



CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE

AGENDA

January 3, 2024

6:30 p.m. – 8:30 p.m.

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

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

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:

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.

1. CALL TO ORDER AND DETERMINATION OF QUORUM:

<i>Arapahoe County:</i>	Leslie Summey/Sreenivasan Alakappan Paul Krier/Vacant	<i>Greenwood Village:</i>	Donna Johnston/Libby Barnacle
<i>Douglas County:</i>	Abe Laydon/Dan Avery Alison Biggs/Mark Adams	<i>Highlands Ranch Metro Dist.</i>	Andy Jones/Renee Anderson
<i>Aurora:</i>	Brad Pierce/Mindy Parnes	<i>Lone Tree:</i>	Mike Anderson/Chuck Darnell
<i>Castle Pines:</i>	Chris Eubanks/Ben Price	<i>Parker:</i>	Ashley Chasez/Vacant
<i>Castle Rock:</i>	Laura Cavey/Sandy Vossler	<i>ACPAA:</i>	Michael Fronapfel/Vacant
<i>Centennial:</i>	Don Sheehan/Amy Tharpe	<i>AOPA:</i>	John Hirshman/Vacant
<i>Cherry Hills Village</i>	Robert Eber/Randy Weil	<i>CABA:</i>	Don Kuskie/Mike Straka
<i>Foxfield:</i>	Pam Thompson/Frank Lawrence	<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
 1. Report from 2ND Portable Noise Monitor

3. ITEMS REMOVED FROM CONSENT AGENDA:

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

5. EXECUTIVE COMMITTEE:

- A. PUBLIC COMMENT PROCEDURE – approved by email vote, 12/15/23
- B. FINAL CACNR/ACPAA 2024 MEETING SCHEDULE
- C. RETREAT PRIORITIES – see 11/01/23 Minutes, page 3 under 6.C.

6. REPRESENTATIVES' COMMENTS:

- A. FLY QUIET/BILL WASMUND

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:**

A. UC Davis Aviation Noise & Emissions Symposium – March 4-6, Hotel Zoso, Palm Springs, California

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

- A. RECEIVED BY CACNR
- B. MEETING ATTENDEES

11. **NEXT MEETINGS:**

A. **CACNR** – February 7, 2024 6:30 p.m. 7565 South Peoria Street, Englewood, CO 80112
March 6, 2024 6:30 p.m. 7565 South Peoria Street, Englewood, CO 80112

B. **ACPAA** – January, 2024 NO ACPAA MEETING
February 8, 2024 3:00 p.m. 7565 South Peoria Street, Englewood, CO 80112
March 6, 2024 3:00 p.m. 7565 South Peoria Street, Englewood, CO 80112

12. **ADJOURN:**



**CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE
MINUTES**

November 1, 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 6:32 p.m. by Chair Brad Pierce. The following were in attendance, and a quorum was present:

Arapahoe County:	Sreenivasan Alakappan (on line)	Foxfield:	Pam Thompson
Arapahoe County:	Paul Krier	Greenwood Village:	Donna Johnston
Douglas County	Alison Biggs	Lone Tree:	Mike Anderson
Aurora:	Brad Pierce	Parker:	Ashley Chasez
Castle Rock:	Sandy Vossler (on line)	AOPA:	John Hirshman
Castle Pines:	Chris Eubanks	Wings Over the Rockies:	Bill Wasmund

Others in attendance were ACPAA staff Samantha Blymyer, Chris Thompson, and Lauren Wiarda. There were 16 members of the public on line, and four in attendance.

Those absent were: Douglas County: Abe Laydon/ Dan Avery
 Centennial: Vacant/Don Sheehan
 Cherry Hills Village: Robert Eber/Randy Weil
 Q
 Highlands Ranch: Andy Jones /Renee Anderson
 ACPAA: Mike Fronapfel/vacant
 CABA Don Kuskie/Mike Straka
 CDOT Aeronautics Div: Todd Green/Vacant

2. **CONSENT AGENDA:** The Consent Agenda included the Draft CACNR Minutes from October 4, 2023; a Treasurer’s Report from October 30, 2023, showing a balance of \$27,691.66 and the September 2023 Noise Report. On the motion of Mike Anderson, duly seconded, the Consent Agenda was approved.

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

September Local Operations:	17,508	September Total Operations:	34,469
Year to Date Local Operations:	147,878	Year to Date Total Operations:	276,521

34,469 Total Operations in September resulted in 1,145 complaints from 129 households.

September Noise Events:

<u>September Total:</u>	<u>September 60 – 69 db:</u>	<u>September 70 – 79 db:</u>	<u>September 80 – 89 db:</u>
Golf Course 10,355	Meridian 7,117	Golf Course 3,618	Airport East 695
Meridian 9,285	Golf Course 6,510	Meridian 2,101	Golf Course 205
Airport East 3,409	Parker 2,462	State Park 976	Meridian 64
State Park 3,108	State Park 2,117	Airport East 902	Portable Station 33
Parker 2,690	Portable Station 1,930	Portable Station 379	Grandview Estates 23
Portable Station 2,345	Airport East 1,740	Parker 226	State Park 15
Grandview Estates 1,927	Grandview Estates 1,690	Grandview Estates 214	Hunters Hill 12
Greenwood Village 1,189	Greenwood Village 1,078	Greenwood Village 107	Greenwood Village 4
Lone Tree 811	Lone Tree 775	Hunters Hill 59	Lone Tree 2
Castle Rock 765	Castle Rock 745	Castle Pines 19	Parker 2
Hunters Hill 589	Hunters Hill 518	Lone Tree 34	Castle Pines 1
Castle Pines 327	Castle Pines 307	Castle Rock 20	Sagebrush Park 1
Sagebrush Park 153	Sagebrush Park 138	Sagebrush Park 14	Castle Rock 0

September Noise events in the 90+ decibel range: Airport East – 72 Golf Course – 22 Meridian – 3 Portable Station – 3

<u>September Noise Complaints</u>	<u>and</u>	<u>Numbers of Households:</u>	<u>YTD Complaints and</u>	<u>Number of Households:</u>
(1,145)		(129)	(8,786)	(386)
Unincorporated Arapahoe County 387 (34 %)		UAC 49 (38%)	UAC 3,681 (42%)	UAC 169(44%)
Greenwood Village 279 (24%)		Greenwood Village 33 (25%)	GW Village 2,463 (28%)	GV 85 (22%)
Parker 150 (13%)		UDC 10 (8%)	Parker 786 (9%)	Other 28 (7%)
Centennial 143 (13%)		Other 8 (6%)	Centennial 759 (9%)	UDC 20 (5%)
Castle Rock 60 (5%)		Parker 8 (6%)	Castle Rock 351 (4%)	Centennial 18 (5%)
Unincorporated Douglas County 47 (4%)		Centennial 7 (5%)	UDC 338 (4%)	Parker 18 (5%)
Other 34		Highlands Ranch 4	Denver 138	Lone Tree 13
Denver 20		Lone Tree 3	Other 108	Aurora 10
Highlands Ranch 13		Aurora 2	Aurora 61	Highlands 10
Lone Tree 6		Castle Pines 2	Highlands Ranch 46	Castle Rock 7

Aurora	4	Castle Rock	2	Lone Tree	46	Denver	4
Castle Pines	2	Denver	1	Castle Pines	9	Castle Pines	4
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	1,363	Greenwood Village	Household #4	570	Unincorporated Arapahoe County
Household #2	764	Parker	Household #5	403	Unincorporated Arapahoe County
Household #3	722	Centennial			

In September, 88 responses were requested from 1,145 noise complaints, with 72 of those requests made by email (82%), and 16 made by telephone (18%).

In September, 966 complaints were made about daytime flights (7:00 a.m. – 9:59 p.m.) – 84%. 179 complaints were made about nighttime flights (10:00 p.m. – 6:59 a.m.) – 16%.

In September, props accounted for 83% of the complaints by aircraft type; jets accounted for 15% of the complaints, and helicopters caused 2%.

In September, training was responsible for 35% of the complaints, arrivals were responsible for 35% of the complaints, and departures were responsible for 30% of the complaints.

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

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

4. **CACNR STUDY GROUP COMMITTEE:** Question was raised about the mitigation strategies named during the last meeting – were they to be done in the short term or long? (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.) Would CACNR receive an update on progress on these two items? Another important strategy would 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).) This position would be for the long term, and would possibly be filled by April, 2024.

There continued to be interest in how the two above listed mitigations would be measured to assess any improvement and would CACNR be able to see those measurements. Request had also been made for the FAA to do something to decrease the overall traffic. A final request had been made for the next report to be made available sooner than Spring of 2024, unless Spring was defined as perhaps January or February. The next meeting of the Study Group would be held on November 3, 2023.

As follow-up to the last report of the Study Group, a draft letter was sent from the Study Group to CACNR, asking CACNR to recommend the airport hire additional staff for data collection and analysis, as quickly as possible. On the motion of Chris Eubanks, duly seconded, the recommendation was approved. A draft letter to implement this recommendation was then presented. Following discussion, an amendment was accepted to further request ACPAA expedite the hiring process for this position. On the motion of Donna Johnston, duly seconded, the amended letter was approved; Brad Pierce would provide it to Chris Eubanks and to Samantha Blymyer for distribution to ACPAA as follows:

Dear Thad Bagnato, Chair 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. Further, we request that the Arapahoe County Public Airport Authority expedite the hiring process.

Sincerely,
Brad Pierce

Chair, Centennial Airport Community Noise Roundtable

5. **PUBLIC COMMENT:**

1. Received by CACNR – none
2. Meeting Attendees - Chair Pierce opened the meeting for public comment. There were 4 in attendance and 16 on line.

Overall, they were from Louviers, Orchard & Havana, the Denver Tech Center and Yosemite, and Greenwood Village Comments are summarized below:

Randy Johnson from Louviers presented statistics from the numbers of noisy planes he had registered over his residence – 710 - ,and noted there frequently were more flights per individual plane than previously. He provided comparison heat maps which rather dramatically showed the increases being heard in the area and had registered 14 complaints of planes circling overhead.

Directed to the airport – it is only caring for pilots, planes and profits, with the flight schools being cared for and about, rather than the unimportant people who have to live around the airport. The concerns about the dangers of lead pollution, untrained pilots flying over the population, and the stress and torment for the tax-paying public were all raised as in previous meetings. It was felt the FAA's rules were from the Cold War era, and today's public does not need to live with such outdated approaches by a government which is failing us all.

There should have been consultation with the public when things changed after the mid-air collision. Those changes were made quickly, so why could not changes to help the public be made just as quickly? It was felt no one was listening, giving nothing but lip service while providing nothing but lip service to concerns, and that included CACNR. It has been at least 15 months of the public bringing concerns to CACNR and ACPAA, and nothing has been done to improve the situation.

It was noted the ACPAA meetings scheduled in the middle of the afternoon seemed designed to make it difficult for the average working member of the public to attend. The public is rather effectively shut out of learning what is going on and contributing thoughts to the decision making body which governs how the airport functions.

In relation to the Study Group, it seemed there would be several more months' wait for evidence of its work having any effect – could there be any effort to hurry things along more?

Several had gone to a meeting held in Superior, including legislators from Districts 12, 37, and 49, plus the Senate Majority Leader and the Colorado Attorney General. Concerns were expressed about more than lead pollution. It was reported some pilots in attendance behaved poorly, and an AOPA letter which had been sent to the Attorney General had perhaps not been written with the best judgement, as 'fights' do not usually engender collaborative cooperation. There was frustration because only about ten of the many attendees had been allowed to speak. It was noted the Attorney General does not have the authority to act independently, but acts on what the legislators have done.

6. **EXECUTIVE COMMITTEE:** It was noted that Candace Moon would no longer be representing Centennial on CACNR. She was thanked for all she had contributed to the group as a Representative, and as Chair of the Noise Monitors Committee, and she would be missed.

A. REPRESENTING CACNR AT NOVEMBER 9, 2023 ACPAA MEETING – Chris Eubanks volunteered to fill that role.

No one would represent CACNR at the December 14, 2023 ACPAA meeting, as CACNR would not meet in December.

B. DRAFT LETTER TO ACPAA IF 4.A. IS APROVED – see action under Agenda Item #4.

C. SEPTEMBER 26, 2024 RETREAT –

1. The Summary Report from Jason Schwartz was received and accepted. Comment was made that the retreat was useful, and perhaps such meetings should be held more often. Agreed upon as top priorities from that report were:

- 1) Establish training for roundtable members
- 2) Make recommendations to Airport Authority and other than can reduce noise
- 3) Restructure meeting agendas to make meetings more effective and productive (We approved a revised agenda structure)
- 4) Publish annual reports
- 5) Expand community outreach
- 6) Strengthen relationships with FAA
- 7) Expand industry engagement
- 8) Fly Quiet briefings
- 9) Study Noise Monitor data
 - Correlate complaints to noise levels
 - Do more to leverage available noise data

Other Current / High Priority Issues were:

- 1) FAA Support of Roundtable (this is being handled through the Study Group Committee on extended pattern traffic)
- 2) Flight School Engagement
- 3) Airport Capacity

Finally, from the Consultant's Observations and Recommendations:

- 1) Sometimes roundtable "structures" seem to get in the way of the mission
- 2) Relationship to the Airport and Airport Board
- 3) Meetings with Airport Management
- 4) Value in additional Roundtable training
- 5) Expand community outreach
- 6) Consider additional roundtable support

There was general support for hiring a consultant for the above items. One of our reps suggested we form an Ad Hoc 'Consultant' committee to develop priority tasks, a job description, a budget to be dedicated to this work; and whether it should be an hourly or flat rate.

2. A draft Mission Statement was provided, and after discussion, on the motion of Donna Johnston, duly seconded, the following was approved: 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.

3. A draft revised meeting agenda was provided. There was discussion about the usefulness of the current committee structure or whether having ad hoc groups to address specific topics might be more fruitful. There would be an opportunity for Representatives to present what they were working on, and any other topics they chose, as an agenda item. There was also discussion about putting public comment at the end of the meeting, so the public could hear what the roundtable was doing before commenting might also be more useful. On the motion of Paul Krier, duly seconded, the revised basic Agenda was approved, and would be used in January, 2024. Samantha Blymyer was asked to put a special note calling attention to the agenda revision when she sends out the January 2024 meeting materials.

CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE

AGENDA

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1. **CALL TO ORDER AND DETERMINATION OF QUORUM:**
2. **CONSENT AGENDA:** (items here may be moved to Agenda Item #3, on the request of any CACNR Representative)
 - A. DRAFT MINUTES,
 - B. TREASURER'S REPORT,
 - C. NOISE REPORTS,
3. **ITEMS REMOVED FROM CONSENT AGENDA:**
4. **CACNR STUDY GROUP COMMITTEE:**
5. **EXECUTIVE COMMITTEE:**
6. **REPRESENTATIVES' COMMENTS:**
7. **OTHER REGULAR REPORTS:**
 - A. AIRPORT DIRECTOR
8. **OLD BUSINESS:**
9. **NEW BUSINESS:**
10. **PUBLIC COMMENT:** (3 minutes per person time limit):
 - A. RECEIVED BY CACNR
 - B. MEETING ATTENDEES
11. **NEXT MEETINGS:**

A. CACNR – February 7, 2024	6:30 p.m.	7565 South Peoria Street, Englewood, CO 80112
March 6, 2024	6:30 p.m.	7565 South Peoria Street, Englewood, CO 80112
B. ACPAA – January, 2024	NO ACPAA MEETING	
February 8, 2024	3:00 p.m.	7565 South Peoria Street, Englewood, CO 80112
March 14, 2024	3:00 p.m.	7565 South Peoria Street, Englewood, CO 80112
12. **ADJOURN:**

4. A Draft Public Comment Procedures document was provided. There was considerable discussion, with many ideas provided for inclusion in it. There was general agreement with these ideas. In the interest of time, it was agreed the Executive Committee plus Chris Eubanks and Donna Johnston would rework the document and email it to all Representatives and Alternate Representatives for a final electronic vote on its acceptance in time for its use at the January 3, 2024 CACNR meeting.

D. 2024 DRAFT CACNR/ACPAA MEETING SCHEDULE – the draft was provided, to be finalized when ACPAA's meeting dates had been approved. A copy of the final version would be provided in January.

E. CACNR 2024 DRAFT BUDGET – A draft 2024 budget was provided which called for no invoicing of Regular Members for 2024, due to the anticipated carry-over from 2023. If possible, an annual report would be created to accompany the budget when it would be presented to the Members. It was noted that ACPAA anticipated providing its usual \$10,000.

The draft also had monies assigned to the various committees, which may or may not be utilized in that fashion in 2024. Staff assistance seemed to be of particular use, as would working with contract consultation services. It was felt the Notes section was flexible enough to be utilized without having to make specific changes at this time. On the motion of Alison Biggs, duly seconded, the Draft 2024 budget was approved. Treasurer Andy Jones would be asked to send out the 2024 budget to the Members, noting there would be no invoice for funds for 2024.

Request was made for the Noise Reports to extend all maps to include Castle Rock, at least to Wolfensberger Road. Blymyer indicated she would try to accomplish that. She would also try to provide updated population numbers.

7. **OTHER COMMITTEE REPORTS:**

- A. COMMUNITY OUTREACH – No report.
- B. FLY QUIEET – No report.
- C. NOISE MONITORS – No report.

8. **OTHER REGULAR REPORTS:**

- A. AIRPORT DIRECTOR'S REPORT – No report.

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

10. **NEW BUSINESS:**

- A. INFORMATION SHARING – None.

11. **PUBLIC COMMENT:** It was wondered how the public would feel about moving Public Comment time in the agenda to the end of the meeting. Some educational information previously provided might be lost with the three minute limit, though that had always been the time limit. It was felt such information could be provided to CACNR in advance, for inclusion in the mailings so that everyone would have access to it. There was also concern about not allowing delegation of one's time to someone who had already signed in to speak. Such ideas would be shared with the group working on fine-tuning the Public Comment Procedure.

12. **NEXT MEETINGS:**

- | | |
|-----------------------------|---|
| A. CACNR – December, 2023 | NO MEETING |
| January 3, 2024 | 6:30 p.m. 7565 S. Peoria Street, Unit 9D, 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 |
| January, 2024 | NO MEETING |

13. **ADJOURNMENT:** The meeting was adjourned at 9:09 p.m.

Alison Biggs, Secretary

CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE		2023 BUDGET - Approved October 5, 2022; Updated as of 12/29/23		
		BUDGET	ACTUAL	
INCOME:			as of 12/29/23	NOTES
CARRY OVER FROM PRIOR YEAR		\$ 23,000.00	\$23,791.15	Carry over from 2022
ACPAA		\$ 10,000.00	\$10,000.00	
CACNR REGULAR MEMBERS		\$ -		Members not invoiced for 2023 due to amount of carry over available
TOTAL INCOME:		\$ 33,000.00	\$33,791.15	
EXPENDITURES:				
WORK PROGRAM:				
COMMUNITY OUTREACH		\$ 2,000		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	\$9,257.80	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	\$13,473.60	
CARRY OVER TO 2024		\$ -	\$20,317.55	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



October 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.

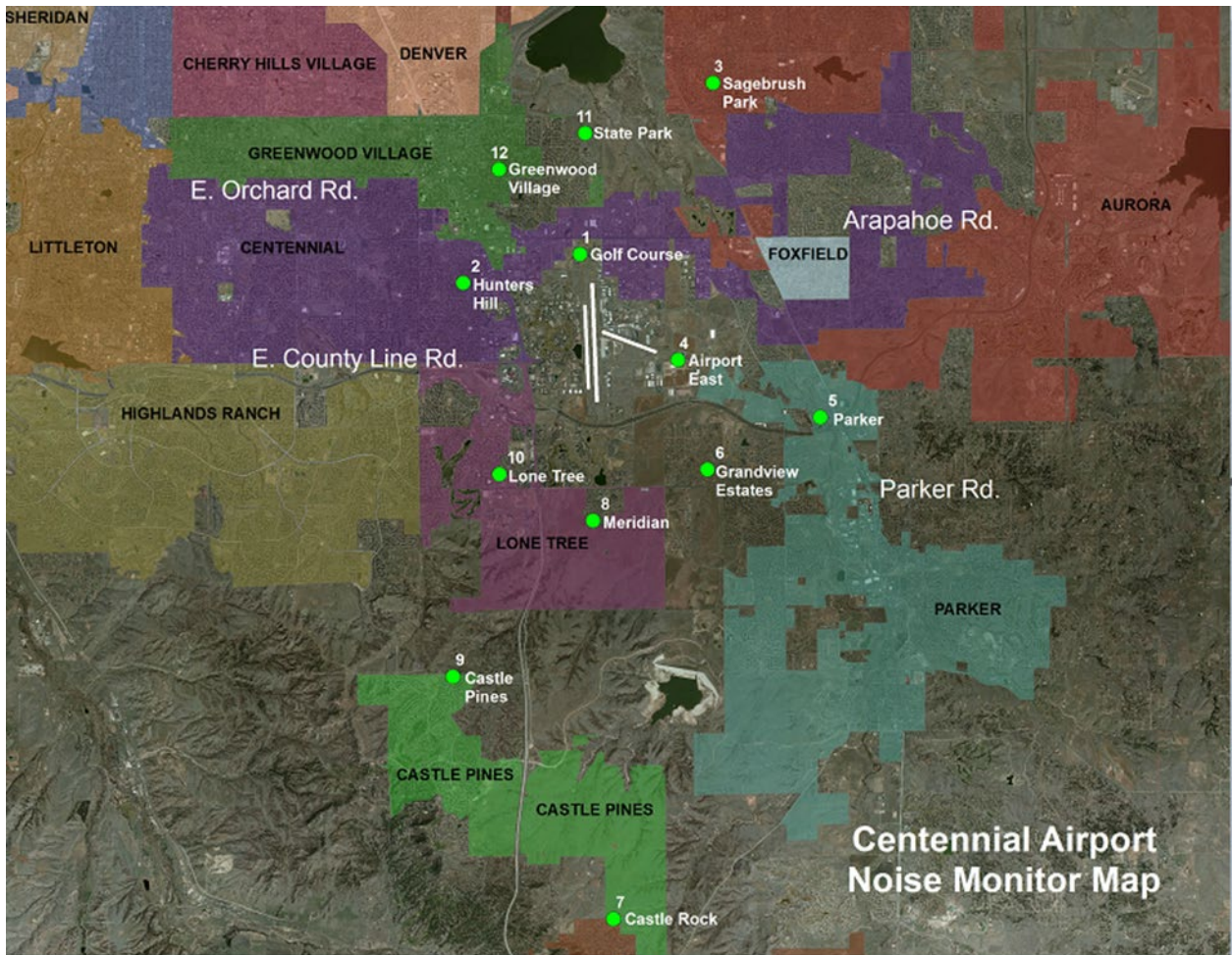
Visual Flight Rules (VFR) – A set of regulations under which a pilot operates an aircraft in weather conditions generally clear enough to allow the pilot to see where the aircraft is going. A flight plan is not required when the pilot is operating under Visual Flight Rules.

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

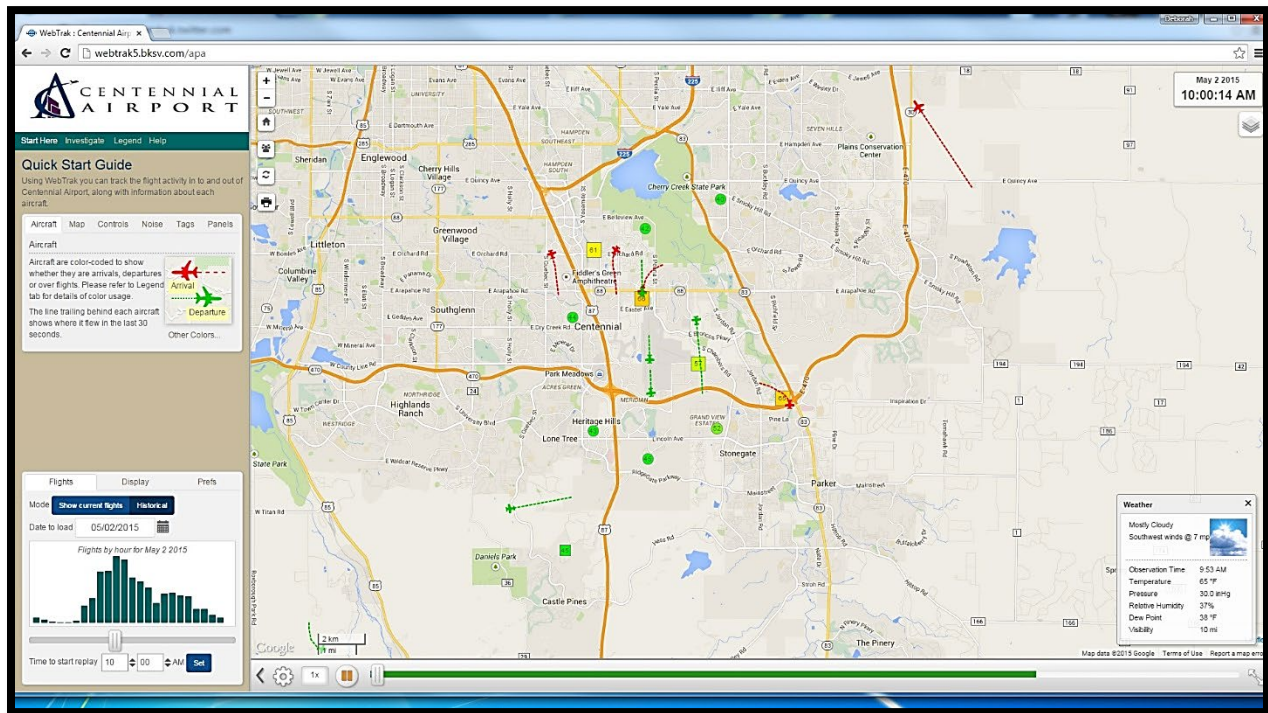
3 ABOUT APA'S NOISE MONITORING PROGRAM

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	2,655	3,229	202	6,086	2,238	7,472	111	9,821	14,216	44	14,260
November				0				0			0
December				0				0			0
Y-T-D Totals	24,721	31,591	1,727	58,039	17,012	67,047	1,113	85,172	161,812	326	162,138

	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	3	8	2	13	35	80	8	123	October	30,303
November				0				0	November	
December				0				0	December	
Y-T-D Totals	34	63	23	120	344	942	69	1,355	Y-T-D Totals	306,824

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

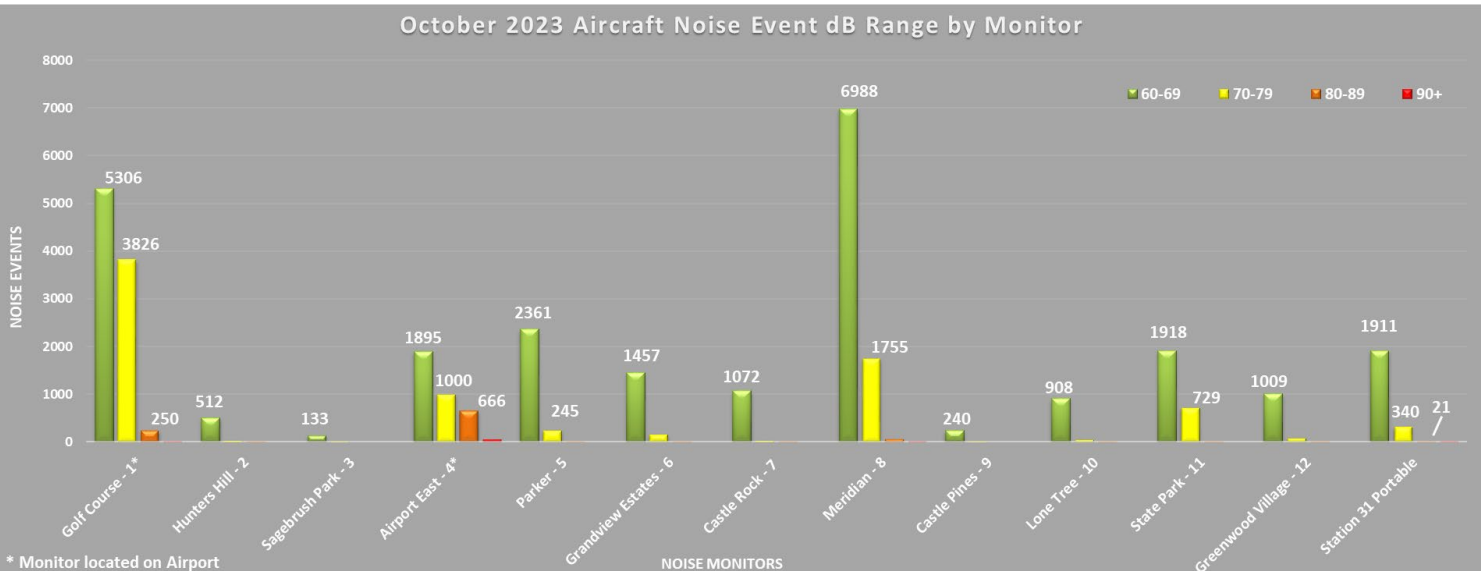
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First, the noise event must exceed the ambient noise level. This number varies at every monitor, but is generally greater than 50-55db. Secondly, the noise event must last longer than 5 seconds. Lastly, using radar data, the system must correlate an 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.

October 2023 Aircraft Noise Event Decibel Range By Monitor					
Monitor	60-69	70-79	80-89	90+	Totals
Golf Course- 1*	5306	3826	250	6	9388
Hunters Hill- 2	512	43	3	0	558
Sagebrush Park- 3	133	9	0	0	142
Airport East- 4*	1895	1000	666	52	3613
Parker- 5	2361	245	4	0	2610
Grandview Estates- 6	1457	164	5	0	1626
Castle Rock- 7	1072	39	1	0	1112
Meridian- 8	6988	1755	67	6	8816
Castle Pines- 9	240	15	0	0	255
Lone Tree- 10	908	49	1	0	958
State Park- 11	1918	729	6	0	2653
Greenwood Village- 12	1009	95	5	0	1109
Portable Station 31	1911	340	21	2	2274
Totals	25710	8309	1029	66	35114

*Monitor located on Airport



7 OCTOBER 2023 NOISE COMPLAINT STATISTICS

In October, Centennial Airport received 1,295 complaints from 90 households.

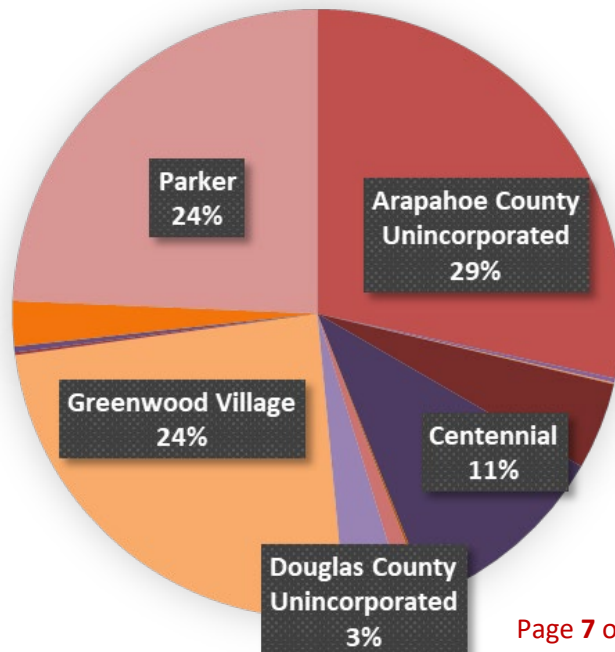
October Noise Complaints			YTD		Population
Municipality	Complaints	Households	Complaints	Households	
Arapahoe County Unincorporated	368	44	4,030	170	98,066
Aurora	3	2	64	11	399,913
Castle Pines	1	1	10	5	14,000
Castle Rock	60	3	411	7	82,000
Centennial	138	3	897	20	108,422
Cherry Hills Village	2	1	2	1	6,442
Denver	14	1	152	4	715,522
Douglas County Unincorporated	42	5	380	20	276,493*
Greenwood Village	315	27	2,808	99	15,691
Highlands Ranch	2	1	49	11	103,444
Lone Tree	4	3	50	14	14,253
Parker	315	2	1,101	19	68,000
Other	31	6	110	28	UNK
Total	1,295	90	10,064	409	1,867,296

*Douglas County Unincorporated Population with Highlands Ranch Removed

October 2023 Noise Complaint Responses Completed	
Email	45
Phone	17
Total	62

Time Complaint Received	Oct
Day Hours (7:00 am - 9:59pm)	1,166
Night Hours (10:00 pm - 6:59 am)	129
TOTAL	1,295

Complaints per Municipality



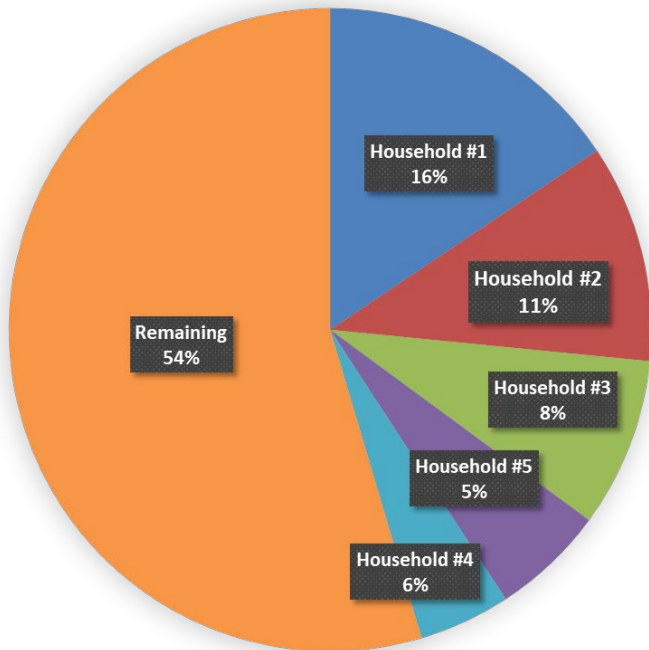
Current 12 Month Trend



Previous Year 13 Month Trend

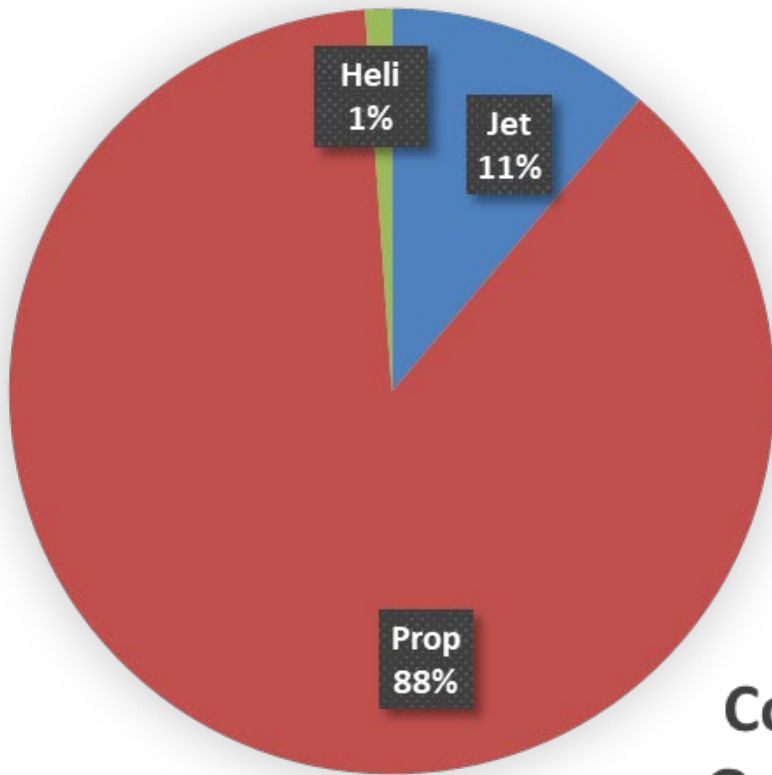


Top 5 Household Complaints YTD



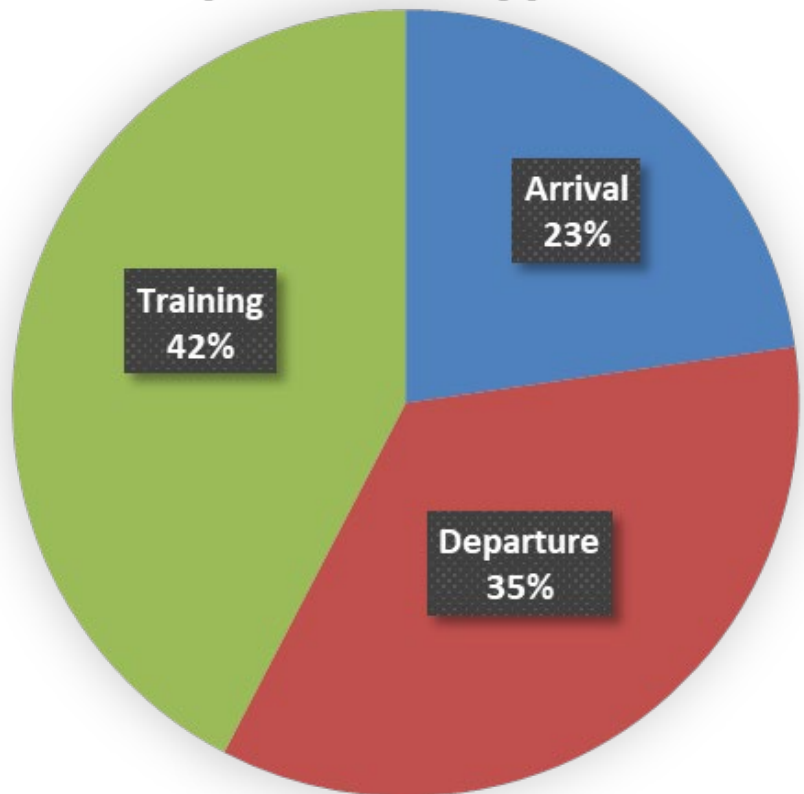
Top 5 Household Complaints		
Household	Complaints	Households
Household #1	1,570	Greenwood Village
Household #2	1,103	Parker
Household #3	858	Centennial
Household #4	575	Arapahoe County
Household #5	464	Arapahoe County
Remaining	5,495	
Total	10,065	

Complaints by Aircraft Type

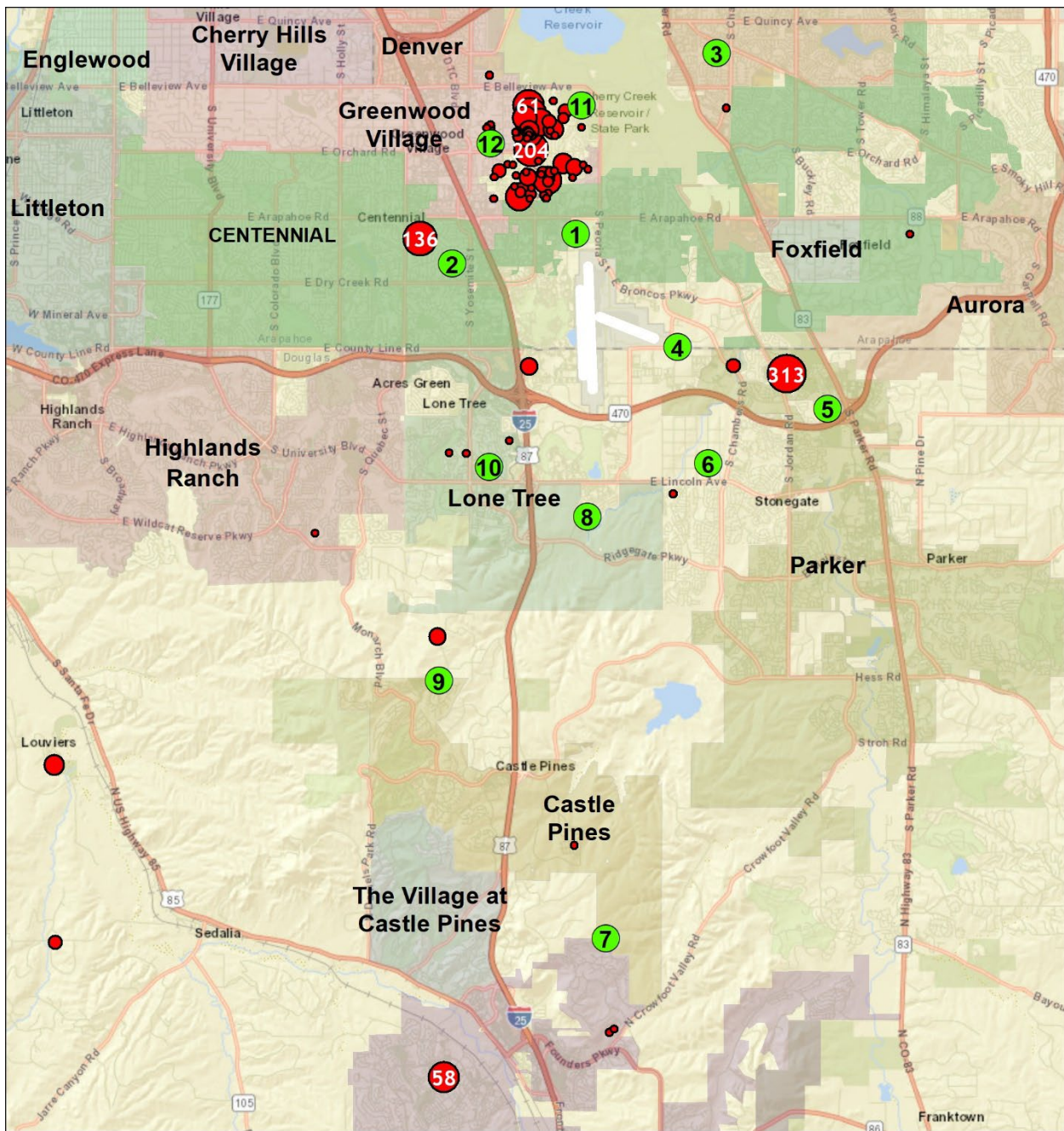


*#1 Household Removed

Complaints by Operation Type



8 CENTENNIAL AIRPORT COMPLAINT MAP



October 2023 Complaints

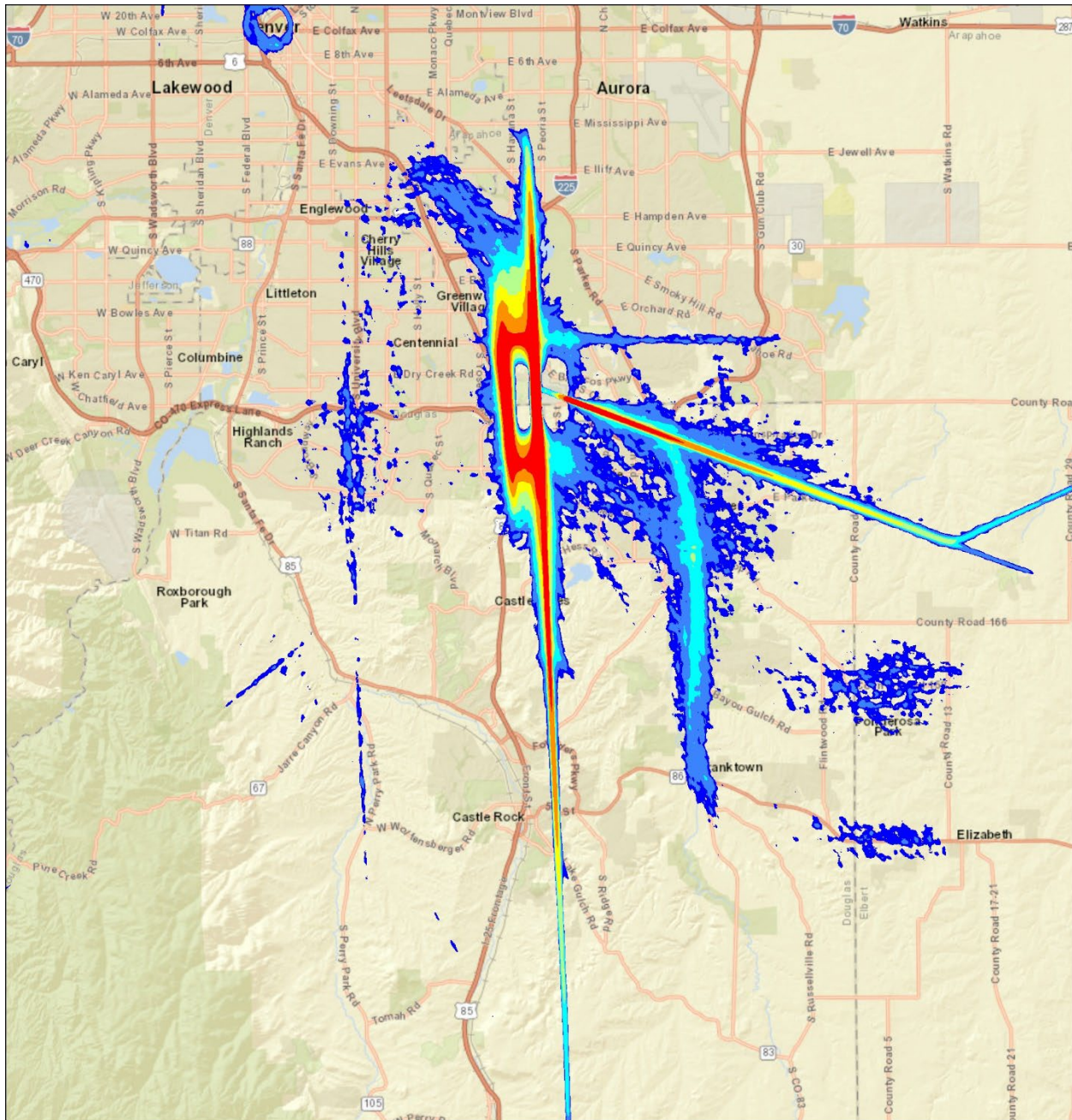


**Larger dots equate to more complaints for that particular households

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.

October 2023 Flight Tracks associated with Centennial Airport



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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



Centennial Airport Monthly Noise Report



November 2023

1 TABLE OF CONTENTS

- 2 Definitions..... 2
- 3 About APA's Noise Monitoring Program 3
- 4 About WebTrak™ 4
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- 10 Notes and Disclaimer 12

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

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

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

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

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

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

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

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

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

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

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

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

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

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

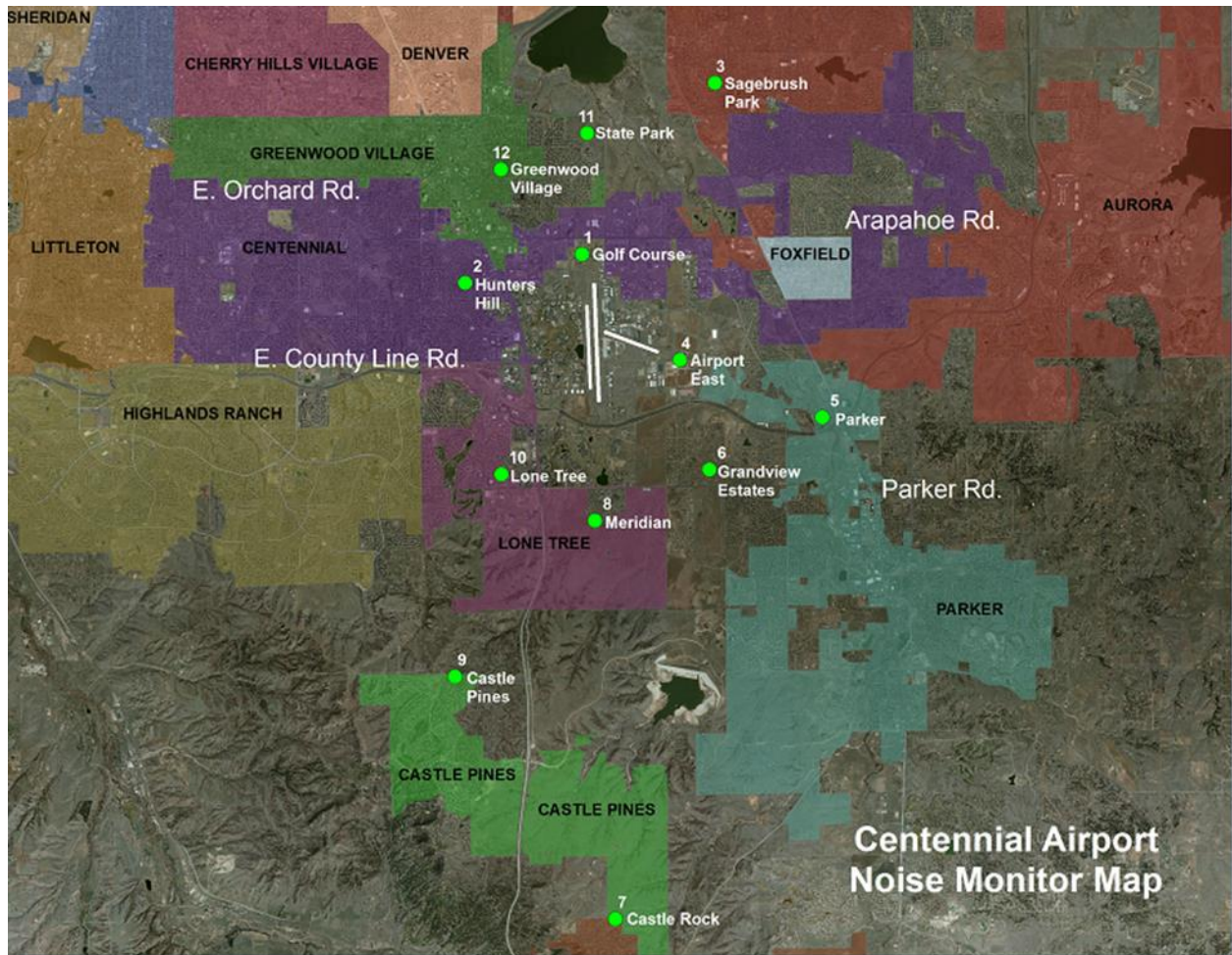
Visual Flight Rules (VFR) – A set of regulations under which a pilot operates an aircraft in weather conditions generally clear enough to allow the pilot to see where the aircraft is going. A flight plan is not required when the pilot is operating under Visual Flight Rules.

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

Overview

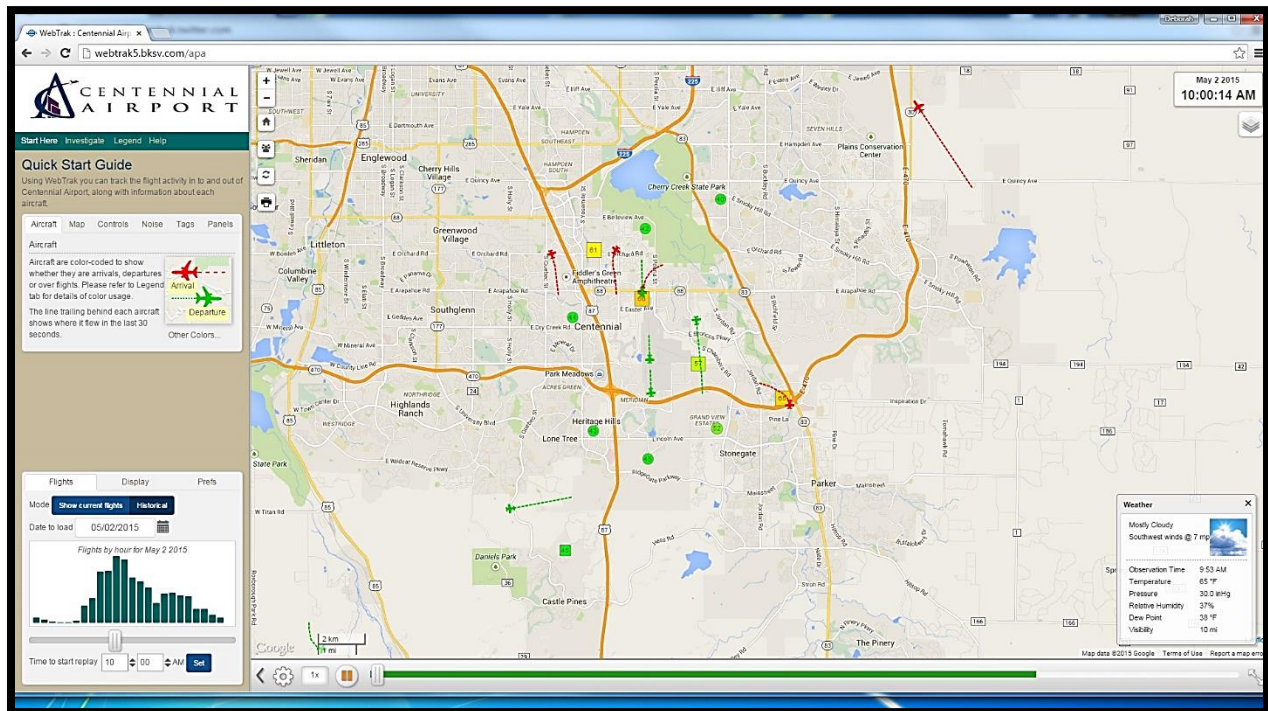
3 ABOUT APA'S NOISE MONITORING PROGRAM

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



4 ABOUT WEBTRAK™

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



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October	2,655	3,229	202	6,086	2,238	7,472	111	9,821	14,216	44	14,260
November	2,506	2,811	182	5,499	1,911	6,055	109	8,075	15,878	23	15,901
December				0				0			0
Y-T-D Totals	27,227	34,402	1,909	63,538	18,923	73,102	1,222	93,247	177,690	349	178,039

	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
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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	3	8	2	13	35	80	8	123	October	30,303
November	1	7	12	20	31	87	11	129	November	29,624
December				0				0	December	
Y-T-D Totals	35	70	35	140	375	1,029	80	1,484	Y-T-D Totals	336,448

Definitions

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6 NOISE MONITOR REPORTS

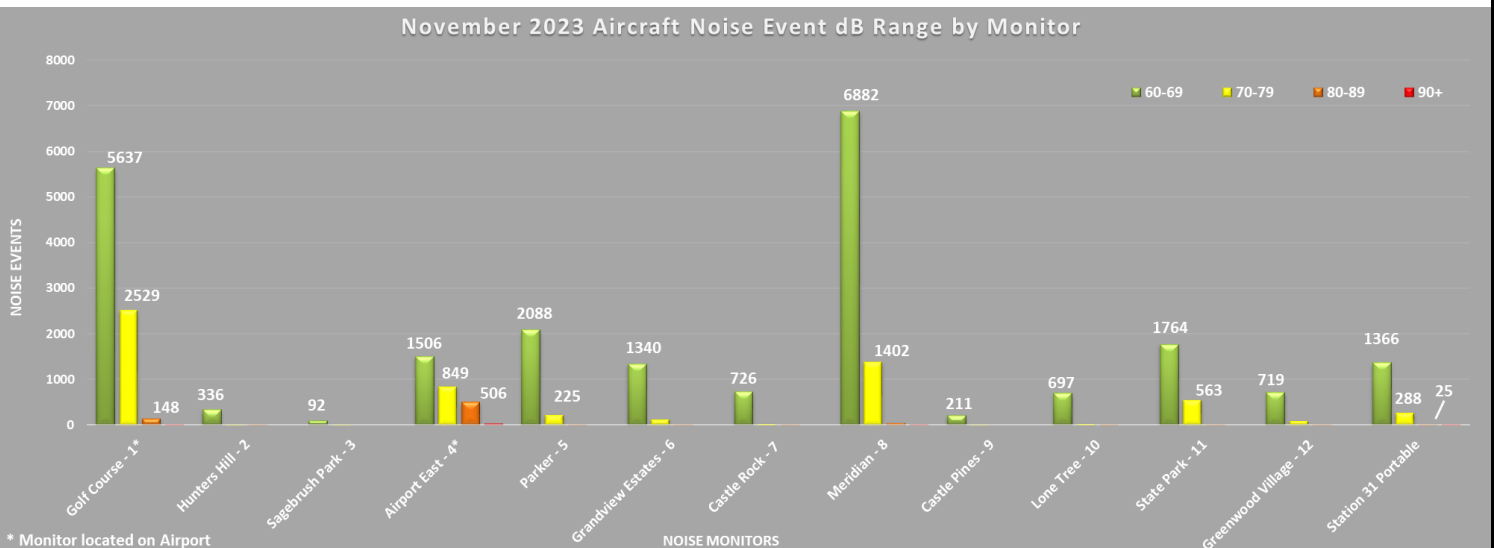
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The information below reflects only aircraft noise events as described above.

November 2023 Aircraft Noise Event Decibel Range By Monitor					
Monitor	60-69	70-79	80-89	90+	Totals
Golf Course- 1*	5637	2529	148	2	8316
Hunters Hill- 2	336	25	4	0	365
Sagebrush Park- 3	92	8	0	0	100
Airport East- 4*	1506	849	506	36	2897
Parker- 5	2088	225	1	0	2314
Grandview Estates- 6	1340	130	2	0	1472
Castle Rock- 7	726	39	1	0	766
Meridian- 8	6882	1402	46	4	8334
Castle Pines- 9	211	14	0	0	225
Lone Tree- 10	697	33	1	0	731
State Park- 11	1764	563	8	0	2335
Greenwood Village- 12	719	97	6	0	822
Portable Station 31	1366	288	25	2	1681
Totals	23364	6202	748	44	30358

*Monitor located on Airport



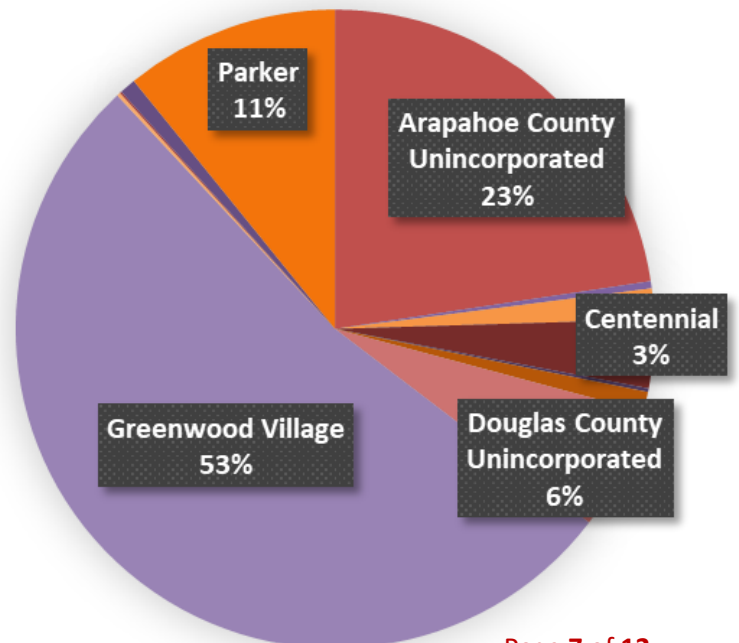
7 NOVEMBER 2023 NOISE COMPLAINT STATISTICS

In November, Centennial Airport received 1,097 complaints from 48 households.

November Noise Complaints			YTD		Population
Municipality	Complaints	Households	Complaints	Households	
Arapahoe County Unincorporated	248	18	4,278	170	98,066
Aurora	4	1	68	11	399,913
Castle Pines	0	0	10	5	14,000
Castle Rock	17	3	428	9	82,000
Centennial	38	3	935	22	108,422
Cherry Hills Village	2	1	4	1	6,442
Denver	11	1	163	4	715,522
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Greenwood Village	578	8	3,386	99	15,691
Highlands Ranch	2	1	51	12	103,444
Lone Tree	1	1	51	14	14,253
Parker	119	2	1,220	20	68,000
Other	9	5	119	31	UNK
Total	1,097	48	11,161	418	1,867,296

*Douglas County Unincorporated Population with Highlands Ranch Removed

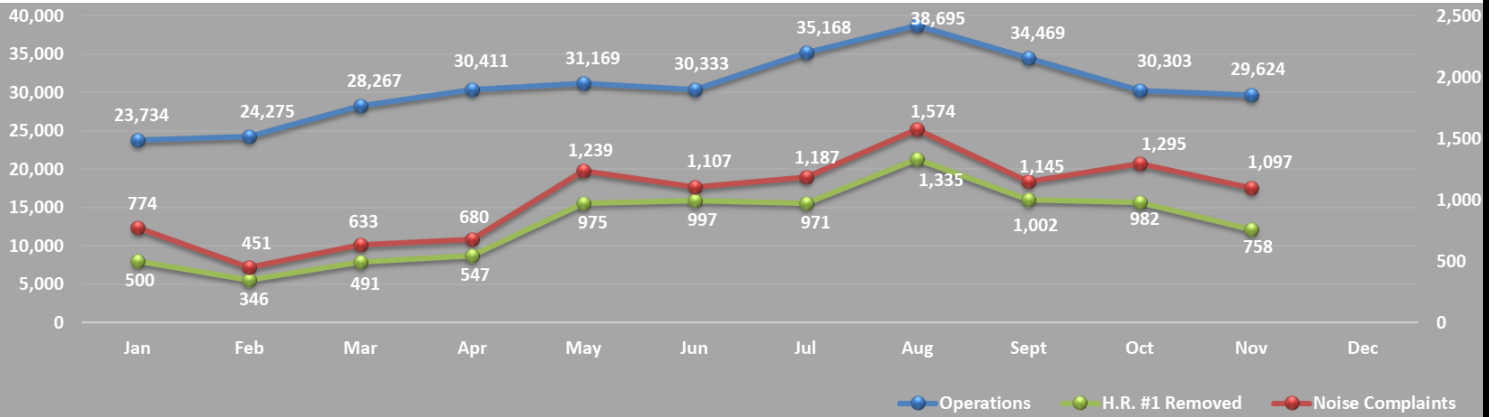
Complaints per Municipality



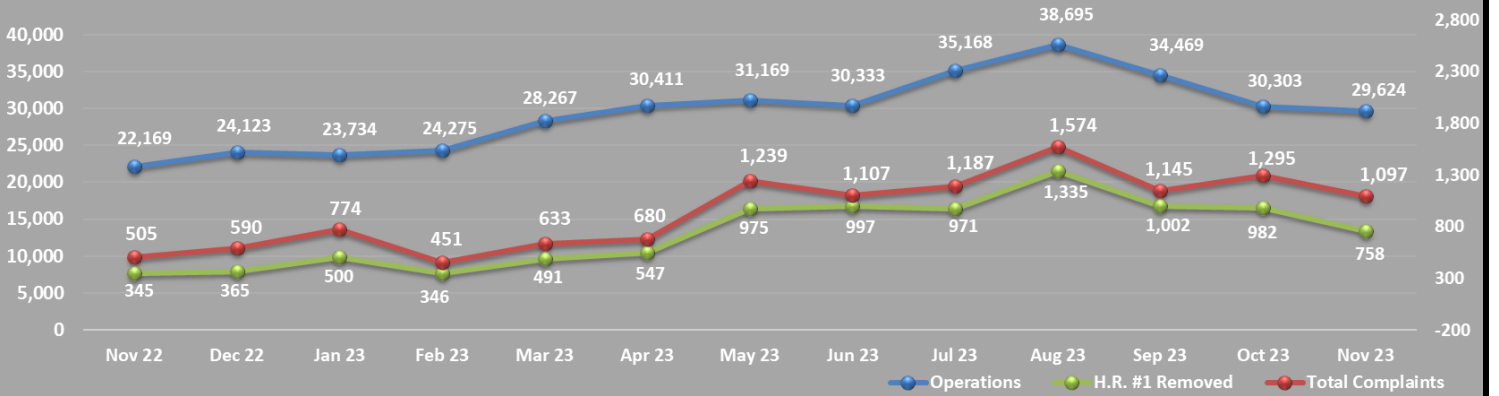
November 2023 Noise Complaint Responses Completed	
Email	40
Phone	5
Total	45

Time Complaint Received	Nov
Day Hours (7:00 am - 9:59pm)	1,018
Night Hours (10:00 pm - 6:59 am)	79
TOTAL	1,097

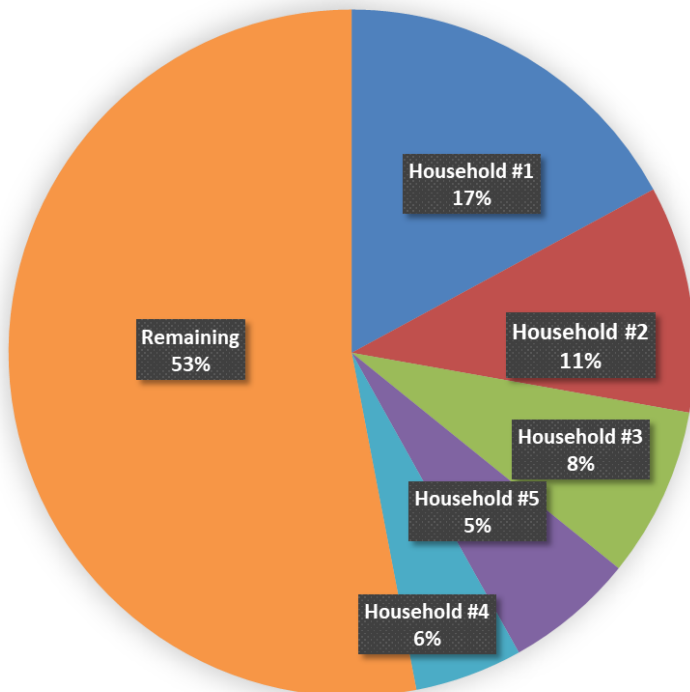
Current 12 Month Trend



Previous Year 13 Month Trend



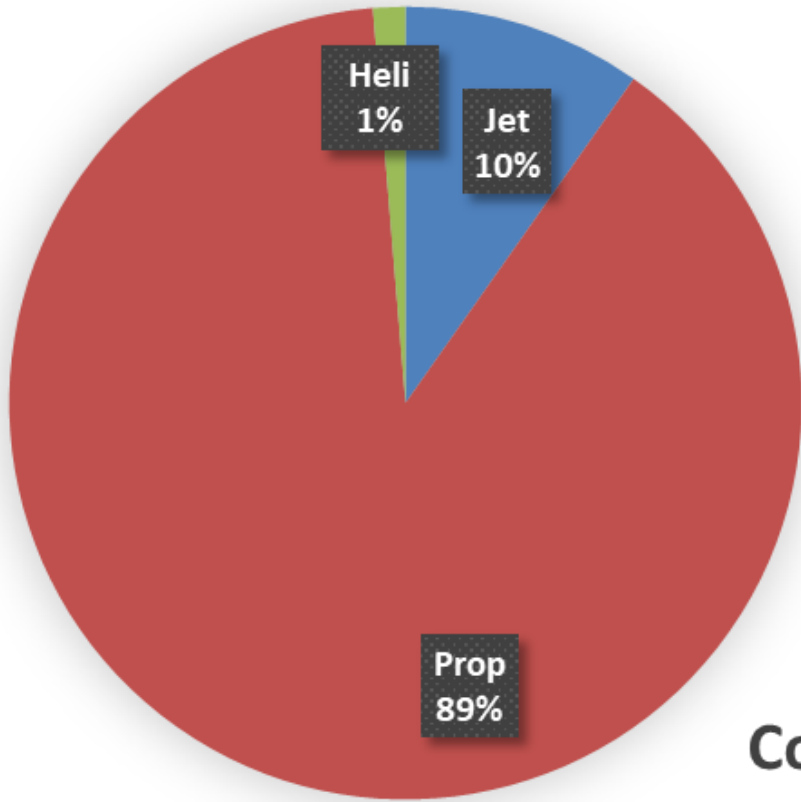
Top 5 Household Complaints YTD



Top 5 Household Complaints

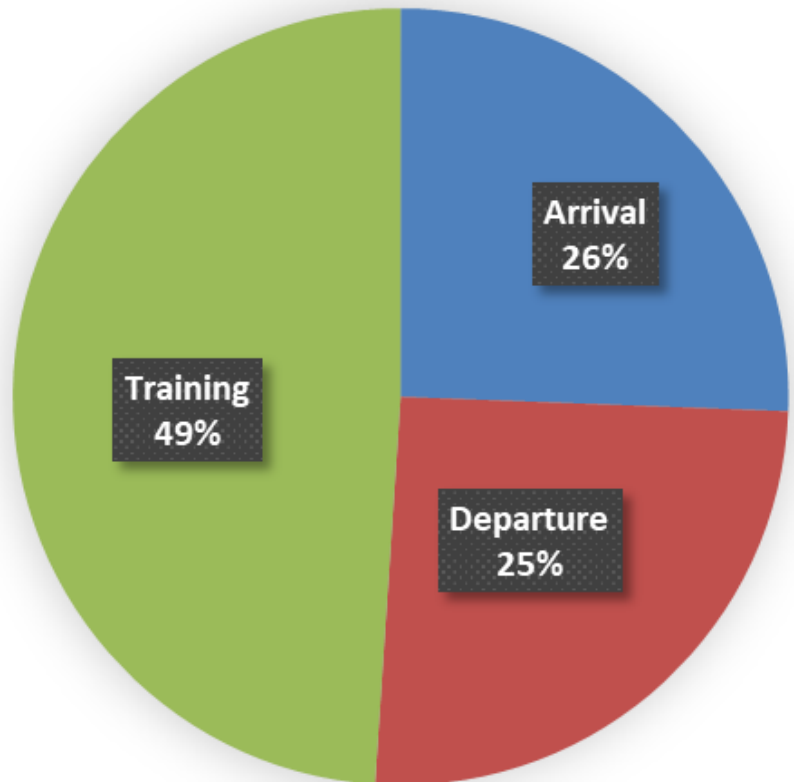
Household	Complaints	Households
Household #1	1,909	Greenwood Village
Household #2	1,193	Parker
Household #3	894	Centennial
Household #4	680	Arapahoe County
Household #5	567	Arapahoe County
Remaining	5,918	
Total	11,161	

Complaints by Aircraft Type

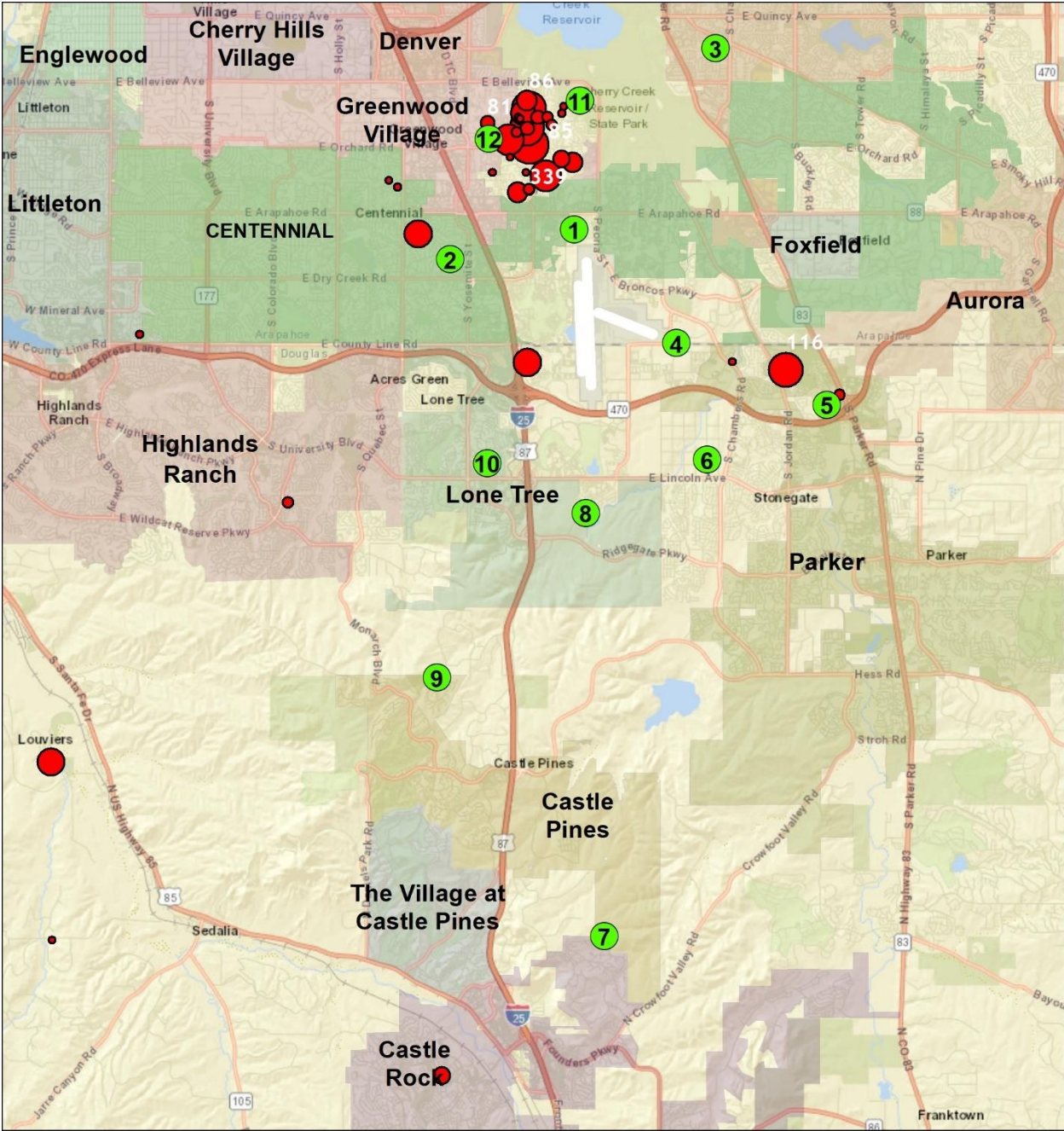


*#1 Household Removed

Complaints by Operation Type



8 CENTENNIAL AIRPORT COMPLAINT MAP



November 2023 Complaints

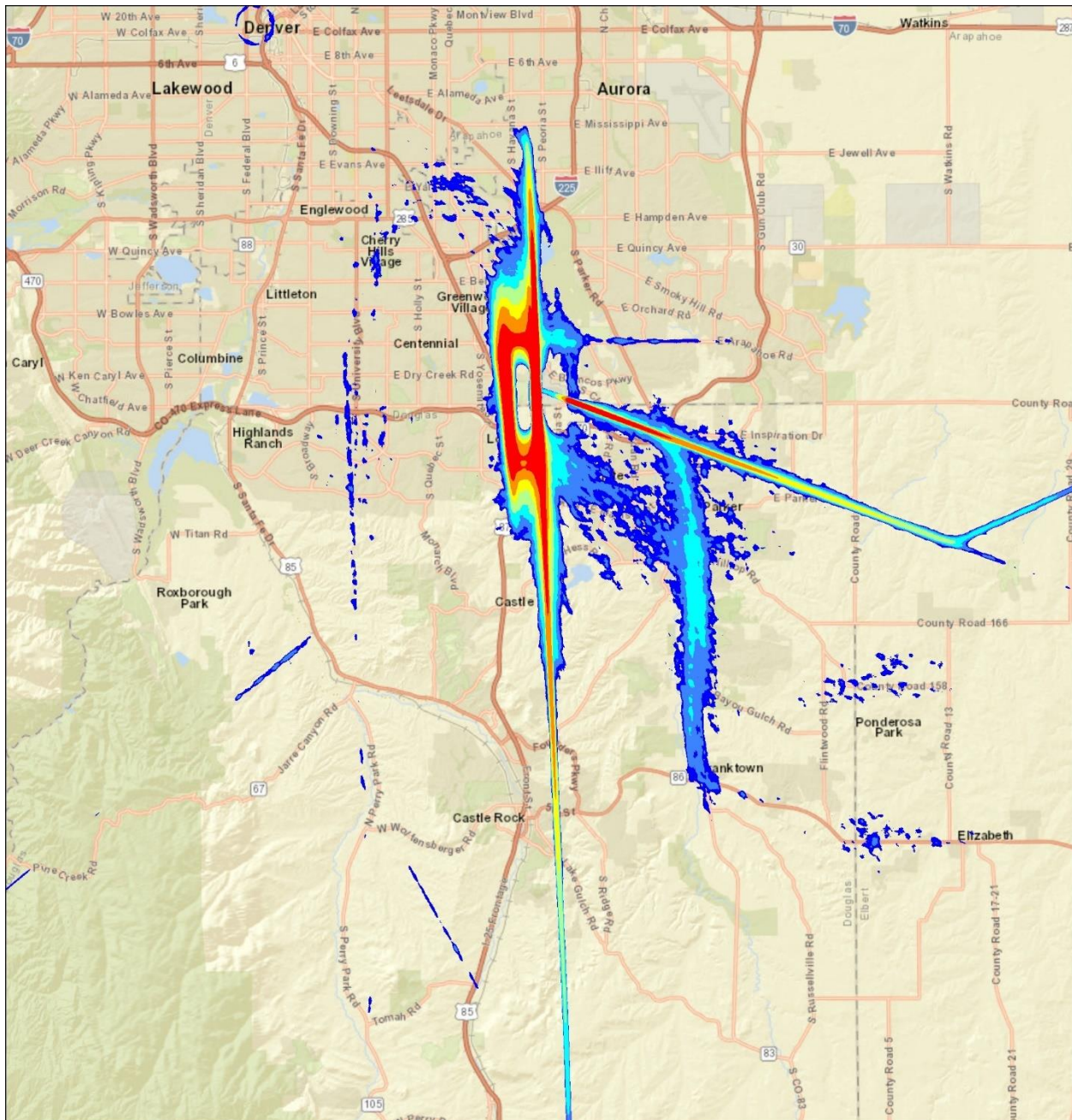


**Larger dots equate to more complaints for that particular households

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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.

November 2023 Flight Tracks associated with Centennial Airport



Lower Density Traffic Higher Density Traffic

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Noise Hotline: 303-790-4709

www.centennialairport.com



Portable Noise Monitor Report

Report Prepared: September 20, 2023

Centennial Airport (KAPA)
7565 S. Peoria St.
Englewood, CO 80112



Centennial Airport
Arapahoe County Public Airport Authority



Neighborhood Noise Report

Background

Installed in September of 2012, the Airport Noise and Operations Management System (ANOMS) enables Centennial Airport to monitor the amount of noise being generated over communities surrounding Centennial Airport. The ANOMS collects, analyzes and processes data from multiple sources of information including a network of 12 permanent noise monitors located around Centennial Airport, noise complaints, FAA radar data and weather data. In addition, the Airport also has 2 portable noise monitors to provide aircraft noise information at specific locations that are not covered by the permanent noise monitors.

Description of Noise Monitoring Location

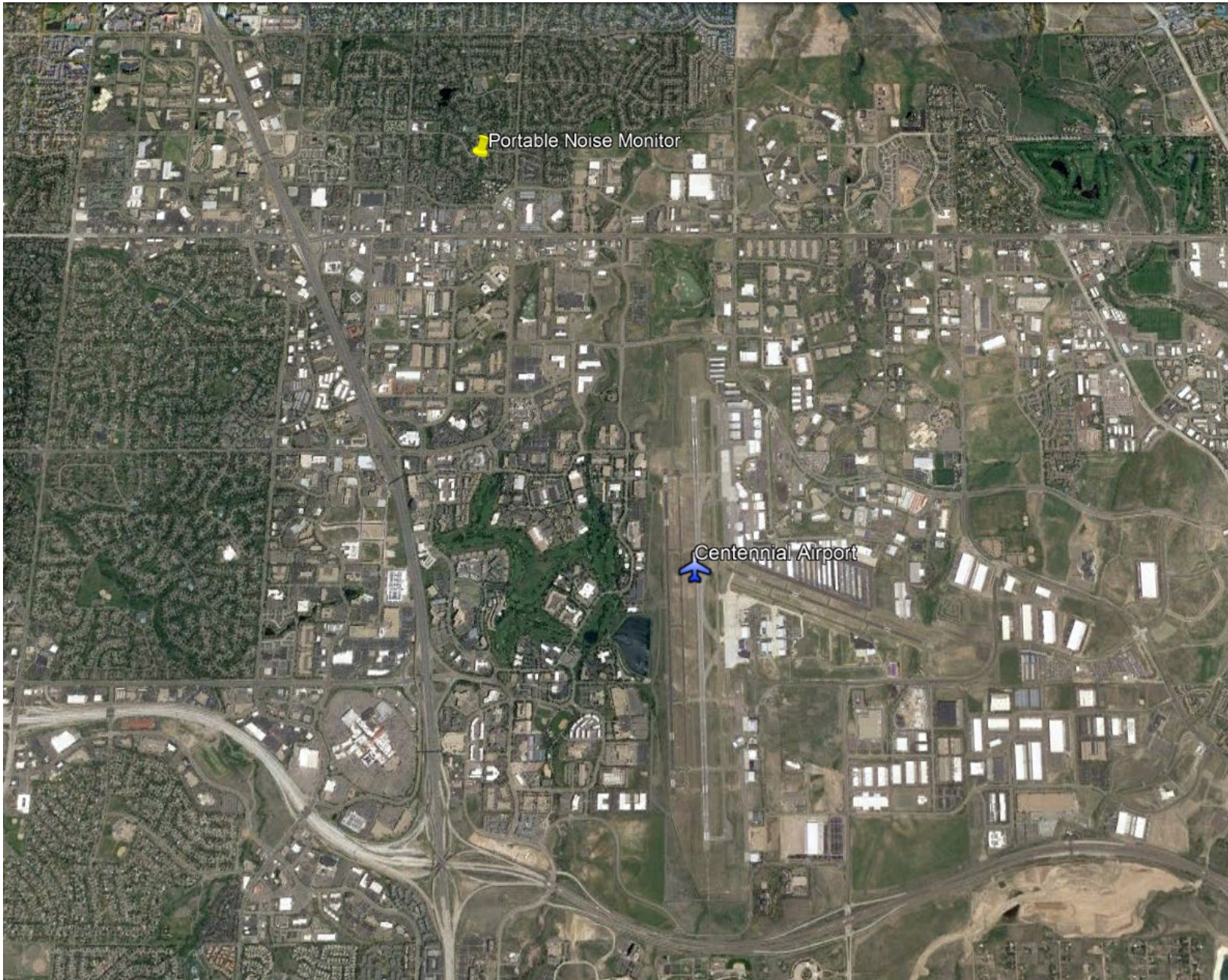
The portable noise monitor for this report was placed approximately 1.3 miles north-west of Centennial Airport.

Noise Level Reports

The Noise Level Reports summarizes measurement results at the noise monitoring site. The data presented summarizes the noise levels and the individual measured aircraft noise events. The noise data presents the measured noise during the period of the measurements for aircraft, community, and total noise in Day-Night Average Sound Levels (DNL's). DNL is a 24-hour time-averaged logarithmic sound exposure level with a 10 decibel (dB) nighttime (10 p.m. to 7 a.m.) penalty to account for the lower ambient noise levels during the nighttime hours. Aircraft noise is noise that can be correlated to aircraft in the vicinity of the noise monitor. Community noise is noise from all other sources such as vehicles, trains, and lawn mowers that all contribute to the overall ambient noise. Total noise is noise from all the above sources.

Daily aircraft noise levels can vary day to day primarily because different runways are used under different wind conditions, which affect where the aircraft fly. The daily noise levels measured, while this monitor was at this location, are indicative of the levels during the time period when the monitor was installed. It is not necessarily representative of the noise level on an annual basis.

Dates of Report August 14th, 2023 – September 13th, 2023 (1 month)



Aircraft DNL	47.2	The 24-hour average sound level of aircraft with a 10dB penalty for nighttime noise events.
Community DNL	52.5	The 24-hour average sound level of the community with a 10dB penalty for nighttime noise events

Total DNL	53.8	The 24-hour average sound level with a 10dB penalty for nighttime noise events
Average Aircraft LMax (dB)	65.1	The peak noise level for a single aircraft noise event.

Centennial Airport-associated aircraft flight paths within 1 mile of Portable Monitor

Props: 4,952

Jets: 1,456

Heli: 47

Unknown: 557

Total: 7,012

Centennial Airport Aircraft Noise Events at Portable Monitor

3,043

Non-Centennial Airport Aircraft Noise Events at Portable Monitor

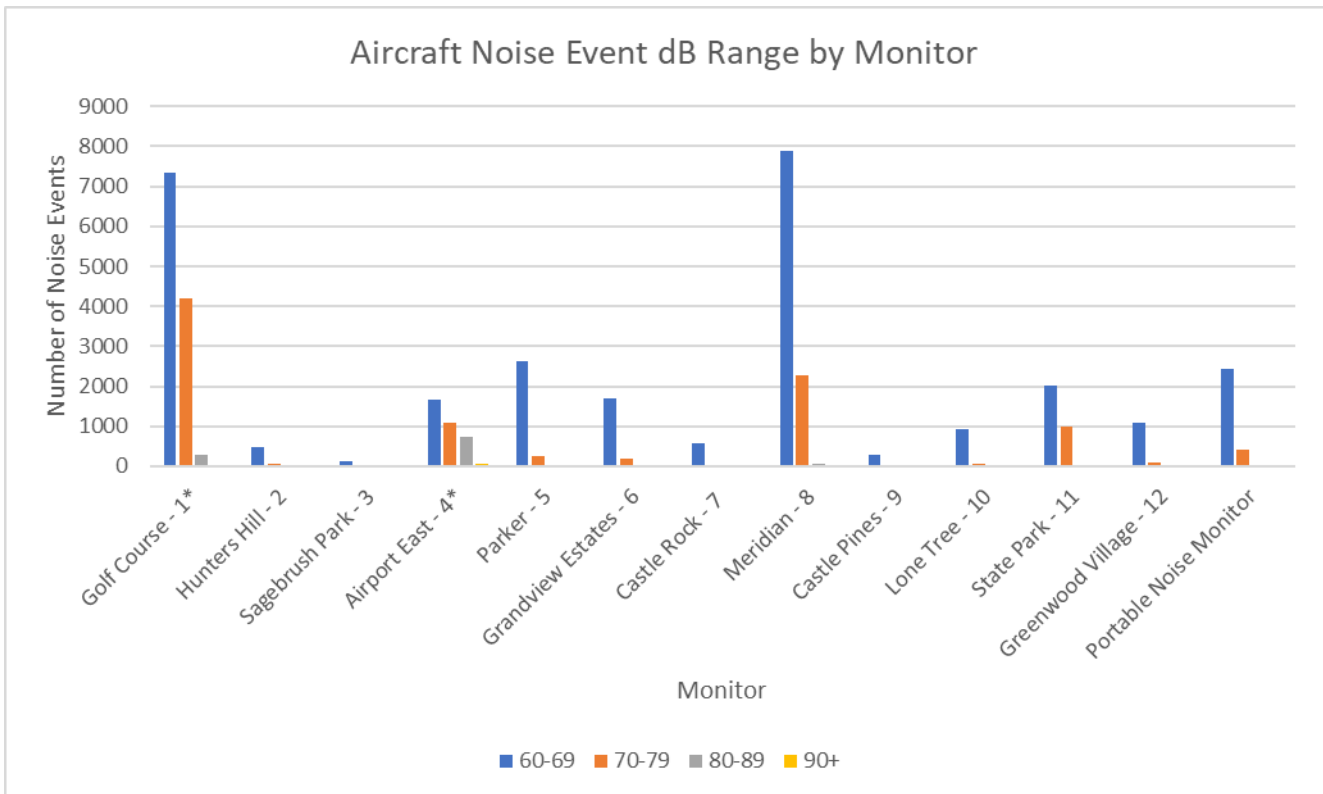
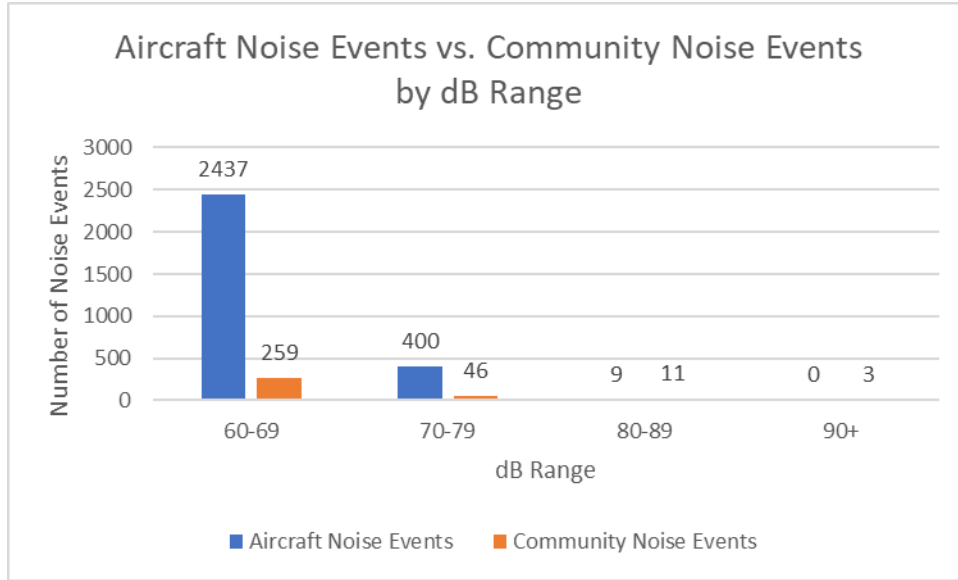
27

Total Aircraft Noise Events at Portable Monitor

3,070

Total Community Noise Events at Portable Monitor

382



Definitions

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.



Noise Hotline: 303-790-4709

www.centennialairport.com

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.

MEMORANDUM

DATE: December 27, 2023
TO: ACPAA Board Members
FROM: Samantha Blymyer - Senior Planner
RE: Land Use Review

The following is a list of Land Use Development referrals that have been reviewed by Centennial Airport staff from 10/1/2023 through 12/31/2023:

Date	Previously Referred	Development	Location	Referring Entity	Type Recom.
10/26/2023	<input type="checkbox"/>	374 Inverness PD	374 Inverness PD	Douglas County	S
10/26/2023	<input type="checkbox"/>	RidgeGate Senior Housing	Ridgegate Pkwy	City of Lone Tree	N
11/13/2023	<input type="checkbox"/>	RidgeGate East Filing No. 4	RidgeGate Parkway	City of Lone Tree	N
11/15/2023	<input type="checkbox"/>	Creekside Centennial Tech Center Site Plan	RDA	City of Centennial	S
11/27/2023	<input type="checkbox"/>	RidgeGate Couplet Apartments	RidgeGate	City of Lone Tree	N
12/18/2023	<input type="checkbox"/>	The Ranches of Cherry Creek Filing No. 4	15076 E Pinewood Place	City of Centennial	S
12/26/2023	<input type="checkbox"/>	Encompass 150 Vehicle Repair	6951 South Blackhawk St.	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



Site Proposal for RidgeGate Senior Housing, RidgeGate East Filing No. 4 Residential, and RidgeGate Couplet Apartments in Restricted Development Area (RDA) and under ILS.

CACNR Public Comment Procedure

Approved 12 18 23

CACNR'S MISSION STATEMENT

Adopted 11 01 2023

"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."

It is important for both roundtable representatives and the community to understand the roundtable's role, responsibilities, and the scope and limits of its authority.

CACNR does not have the responsibility nor the authority to manage the airport or air traffic. CACNR does have the responsibility make recommendations to the ACPAA.

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. The public may also share its questions or concerns before our meeting in writing via the CACNR email address at info@centennialairportnoise.com. All input is required and encouraged to ensure the roundtable is able to accurately understand resident concerns.

However, 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.

The "Public Comment" section will be moved to the end of the meeting to allow for critical roundtable business to be conducted. 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. Comment time will be limited to 3 minutes per individual speaker. Individuals with presentations longer than 3 minutes will contact the CACNR Chair in advance of the meeting.
4. Comment time will be limited to 4 minutes per person for speakers representing a group.

5. Each speaker will be afforded the ability to speak once during the public comment period.
6. An individual's public comment time may be delegated to someone who has previously signed in to speak and is present. Unused time cannot be yielded to another speaker.
7. Each speaker shall state their name and their community.
8. Speakers are asked to provide new information whenever possible and will avoid repeating comments made by other speakers.
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 individuals or 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. If the meeting has not adjourned by 8:30 PM, the chair will call for a one time vote to approve or not approve extending the meeting by 30 minutes for the purpose of additional public comment for those that have previously signed up.
15. At the conclusion of public comments, an attempt will be made by CACNR Representatives, airport staff or other individuals to address questions raised during public comment or to clarify misunderstanding or misinformation.
16. Questions not addressed after the public comment period may be addressed at a later time by roundtable representatives and/or airport staff one-on-one following the meeting. Roundtable Representative are also available between meetings for those wishing to pursue concepts or questions further.
17. 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. Changes discussed during the November meeting will be made to the document which will be emailed to Representatives for approval for implementation in January 2024.

CACNR/ACPAA 2024 MEETING SCHEDULES

CACNR REPRESENTATIVES TO 2024 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 03		due January 31 for Feb 8 meeting	NO 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 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 12



Fly Quiet Committee – January 2024 Monthly Report

- **Hollywood Burbank Noise Abatement Signage :**
<https://www.hollywoodburbankairport.com/noise/noise-rules-summary/>



The Hollywood Burbank Airport Authority has a **voluntary curfew** at the Airport. The voluntary curfew applies to scheduled commercial operations and has over **99% compliance**.

The Part 161 Study was necessary for the Authority to be able to apply for a mandatory nighttime curfew that would be enforceable under federal law, superseding the current voluntary airline curfew now in place. The Airport began a Part 161 Study in 2000, in pursuit of a mandatory curfew from 10 p.m. to 7 a.m. The study and an application for a curfew were completed in 2009, at a cost of over \$7 million, and submitted to the FAA. **It was the first Part 161 Study ever accepted as “complete” by the FAA**, a landmark accomplishment that attests to the difficulty involved in the endeavor.

The Authority requested FAA approval to convert the voluntary curfew into a mandatory curfew and was denied. (161) The Authority supports **Federal law being changed by Congress** to allow establishment of a mandatory curfew at the Airport.

<https://www.hollywoodburbankairport.com/noise/part-161-update/>

- 2023 Update: Government Accounting Office Recommendations to Improve FAA Outreach Through Enhanced Noise Metrics
 - FAA plans to conduct stakeholder and community engagement and seek public comments regarding policy options in 2023-2024 to inform future changes to the noise policy.

GAO Recommendations from UC Davis 2022

- Recommended Further defining **Enhanced Noise Alternative Metrics** and circumstances for their use to aid in FAA internal assessments of noise impacts related to Performance Based Navigation (PBN)
- Recommended the incorporation of additional communication tools that more clearly convey expected impacts such as use of the Enhanced Noise Alternative Metrics and enhanced visualization applications.
- The Administrator of the Federal Aviation Administration should, related to post-implementation outreach, provide clearer information to airports and communities on what communities can expect from FAA, including the technical assistance FAA can provide.
- 062022 – UC Davis. The FAA agreed with the Government Accounting Office recommendations and plan to **take steps** to implement them by the end of 2022. Reality – Implementation not expected for 2-3 years. Updates will be posted at www.gao.gov/products/GAO-21-103933

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	-					71%	86%	
	Alternate Vacant/Sreenivasan Alakappan	-	-	absent		-	-	-	virtual					14%		
	Paul Krier	X	X	absent		virtual	X	X	X					86%	86%	
	Alternate Evan Colvin/Vacant	-	-	absent		-	-	-	-					0%		
DOUGLAS COUNTY	Abe Laydon	-	-	-		absent	-	-	absent					0%	71%	
	Alternate Dan Avery	X	X	X		absent	X	X	absent					71%		
	Alison Biggs	X	X	X		X	X	X	X					100%	100%	
	Alternate Mark Adams	-	-	-		-	-	-	-					0%		
AURORA	Brad Pierce	X	X	X		X	X	X	X					100%	100%	
	Mindy Parnes	-	-	-		-	-	-	-					0%		
CASTLE PINES	Chris Eubanks	X	absent	X		X	X	X	X					86%	86%	
	Ben Price	-	absent	-		-	-	-	-					0%		
CASTLE ROCK	Laura Cavey	-	absent	absent		absent	absent	absent	-					0%	29%	
	Sandy Vossler	virtual	absent	absent		absent	absent	absent	virtual					29%		
CENTENNIAL	Candace Moon	X	X	X		X	X	X	absent					86%	86%	
	Don Sheehan	-	-	-		-	-	X	absent					0%		
CHERRY HILLS VILLAGE	Robert Eber	absent	absent	absent		absent	absent	absent	absent					0%	0%	
	Randy Weil	absent	absent	absent		absent	absent	absent	absent					0%		
FOXFIELD	Pam Thompson	X	X	X		absent	X	X	virtual					86%	86%	
	Frank Lawrence	-	-	-		absent	-	-	-					0%		
GREENWOOD VILLAGE	Donna Johnston	X	X	X		X	absent	X	X					86%	86%	
	Libby Barnacle	-	-	-		-	absent	-	-					0%		
HIGHLANDS RANCH	Andy Jones	X	X	X		absent	X	absent	absent					57%	57%	
METROPOLITAN DISTRICT	Renee Anderson	-	-	-		absent	-	absent	absent					0%		
LONE TREE	Mike Anderson	X	X	X		X	X	X	X					100%	100%	
	Chuck Darnell	virtual	-	-		-	-	-	-					14%		
PARKER	Todd Hendreks/Ashley Chasez	X	virtual	absent		virtual	X	X	virtual					86%	86%	
	Vacant	-	-	absent		-	-	-	-					0%		
ACPAA	Mike Fronapfel	X	X	X		X	X	X	absent					86%	86%	
	Vacant	-	-	-		-	-	-	-					0%		
AOPA	Robert Doubek/John Hirshman	X	X	X		X	X	X	X					100%	100%	
	John Hirshman/Vacant	-	-	-		-	-	-	-					0%		
CABA	Don Kuskie	absent	X	absent		absent	X	X	absent					43%	43%	
	Mike Straka	absent	-	absent		absent	-	-	absent					0%		
CDOT AERONAUTICS DIVISION	Todd Green	absent	absent	absent		absent	absent	absent	absent					0%	0%	
	Vacant	absent	absent	absent		absent	absent	absent	absent					0%		
WINGS OVER THE ROCKIES	Bill Wasmund	absent	X	X		-	X	X	X					71%	86%	
	Vacant/Jordan Ashley	absent	X	-		X	-	X	-					43%		
* 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).																
														11	02	23