Verified reports of planes being 400-600 feet over a home which were reported, but no change had been noted. Safety is becoming of more concern.

One member of the public had noted there were 84 objectional flights in a 7-hour period, and wondered how to best submit 84 complaints.

Observation was made that DIA flight paths seemed to have changed, with more flights coming down I25 and cutting west at Arapahoe Road or elsewhere. Even though they are at higher elevations, they are still noticeably noisy and there was inquiry why. Foxfield reported noticing this difference since the implementation of Metroplex, and Surrey Ridge also reported noticing more DIA high but noisy flights as well. Mike Fronapfel indicated staff would look into the situation. The Study Group might also give this matter some attention.

Continued feelings that the situation is stacked against the communities, with the FAA only caring about the aircraft industry and profits. So many things that might help the communities are not allowed by the FAA, yet it says it is up to the airports to control noise.

Continued feelings that ACPAA does not represent or really recognize the concerns of the communities. Meetings are held during work hours when it is difficult for the average member of the public to attend, and those who sit on it are more pilot or industry representative than public representatives.

There was comment about the use of afterburners by Navy pilots when the Air Force does not allow its planes to depart in afterburners. Why cannot Centennial Airport require the same, or establish a 3,000 foot above ground level limit for their use around the airport. Response was that Centennial does not control the airspace above it, and DIA has priorities which Centennial must honor.

7. **EXECUTIVE COMMITTEE:**

Notes - the September ACPAA meeting had been cancelled, so there was no need to appoint a CACNR representative for September. Also Mike Whitaker had been nominated as the FAA Administrator.

A. REPRESENTING CACNR AT OCTOBER 14, 2023 ACPAA MEETING – Donna Johnston volunteered to fill that role.

B. SEPTEMBER 26, 2024 RETREAT – A full report of the retreat would be provided at the November 1, 2023 CACNR

meeting. There was a brief discussion of some aspects of the day, and notation that it may be time to learn more about how ACPAA actually sees CACNR and how that relationship might be enhanced to achieve CACNR's and any other mutual goals. .

C. CACNR 2024 DRAFT BUDGET – A draft 2024 budget would need to be presented for adoption in November. If possible, an annual report might be created to accompany the budget when any invoice would be presented to the various CACNR Members for 2024.

8. **OTHER COMMITTEE REPORTS:**

A. COMMUNITY OUTREACH – No report.

B. FLY QUIET – Two new noise abatement signs had been installed, and although they were not lighted, they were next to the taxi way lights and were reflective. The sign on Peoria Street was not function, and would hopefully be replaced by December, and would be larger.

C. NOISE MONITORS – No report. However, Candace Moon noted she would be termed out of her position in Centennial, so would likely be replaced on CACNR and there would therefor need to be a transition to a new chair for this committee.

D.

9. **OTHER REGULAR REPORTS:**

A. AIRPORT DIRECTOR'S REPORT, Mike Fronapfel

1. Study Group Committee – The report of the committee had already been discussed. He did note that he would like CACNR to recommend the addition of new staff as discussed in that report.

2. Flight School Activity – no report

3. Part 150 Study Update – a 2 million dollar grant for the Part 150 Noise and Land Use Compatibility Study had gone to the County in September, and had been approved.

4. Aviation Fuel – How Much Sold/What Kind – Numbers for September were not yet available.

5. Community Related Activity – Challenge Air for Kids had included 10 pilots, and 54 children had gotten to fly.

6. Other Airport Activity – The tower elevator was down for over a month, and likely would be down for two more months. There were no funds currently available to build a new tower, so completing all repairs to the current tower was now the primary goal.

New snow removal equipment was anticipated to arrive in March.

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

11. **NEW BUSINESS:**

A. INFORMATION SHARING –

1. Representatives' Comments – none

2. Other – Randy Johnson from Louviers noted he had sent in comments on the noise report.

12. **PUBLIC COMMENT:** none.

13. **NEXT MEETINGS:**

| | | |
|------------|------------------|------------------------------------------------------------------------------|
| A. CACNR – | November 1, 2023 | 6:30 p.m. 7565 S. Peoria Street, Unit 9D, Englewood, CO |
| | December, 20223 | NO MEETING |
| | January 3, 2024 | not confirmed, but usually scheduled 1 st Wednesday of each month |

| | | |
|------------|-------------------|-----------------------------------------------------------|
| B. ACPAA – | 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 |
| | January, 2024 | not confirmed, but ACPAA does not usually meet in January |

14. **ADJOURNMENT:** The meeting was adjourned at 8:57 p.m.

Alison Biggs, Secretary

| CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE | | 2023 BUDGET - Approved October 5, 2022; Updated as of 10/30/23 | | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|----------------------------------------------------------------|----------------|----------------------------------------------------------------------------------------------------------------------------|
| | BUDGET | ACTUAL | | NOTES |
| INCOME: | | | as of 10/30/23 | |
| 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 | | | Website Updating and Maintenance |
| | \$ 5,000 | | | and Media Outreach 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 | \$1,883.69 | | 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 | \$6,099.49 | | |
| CARRY OVER TO 2024 | \$ - | \$27,691.66 | | 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



September 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.

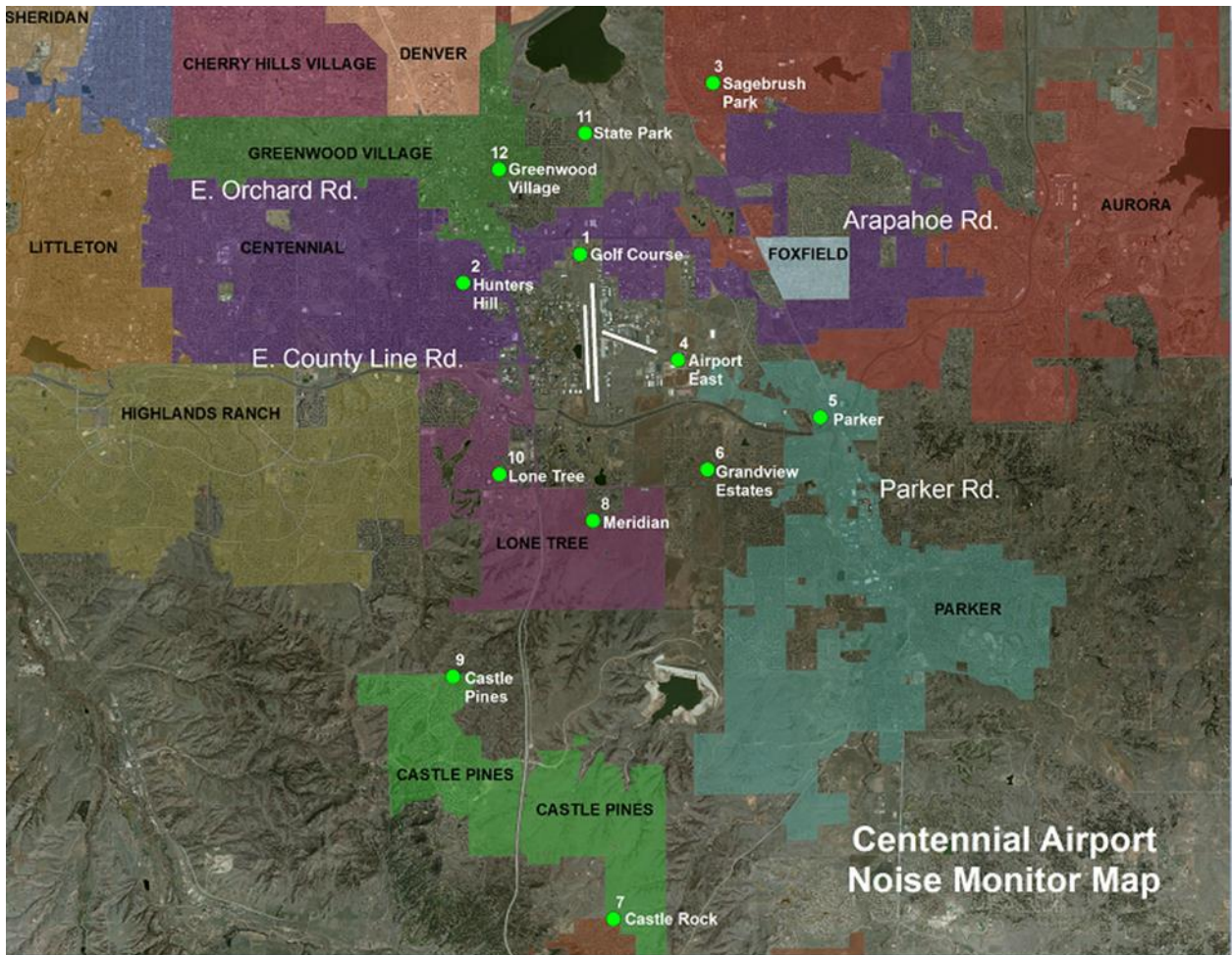
Visual Flight Rules (VFR) – A set of regulations under which a pilot operates an aircraft in weather conditions generally clear enough to allow the pilot to see where the aircraft is going. A flight plan is not required when the pilot is operating under Visual Flight Rules.

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

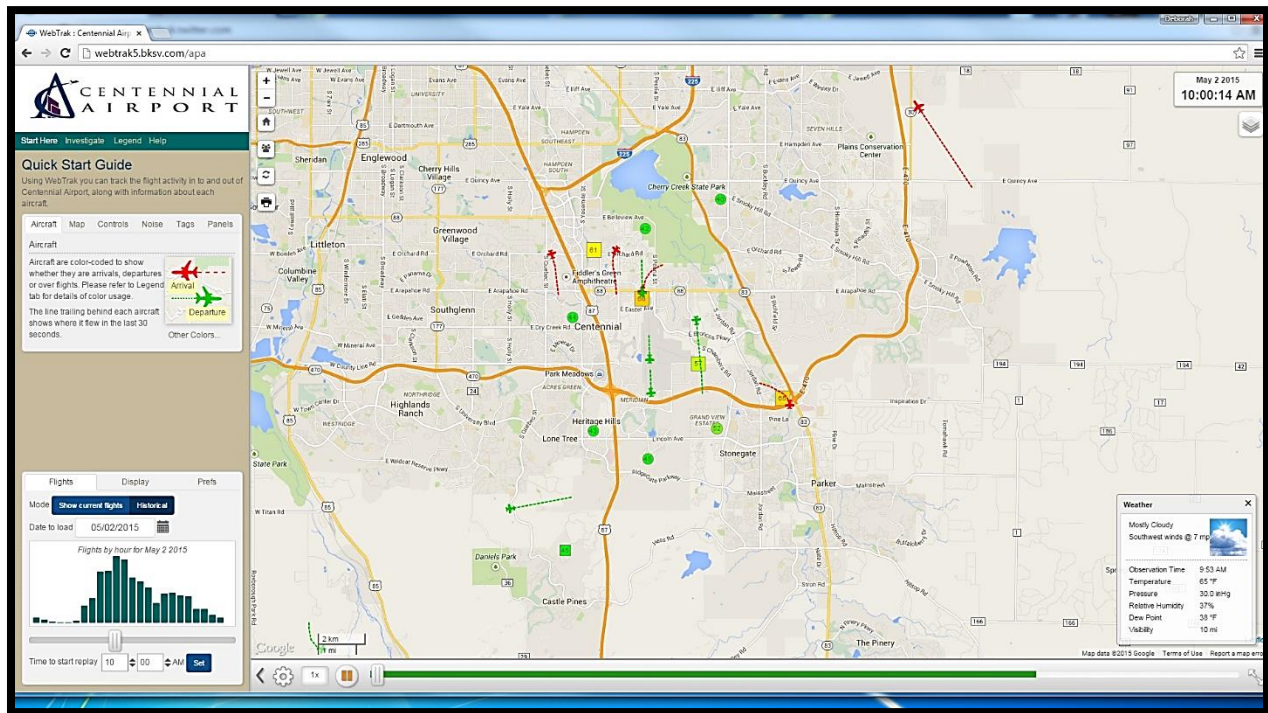
3 ABOUT APA'S NOISE MONITORING PROGRAM

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 ITINERANT | | | | LOCAL | | |
|---------------------|---------------|---------------|--------------|-----------------|---------------|---------------|--------------|---------------|----------------|------------|----------------|
| | AIR TAXI | G.A. | MILITARY | TOTAL ITINERANT | 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 | 2,536 | 3,434 | 245 | 6,215 | 2,283 | 8,727 | 118 | 11,128 | 21,173 | 29 | 21,202 |
| September | 2,718 | 3,332 | 198 | 6,248 | 2,293 | 8,159 | 87 | 10,539 | 17,465 | 43 | 17,508 |
| October | | | | 0 | | | | 0 | | | 0 |
| November | | | | 0 | | | | 0 | | | 0 |
| December | | | | 0 | | | | 0 | | | 0 |
| Y-T-D Totals | 22,066 | 28,362 | 1,525 | 51,953 | 14,774 | 59,575 | 1,002 | 75,351 | 147,596 | 282 | 147,878 |

| | 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 | 8 | 12 | 5 | 25 | 32 | 86 | 7 | 125 | August | 38,695 |
| September | 3 | 4 | 1 | 8 | 53 | 109 | 4 | 166 | September | 34,469 |
| October | | | | 0 | | | | 0 | October | |
| November | | | | 0 | | | | 0 | November | |
| December | | | | 0 | | | | 0 | December | |
| Y-T-D Totals | 31 | 55 | 21 | 107 | 309 | 862 | 61 | 1,232 | Y-T-D Totals | 276,521 |

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

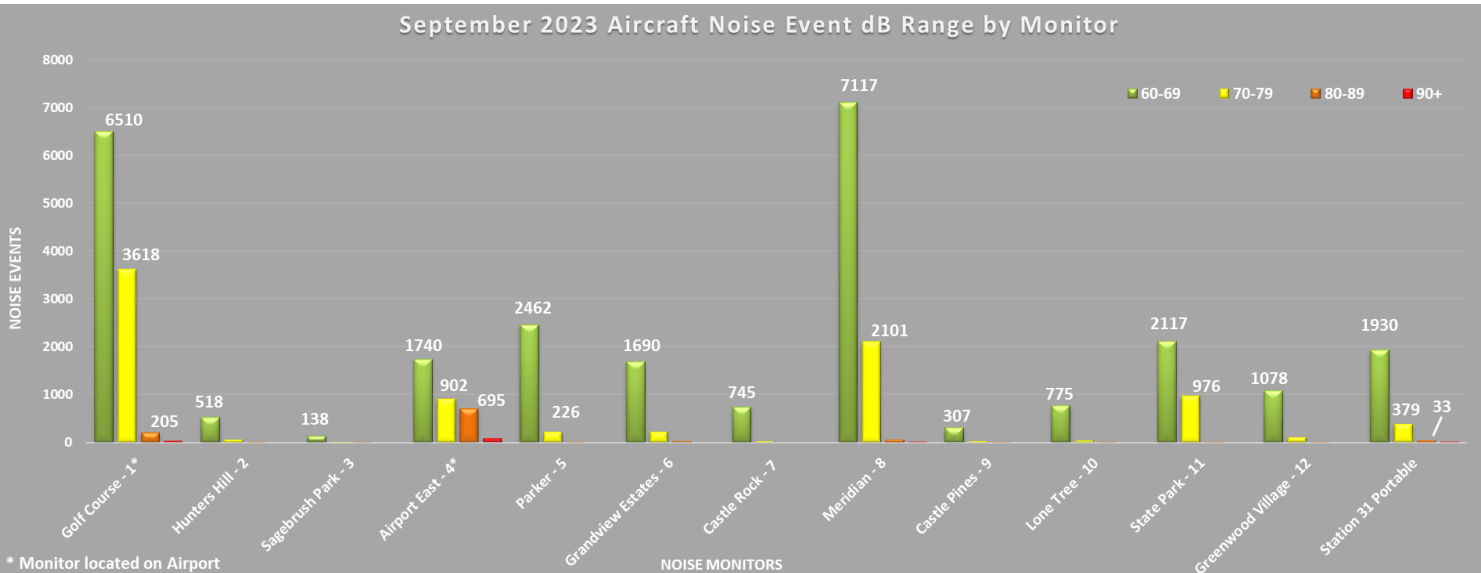
The following data displays the amount and associated decibel level of aircraft noise events at a given monitor. An aircraft noise event must contain the following characteristics:

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.

| September 2023 Aircraft Noise Event Decibel Range By Monitor | | | | | |
|--------------------------------------------------------------|--------------|-------------|-------------|------------|--------------|
| Monitor | 60-69 | 70-79 | 80-89 | 90+ | Totals |
| Golf Course- 1* | 6510 | 3618 | 205 | 22 | 10355 |
| Hunters Hill- 2 | 518 | 59 | 12 | 0 | 589 |
| Sagebrush Park- 3 | 138 | 14 | 1 | 0 | 153 |
| Airport East- 4* | 1740 | 902 | 695 | 72 | 3409 |
| Parker- 5 | 2462 | 226 | 2 | 0 | 2690 |
| Grandview Estates- 6 | 1690 | 214 | 23 | 0 | 1927 |
| Castle Rock- 7 | 745 | 20 | 0 | 0 | 765 |
| Meridian- 8 | 7117 | 2101 | 64 | 3 | 9285 |
| Castle Pines- 9 | 307 | 19 | 1 | 0 | 327 |
| Lone Tree- 10 | 775 | 34 | 2 | 0 | 811 |
| State Park- 11 | 2117 | 976 | 15 | 0 | 3108 |
| Greenwood Village- 12 | 1078 | 107 | 4 | 0 | 1189 |
| Portable Station 31 | 1930 | 379 | 33 | 3 | 2345 |
| Totals | 27127 | 8669 | 1057 | 100 | 36953 |

*Monitor located on Airport



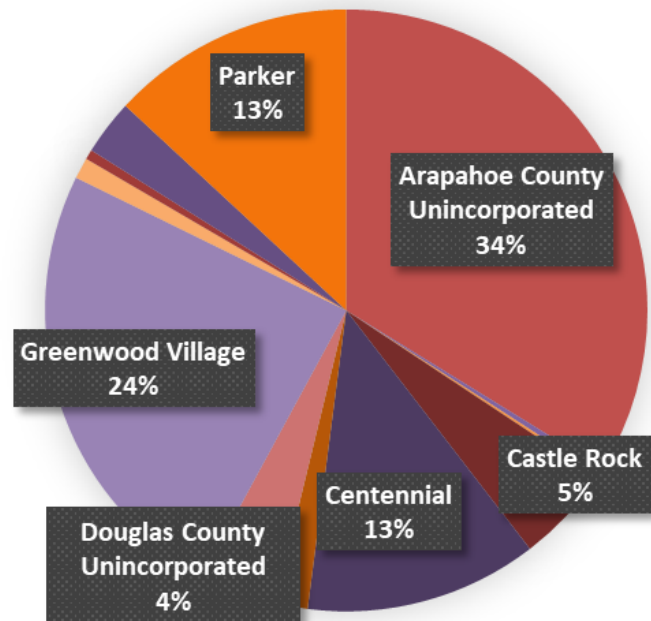
7 SEPTEMBER 2023 NOISE COMPLAINT STATISTICS

In September, Centennial Airport received 1,145 complaints from 129 households.

| September Noise Complaints | | | YTD | | Population |
|--------------------------------|--------------|------------|--------------|------------|------------------|
| Municipality | Complaints | Households | Complaints | Households | Census 2020 |
| Arapahoe County Unincorporated | 387 | 49 | 3,681 | 169 | 98,066 |
| Aurora | 4 | 2 | 61 | 10 | 386,261 |
| Castle Pines | 2 | 2 | 9 | 4 | 11,036 |
| Castle Rock | 60 | 2 | 351 | 7 | 73,158 |
| Centennial | 143 | 7 | 759 | 18 | 108,418 |
| Cherry Hills Village | 0 | 0 | 0 | 0 | 6,442 |
| Denver | 20 | 1 | 138 | 4 | 715,522 |
| Douglas County Unincorporated | 47 | 10 | 338 | 20 | 276,493* |
| Greenwood Village | 279 | 33 | 2,463 | 85 | 15,691 |
| Highlands Ranch | 13 | 4 | 46 | 10 | 103,444 |
| Lone Tree | 6 | 3 | 46 | 13 | 14,253 |
| Parker | 150 | 8 | 786 | 18 | 58,512 |
| Other | 34 | 8 | 108 | 28 | UNK |
| Total | 1,145 | 129 | 8,786 | 386 | 1,867,296 |

*Douglas County Unincorporated Population with Highlands Ranch Removed

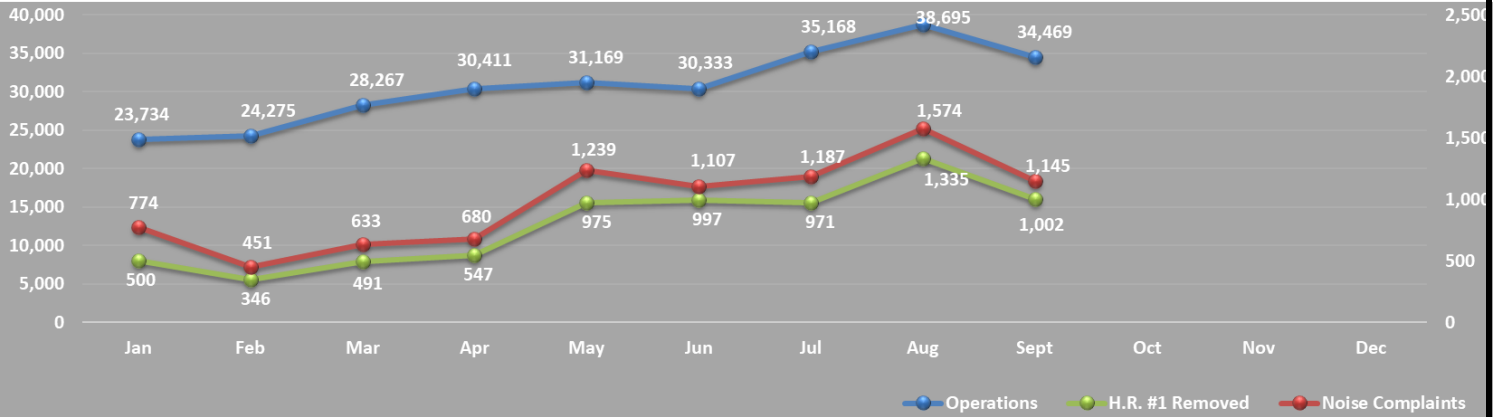
Complaints per Municipality



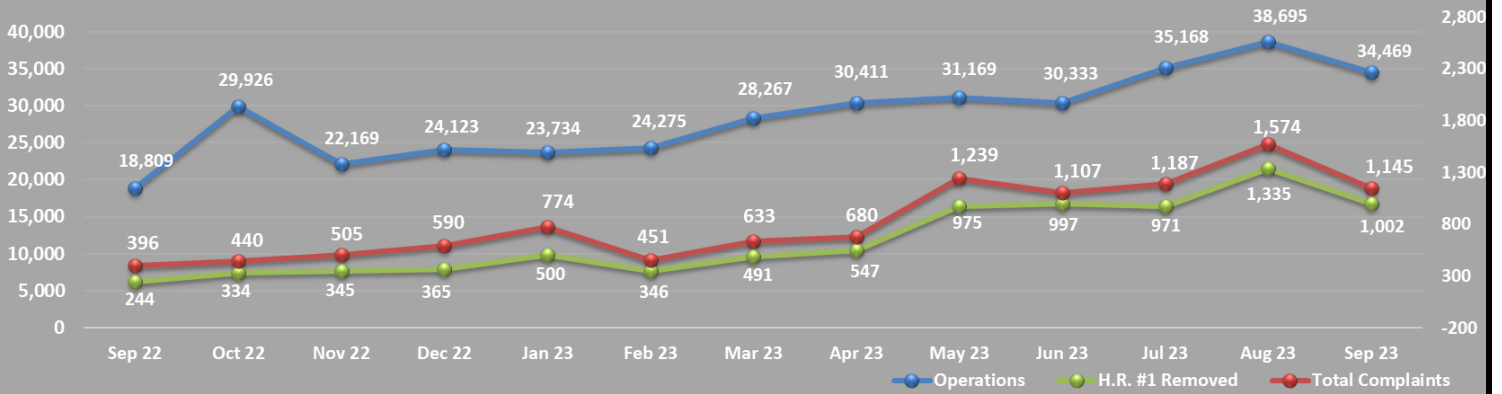
| September 2023 Noise Complaint Responses Completed | |
|----------------------------------------------------|-----------|
| Email | 72 |
| Phone | 16 |
| Total | 88 |

| Time Complaint Received | Sept |
|----------------------------------|--------------|
| Day Hours (7:00 am - 9:59pm) | 966 |
| Night Hours (10:00 pm - 6:59 am) | 179 |
| TOTAL | 1,145 |

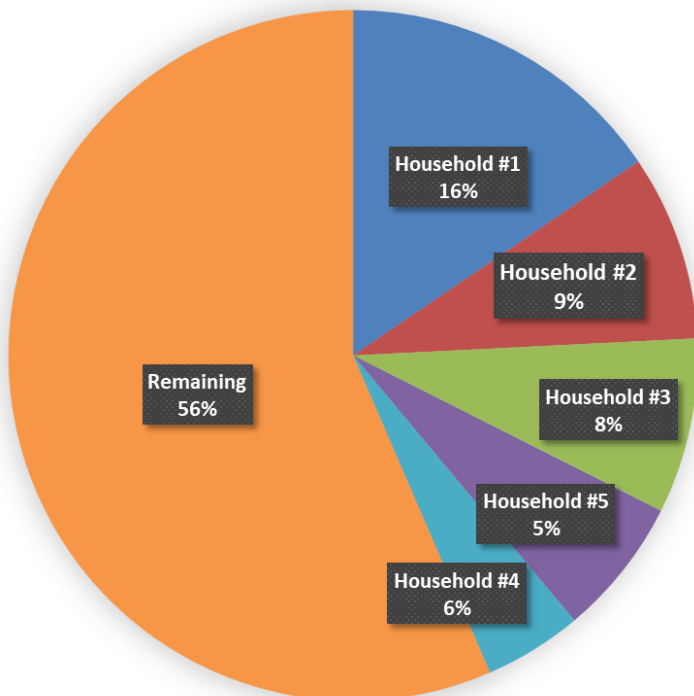
Current 12 Month Trend



Previous Year 13 Month Trend

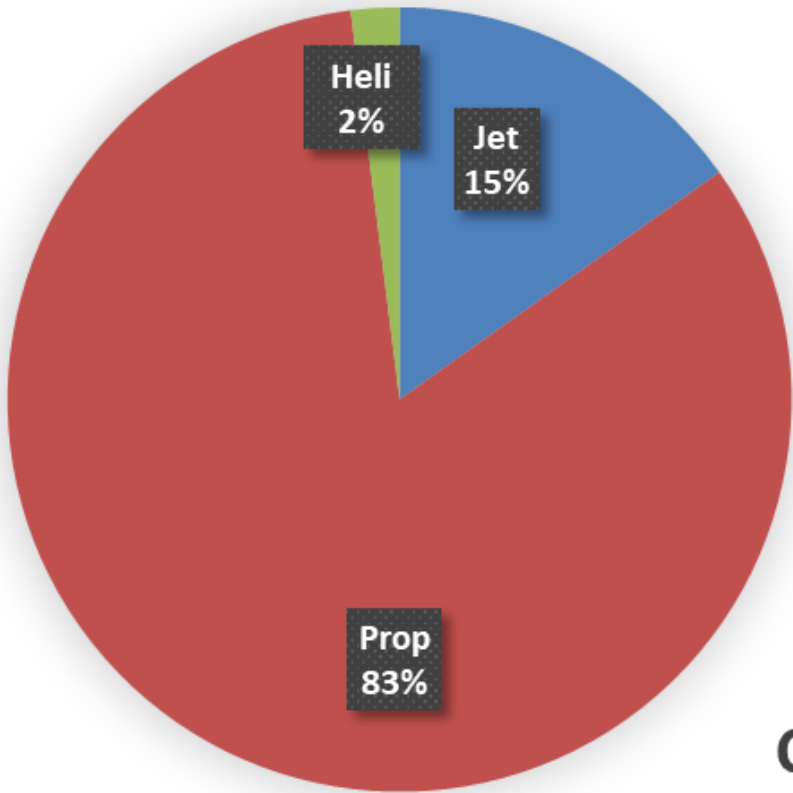


Top 5 Household Complaints YTD



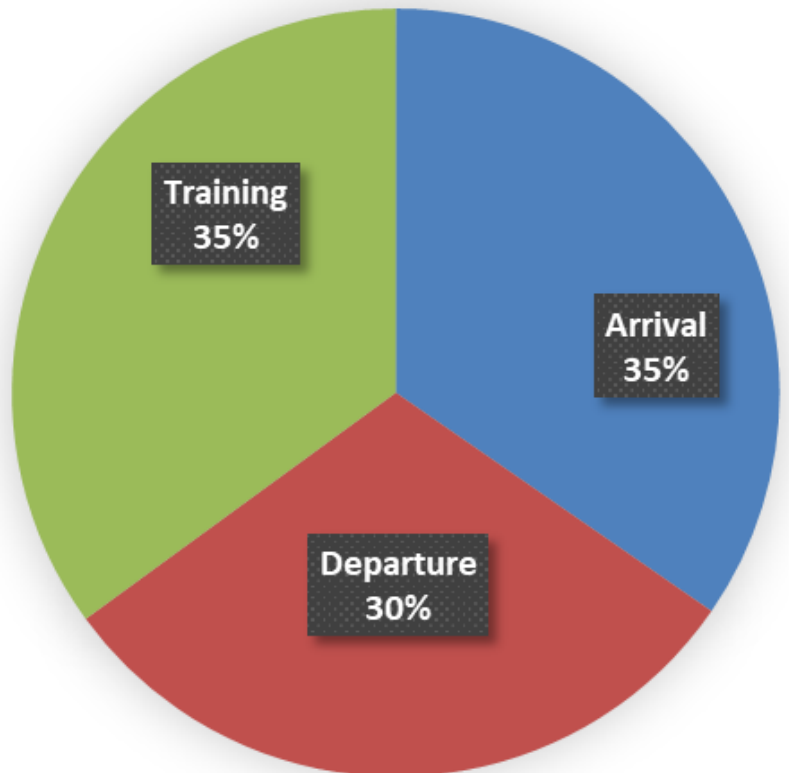
| Top 5 Household Complaints | | |
|----------------------------|------------|-------------------|
| Household | Complaints | Households |
| Household #1 | 1,363 | Greenwood Village |
| Household #2 | 764 | Parker |
| Household #3 | 722 | Centennial |
| Household #4 | 570 | Arapahoe County |
| Household #5 | 403 | Arapahoe County |
| Remaining | | 4,964 |
| Total | | 8,786 |

Complaints by Aircraft Type

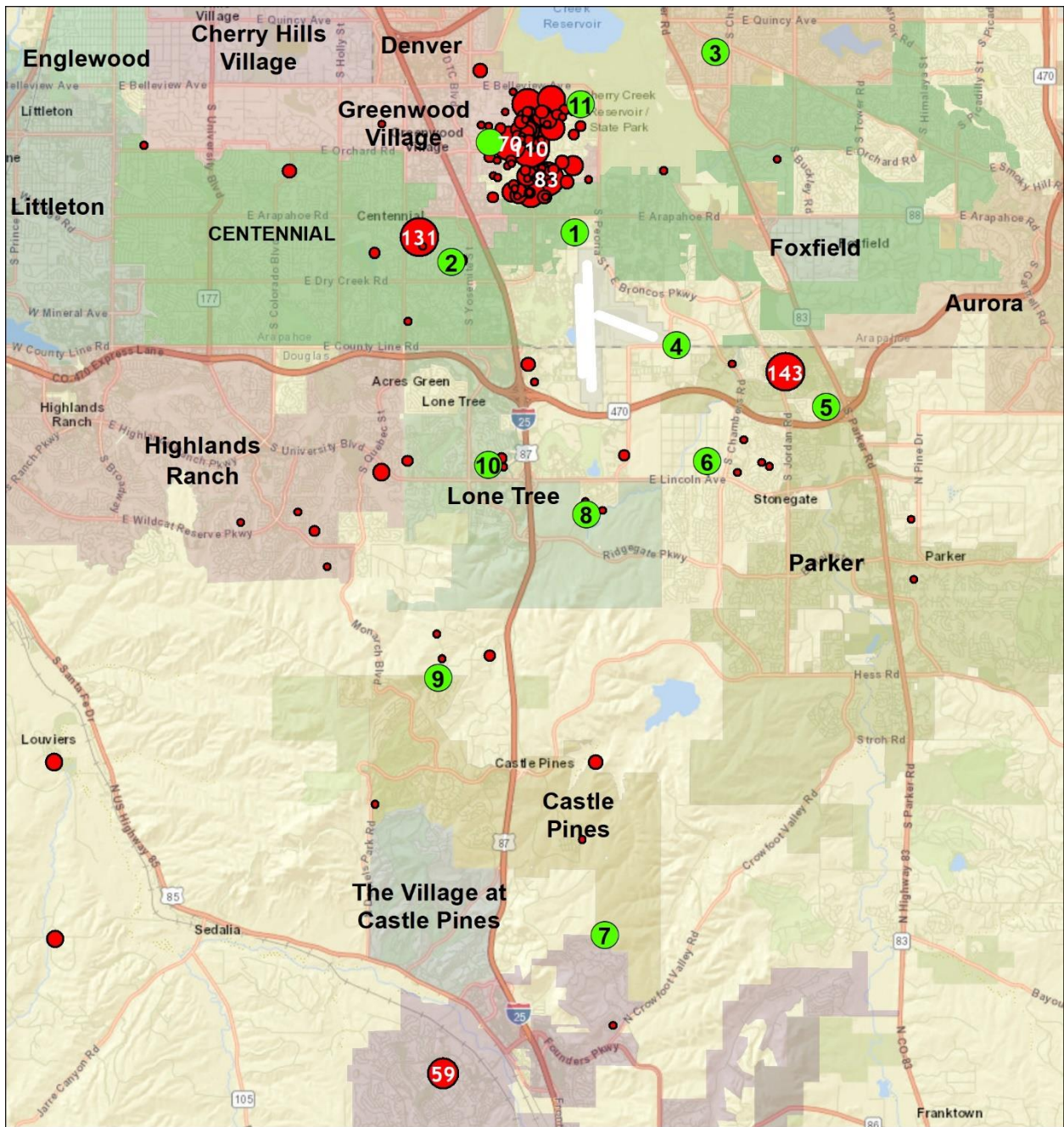


*#1 Household Removed

Complaints by Operation Type



8 CENTENNIAL AIRPORT COMPLAINT MAP



September 2023 Complaints

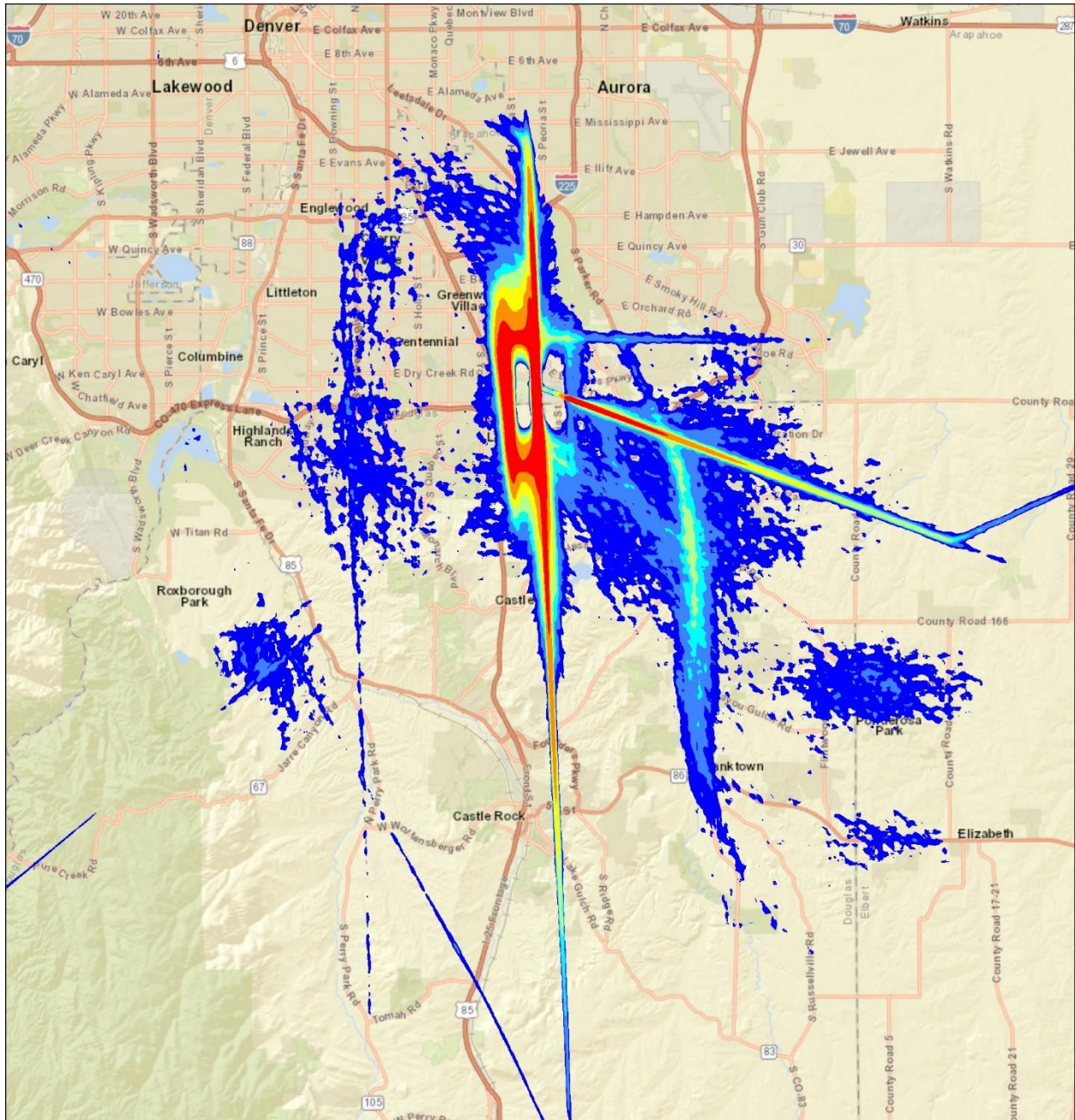


**Larger dots equate to more complaints for that particular households

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.

September 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

Study Group Committee to CACNR

October 20, 2023

Dear Centennial Airport Community Noise Roundtable:

As you are aware the Study Group Committee has been meeting to address the noise exposure created by the extended traffic pattern. We have discussed numerous possible mitigation strategies. In order to show progress with those mitigation strategies we realized data needs to be collected going back in time to show not only the noise exposure but the repetitive nature of pattern traffic. The next step would be to perform the same kind of data collection after mitigation strategies have been implemented.

Accordingly, the Study Group Committee recommends to the CACNR that the airport hire additional staff for data collection and analysis.

Sincerely,



Brad Pierce
Chair, Study Group Committee

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 | Andy Jones | June 07/08, or verbal | June 08 |
| July 05 - NO CACNR MEETING | --- | ---- | NO ACPAA MEETING |
| August 02 | Brad Pierce | August 04 | August 10 |
| September 06 | not needed | September 08 | September 14 |
| October 04 | Donna Johnston | October 06 | October 12 |
| November 01 | | November 03 | November 09 |
| Dec 06 – NO CACNR MEETING | --- | --- | December 14 |

Centennial Airport Community Noise Roundtable



November 1, 2023

Dear Arapahoe County Public Airport Authority:

As you are aware the Study Group Committee has been meeting to address the noise exposure created by the extended traffic pattern. We have discussed numerous possible mitigation strategies. In order to show progress with those mitigation strategies we realized data needs to be collected going back in time to show not only the noise exposure but the repetitive nature of pattern traffic. The next step would be to perform the same kind of data collection after mitigation strategies have been implemented.

Accordingly, the Centennial Airport Community Noise Roundtable recommends to the Arapahoe County Public Airport Authority that additional staff be hired for data collection and analysis.

Sincerely,

A handwritten signature in blue ink that reads 'Brad Pierce'. The signature is written in a cursive, flowing style.

Brad Pierce
Chair, Centennial Airport Community Noise Roundtable

Executive Summary

The 2023 Centennial Airport Community Noise Roundtable Retreat was held on September 26, 2023, at the Wings Over the Rockies Exploration of Flight in Englewood. Twelve participants from the CACNR attended.

The objectives of the retreat included providing a basic “Noise 101” covering basics of aircraft noise regulations, key stakeholder roles, and measuring aircraft noise. A basic understanding of these concepts is important for understanding the aircraft noise issues and what can, and cannot, be done.

Work planning and prioritization was a key objective of the retreat. Discussions about the Roundtable’s mission, role, and scope of authority, prepared members for a review of work program prioritization.

Ultimately, a “top” priority lists of tasks for the upcoming year was developed. This should provide a path forward, for the next 12 months. In addition, a number of recommendations to improve roundtable operations, policies, and procedures, were identified to help the roundtable better support its mission and ultimately, communities impacted by aircraft noise.

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Welcome

Roundtable Chair, Brad Pierce welcomed members to the 2023 retreat and introduced Jason Schwartz, with Vianair as the facilitator. Jason welcomed the participants and provided a brief background of his experience working in airport operations, aircraft noise management, and community engagement and advocacy.

Participant Introductions

Members went around the table introducing themselves and describing their goals for the day. This included a brief discussion of the existing Roundtable Committees and the missions for each. Existing committees include:

- Executive Committee
- Fly Quiet Committee
- Noise Monitor Committee
- Community Outreach Committee

Retreat Objectives

Jason provided an overview of the agenda and retreat objectives which included:

- Discussion of Roundtable activities and what is working and not working.
- Identification of ways to improve what is not working well.
- To understand the Roundtable's core mission.
- To determine where the Roundtable can add value.
- To review the Roundtable's existing processes and procedures to identify opportunities to improve efficiency and effectiveness.
- To provide information and tools to support the objectives above.

Discussion of Aircraft Noise / Key Concepts (Aircraft Noise 101)

The Noise 101 discussion included:

- Key Aviation Noise Legislation
- Aviation Noise, Stakeholder Roles
- Aircraft Noise Metrics

Content discussed during this session can be found in the PowerPoint slides included in Appendix 2 of this report.

Overview of the Roundtable

A brief history of the roundtable was discussed, including highlights of the accomplishments and service to the communities surrounding Centennial Airport.

CACNR efforts and accomplishments mentioned included:

- Development of an improved CACNR website to support community outreach.
- Support pilot education through development of a noise abatement brochure for pilots and flight schools.
- A CACNR representative provides a written and verbal report of our activities at ACPAA Board Meetings.
- Advocated for communities by providing input into airspace and flight procedures modifications including RNAV, NextGen, and Metroplex.
- Investigated “best practices” at other airports and applicability for use at APA.
- Collaborated with flight schools to establish guidelines to reduce noise impacts.
- Worked with helicopter operators on the utilization of community-friendly routes to reduce noise impacts.
- Supported development of the Fly Quiet Program.

The discussion of the roundtable’s work and accomplishments noted the contributions and value of the roundtable to impacted communities. In general, the role of airport noise roundtables includes working with the airport to find ways to reduce the impacts of aircraft noise on nearby communities.

Understanding the roles, responsibilities, and authority of the roundtable is important for both its members and the community. There was a brief discussion of the roles and responsibilities of airport roundtables around the US. Key points that were discussed included the following:

- Roundtables provide a “voice” for impacted communities. Their role is to understand what and how communities are impacted by aircraft operations and to work with other stakeholders to identify and recommend solutions.

The CACNR does not have the responsibility nor the authority to manage the airport or air traffic. The CACNR is tasked with representing the community in discussions with the airport and other key stakeholders to ensure an awareness of how communities are impacted, then to advocate for the implementation of strategies to manage those impacts.

- Roundtables typically make recommendations, they do not implement changes to airspace, flight procedures, or flight paths.
- It is important for both roundtable members and the community to understand the roundtable’s role, responsibilities, and the scope and limits of their authority.

CACNR Mission

After discussing the roundtable's role in general, the mission statement was reviewed and discussed. The current mission statement is:

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

The consensus among participants was that the mission statement should be modified to better reflect the role and responsibilities of the roundtable. Mission statements from other roundtables were discussed and a revised mission statement was proposed. The participants agreed this more clearly reflects the role of the roundtable as well as the scope of its authority. The revised mission will be discussed at the November CACNR meeting. The proposed mission reads as follows:

"CACNR will bring together airport, community, FAA, and aviation industry representatives to collaboratively identify and discuss noise issues at Centennial Airport and recommend courses of action that could reduce noise over affected communities."

CACNR Committees

The next discussion focused on the roundtable committees. Most of the roundtable's work is delegated to one of four committees. The existing committees include:

- Executive Committee / Work Plan Committee
- Community Outreach Committee
- Fly Quiet Committee
- Noise Monitor Committee

Members are assigned to specific committees by the roundtable leadership. Representatives from each committee described the focus of each committee. Discussions among committee members suggested some committees are more "active" than others. Many of the priority tasks on the Work Program appear to be carried over from previous work programs. Limited volunteer time is a challenge for multiple committees.

Several recommendations were discussed, to help encourage progress on work program priorities, which ultimately supports the mission and success of the roundtable and their efforts to reduce community impacts.

Recommendations:

- Allow CACNR members to volunteer for the committee(s) of their choice. This will allow those with the interest and/or expertise needed for a specific committee to support the committee's work program.
- In instances where there are an inadequate number of volunteers to support a committee's work program, that committee could be suspended and/or high priority tasks could be assigned to an ad-hoc working group or outside subject matter expert.
- Most of the Work Program priority tasks are assigned to committees. Committees have work programs with multiple priorities. Historically, some work program tasks remain incomplete. A shift to ad-hoc working groups could allow the roundtable to target specific high priority tasks and involve roundtable members regardless of committee affiliation. This will enable those with an interest and/or required expertise to support task completion.
- In addition to consideration of dedicated task groups, the group discussed the existing committees and whether they meet the current needs of the roundtable. Work planning and prioritization should evolve as do changes in the airport operating (and noise) environment, which can drive community concerns and priorities. The CACNR mission should be based on the reason the roundtable exists and the scope of the roundtable's responsibility. In turn, the mission should drive the work program and prioritization, and the work program should determine committee (and task group) make-up. It is important that the roundtable structure allows for flexibility to meet the changing needs and priorities based on airport conditions and community impacts.

Work Program

The 2023-2025 was reviewed. The work program includes prioritized tasks for each committee. Roundtable members reviewed the priority tasks for each committee to come up with a list of "top priorities" for the upcoming year. The intent was to review the 20+ "priority tasks" in the work program and to focus on a more manageable list of 3-5, which could be targeted for the upcoming 12 months.

A review of each committee's priority tasks (from the current Work Program) were discussed and "**top priorities**" from the work program were selected. These included:

- Establish training for roundtable members
- Restructure meeting agendas to make meetings more effective and productive
- Publish annual reports
- Expand community outreach
- Strengthen relationships with FAA
- Expand industry engagement
- Fly Quiet briefings

- Study Noise Monitor data
 - Correlate complaints to noise levels
 - Do more to leverage available noise data

The list of “top priority” tasks includes work program elements across all four committees. The group discussed the potential of establishing “ad-hoc” task groups or working groups to tackle each of these tasks. Task-specific working groups will allow volunteers from any committee to participate in the task and once complete, the working group will be dissolved.

Recommendations:

While creating a more “manageable” list of 3-5 priorities was the intent, eight priorities were selected. To encourage a successful outcome, it is recommended that the roundtable selects 1-2 priority tasks from the list and assigns a task group for each. Selecting a smaller group of high-priority tasks, then assigning people and resources to complete those tasks will result in a higher probability of success, rather than maintaining a lengthy list of priorities spanning multiple committees. After each priority task is completed, a new priority task can be identified, then establishment of a task group to support the effort.

Work planning should include careful consideration to determine if the priority tasks are within the CACNR’s mission and scope of responsibility. For example, providing Fly Quiet briefings to flight schools and pilots may be more appropriate for airport staff, rather than CACNR members. A CACNR work group could include airport staff to identify the objectives, audience, and content of Fly Quiet briefings. Collectively the roundtable and staff members of the working group could collaborate on development of content, then the airport would take the lead on delivering the briefings. Because Fly Quiet programs are supported by both the National Business Aviation Association and Aircraft Owners and Pilots Association, it may be beneficial to include CACNR representatives from these organizations to present this information with airport staff. Each task should be evaluated to determine the appropriate role for the roundtable and when outside support should be leveraged. A core role of an airport roundtable is to identify opportunities to reduce community noise impacts and to make recommendations to the appropriate parties for implementation. The specific role of the roundtable in terms of solution development and/or implementation will vary. In some cases, it may be appropriate for the roundtable to develop the solution and to implement. In other cases, it may be appropriate to forward the recommendation to another organization (i.e., the airport) for next steps or implementation/execution.

Optimizing Meetings and Meeting Agendas

In discussions with the roundtable, concerns with the public meetings and particularly the public comment periods were addressed. While the most agreed that providing the opportunity for public comment was important, in many of the recent meetings, portions of the public comment periods have consisted of increasing frustration and personal attacks against roundtable members and airport staff making them unproductive and discouraging for both the roundtable and many community attendees.

Public comment periods were scheduled during the beginning and end of the meeting agendas. Often, public comment periods which are scheduled for 30 minutes run long, taking time from other agenda items and scheduled work items.

Participants acknowledged that public comment is an important part of having a roundtable. This enables the community to voice their concerns and for the roundtable members to understand those concerns, and to use that information when addressing community noise issues.

To provide time for public comment and to encourage productive input, several strategies for managing public comment were discussed:

- **Move the public comment period to the end of the meeting agenda.** This will allow the members to conduct roundtable business and allow the public to observe the efforts by the roundtable. Additionally, if the public comment period goes beyond the scheduled time, it will not preclude the roundtable from completing what is scheduled for the meeting.
- **Make the public-comment period time-certain.** Establish a specific time on the agenda for public comment and when the time ends, move onto the next agenda item.
- **Establish and enforce a time-limit for public comment. Delegation of one's time should not be permitted.** This will help ensure those who wish to speak are given the opportunity.
- **Public comment should be limited to "comments".** Questions posed during public comment may be addressed at the end of the public comment period (if time allows) or after the meeting by airport staff or roundtable as appropriate. Questions not answered could be followed-up with a response via email or FAQ published on the roundtable or airport website. Extended back-and-forth (or debate) between the roundtable and the public is typically unproductive and should not be conducted during meeting time.
- **Utilize a sign-in sheet for public comment.** Sign-up for public comments will enable the Chair to know how much time will be required for public comments for better management of the meeting time.
- **Encourage proper decorum at public meetings, including during public comment periods.** Public input is critical to the role of the roundtable. This provides an opportunity for the community to inform the roundtable of aircraft noise impacts and areas the roundtable may wish to focus efforts. Public comment also provides the opportunity for other organizations including the airport, FAA, etc., to hear first-hand from the community. However, for public comment to be constructive, proper decorum

must be maintained. Personal attacks, blanket attacks on organizations and agencies, speaking out of turn, etc., should be discouraged to maintain a collaborative and productive environment for both participants and observers.

At the start of the public comment period, instructions will be provided in the form of the “Preamble” below:

CACNR Public Comment Preamble

The Purpose of Public Comment is to balance the ability to hear diverse viewpoints from a broad spectrum of citizens throughout the district while allowing the CACNR to conduct business in an orderly and efficient manner. Time has been adjusted to allow all speakers the opportunity to speak during the allotted time for Public Comment. Each speaker will be afforded the ability to speak once during the public comment session for the time allotted.

Three minutes will be allotted for each speaker this evening. When speaking, please remain respectful & address the Board rather than the guests/staff in the room. To respect a speaker’s free speech, please do not interrupt them while they are at the podium providing comments.

When your time is up, please leave the podium. If the audience wants to react between speakers, feel free to do so while being respectful and honoring the next speaker’s time to speak. However, please do not engage speakers and other audience members in a disruptive manner. Attendees who create a disturbance or disrupt speakers will be asked to leave the room.

It was not decided if the chair would read the entire message or display the directions on a slide visible to the audience. The process and procedures described above were to be discussed at the October CACNR meeting and planned for implementation during the January 2024 meeting.

Other Current / High Priority Issues

FAA Support of Roundtable

FAA representatives have not been attending roundtable meetings. Additionally, they have been unwilling to sign the roundtable memorandum of understanding (MOU) signed by other members. The reason for FAA’s absence was unclear, however, the tone of the meetings, particularly the public comment periods, is a likely contributor.

The requirement for FAA to sign the roundtable MOU was discussed. As a non-voting, and non-funding member of the roundtable, removing the requirement to sign the MOU was recommended as FAA and particularly, FAA air traffic control expertise is extremely valuable when discussing operations and flight procedures to address noise impacts.

FAA engagement with roundtable members could be valuable in providing members with an understanding of air traffic control's roles and responsibilities, as well as how the airspace around APA is managed. Differentiating among the different divisions and offices within the FAA (i.e., Airports versus Air Traffic Organization), including their individual missions and responsibilities could also be helpful.

The lack of FAA representation at the Roundtable meetings is perceived by some as a lack of FAA's commitment to the Roundtable and/or a lack of consideration for the community impacts. FAA's participation on the Study Group Committee and willingness to collaborate to address the community concerns related to the flight pattern changes is evidence of FAA's commitment to collaborating with the Airport and Roundtable to address community concerns. A lack of willingness on the part of the FAA and other industry representatives to attend the roundtable meetings is likely based on the tone of the public comments and personal attacks.

Flight School Engagement

Most of the noise complaints and community concerns can be attributed to flight training and flight school activity. Discussion focused on the perceived lack of support by the local flight schools and pilots. It was noted that some of the flight schools do participate in CACNR meetings and are collaborating with the airport on a number of noise abatement initiatives. Flight training operations are a major source of repetitive overflights and noise impacts for communities surrounding the airport. Engaging the flight schools to get a better understanding of their existing efforts to reduce noise impacts and to discuss opportunities to further reduce those impacts could go a long way to improving conditions. Direct engagement by airport staff, accompanied by representatives from the Roundtable would be the most effective approach to gaining flight school support for noise abatement.

Flight school engagement could include providing noise program briefings for flight instructors and flight students. Based on staff turnover, instructor briefings should be scheduled on a periodic basis (i.e., quarterly). Briefings for students could be incorporated into ground school training which would reach students early in their training.

Airport Capacity

The growth in operations, particularly flight training activity, was expressed as a concern. Airport capacity was discussed at length including opportunities to limit existing airport capacity and to discourage growth in airport capacity as a strategy for reducing aircraft noise impacts. There was a brief discussion about the airport's long-term goals. It was also noted that federal aviation regulations prohibit airport operators from using capacity constraints as a strategy for addressing aircraft noise. The airport master plan will describe the airport's long-term goals, including planned development and capacity enhancement.

Next Steps

Ideally, the roundtable will work to leverage the discussions and momentum from the retreat to map a path forward.

Meeting Agendas and Public Comment

A lot of the discussion about the meeting agendas focused on public comment periods which have become increasingly arduous. The growing frustration community is understandable due to the increase in overflights for some communities, however, much of the public comment time includes personal attacks against the roundtable, airport, and FAA. Additionally, public comment periods are held at the beginning and end of the meeting agendas. Due to the number of individuals wanting to comment, the public comment section of the agendas is running long, limiting the time available for other roundtable tasks. A number of changes in how public comment periods are managed were proposed and should be discussed with the larger roundtable. The proposed changes to the agenda and public comment periods will ultimately benefit the community, enabling the roundtable and meeting time to be more productive and more civil.

Part of the frustration (and negativity/personal attacks) at the meetings can be due to a misunderstanding of the role(s), responsibilities, and authority, of the roundtable, airport, APA air traffic control (ATC), and FAA (beyond APA ATC). Briefings on this information (roles, responsibility, and authority of each organization) may be helpful for both roundtable members and the community. This can help encourage realistic expectations and potentially reduce some of the frustrations.

Task Prioritization and Work Planning

The lack of progress on some of the roundtable's work program priorities is a source of frustration for roundtable members. Establishing task groups with each dedicated to a single, priority task, may help develop momentum toward completion of some of the priorities identified by the roundtable. This task group should be made up of volunteers who are committed to the specific task. A benefit of developing dedicated tasks groups is this will enable members from outside the originating committee to participate. And members with the interest and time to commit to the task can volunteer to support the effort. If desired, the addition of task groups could support the existing committees, specifically to help with the completion of those top priority tasks.

Consultant Observations and Recommendations

The following consultant recommendations are based on observations during planning and preparation for the retreat, in addition to discussions during the retreat.

Sometimes roundtable “structures” seem to get in the way of the mission

During the retreat, questions about potential changes in the roundtable’s approach to meetings, collaboration with key stakeholders (i.e., FAA, flight schools, etc.), seemed restricted by the existing structures and procedures (by-laws, rules of order, public meeting laws, etc.). In this section, roundtable “structures” generically describe bylaws, rules, policies, procedures, etc.

The roundtable was established in 2009 as a recommendation included in a Part 150 Study. The structure, by-laws, policies, and procedures, etc., may have served the roundtable well at that time, but may be outdated. It may be worth reviewing these structures (both formal/documented and informal) to ensure these serve and empower the roundtable. Decisions about roundtable structures should be strategic and deliberate, rather than historic (“Well, we’ve always done it this way”).

Relationship to the Airport and Airport Board

During the retreat, there was a lengthy discussion about the Roundtable’s relationship to the Airport and Airport Authority Board. Some CACNR members discussed having a meeting with members of the Airport Authority Board to discuss the relationship going forward. And some CACNR members believe “independence” from the airport would enable the roundtable to better serve the community. Typically, this is untrue. The FAA’s definition of an airport roundtable provides a good example of the role of a community roundtable.

FAA Definition of Community Roundtable

A roundtable brings together airport, community, and airline industry representatives to collaboratively identify and discuss issues of concern and possible resolutions at the same time. Representatives may elect to make recommendations, including possible changes in operations, to address community noise or other concerns. Ideally, applicable recommendations are first coordinated through the airport, which will forward them to the appropriate entity (e.g., the FAA, airlines, or zoning authority).

Ideally, a roundtable fulfills three (3) roles:

1. Bring together key stakeholders including the community, airport, and aircraft operators.
2. Discuss the issues and concerns and identify potential resolutions.

3. Make recommendations to resolve the issues and concerns. As noted above, the most effective approach to forwarding recommendations is to go through the airport.

Roundtables are most effective when they leverage their relationship with the airport to reach aircraft operators and regulators. And while the roundtable members may have differing opinions from airport staff, ultimately, the most success will be found through collaboration. Similarly, in many cases, the FAA will not approve changes in airspace or flight operations without support from surrounding communities. In this way, the airport and roundtable will be most successful in addressing community impacts through collaboration. The FAA does not typically work directly with roundtables. Instead, they expect recommendations from the roundtable to be presented through the airport. Similarly, aircraft operators, flight schools, FBOs, etc., are airport tenants and customers and therefore, are typically most responsive to recommendations and requests communicated via the airport. In both cases, the recommendations may be presented by the airport in coordination with the roundtable.

Meetings with Airport Management

A collaborative/constructive relationship between the Airport and CACNR is critical for an effective roundtable. Periodic meetings including roundtable leadership and airport management would provide the opportunity to discuss ongoing challenges, opportunities, and strategies for improving collaboration. The opportunity to meet outside of the regular (public) meetings will provide the opportunity for more direct, candid, productive, conversations.

Value in additional Roundtable training

An overview of key regulations and noise metrics was presented during the retreat. However, discussions with the roundtable members and observations during a number of recent monthly meetings suggest training for the roundtable members would be of value. Having a basic understanding of key topics including the regulatory environment, roles of key stakeholders, how aircraft noise is measured, how aircraft noise impacts can be reduced, etc., is important in enabling the roundtable to operate effectively. This can also help enable effective collaboration among stakeholders, when roundtable members understand each stakeholders' role, scope of authority, organizational priorities, etc. Other training topics that would be beneficial include basics of airspace and air traffic control at APA, APA master planning and capital planning, and the history of the APA noise abatement.

Expand community outreach

Expanding community outreach was identified as a top priority during the retreat. Specifically defining the scope and objectives of community outreach should be a first step in addressing this as a priority. Community outreach can serve a number of objectives including public

education, managing expectations, providing the public with an opportunity to provide input, and ensuring the communities' concerns and impacts are understood. The primary objectives for the roundtable should be considered. This should then form the foundation of the community outreach program.

Consider additional roundtable support

The roundtable is made up of volunteers, many of whom have full-time jobs and other commitments which may limit the time available for roundtable duties. Seeking outside support, particularly for committees and/or task groups could help the roundtable maintain momentum on priorities identified in the work program. Consultant support could help with supporting the committee work and maintaining momentum in addition to providing subject matter expertise.

Consideration of a meeting facilitator is also recommended. This would enable the roundtable chair to focus on meeting discussions rather than timekeeping and managing the meeting. An effective facilitator could also help with managing public comment and maintaining proper decorum during meetings, relieving the chair from these responsibilities. A facilitator could be contracted to help with other administrative tasks such as helping with agenda development, putting together meeting packets, and taking meeting minutes. This would relieve roundtable members from these responsibilities, allowing them to focus volunteer time on core roundtable business.

APPENDIX 1 - Attendee List

| <u>Name</u> | <u>Organization / Jurisdiction</u> |
|--------------------|-------------------------------------------|
| Brad Pierce | CACNR / Aurora |
| Alison Biggs | CACNR / Unincorporated Douglas County |
| Andy Jones | CACNR / Highlands Ranch Metro District |
| Pam Thompson | CACNR / Foxfield |
| Donna Johnston | CACNR / Greenwood Village |
| Bill Wasmund | CACNR / Wings Over the Rockies |
| Don Sheehan | CACNR / Centennial |
| Chris Eubanks | CACNR / Castle Pines |
| Paul Krier | CACNR / Unincorporated Arapahoe County |
| Mike Fronapfel | Centennial Airport |
| Don Kuskie | Colorado Aviation Business Association |
| John Hirshman | Aircraft Owners and Pilots Association |

APPENDIX 2 - Retreat PowerPoint Slides

(Provided as separate file)

CACNR

*CENTENNIAL AIRPORT
COMMUNITY NOISE
ROUNDTABLE*

2023 CACNR RETREAT

WELCOME!



WELCOME!



Our Plan for Today

- 01 Introductions
- 02 Why Are We Here?
- 03 Aircraft Noise – Key Concepts
- 04 Roundtable Overview and History
- 05 Review of Current Work Program
- 06 Review of Committee Structure
- 07 Optimizing Meetings and Meeting Agendas
- 08 Other Current / High Priority Issues
- 09 Next Steps: Where Do We Go From Here?

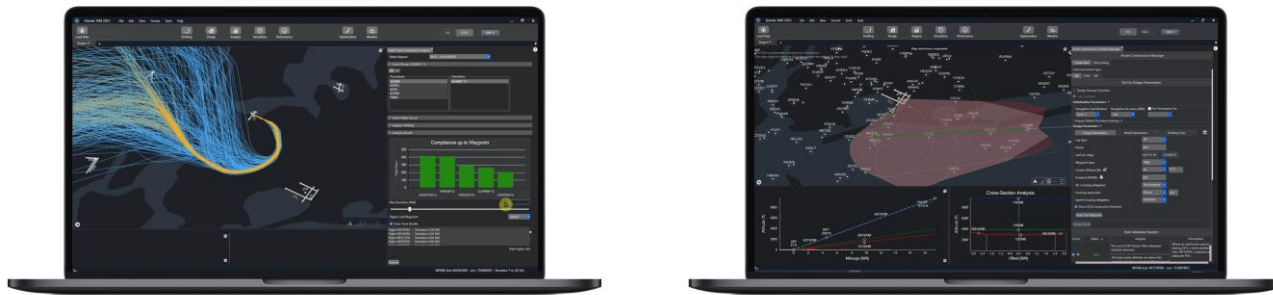
Introductions



Who is Vianair?



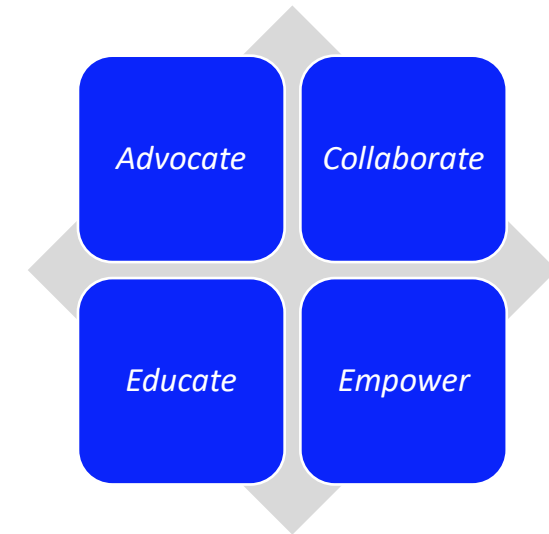
Vianair, Inc.



- Aircraft Noise Management
- Airspace and Flight Procedure Design
- Flight Operations Data and Flight Track Analyses
- Airport Performance Analysis and Optimization

www.vianair.com

Vianair Consulting



- Aircraft Noise Abatement Programs
- Airport Fly Quiet Programs
- Stakeholder Collaboration & Representation
- Flight Procedure Analysis and Assessment
- Performance Monitoring and Reporting

Getting to know each other and our shared goals

1. Name and affiliation (county/city, airport staff, etc.).
2. How long have you been on the roundtable?
3. What committees do you currently serve on?
4. What goals/priorities do you think the roundtable should focus on?
5. What areas are you most interested in supporting (pilot outreach, community outreach, etc.)?
6. What do you hope to get out of the retreat today? What would you consider “SUCCESS”?

Why Are We Here?




ENERGIZE



EMPOWER



PRIORITIZE



OPTIMIZE

Aircraft Noise – Key Concepts



Key Concepts – Key Aviation Noise Legislation

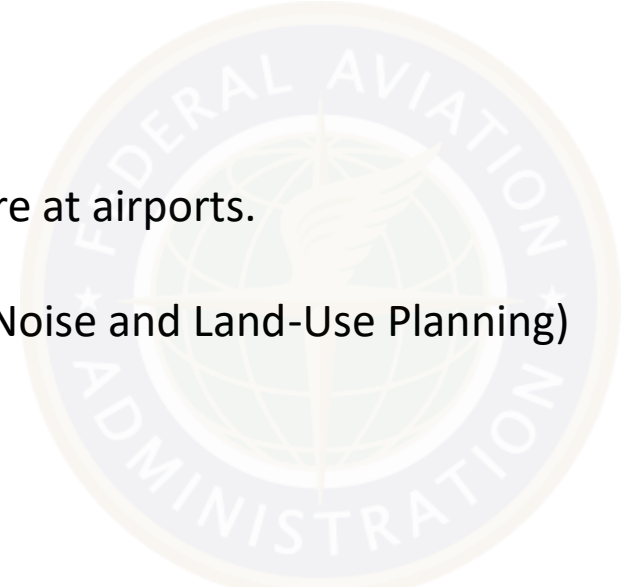
FAA Noise Abatement Policy (1976) – First comprehensive aviation noise policy in the US. It outlined the national effort to reduce aviation noise and established key stakeholder roles.

Aviation Safety and Noise Abatement Act (1979)

- Directed the FAA to establish a methodology for quantifying aircraft noise exposure at airports.
- Resulted in establishment of FAR Part 150
- Provided federal funding for FAR Part 150 Studies (Voluntary Program for Airport Noise and Land-Use Planning)
- Resulted in establishment of the DNL metric

Airport Noise and Capacity Act (1990)

- Mandated phase-out of Stage 2 aircraft (75,000 lbs MTOW) by January 1, 2000
- Resulted in establishment of FAR Part 161 - Notice and Approval of Airport Noise and Access Restrictions
 - *Applied regulation restrictions/limitations on the implementation of “access restrictions” at public airports*



Key Concepts – Aviation Noise, Stakeholder Roles*

The **Federal Government** has overall authority for managing the National Airspace System (NAS).

- Regulate source emissions, flight operational procedures, and manage the air traffic control system and navigable airspace.
- Reduce aircraft noise at the source by establishing noise level requirements/limits
- Provide funding for noise compatibility planning, noise abatement and noise mitigation
- “The safe and efficient use of navigable airspace is one of our primary objectives.” (Source: FAA)

State/Local Governments and Land-Use Planning Agencies are responsible for compatible land-use development through zoning, acoustic-protective building codes, and aircraft impact disclosures.

Airport Operators are responsible for implementing strategies to minimize the impacts of aircraft noise in surrounding communities. These include airport design, noise abatement planning and mitigation, and promoting noise abatement. Noise abatement policies and procedures may require FAA approval.

Note: *Access Restrictions (i.e., curfews, limits on total operations, etc.), are restricted by Airport Noise and Capacity Act and FAR Part 161*

* Adapted from Federal Noise Policy of 1976

Key Concepts – Aviation Noise, Stakeholder Roles* (Cont'd)

Aircraft Operators decide on aircraft types, flight schedules, and origin/destination airports. They are responsible for replacing older jets (per FAA regulations) and for operating aircraft in ways to minimize noise impacts on surrounding communities.

Pilot-In-Command (PIC) has sole responsibility for the safe operation their aircraft. Conformance with noise abatement practices and procedures are encouraged but secondary to flight safety.

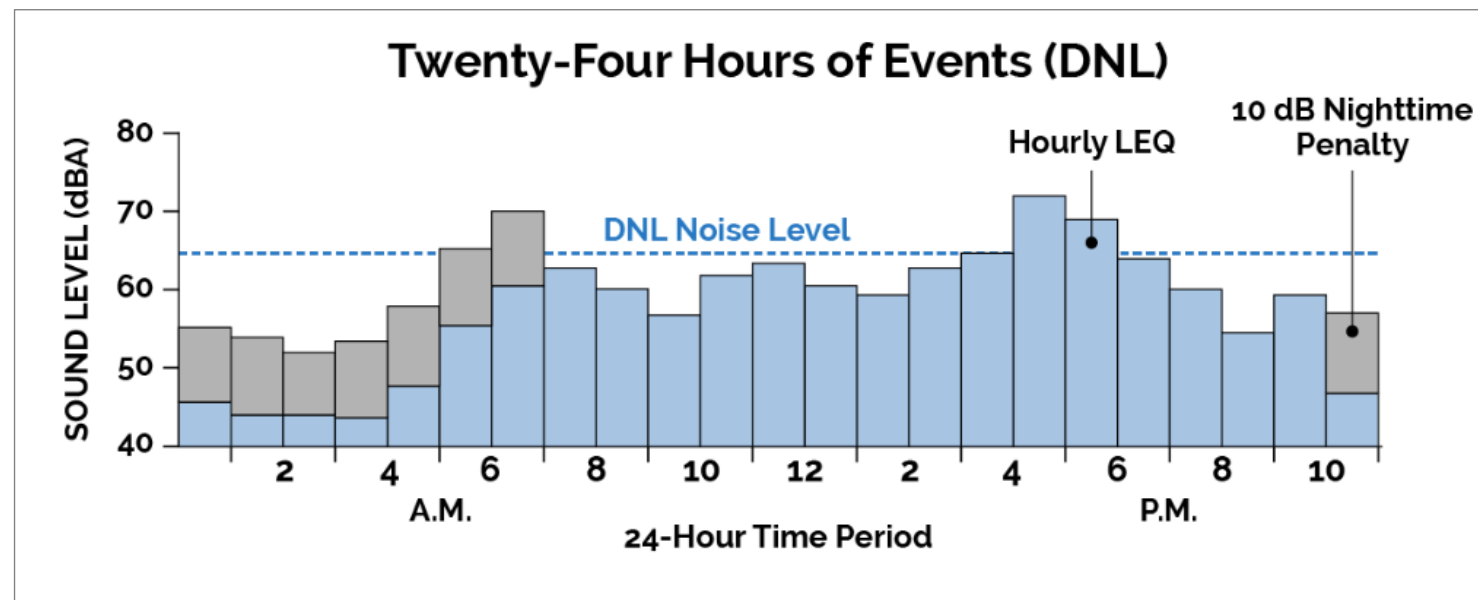
System Users including passengers, air cargo customers, general aviation, etc., fund airport development, maintenance and the cost of noise abatement (sources of federal funding for the Airport Improvement Program and Passenger Facility Charges).

Residents and Prospective Residents in areas surrounding airports should seek to understand the noise problem and what steps can be taken to minimize its effect on people. Individual and community responses to aircraft noise differ substantially and, for some individuals, a reduced level of noise may not eliminate the annoyance or irritation. Prospective residents of areas impacted by airport noise thus should be aware of the effect of noise on their quality of life and act accordingly.

* Adapted from Federal Noise Policy of 1976

Key Concepts - Aircraft Noise Metrics

The **Day Night Average Sound Level** (DNL or Ldn) noise metric is used to reflect a person's cumulative exposure to sound over a 24-hour period. DNL takes into account both the amount of noise from each aircraft operation as well as the total number of operations flying throughout the day and applies an additional 10dB weighting for nighttime flights between 10 p.m. and 7 a.m. (Source: Federal Aviation Administration). DNL is the FAA's required noise metric for the assessment of aircraft noise and was adopted through FAR Part 150.



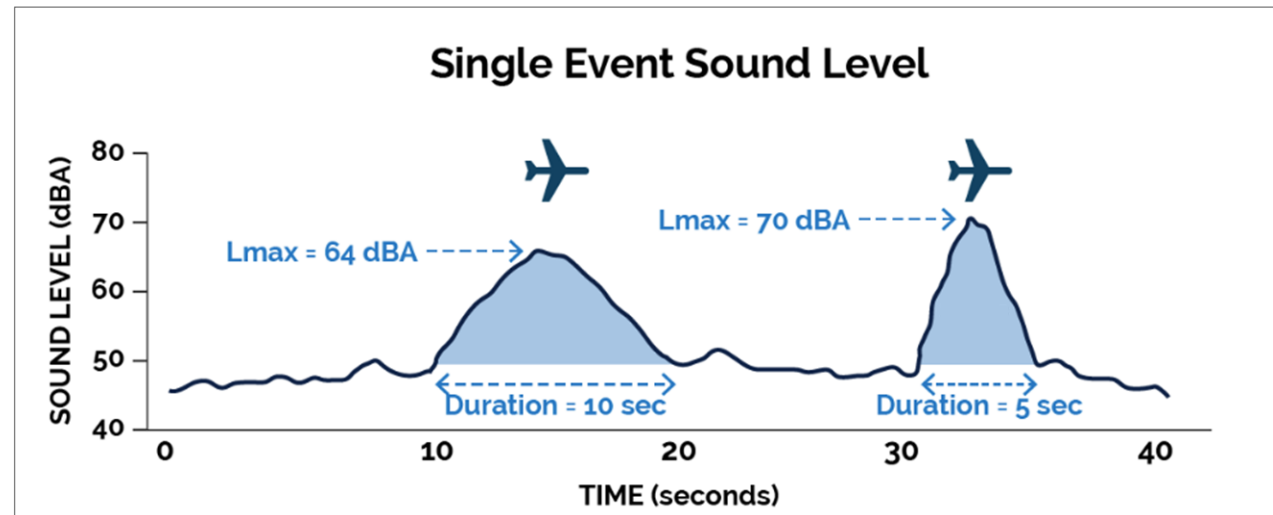
Source: Federal Aviation Administration

Key Concepts - Aircraft Noise Metrics (Cont'd)

Maximum Sound Level (L_{max}) is a calculation highest instantaneous noise level associated with a single aircraft event (i.e., overflight).

The **Number-of-Events Above (NA)** metric is a calculation of the total number of aircraft events that exceed a sound level threshold during a specified time period.

The **Time-Above (TA)** metric is a calculation of the total time or percentage of time that aircraft noise exceeds a specified sound level threshold over a specified period of time.



Source: Federal Aviation Administration

For More Information...

<http://centennialairportnoise.com/noise-monitoring/#noise101>

Noise 101

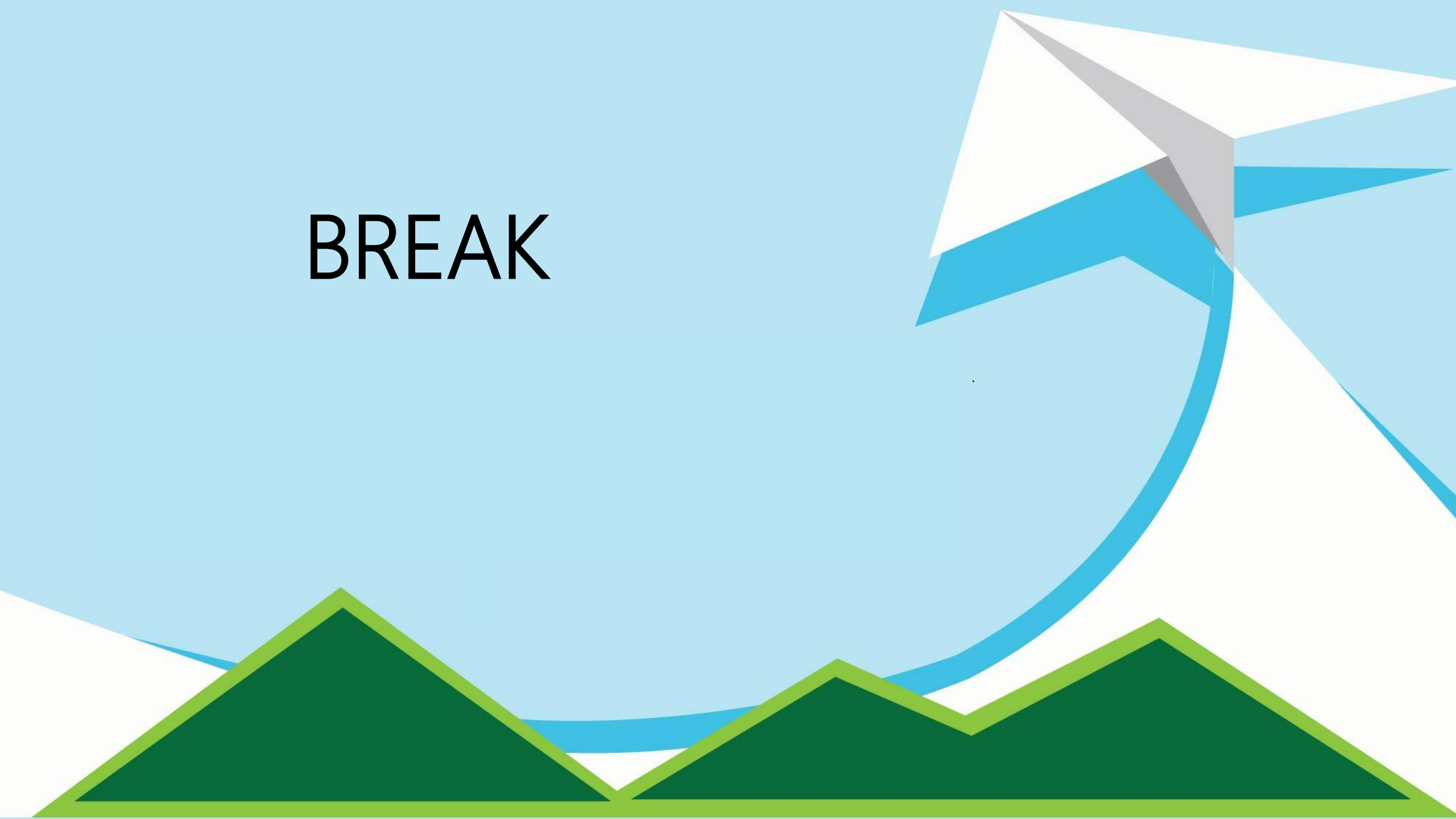
Noise 101 is a guide to the components of an airport and its surrounding communities – how they complement one another, how they work together and how they address issues that arise.

The Noise 101 Guide addressed the physical facility, legal guidelines, impact studies, glossary of terms and land use guidelines, all components that a Noise Roundtable uses to guide their noise mitigation process.

[Noise 101](#) | [Noise Laws and Regulations](#)

[Centennial Airport Part 150 Study](#) | [Land Use Guidelines](#)

BREAK



Overview

Centennial Airport Community
Noise Roundtable



Making A Difference In Our Community

- Collaboration with N.O.I.S.E. for ongoing tracking of legislative activity and advocating for aircraft noise impacted communities nationwide
- Support community outreach including development of a dedicated CACNR website
- Expanded pilot education including publication of noise abatement guidelines for pilots
- Provide input into development and use of procedure changes including RNAV, NextGen, and Metroplex
- Investigating “best practices” at other general aviation airports and applicability at APA
- Collaborated with flight schools to establish guidelines to reduce noise impacts
- Worked with helicopter operators on the utilization of community-friendly routes to reduce noise impacts
- Supported development of the Fly Quiet Program

Introduction

The CACNR was established in 2009 to bring together **community members**, the **Arapahoe County Public Airport Authority**, **airport users**, and the **Federal Aviation Administration** to identify mutual interests and potential conflicts and to enable collaboration.

Mission

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

- Identify and pursue strategies to reduce the impacts of aircraft noise
- Provide a community forum to enable discussion of aircraft noise concerns with roundtable, airport staff, the FAA, and aviation industry

Airport Roundtables

FAA Definition of Community Roundtable

A roundtable brings together airport, community, and airline industry representatives to collaboratively identify and discuss issues of concern and possible resolutions at the same time. Representatives may elect to make recommendations, including possible changes in operations, to address community noise or other concerns. Ideally, applicable recommendations are first coordinated through the airport, which will forward them to the appropriate entity (e.g., the FAA, airlines, or zoning authority).

Charlotte Airport Community Roundtable

Mission Statement: To work collaboratively with the City of Charlotte Aviation Department (Airport) and the Federal Aviation Administration (FAA) with broad-based community input into airport-related noise impacts and to find, where possible, practical solutions and recommendations for the FAA to consider when determining aircraft operating procedures at Charlotte Douglas International Airport.

LAX Roundtable

The LAX Roundtable's work is guided by the most recent update of the Work Program. The Work Program, which is updated annually, is centered around the Roundtable's mission which is:

1. To identify noise impacts in the surrounding communities, and
2. To recommend courses of action that could reduce noise over affected communities.

CACNR Committees

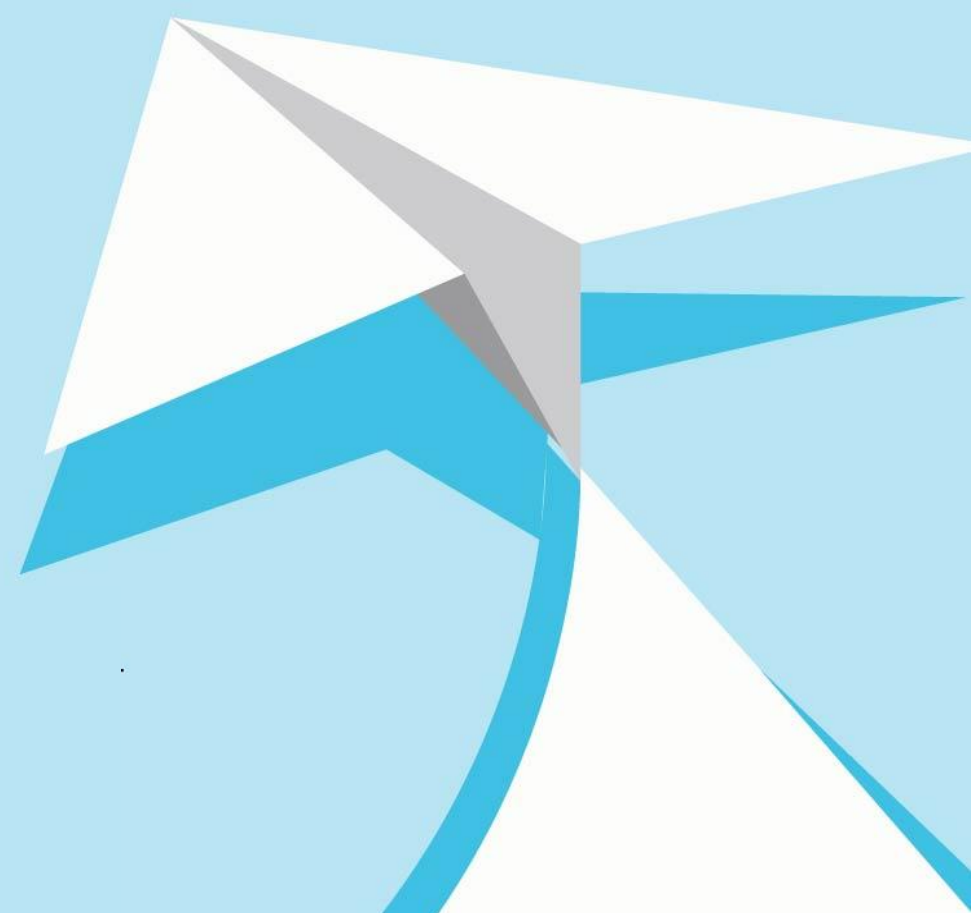


CACNR Committees

- Executive / Work Plan Committee
- Community Outreach Committee
- Fly Quiet Committee
- Noise Monitor Committee



CACNR Work Program



2023-2025 Priority Tasks – Executive / Work Plan Committee

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

2023-2025 Priority Tasks – Community Outreach Committee

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

2023-2025 Priority Tasks – Fly Quiet Committee

- Expand industry engagement efforts to encourage awareness and support of the Centennial Airport Fly Quiet Program
- Fly Quiet briefings for key stakeholder groups to include air traffic control, flight schools, and pilots.
- Create Videos for the CACNR web Site. The goal would be for all of our pilots to utilize a friendly approach toward our neighbors and residents.
- 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.
- Continue looking at airports similar to Centennial to learn if ideas from those airports can benefit noise reduction efforts here.

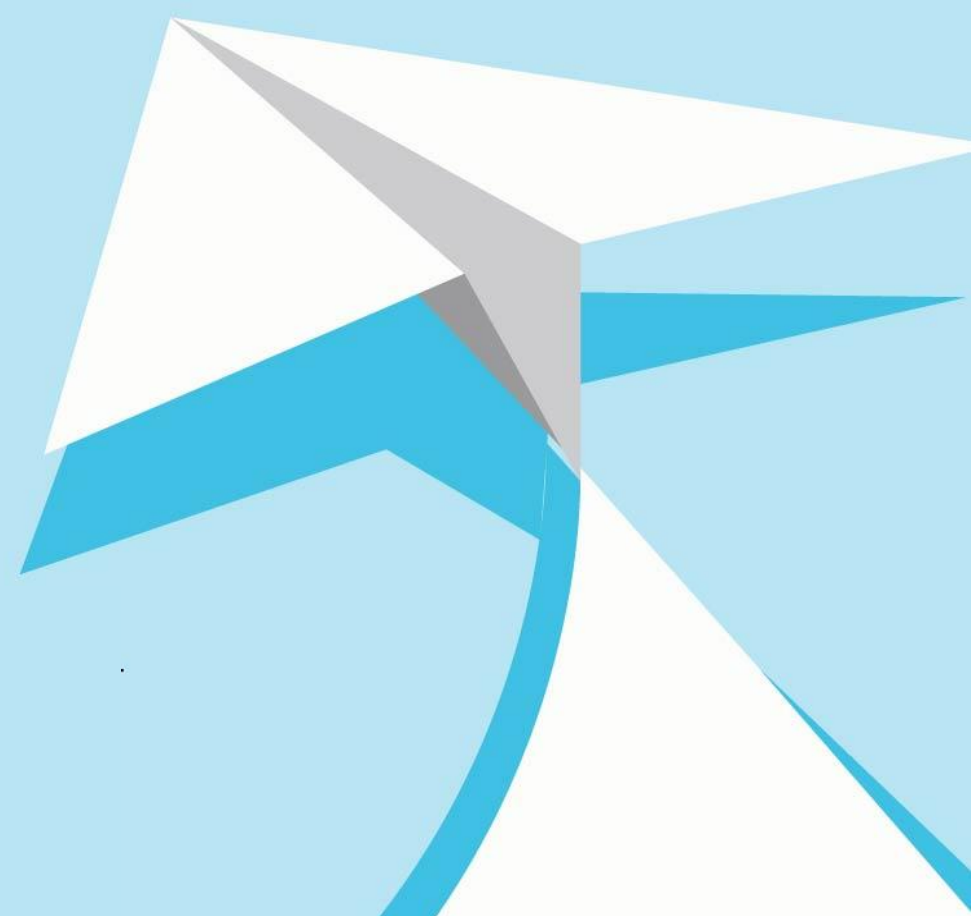
2023-2025 Priority Tasks – Fly Quiet Committee (Cont'd)

- Continue working with airport staff to achieve completion of the installation of sign #2 at new run-up area between A6 and A8
- Develop additional electronic sign noise abatement messages for approval of CACNR and submission to ACPAA.
- Continue to collaborate with the Noise Monitors Committee on areas of mutual interest such as developing an incentive program for flight schools.

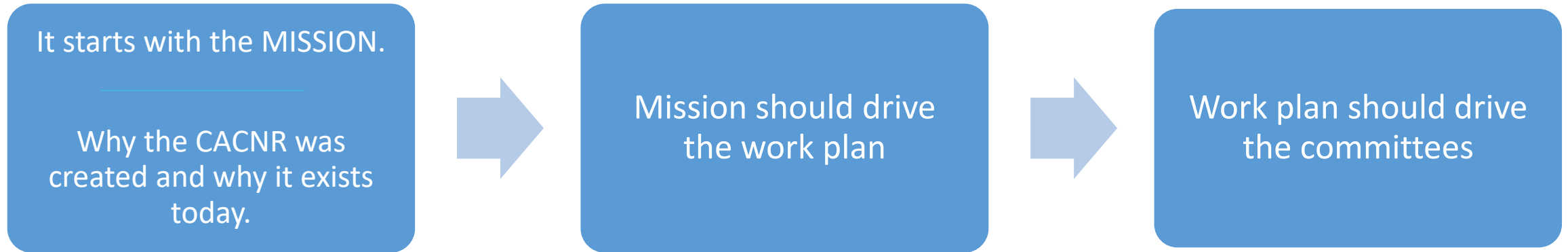
2023-2025 Priority Tasks – Noise Monitor Committee

- Continue ongoing education with airport staff and share information from FAA conversations.
- Add additional noise monitors in areas of unincorporated Arapahoe and Douglas County, contingent upon the airport staff obtaining grants.
- Continue to collaborate with the Fly Quiet Committee on areas of mutual interest, such as developing an incentive program for flight schools.
- 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.

CACNR Work Planning



Committee Structure and Work Planning

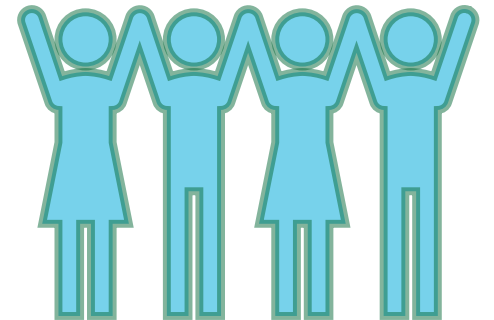


- Ensure existing committees match current priorities (versus legacy committees driving work planning).
- Recommend committee membership be voluntary
 - Allow members to volunteer for committees based on their skillsets and/or interests
 - If there are no volunteers for a specific committee, pause committee.
 - Priority tasks could be delegated to working group.

Consider Task-Specific Working Groups

Consider establishing task-specific working groups for high-priority tasks

- Working groups made up of volunteers with interest and/or skills required for specific tasking
- Members can support tasks/projects they are passionate about. Leverage available resources
- Working group members can be independent of committee membership
- Working groups could be supported by outside SMEs or consultants
- Working groups would be “task-specific” and sunset upon completion of task



Work Planning - Tasks

- Is the objective within the scope of the roundtable's mission and authority?
 - YES - Proceed
 - NO - Advocate for action by appropriate organization or party
- If within scope of the roundtable mission & authority... Does the roundtable have the resources and expertise?
 - YES - Proceed
 - NO – Identify additional resources or expertise:
 - Support/collaborate with Airport
 - Workshare with subject matter expert or consultant
 - Contract work to subject matter expert or consultant

Task Prioritization

Identify the top priority tasks*. Please select 3-5.

- 1.
- 2.
- 3.
- 4.
- 5.

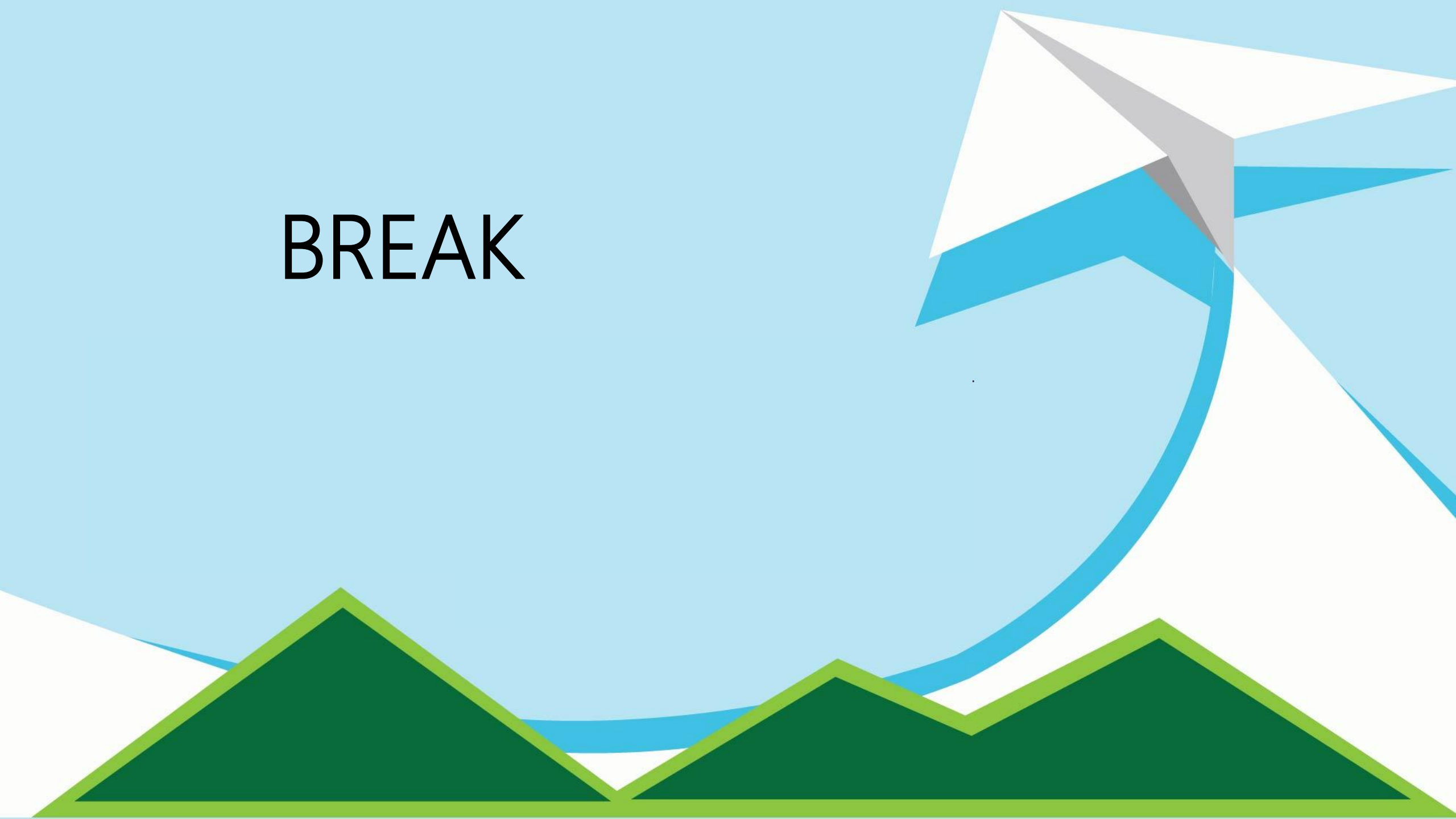


** May be based on work group priorities, current conditions and issues, etc.*

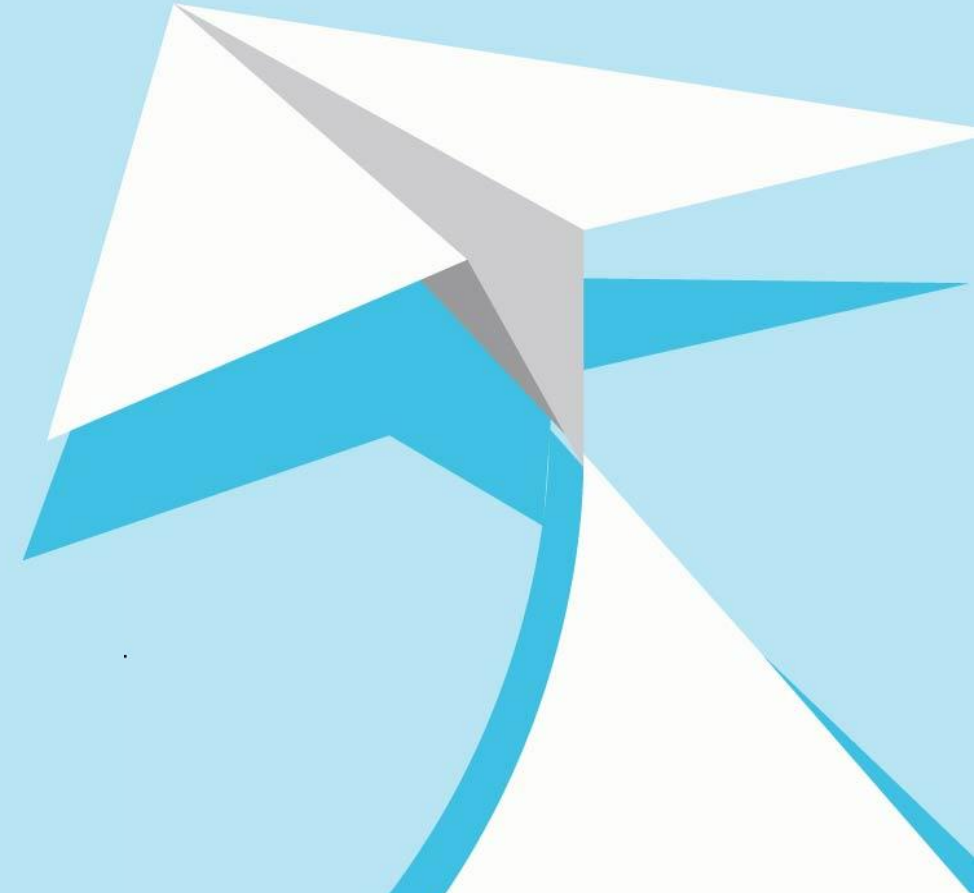
Task Execution

- Establish task-specific working groups for each priority
 - Working groups made up of volunteers with interest and/or skills required for specific tasking
 - Working group members can be cross-committee
- Committee membership based on volunteers
 - Members with interest, required skills, and time, to support committee work will volunteer

BREAK

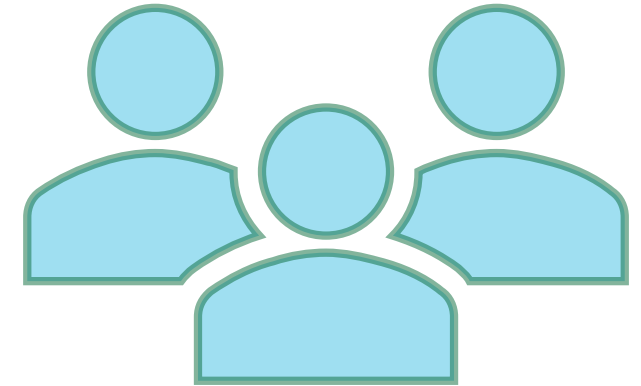


Other High Priority Issues & Concerns



CACNR Meetings and Meeting Agendas

- What's working well?
- What is not working well?
- What could be done better?



Other High Priority Issues / Concerns

Relationship with Federal Aviation Administration

- Support with dealing with airspace/flight procedure changes
- Participation at CACNR Meetings
- Support of CACNR work

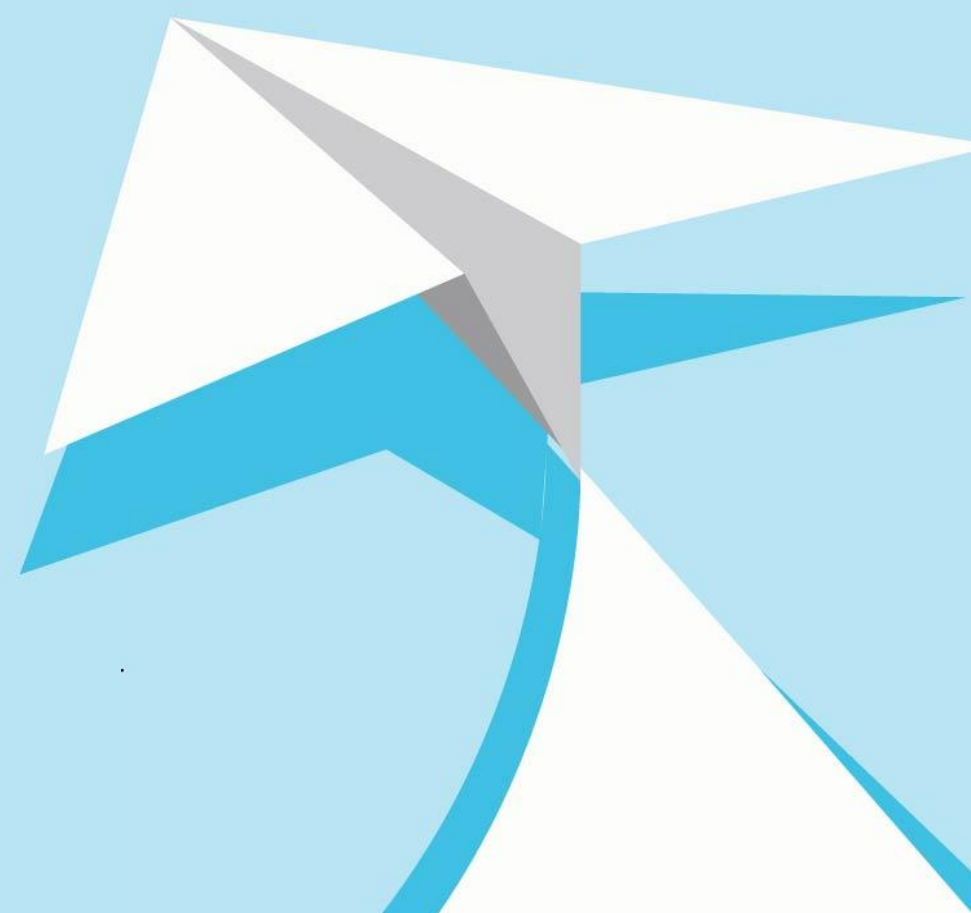
Recent Changes in Airspace / Airport Traffic Pattern

- Changes to APA Traffic Pattern

Other?



Next Steps & Moving Forward



Next Steps

1. Vianair to produce retreat summary report
2. ...
3. ...

THANK YOU!

Jason Schwartz

j.schwartz@vianair.com



DRAFT REVISION TO CACNR MISSION STATEMENT
09 26 23

“CACNR will bring together airport, community, FAA, and aviation industry representatives to collaboratively identify and discuss noise issues at Centennial Airport and recommend courses of action that could reduce noise over affected communities.”

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



CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE

DRAFT AGENDA

January 3, 2024

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/Sreenivasan Alakappan Paul Krier/Vacant | <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, November 1, 2023 – Alison Biggs, Secretary
- B. TREASURER'S REPORT, December 2023 – Andy Jones, Treasurer, Samantha Blymyer, ACPAA Staff
- C. NOISE REPORTS, October and November 2023 - Samantha Blymyer, ACPAA Staff

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

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

5. **EXECUTIVE COMMITTEE:**

6. **REPRESENTATIVES' COMMENTS:**

7. **OTHER REGULAR REPORTS:**

- A. 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

8. **OLD BUSINESS:**

- A. 2023-2024 CACNR Attendance Record

9. **NEW BUSINESS:**

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

- A. RECEIVED BY CACNR
- B. MEETING ATTENDEES

11. **NEXT MEETINGS:** (tbd)

A. CACNR –

B. ACPAA –

12. **ADJOURN:**

FINAL DRAFT CACNR Public Comment

CACNR needs to balance the importance of hearing from the community while allowing time to conduct business in an orderly and efficient manner. To help that effort, CACNR is making changes to its public comment procedures.

CACNR believes that hearing from the community is critical to our mission. Public comment provides an important opportunity for roundtable representatives to hear directly from the communities we represent. This input is required to ensure the roundtable is able to accurately understand resident concerns.

Speakers will have the opportunity to speak during the allotted time for Public Comment. We will have a specific amount of time for public comment. Time for public comment will be moved to the end of each meeting. This will provide the public to share their concerns or to comment on roundtable initiatives discussed at the meeting. The public may also share its questions or concerns before our meeting in writing via the CACNR email address at info@centennialairportnoise.com. Questions will be addressed at the conclusion of public comment.

Public Comment Procedures will be posted on the screen and summarized by the CACNR Chair at opening of Public Comment. They are as follows:

1. Sign-up for public comment is required. A sign-up sheet will be available at the meeting.
2. The Chair will only call on those attending in person who have indicated they wish speak on the sign-in sheet prior to the start of the meeting. Online attendees who wish to speak will be asked to “raise their hand” at the beginning of the public comment period.
3. Move “Public Comment” section to the end of the meeting to allow for critical roundtable business to be conducted.
4. A total of TBD minutes will be scheduled for public comment.
5. Limit comment time to 3 minutes per speaker.
6. Each speaker will be afforded the ability to speak once during the public comment period.
7. Individual’s public comment time cannot be delegated, deferred or otherwise shared with others. Unused time cannot be yielded to another speaker.
8. Each speaker shall state their name and their community.
9. When speaking, please remain polite, courteous and respectful and address the CACNR.
10. Speakers shall not make personal, slanderous or profane remarks toward airport staff, roundtable representatives or other organizations. Such behavior will not be tolerated.
11. There will not be back and forth discussion between the speakers and the roundtable during public comment.
12. Please do not interrupt speakers while they are at the podium providing comments.

13. When your time is up, please leave the podium.
14. At the conclusion of public comments, questions raised during public comment will be responded to by the roundtable, airport staff or other individuals.
15. Questions not addressed during the public comment period may be addressed at a later time by roundtable representatives and/or airport staff one-on-one following the meeting.
16. The changes to the public comment procedures will be discussed among the roundtable representatives at the November 2023 meeting and if approved, will be implemented starting in January 2024.

DRAFT

DRAFT CACNR/ACPAA 2024 MEETING SCHEDULES

(based on prior patterns – Subject to change as ACPAA schedule not confirmed as yet)

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> |
|---------------------------------|------------------------------------|----------------------------------------------------------------------|------------------------------|
| January 03 | ----- | (To sblymyer@centennialairport.com) combines with February report | NO USUAL ACPAA MEETING |
| February 07 | | verbal or on dias | February 08 |
| March 06 | | March 07 | March 14 |
| April 03 | | April 04 | April 11 |
| May 01 | | May 02 | May 09 |
| June 05 | | June 06 | June 13 |
| July 02 - NO CACNR MEETING? --- | | ---- | NO USUAL ACPAA MEETING |
| August 07 | | verbal or on dias | August 08 |
| September 04 | | September 05 | September 12 |
| October 02 | | October 03 | October 10 |
| November 06 | | November 07 | November 14 |
| Dec 03 – NO CACNR MEETING? --- | | --- | December 14 |

| CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE | | DRAFT 2024 BUDGET | | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|-------------------|----------------|----------------------------------------------------------------------------------------------------------------------------|
| | | DRAFT BUDGET | 2023 ACTUAL | |
| INCOME: | | | as of 10 02 23 | NOTES |
| CARRY OVER FROM PRIOR YEAR | | \$ 26,000.00 | \$ 23,791.15 | estimated carry over from prior year - exact amount to be determined |
| ACPAA | | \$ - | \$ 10,000.00 | |
| CACNR REGULAR MEMBERS | | \$ - | \$ - | |
| TOTAL INCOME: | | \$ 26,000.00 | \$ 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 | | \$ 4,000 | \$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 | \$ - | none held in 2023; based on prior years when conferences were held |
| CONSULTATION/ TASK SUPPORT | | \$ 4,000 | \$ 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 | | \$ 2,500.00 | \$ - | for presently unidentified and unanticipated expenses and/or work CACNR activities consistent with the approved Work Plan. |
| TOTAL EXPENDITURES: | | \$ 26,000.00 | \$ 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." | | | | |

MEMORANDUM

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

The following is a list of Land Use Development referrals that have been reviewed by Centennial Airport staff from 7/1/2023 through 9/30/2023:

| Date | Previously Referred | Development | Location | Referring Entity | Type Recom. |
|-----------|--------------------------|------------------------------------------------------------|---------------------------|----------------------|-------------|
| 7/20/2023 | <input type="checkbox"/> | 10003A S Cahmber Rd | | Douglas County | A |
| 8/8/2023 | <input type="checkbox"/> | The Canyons Preliminary Plan No. 2, 1st Amendment | Canyons | City of Castle Pines | S |
| 8/10/2023 | <input type="checkbox"/> | MAA Panorama Mixed Use | BZ | City of Centennial | S |
| 8/15/2023 | <input type="checkbox"/> | Centennial Villas at Highland Park Landscape & Civil Plans | 8149 S Akron St | City of Centennial | A |
| 8/24/2023 | <input type="checkbox"/> | WorkHub | 7165 S. Tucson Way | City of Centennial | A |
| 8/28/2023 | <input type="checkbox"/> | Dove Valley Business Park #24 Administrative Replat | Broncos Practice | Arapahoe County | A |
| 9/4/2023 | <input type="checkbox"/> | Costilla Live-Work | S. of Arapahoe & Havana | City of Centennial | N |
| 9/13/2023 | <input type="checkbox"/> | Waterview Four Site Plan Amendment | 7958 South Chester Street | City of Centennial | A |

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

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

| 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 | absent | | X | X | X | | | | | | 83% | 83% | |
| | Alternate Vacant/Sreenivasan Alakappan | - | - | absent | | - | - | - | | | | | | 0% | | |
| | Paul Krier | X | X | absent | | virtual | X | X | | | | | | 83% | 83% | |
| | Alternate Evan Colvin/Vacant | - | - | absent | | - | - | - | | | | | | 0% | | |
| DOUGLAS COUNTY | Abe Laydon | - | - | - | | absent | - | - | | | | | | 0% | 83% | |
| | Alternate Dan Avery | X | X | X | | absent | X | X | | | | | | 83% | | |
| | Alison Biggs | X | X | X | | X | X | X | | | | | | 100% | 100% | |
| | Alternate Mark Adams | - | - | - | | - | - | - | | | | | | 0% | | |
| AURORA | Brad Pierce | X | X | X | | X | X | X | | | | | | 100% | 100% | |
| | Mindy Parnes | - | - | - | | - | - | - | | | | | | 0% | | |
| CASTLE PINES | Chris Eubanks | X | absent | X | | X | X | X | | | | | | 83% | 83% | |
| | Ben Price | - | absent | - | | - | - | - | | | | | | 0% | | |
| CASTLE ROCK | Laura Cavey | - | absent | absent | | absent | absent | absent | | | | | | 0% | 17% | |
| | Sandy Vossler | virtual | absent | absent | | absent | absent | absent | | | | | | 17% | | |
| CENTENNIAL | Candace Moon | X | X | X | | X | X | X | | | | | | 100% | 100% | |
| | Don Sheehan | - | - | - | | - | - | X | | | | | | 0% | | |
| CHERRY HILLS VILLAGE | Robert Eber | absent | absent | absent | | absent | absent | absent | | | | | | 0% | 0% | |
| | Randy Weil | absent | absent | absent | | absent | absent | absent | | | | | | 0% | | |
| FOXFIELD | Pam Thompson | X | X | X | | absent | X | X | | | | | | 83% | 83% | |
| | Frank Lawrence | - | - | - | | absent | - | - | | | | | | 0% | | |
| GREENWOOD VILLAGE | Donna Johnston | X | X | X | | X | absent | X | | | | | | 83% | 83% | |
| | Libby Barnacle | - | - | - | | - | absent | - | | | | | | 0% | | |
| HIGHLANDS RANCH | Andy Jones | X | X | X | | absent | X | absent | | | | | | 67% | 67% | |
| METROPOLITAN DISTRICT | Renee Anderson | - | - | - | | absent | - | absent | | | | | | 0% | | |
| LONE TREE | Mike Anderson | X | X | X | | X | X | X | | | | | | 100% | 100% | |
| | Chuck Darnell | virtual | - | - | | - | - | - | | | | | | 17% | | |
| PARKER | Todd Hendreks/Ashley Chazez | X | virtual | absent | | virtual | X | X | | | | | | 83% | 83% | |
| | Vacant | - | - | absent | | - | - | - | | | | | | 0% | | |
| ACPAA | Mike Fronapfel | X | X | X | | X | X | X | | | | | | 100% | 100% | |
| | Vacant | - | - | - | | - | - | - | | | | | | 0% | | |
| AOPA | Robert Doubek/John Hirshman | X | X | X | | X | X | X | | | | | | 100% | 100% | |
| | John Hirshman/Vacant | - | - | - | | - | - | - | | | | | | 0% | | |
| CABA | Don Kuskie | absent | X | absent | | absent | X | X | | | | | | 50% | 50% | |
| | Mike Straka | absent | - | absent | | absent | - | - | | | | | | 0% | | |
| CDOT AERONAUTICS DIVISION | Todd Green | absent | absent | absent | | absent | absent | absent | | | | | | 0% | 0% | |
| | Vacant | absent | absent | absent | | absent | absent | absent | | | | | | 0% | | |
| WINGS OVER THE ROCKIES | Bill Wasmund | absent | X | X | | - | X | X | | | | | | 67% | 83% | |
| | Vacant/Jordan Ashley | absent | X | - | | 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). | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | 10 | 19 | 23 |