



CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE

AGENDA

February 7, 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/Bryce Matthews
<i>Castle Rock:</i>	Laura Cavey/Sandy Vossler	<i>ACPAA:</i>	Michael Fronapfel/Vacant
<i>Centennial:</i>	Don Sheehan/Amy Tharp	<i>AOPA:</i>	John Hirshman/Brad Schuster
<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, January 3, 2024 – Alison Biggs, Secretary
- B. TREASURER'S REPORT, January 2024 – Andy Jones, Treasurer, Samantha Blymyer, ACPAA Staff
- C. NOISE REPORTS, December 2023- Samantha Blymyer, ACPAA Staff
 1. Report from 2ND Portable Noise Monitor

3. ITEMS REMOVED FROM CONSENT AGENDA:

4. SPECIAL PRESENTATION: Kate Andrus and Hardy Bullock, Mead & Hunt, Centennial Airport's Part 150 Study

5. CACNR STUDY GROUP COMMITTEE: 4th Quarter 2023 Report, Brad Pierce, Chris Eubanks, Mike Fronapfel

6. EXECUTIVE COMMITTEE:

- A. RETREAT PRIORITIES
- B. NOISY SKIES PODCAST – Carolyn Mc Culley website, <https://www.noisyskies.org/>

7. REPRESENTATIVES' COMMENTS:

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

9. OLD BUSINESS:

- A. Notice of March 2023 Election of CACNR Officers – Chair, Vice Chair, Secretary, Treasurer
- B. 2023-2024 CACNR Attendance Record

10. **NEW BUSINESS:**

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

- A. RECEIVED BY CACNR
- B. MEETING ATTENDEES /VIRTUAL ATTENDEES

12. **NEXT MEETINGS:**

- A. **CACNR** – March 6, 2024 6:30 p.m. 7565 South Peoria Street, Englewood, CO 80112
April 3, 2024 6:30 p.m. 7565 South Peoria Street, Englewood, CO 80112
May 1, 2024 6:30 p.m. 7565 South Peoria Street, Englewood, CO 80112
June 5, 2024 6:30 p.m. 7565 South Peoria Street, Englewood, CO 80112
July 2024 NO MEETING

- B. **ACPAA** – 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
April 11, 2024 3:00 p.m. 7565 South Peoria Street, Englewood, CO 80112
May 9, 2024 3:00 p.m. 7565 South Peoria Street, Englewood, CO 80112
June 13, 2024 3:00 p.m. 7565 South Peoria Street, Englewood, CO 80112
July 2024 NO MEETING

13. **ADJOURN:**



CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE
MINUTES
January 3, 2024
DRAFT

VISION – QUIETER SKIES FOR OUR COMMUNITIES

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.

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 6:41 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	Highlands Ranch:	Andy Jones (8:00 p.m. virtual)
Douglas County:	Alison Biggs	Lone Tree:	Mike Anderson
Aurora:	Brad Pierce	Parker:	Ashley Chasez (virtual)
Centennial:	Don Sheehan	AOPA:	John Hirshman
Foxfield:	Pam Thompson	CABA:	Don Kuskie
		Wings Over the Rockies:	Bill Wasmund/ Jordan Ashley (virtual)

Others in attendance were ACPAA staff Samantha Blymyer, Chris Thompson, and Lauren Wiarda. There were 13 members of the public online, and 7 in attendance.

Those absent were: Douglas County: Abe Laydon/ Dan Avery Cherry Hills Village: Robert Eber/Randy Weil
Castle Pines: Chris Eubanks/Ben Price ACPAA: Mike Fronapfel/vacant
Castle Rock: Laura Cavey/Sandy Vossler CDOT Aeronautics Div: Todd Green/Vacant

Chair Pierce announced the revised agenda format, read the new Public Comment Procedure, and then welcomed Don Sheehan, the new Representative from Centennial, replacing term-limited Candace Moon.

2. **CONSENT AGENDA:** The Consent Agenda included the Draft CACNR Minutes from November 1, 2023; a Treasurer’s Report from December 29, 2023, showing an end of year balance of \$20,317.55; and the Noise Reports from October 2023, November 2023, and the 2nd portable noise monitor.

Donna Johnston requested the Noise Reports be moved to Agenda Item #3, for the purpose of looking at and discussing the information more fully.

On the motion of Alison Biggs duly seconded, the remainder of the Consent Agenda was approved.

3. **ITEMS REMOVED FROM THE CONSENT AGENDA:** Donna Johnston requested the second portable noise monitor be renamed to better identify its location at the fire station at Orchard and Havana in Greenwood Village. This location is the epicenter of the noise problem in a heavily residential area, with 1,681 noise events in November, including 87 in the 70-79 decibel range and 27 in the 80-90+ decibel range. It was hoped the monitor could be left permanently in place there, and its data included in all future noise reports. The difference between the data from the portable noise monitor and the permanent Greenwood Village monitor were briefly discussed. The location does make a difference in the data collected.

Johnston provided comparative data between 2022 and 2023, showing local operations at the airport had increased every month, ranging from 23% - 395% (this latter due to runway repair in 2022 which skewed that data). Notably, the increase from November 2022 – November 2023 was 64%.

On the motion of Donna Johnston, duly seconded, the 2023 October and November noise reports, and the September 20, 2023 portable noise monitor report were approved.

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

October Local Operations:	14,260	October Total Operations:	30,303
Year to Date Local Operations:	162,138	Year to Date Total Operations:	306,824

30,303 Total Operations in October resulted in 1,295 complaints from 90 households.

October Noise Events:

<u>October Total:</u>	<u>October 60 – 69 db:</u>	<u>October 70 – 79 db:</u>	<u>October 80 – 89 db:</u>
Golf Course 9,388	Meridian 6,988	Golf Course 3,826	Airport East 666
Meridian 8,816	Golf Course 5,306	Meridian 1,755	Golf Course 250
Airport East 3,613	Parker 2,361	Airport East 1,000	Meridian 67
State Park 2,653	State Park 1,918	State Park 729	Portable Station 21
Parker 2,610	Portable Station 1,911	Portable Station 340	State Park 06
Portable Station 2,274	Airport East 1,895	Parker 245	Grandview Estates 05
Grandview Estates 1,626	Grandview Estates 1,457	Grandview Estates 164	Greenwood Village 05
Castle Rock 1,112	Castle Rock 1,072	Greenwood Village 95	Parker 04
Greenwood Village 1,109	Greenwood Village 1,009	Lone Tree 49	Hunters Hill 03
Lone Tree 958	Lone Tree 908	Hunters Hill 43	Castle Rock 01
Hunters Hill 558	Hunters Hill 512	Castle Rock 39	Lone Tree 01
Castle Pines 255	Castle Pines 240	Castle Pines 15	Castle Pines 00
Sagebrush Park 142	Sagebrush Park 133	Sagebrush Park 09	Sagebrush Park 00

October Noise events in the 90+ decibel range: Airport East – 52 Golf Course – 06 Meridian –06 Portable Station – 02

<u>October Noise Complaints and</u> (1,295)	<u>Numbers of Households:</u> (90)	<u>YTD Complaints and</u> (10,064)	<u>Number of Households:</u> (409)
Unincorporated Arapahoe County 368 (29%)	UAC 44 (49%)	UAC 4,030 (40%)	UAC 170 (42%)
Greenwood Village 315 (24%)	Greenwood Village 27 (30%)	GW Village 2,808 (28%)	GV 99 (24%)
Parker 315 (24%)	Other 06 (7%)	Parker 1,101 (11%)	Other 28 (7%)
Centennial 138 (11%)	UDC 05 (6%)	Centennial 897 (9%)	UDC 20 (5%)
Castle Rock 60 (4%)	Castle Rock 03 (3%)	Castle Rock 411 (4%)	Centennial 20 (5%)
Unincorporated Douglas County 42 (3%)	Centennial 03 (3%)	UDC 380 (4%)	Parker 19 (5%)
Other 31	Lone Tree 03	Denver 152	Lone Tree 14
Denver 14	Aurora 02	Other 110	Aurora 11
Lone Tree 04	Parker 02	Aurora 64	Highlands 11
Aurora 03	Castle Pines 01	Lone Tree 50	Castle Rock 07
Cherry Hills Village 02	Cherry Hills Village 01	Highlands Ranch 49	Castle Pines 05
Highlands Ranch 02	Denver 01	Castle Pines 10	Denver 04
Castle Pines 01	Highlands Ranch 01	Cherry Hills V 02	Cherry Hills 01

Year to Date, the top five households complaining were:

Household #1 1,570 Greenwood Village	Household #4 575 Unincorporated Arapahoe County
Household #2 1,103 Parker	Household #5 464 Unincorporated Arapahoe County
Household #3 858 Centennial	

In October, 62 responses were requested from 1,295 noise complaints, with 45 of those requests made by email (73%), and 17 made by telephone (27%).

In October, 1,166 complaints were made about **daytime flights** (7:00 a.m. – 9:59 p.m.) – 90%.
129 complaints were made about **nighttime flights** (10:00 p.m. – 6:59 a.m.) – 10%.

In October, props accounted for **88% of the complaints by aircraft type**; **jets** accounted for **11% of the complaints**, and **helicopters caused 1%**.

In October, training was responsible for 42% of the complaints, **departures** were responsible for 35% of the complaints, and **arrivals** were responsible for 23% of the complaints.

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

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

November Local Operations:	15,901	November Total Operations:	29,624
Year to Date Local Operations:	178,039	Year to Date Total Operations:	336,448

29,624 Total Operations in November resulted in **1,097 complaints** from **48 households**.

November Noise Events:

<u>November Total:</u>	<u>November 60 – 69 db:</u>	<u>November 70 – 79 db:</u>	<u>November 80 – 89 db:</u>
Meridian 8,334	Meridian 6,882	Golf Course 2,529	Airport East 506
Golf Course 8,316	Golf Course 5,637	Meridian 1,402	Golf Course 148
Airport East 2,897	Parker 2,088	Airport East 849	Meridian 46
State Park 2,335	State Park 1,764	State Park 563	Portable Station 25
Parker 2,314	Airport East 1,506	Portable Station 288	State Park 08
Portable Station 1,681	Portable Station 1,366	Parker 225	Greenwood Village 06
Grandview Estates 1,472	Grandview Estates 1,340	Grandview Estates 130	Hunters Hill 04
Greenwood Village 822	Castle Rock 726	Greenwood Village 97	Grandview Estates 02
Castle Rock 766	Greenwood Village 719	Castle Rock 39	Castle Rock 01
Lone Tree 731	Lone Tree 697	Lone Tree 33	Lone Tree 01
Hunters Hill 365	Hunters Hill 336	Hunters Hill 25	Parker 01
Castle Pines 225	Castle Pines 211	Castle Pines 14	Castle Pines 00
Sagebrush Park 100	Sagebrush Park 92	Sagebrush Park 08	Sagebrush Park 00

November Noise events in the 90+ decibel range: Airport East – 36 Meridian – 04 Golf Course – 02 Portable Station - 02

<u>November Noise Complaints</u> (1,097)	<u>and</u>	<u>Numbers of Households:</u> (48)	<u>YTD Complaints and</u> (11,161)	<u>Number of Households:</u> (418)	
Greenwood Village	578 (53 %)	UAC	4,278 (38%)	UAC	170 (41%)
Unincorporated Arapahoe County	248 (23%)	Greenwood Village	3,386 (30%)	GW Village	99 (24%)
Parker	119 (11%)	Other	1,220 (11%)	Parker	31 (7%)
Unincorporated Douglas County	68 (06%)	UDC	935 (8%)	Centennial	22 (5%)
Centennial	38 (03%)	Castle Rock	448 (4%)	UDC	20 (5%)
Castle Rock	17	Centennial	428 (4%)	Castle Rock	20 (5%)
Denver	11	Parker	163	Denver	14
Other	09	Aurora	119	Other	12
Aurora	04	Highlands Ranch	68	Aurora	11
Cherry Hills Village	02	Lone Tree	51	Highlands Ranch	09
Highlands Ranch	02	Cherry Hills Village	51	Lone Tree	05
Lone Tree	01	Denver	10	Castle Pines	04
Castle Pines	00	Castle Pines	04	Cherry Hills V	01

Year to Date, the top five households complaining were:

Household #1	1,909 Greenwood Village	Household #4	680 Unincorporated Arapahoe County
Household #2	1,193 Parker	Household #5	567 Unincorporated Arapahoe County
Household #3	894 Centennial		

In November, 45 responses were requested from 1,097 noise complaints, with 40 of those requests made by email (89%), and 5 made by telephone (11%).

In November, 1,018 complaints were made about **daytime flights** (7:00 a.m. – 9:59 p.m.) – 93%. **79 complaints** were made about **nighttime flights** (10:00 p.m. – 6:59 a.m.) – 7%.

In November, props accounted for **89% of the complaints by aircraft type; jets** accounted for **10% of the complaints**, and **helicopters caused 1%**.

In November, training was responsible for 49% of the complaints, **Arrivals** were responsible for 26% of the complaints, and **departures** were responsible for **25%** of the complaints.

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

A report related to the portable noise monitor, prepared for August 14, 2023 – September 20, 2023 was also provided. It had been discussed somewhat during Agenda item #3 above.

4. **CACNR STUDY GROUP COMMITTEE:** It was noted the group was meeting every two weeks. It was anticipated there would be a report for the February CACNR meeting.

5. **EXECUTIVE COMMITTEE:**

A. PUBLIC COMMENT PROCEDURE – Brad Pierce read the Public Comment Procedure which had been approved by an email vote on December 18, 2023. Alison Biggs informed the group that, in #2, the timetable for signing in at the beginning of the meeting and then having to wait until the end of the meeting to speak had been observed to be difficult for some members of the public.

Following discussion, on the motion of Alison Biggs, duly seconded, #2 in the Public Comment Procedure was amended to read: “The Chair will only call on those attending in person who have indicated they wish to speak on the sign-up sheet prior to the start of the public comment period. Online attendees who wish to speak will be asked to ‘raise their hand’ at the beginning of the public comment period.”

B. FINAL CACNR/ACPAA 2024 MEETING SCHEDULE – the final version of this schedule was provided. It was noted the February ACPAA meeting would be held on the day after CACNR’s February meeting, and there would need to be a report provided for both CACNR’s January and February meetings. Brad Pierce indicated he would provide the reports and would attend the ACPAA meeting to represent CACNR.

C. RETREAT PRIORITIES – The Chair indicated there was a need for volunteers to address the various priorities identified at the prior retreat.

There was general agreement a priority should be placed on CACNR orientation for both new Representatives and available to the public. Some prior work in identifying useful documents and background material existed. Things to be added might include reports from the airport with explanations of what they mean, and how data is collected and used.

It was determined it would be useful in February to have a presentation by the airport about the FAA Part 150 public meeting, and in March to have a study session on Noise 101, an explanation of DNL, a look at the CACNR bylaws and structure, and a tour of the airport.

Following discussion, by consensus, it was agreed to approach Jason Schwartz for his assistance in addressing the various other portions of the retreat results. It was anticipated there could be a report on his willingness to do so for the February CACNR meeting, and how that assistance might be structured and the cost.

Agreed upon as top priorities from that report, and those who volunteered to work on them were:

- 1) Establish training for roundtable members – Paul Krier
- 2) Make recommendations to Airport Authority and other than can reduce noise – Donna Johnston
- 3) Restructure meeting agendas to make meetings more effective and productive (We approved a revised agenda structure)
- 4) Publish annual reports – request Jason Schwartz to possibly do
- 5) Expand community outreach – Pam Thompson (to also guide those who want to be involved with the Part 150)
- 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

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.

5. REPRESENTATIVES' COMMENTS:

A. FLY QUIET – Bill Wasmund provided a report about the Hollywood Burbank Airport Authority which has a voluntary curfew applied to scheduled commercial operations and has over 99% compliance. The Authority began an FAA Part 161 Study in 2000 for a mandatory nighttime curfew; the study and an application for such a curfew was completed in 2009 at a cost of \$7 million, and it was the first Part 161 Study ever accepted by the FAA as "complete." However the approval was denied by the FAA. In 2003, the FAA indicated it planned to conduct stakeholder and community engagement and seek public comments regarding policy options in 2023-2024 to inform future changes to the current noise policy. It is unclear whether the FAA believes it has done this in any fashion.

B. GENERAL DISCUSSION – Question was asked about the need for a new airport tower. Was it in anticipation of new capacity, considering there was mention of 500,000 operations/year in the airport's Master Plan, or just to improve visibility for the air traffic controllers? It was agreed to ask Mike Fronapfel to speak to this at the February CACNR meeting.

Request was made for an update on the mitigation strategies which had been proposed by the CACNR Study Group Committee. Two were to be implemented by the FAA on October 5th. The first would be during the late evening and early morning hours, when FAA-ATC determined it was 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. CACNR was to receive an update on progress on these two items, with interest in how they would be measured to assess any improvement and would CACNR be able to see those measurements.

Another important strategy was 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 was additional interest in the upcoming Part 150 study and how CACNR would fit into the process. It was felt a top priority to do so, so the FAA will take the effort seriously. Samantha Blymyer provided information about the January 24, 2024 Part 150 public meeting which would focus primarily on an orientation to the process and a history of the last Part 150 done here. It was agreed to ask for this kind of information to be shared with CACNR at its February meeting.

There was also interest in the Part 150 Study Advisory Committee, of which CACNR was not aware until very recently. Questions were asked about who had been appointed to this group, how they had been appointed and by whom, and who they were to be representing on that group. Response was they were to be representing jurisdictions around the airport. How that was somehow different than what Representatives on CACNR are already doing was unclear. Request was made to know who the members of that Advisory Committee were and the other information noted above.

7. **OTHER REGULAR REPORTS:**

A. AIRPORT DIRECTOR'S REPORT – No report.

B. LAND USE REFERRALS – A report was received covering referrals from October 1, 2023 through December 31, 2023.

Of the seven referrals, one had been approved, three had been subject to comments, and three were not recommended. All three of those not recommended had been submitted by Lone Tree, and unfortunately were in a restricted development area and under the ILS.

8. **OLD BUSINESS:**

A. An updated CACNR attendance record had been provided.

B. Chris Eubanks and Bill Wasmund would be attending the UC Davis Aviation Noise and Emissions Symposium in Palm Springs on March 4 – 6, 2023.

9. **NEW BUSINESS:** None

10. **PUBLIC COMMENT:**

A. RECEIVED BY CACNR – the following was received by CACNR on January 3, 2024:

"Subject: flight data from 1/3 to share at roundtable

"Date: Wed 1/3/2024 4:09 PM

"Hi all,

Today has been particularly busy with training flights. The holiday respite is unfortunately over for all of us who live in the community.

I was told it is helpful to share noise overhead on particularly busy times of days since averages don't work to truly describe the disturbance. See below for my tallies during a busy 1.5 hour time today Jan 3rd for **just training flights**.

Stats

2:15 - 2:45p: 15 overflights

2:45-3:15p: 11 overflights

3:15-3:45p: 16 overflights.

Total: 42 overflights. That is 1 plane every 2.14 minutes. See #3 note below though...

A couple notes:

1. I live north of Orchard, so I am recording the flights I hear and verify at my location. This doesn't count any flights that are south of Orchard (but north of Arapahoe) that I am not able to hear.

2. However, most flights that come close to Orchard I can still hear inside my house (despite my triple paned windows), just FYI.

3. Most importantly, for those of us who live in the Cherry Creek area... we get to hear most touch and go operations **TWICE**. Once when they come up North, and again when they circle back to the South.

What this means: you can essentially double the stats I have provided above to give an accurate representation of how incredibly noisy this is. Let's just say the experience is that of 80 overflights within 1.5 hours, that is a plane every 1.25 minutes not including all the other traffic at APA (see #4 below).

4. To the best of my ability, I am only tracking training flights here. This doesn't include jets, military aircraft, scheduled flights from other airports, helicopters, etc. With those noises it is pretty much near constant for large portions of the day, every single day.

Hope this is helpful for the roundtable to truly understand the significant impact these extended patterns have on communities miles from the airport. In the time of writing this email 4 separate training flights have flown over...

Happy new year,"

B. MEETING ATTENDEES – Public comment came from Louviers, Unincorporated Arapahoe County; Greenwood Village; Cherry Creek Farm, and Centennial. Louviers' comment indicated some flight schools seemed to be doing better about not flying over his home, at his direct request.

Concerns were again expressed about the health and safety of children in the schools surrounding the airport. Seeming low flights on a constant basis can be heard inside classrooms, not to mention the amount of lead in the air. Athletic fields are used after school and both noise and lead cannot be avoided. It sometimes seems planes are using the schools as landmarks rather than trying to avoid them.

Note was made about both the content of the email provided above, and the data from the 2nd portable noise monitor near the fire station in Greenwood Village. 3,000 operations per month averages to 100 per day which affect the homes and schools in the area – noise and lead pollution cannot be avoided anywhere. More attention should be paid to the radar maps showing where traffic goes. Question was asked if the use of the parallel runways was or would be altered again?

It was reported the Normandy Group working with the Quiet Skies Over Arapahoe County might be raising funds to get the new tower built at the airport. Question was asked if this was accurate, and if so, why?

Concern was expressed that the public does not know about the Part 150 study. Request was made for responses to the public's testimony and complaints. Suggestion was made that flight school representatives needed to tour the areas impacted by their activities, and they should be accompanied by representatives of CACNR and ACPAA. ACPAA needs to speak with the

flight schools about the use of older planes; it was noted all aircraft need to regularly registered, though it was unknown if anything related to noise was included in that process.

The public does not know CACNR exists, and it needs to be making recommendations to stop the noise. ACPAA could do more to support voluntary compliance with noise reduction efforts, but it seems to protect the interests of pilots and aircraft companies more than the public, so activity is stacked against the public. Question was asked how members get appointed to ACPAA. Staff would confirm that process. CACNR needs to do more to recommend things which will protect the public, and to be more forceful in doing so.

Question was asked about the next meeting with the flight schools; none was scheduled, although staff does meet with them, and the CACNR Study Group Committee does include flight schools representatives, even though only one comes on a regular basis.

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 |
| | April 3, 2024 | 6:30 p.m. 7565 South Peoria Street, Englewood, CO 80112 |
| | May 1, 2024 | 6:30 p.m. 7565 South Peoria Street, Englewood, CO 80112 |
| | June 5, 2024 | 6:30 p.m. 7565 South Peoria Street, Englewood, CO 80112 |
| | July 2024 | NO MEETING |
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| B. ACPAA – | 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 |
| | April 11, 2024 | 3:00 p.m. 7565 South Peoria Street, Englewood, CO 80112 |
| | May 9, 2024 | 3:00 p.m. 7565 South Peoria Street, Englewood, CO 80112 |
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| | June 13, 2024 | 3:00 p.m. 7565 South Peoria Street, Englewood, CO 80112 |
| | July 2024 | NO MEETING |

12. **ADJOURNMENT:** The meeting was adjourned at 8:34 p.m.

Alison Biggs, Secretary

CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE 2024 BUDGET - Approved November 1, 2023; Updated as of 2/2/2024				
		BUDGET	ACTUAL	
INCOME:			as of 02/02/24	NOTES
CARRY OVER FROM PRIOR YEAR		\$ 20,000.00	\$20,317.55	Carry over from 2023
ACPAA		\$ 10,000.00	\$10,000.00	
CACNR REGULAR MEMBERS		\$ -		Members not invoiced for 2023 due to amount of carry over available
TOTAL INCOME:		\$ 30,000.00	\$30,317.55	
EXPENDITURES:				
WORK PROGRAM:				
COMMUNITY OUTREACH		\$ 2,000		Website Updating and Maintenance
		\$ 5,000		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		Symposium to be at UC Davis; estimate based on prior symposiums
2 Reps to 2 N.O.I.S.E. Conferences		\$ 4,000		based on prior years on-site conferences
CONSULTATION/ TASK SUPPORT		\$ 3,000		Projects with Jason Schwartz
MEMBERSHIP DUES		\$ 1,000		N.O.I.S.E.
ADMINISTRATIVE		\$ 1,000		Part time secretarial assistance
		\$ -		Legal
RESERVE		\$ 9,500.00		for presently unidentified and unanticipated expenses and/or work CACNR activities consistent with the approved Work Plan.
TOTAL EXPENDITURES:		\$ 30,000.00		
CARRY OVER TO 2024		\$ -	\$30,317.55	Actual to be determined at the end of 2024
** 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



December 2023 & YTD Statistics

1 TABLE OF CONTENTS

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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.

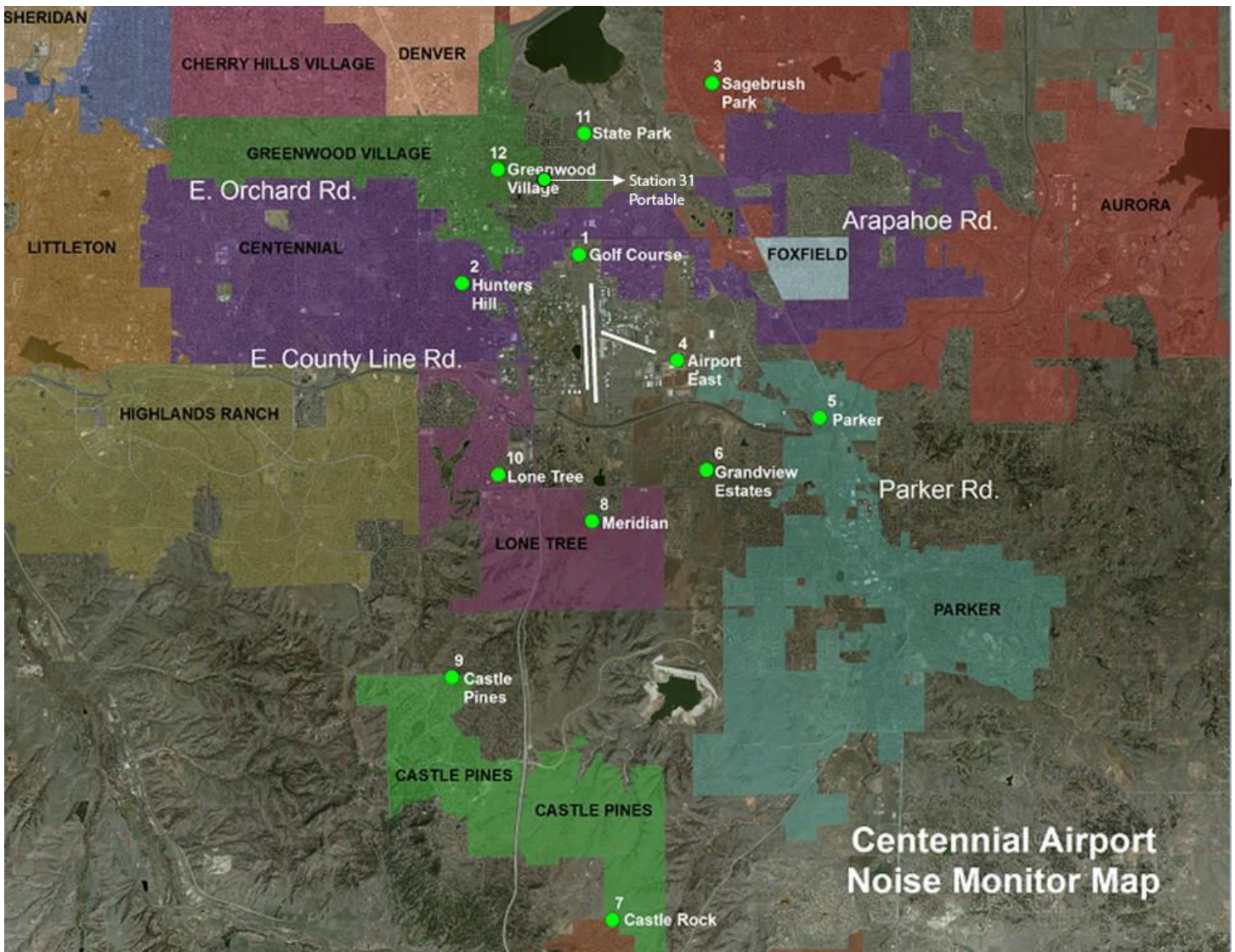
Visual Flight Rules (VFR) – A set of regulations under which a pilot operates an aircraft in weather conditions generally clear enough to allow the pilot to see where the aircraft is going. A flight plan is not required when the pilot is operating under Visual Flight Rules.

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

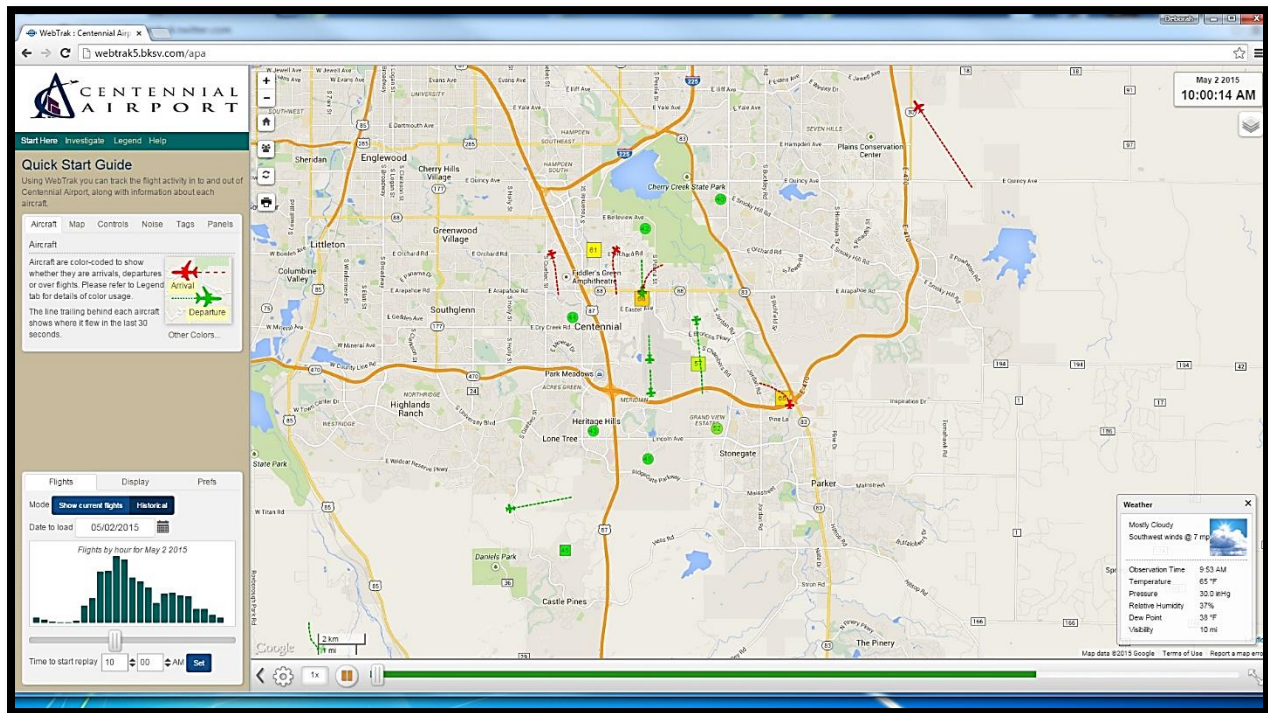
3 ABOUT APA'S NOISE MONITORING PROGRAM

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	2,506	2,811	182	5,499	1,911	6,055	109	8,075	15,878	23	15,901
December	2,553	2,845	152	5,550	1,967	5,742	95	7,804	12,471	18	12,489
Y-T-D Totals	29,780	37,247	2,061	69,088	20,890	78,844	1,317	101,051	190,161	367	190,528

	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	1	7	12	20	31	87	11	129	November	29,624
December	5	6	1	12	42	56	6	104	December	25,959
Y-T-D Totals	40	76	36	152	417	1,085	86	1,588	Y-T-D Totals	362,407

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

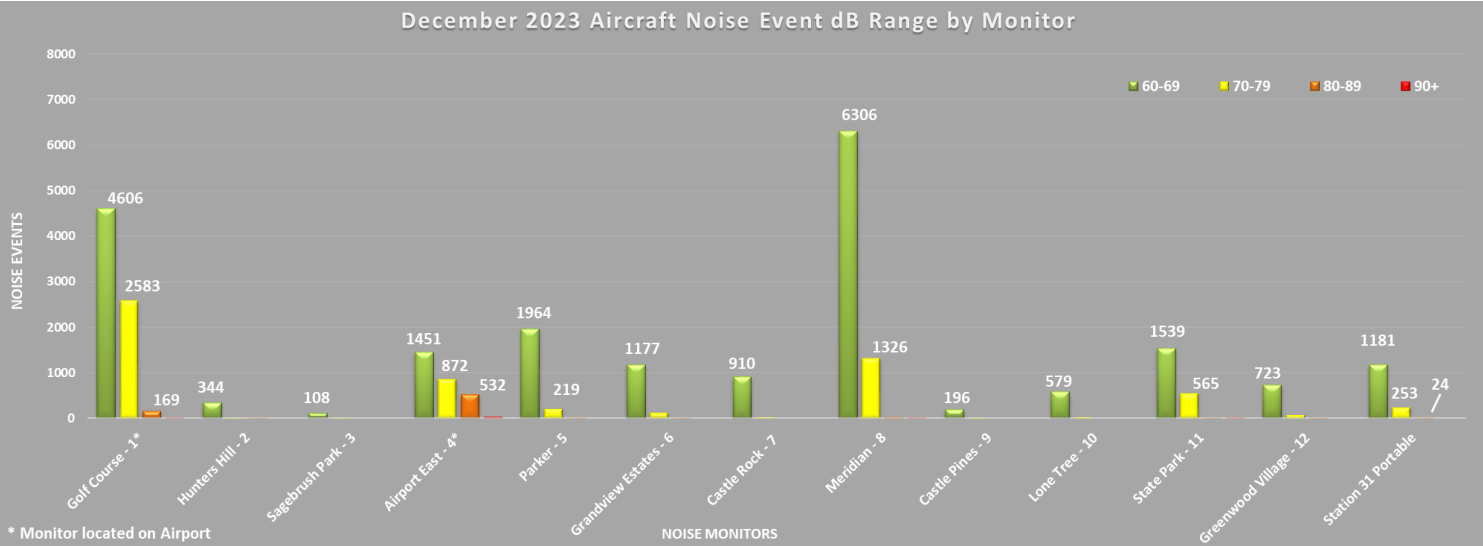
The following data displays the amount and associated decibel level of aircraft noise events at a given monitor. An aircraft noise event must contain the following characteristics:

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.

December 2023 Aircraft Noise Event Decibel Range By Monitor					
Monitor	60-69	70-79	80-89	90+	Totals
Golf Course- 1*	4606	2583	169	5	7363
Hunters Hill- 2	344	22	2	0	368
Sagebrush Park- 3	108	12	0	0	120
Airport East- 4*	1451	872	532	40	2895
Parker- 5	1964	219	5	0	2188
Grandview Estates- 6	1177	135	3	0	1315
Castle Rock- 7	910	38	0	0	948
Meridian- 8	6306	1326	43	3	7678
Castle Pines- 9	196	17	0	0	213
Lone Tree- 10	579	36	0	0	615
State Park- 11	1539	565	4	1	2109
Greenwood Village- 12	723	81	1	0	805
South Metro Station 31 (Portable)	1181	253	24	0	1458
Totals	21084	6159	783	49	28075

*Monitor located on Airport



7 DECEMBER 2023 NOISE COMPLAINT STATISTICS

In December, Centennial Airport received **638** complaints from **42** households.

In 2023, Centennial Airport received **11,798** complaints from **422** households.

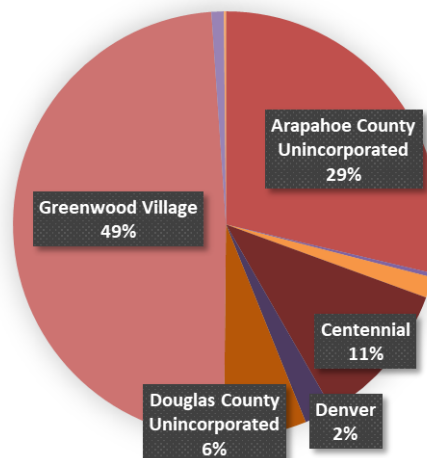
December Noise Complaints			YTD		Population	% of Population that Submitted a Complaint in 2023
Municipality	Complaints	Households	Complaints	Households		=YTD Households / Population
Arapahoe County Unincorporated	183	16	4,461	170	98,066	0.17%
Aurora	2	1	70	11	399,913	0.00%
Castle Pines	0	0	10	5	14,000	0.04%
Castle Rock	10	3	438	10	82,000	0.01%
Centennial	71	2	1,006	23	108,422	0.02%
Cherry Hills Village	0	0	4	1	6,442	0.02%
Denver	14	1	177	4	715,522	0.00%
Douglas County Unincorporated	40	6	487	20	276,493*	0.00%
Greenwood Village	311	9	3,697	100	15,691	0.64%
Highlands Ranch	0	0	51	12	103,444	0.01%
Lone Tree	0	0	51	14	14,253	0.10%
Parker	1	1	1,221	20	68,000	0.03%
Other	6	3	125	32	UNK	UNK
Total	638	42	11,798	422	1,867,296	0.02%

*Douglas County Unincorporated Population with Highlands Ranch Removed

Time Complaint Received	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	2023 YTD
Day Hours (7:00 am - 9:59pm)	707	419	587	627	1,168	917	1,031	1,323	966	1,166	1,018	609	10,538
Night Hours (10:00 pm - 6:59 am)	67	32	46	53	71	190	156	251	179	129	79	29	1282
TOTAL	774	451	633	680	1,239	1,107	1,187	1,574	1,145	1,295	1,097	638	11,820

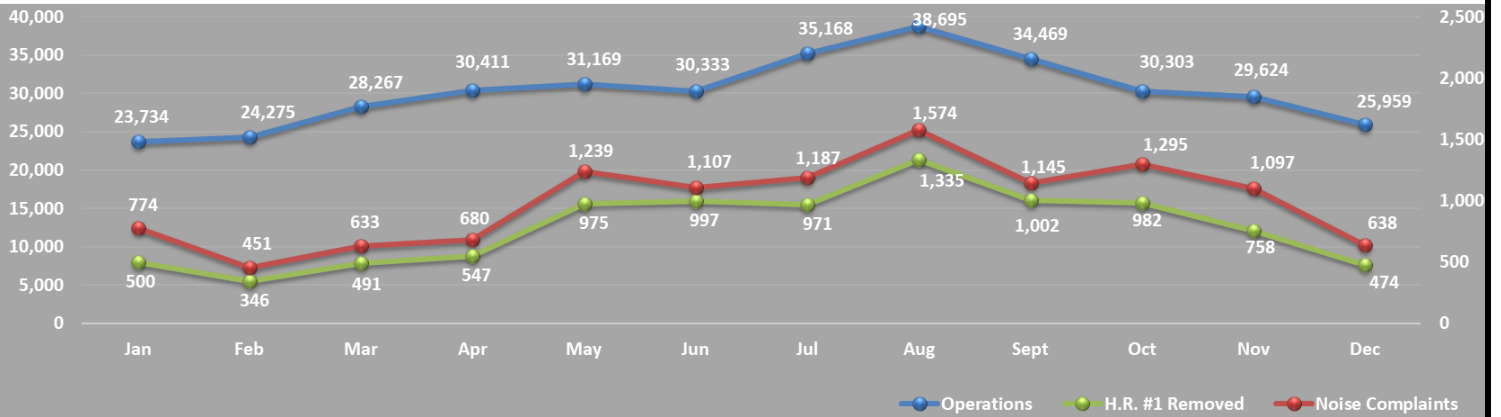
Complaints per Municipality

*Includes 22 complaints removed from ANOMS

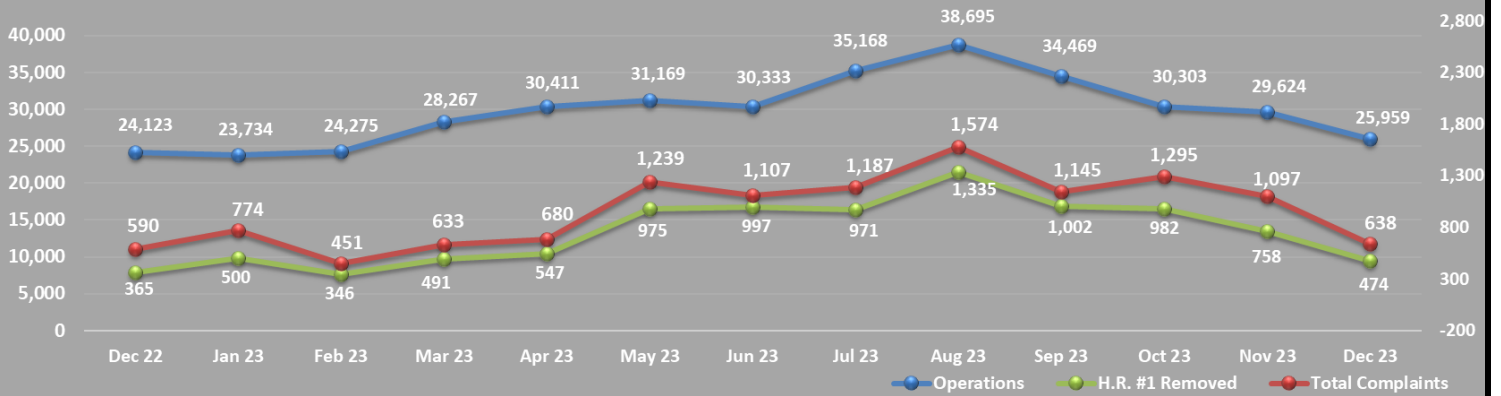


December 2023 Noise Complaint Responses Completed		YTD
Email	20	641
Phone	4	160
Total	24	801

Current 12 Month Trend



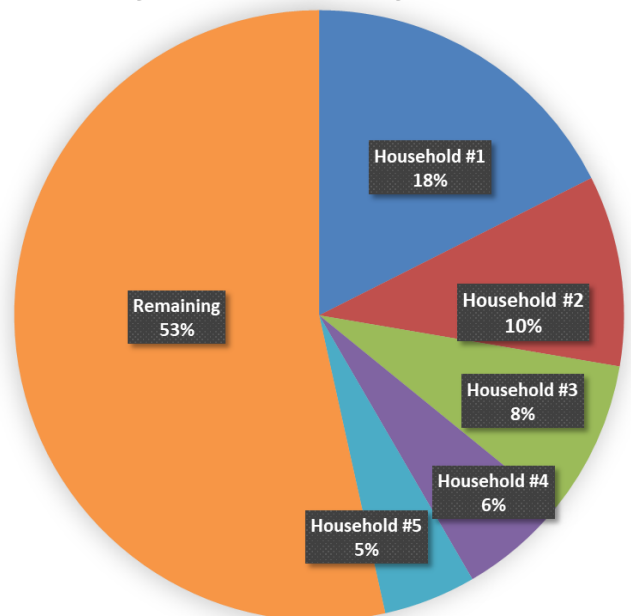
Previous Year 13 Month Trend



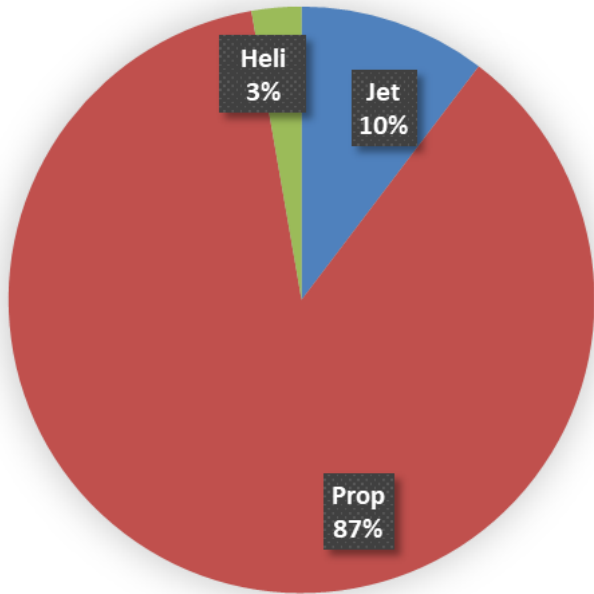
Top 5 Household Complaints YTD

Household	Complaints	Households
Household #1	2,073	Greenwood Village
Household #2	1,193	Parker
Household #3	964	Centennial
Household #4	680	Arapahoe County
Household #5	578	Arapahoe County
Remaining	6,310	
Total	11,798	

Top 5 Household Complaints YTD

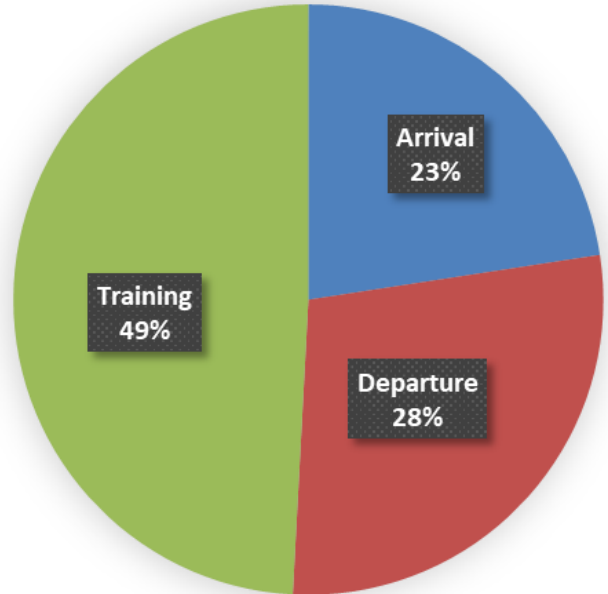


Complaints by Aircraft Type

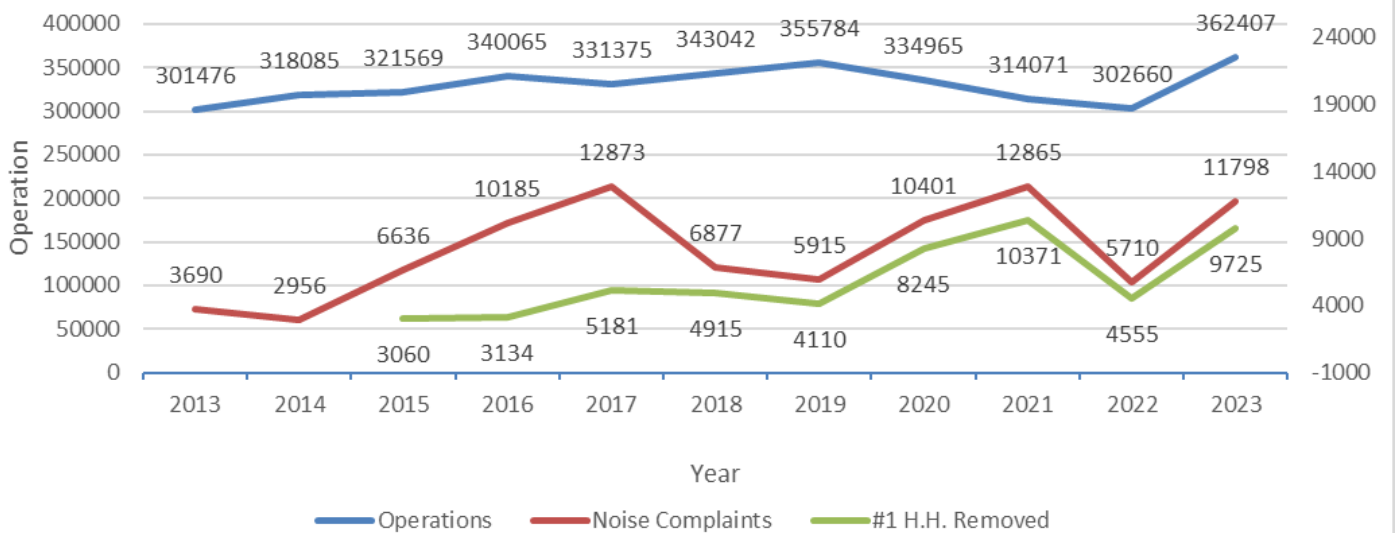


*#1 Household Removed

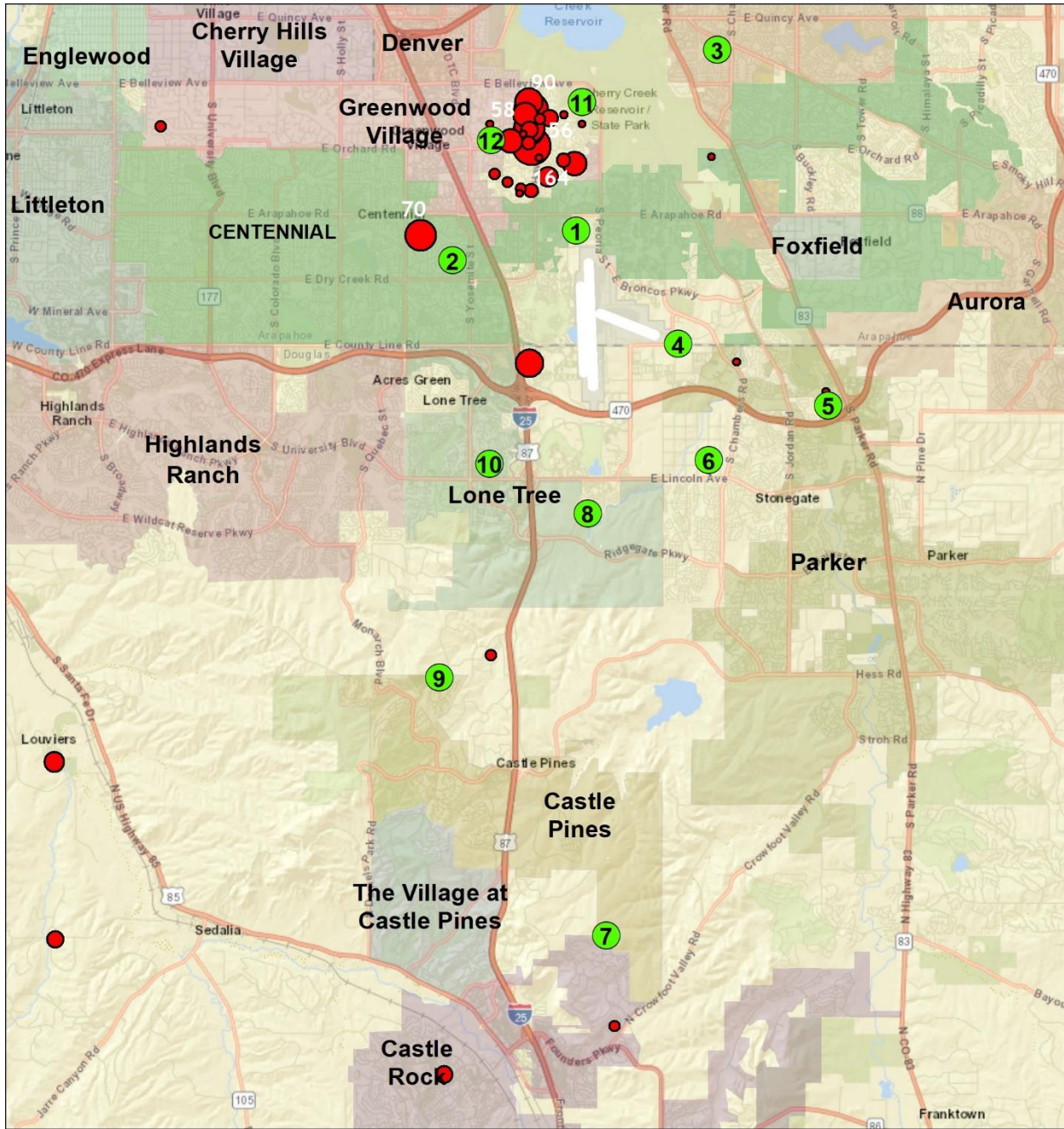
Complaints by Operation Type



10 Year Operations vs. Complaints 2013-2023



8 CENTENNIAL AIRPORT COMPLAINT MAP



December 2023 Complaints

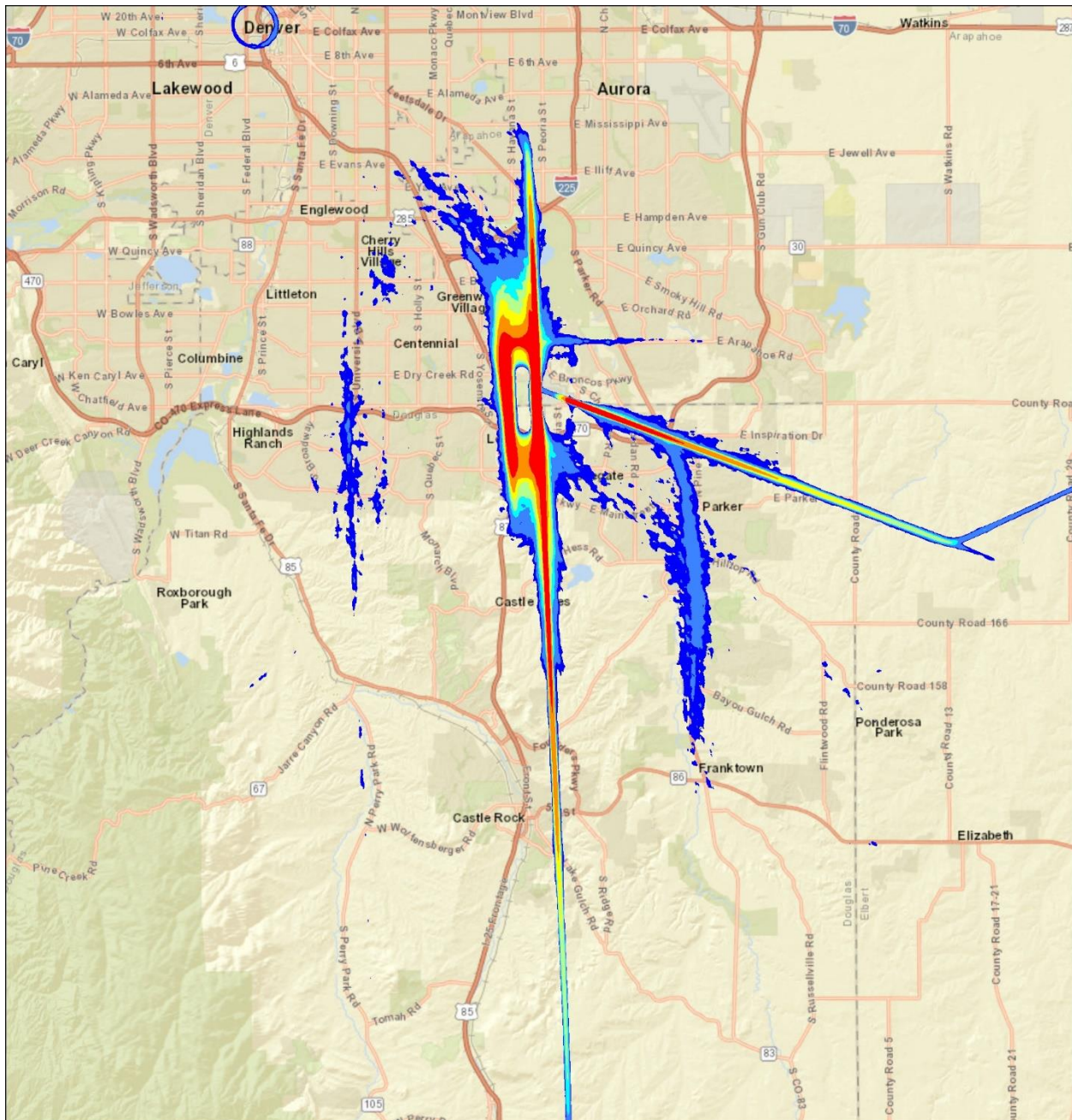


*Larger dots equate to more complaints for that particular households

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.

December 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



Centennial Airport 14 CFR Part 150

Centennial Airport

Agenda

- Introductions
 - **Study Team**
- Brief Explanation of Part 150 Study Update
 - **Purpose of Study**
 - **Part 150 Process Summary**
 - **Why Update Study**
- Getting Started
- Schedule and Connection Points
- Questions/Comments

Introductions

- Mead & Hunt - Prime
 - Tulsa, Oklahoma
 - Denver, Colorado
- HMMH - Acoustic Engineers
 - Burlington, Massachusetts
 - Anaheim, California
- C&S - Forecasting
 - Sacramento, California
 - Phoenix, Arizona

Purpose of Study

- The Study identifies and evaluates two components:
 - **Aircraft noise, both existing and future**
 - **Land use, both existing and future**
- The Study consists of two distinct, but complementary portions:
 - **Noise Exposure Maps**
 - **Noise Compatibility Program**
- The Study generally has a five-year planning horizon.

Purpose of Study continued

- The *Noise Exposure Maps (NEMs)* are accepted by the Federal Aviation Administration.
- The *Noise Compatibility Program (NCP)* measures are either approved or disapproved by the FAA. Approved measures contained in the Noise Compatibility Program are eligible for Federal funding.

Part 150 Study Process

APA



Why Update the Study?

- An update to the 2008 FAR (now CFR) Part 150 Study.
 - **The Noise Exposure Maps (NEMs) were last recertified in August 2017**
- Update the NEMs based on current and forecasted future operations.
- Address Change in Aircraft Activity Levels.
- Address Change in Aircraft Fleet Mix.
- Review alternatives solutions that can be implemented through an update of the (NCP).
- Develop a balanced program to minimize and/or mitigate aircraft noise effects on surrounding communities and land uses.

Part 150 History

- Aviation Safety and Noise Abatement Act of 1979 (ASNA) promulgated FAR (now CFR) Part 150 and directed the FAA to do the following:
 - **Develop single system of measuring noise (DNL)**
 - **Other noise metrics, a different discussion**
 - **Develop single system of determining noise exposure**
 - **Develop recommended land use compatibility table**
 - **Set aside Federal funds for noise planning for the first time**

Airport Noise and Capacity Act (ANCA)

APA

- Enacted 1990 and promulgated FAR Parts 161 and 91
 - **FAR Part 91: Required phase-out of Stage 2 (loud) aircraft before January 1, 2000**
 - **FAR Part 161: Restricts airport ability to regulate airport access based on noise**
- Severely constrained airports' ability to impose new noise and access restrictions.
- Phase out of older “Stage 2” or “loud” aircraft
- Does not apply retroactively BUT previously adopted airport restrictions are “grandfathered”
- No approved access restrictions have been adopted by the FAA to date (Stage 3 and above)
- Resulted in “opposing requirements” between ASNA and ANCA

Airport (Sponsor) Constraints/Opportunities

APA

- Airport MUST provide access to all airport users and cannot discriminate against any users. Airports can pass reasonable noise rules that do not affect access to the airport, discriminate or unduly interfere with interstate commerce.
- Federal Government, through FAA, limits Airports ability to implement noise controls:
 - Airports cannot control an aircraft in flight
 - FAA limits funding for noise mitigation
 - FAA controls noise emissions at the “source”
 - FAA limits Airports implementation of noise restrictions

Study Parameters

- Part 150 requires an airport to evaluate alternatives that:
 - Reduce existing noncompatible uses and prevents or reduces the probability of the establishment of additional noncompatible uses
 - Do not impose undue burden on interstate and foreign commerce
 - Provide for revision in accordance with § 150.23 of this part
 - Are not unjustly discriminatory
 - Do not derogate safety or adversely affect the safe and efficient use of airspace
 - To the extent practicable, meet both local needs and needs of the national air transportation system, considering tradeoffs between economic benefits derived from the airport and the noise impact
 - Can be implemented in a manner consistent with all of the powers and duties of the Administrator of the FAA

Getting Started Aviation Activity Forecast

APA

- Data collection for calendar year 2023 annual operations activity from sources:
 - Air Traffic Activity Data Systems (ATADS)
 - Terminal Area Forecast (TAF)
 - Centennial Airport Noise and Operations Monitoring System (ANOMS)
- Historical operations analyzed to understand the Airport's historical and current fleet mix

Aviation Activity Forecast (continued)

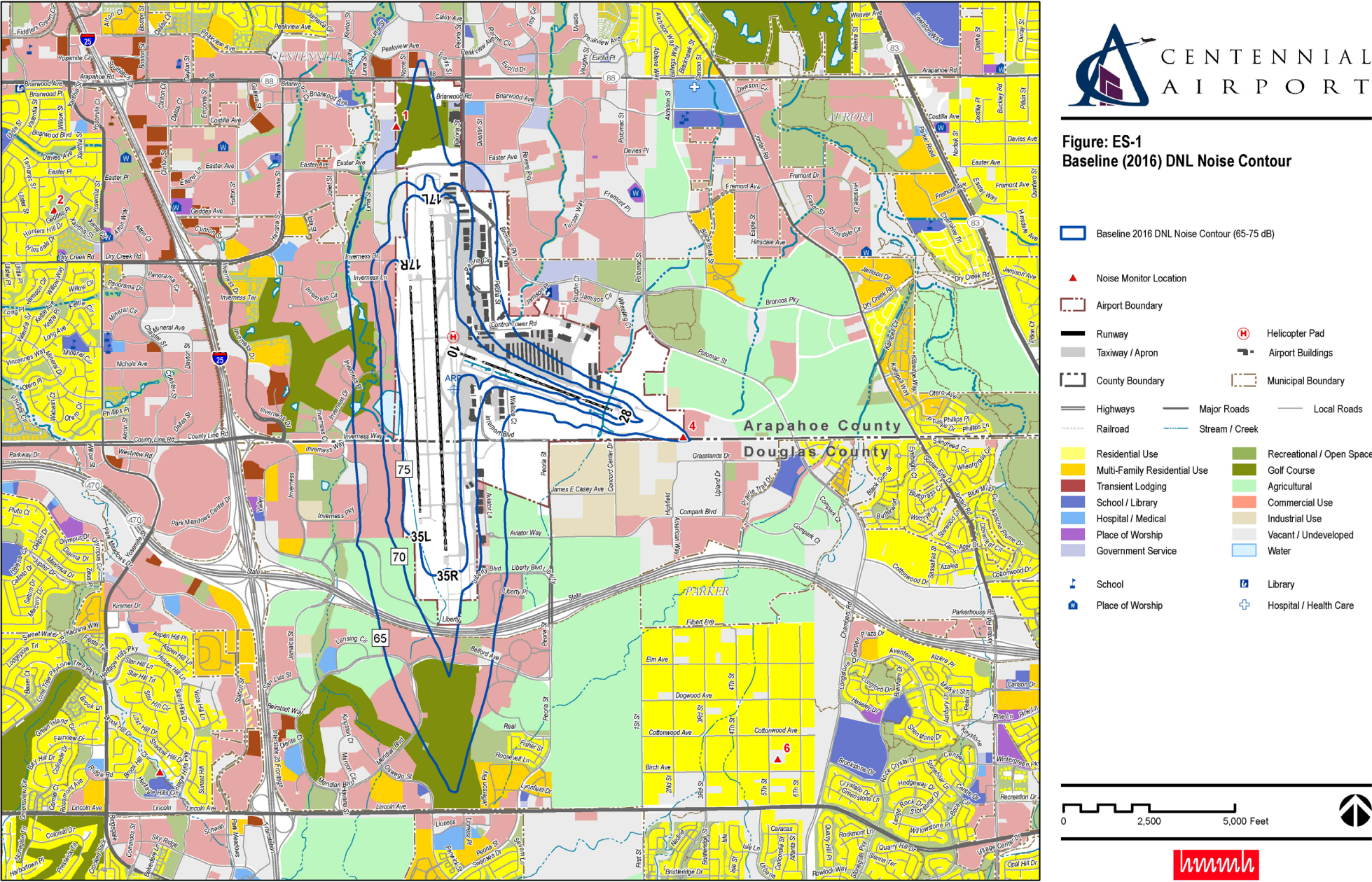
APA

- Operations Forecast Development:
 - Existing Condition (2023)
 - The 5-year Forecast Condition (2028)
 - A 10-year Forecast Condition (2033) – Land Use Planning Purposes Only
- Forecast comparison with TAF (no more than 10% variance)
- ACPAA and FAA review and approval
- Aircraft Operations Forecast will be provided for compatible entry into FAA's Aviation Environmental Design Tool (AEDT) for developing the Noise Exposure Maps

Noise Analysis

- **DNL: Day-Night Average Sound Level (Primary Metric)**
 - **Version 3f of the AEDT will be the primary model for generation of flight noise contours**
 - **Noise levels, at 5 DNL increments, will range from 65 DNL to 75 DNL**
- **Supplemental Informational Metrics**
 - **LMAX Contours**
 - LMAX contours for single aircraft landing-takeoff cycles in each traffic flow direction will be prepared for critical aircraft that operate at the Airport today and in the future.
 - **Number of Events Above 75 Grid Analysis.**
 - Number of Events Above is a measure of the number of events that generate a maximum noise level above the 75 dBA.
 - **Representative Receptor Analysis.**
 - A representative receptor location analysis will be prepared that presents the noise levels in terms of various metrics at example sites around the Airport.

Figure: ES-1
Baseline (2016) DNL Noise Contour



*** Contours shown are from the 2016 NEM Update. They will be updated for this Study. ***

2016 Baseline DNL Noise Contour

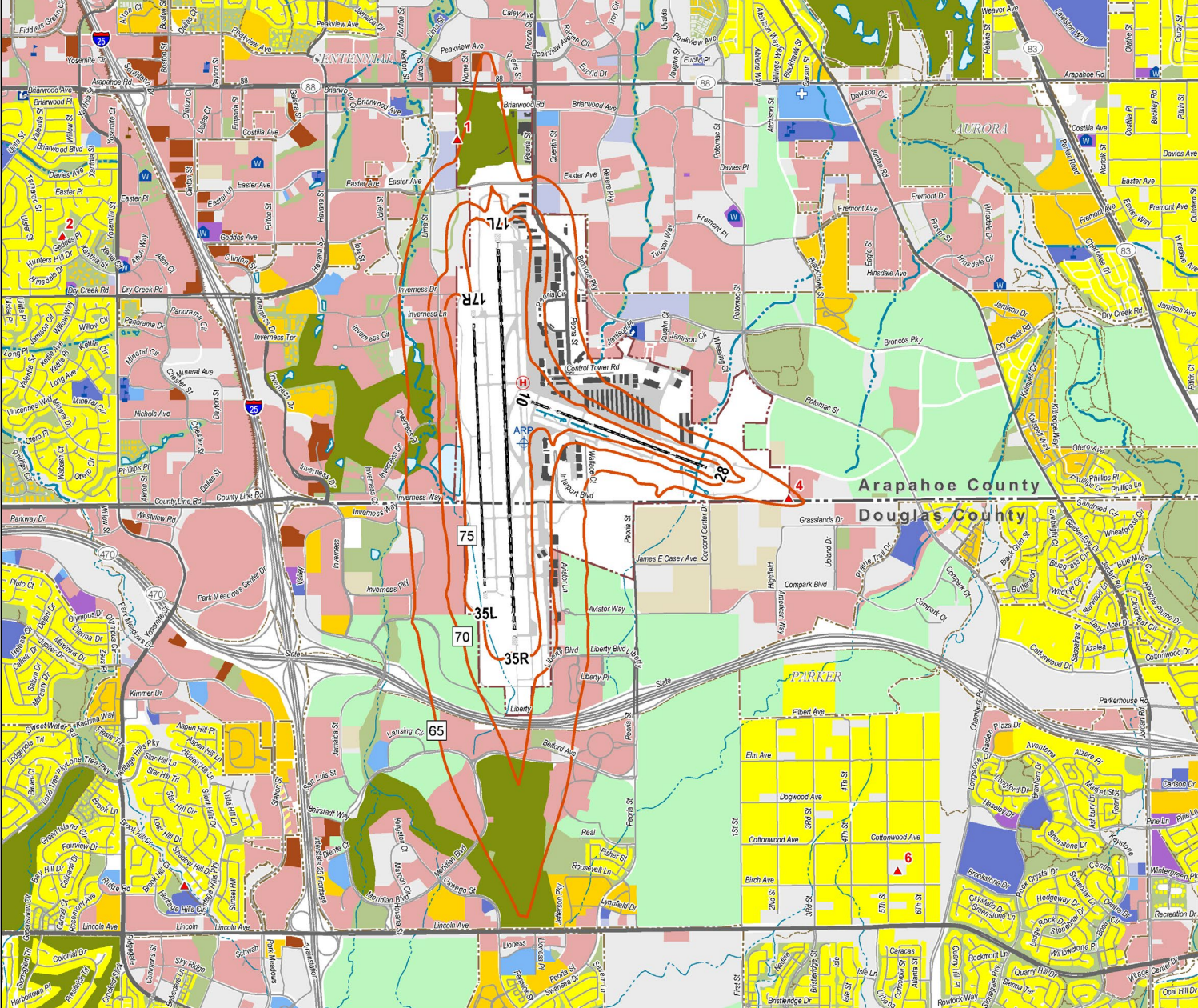
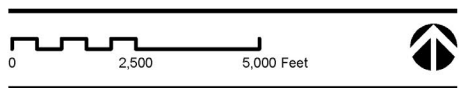


Figure: ES-2
Forecast (2021) DNL Noise Contour

- Forecast 2021 DNL Noise Contour (65-75 dB)
- Noise Monitor Location
- Airport Boundary
- Runway
- Taxiway / Apron
- County Boundary
- Highways
- Railroad
- Helicopter Pad
- Airport Buildings
- Municipal Boundary
- Major Roads
- Local Roads
- Stream / Creek
- Residential Use
- Multi-Family Residential Use
- Transient Lodging
- School / Library
- Hospital / Medical
- Place of Worship
- Government Service
- School
- Place of Worship
- Recreational / Open Space
- Golf Course
- Agricultural
- Commercial Use
- Industrial Use
- Vacant / Undeveloped
- Water
- Library
- Hospital / Health Care



*** Contours shown are from forecasts for the 2016 NEM Update. They will be updated for this Study. ***

2021 Baseline DNL Noise Contour

Schedule and Connection Points

- Two-Year Study Process (estimated 2024 - early 2026)
- Meetings with the Roundtable
- Study Advisory Committee Meetings (1st Meeting January 2024)
- Four public meetings (1st Meeting January 2024)
- Presentations to Airport Authority
- Comments taken throughout the process via the website

Next Steps in the Study

- Review comments
 - Study Advisory Committee Meeting
 - First Public Workshop
 - Themes
 - Touch and go operations
 - Alignment with the Study Group
 - Voluntary programs
 - Land Use
- Inventory/Forecast Development
- Baseline Noise Contours
- Next meetings late Spring 2024

After the development of the baseline contours, the study will then focus on measures to address non-compatible land use and noise concerns expressed by the community.

Questions & Comments



Thank You!



CACNR Report of January 3, 2024 and February 7, 2024 CACNR Meetings to ACPAA for February 8, 2024

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

- CACNR met on January 3, 2024 and February 7, 2024. This report covers the January meeting, and the February 7 meeting will be discussed by the CACNR Representative present at your February 8th meeting, Chair Brad Pierce.
- A new Public Comment Procedure was adopted, and a copy is attached. The procedure is designed to streamline CACNR meetings, and to allow the public to learn what CACNR is doing to address its concerns, while still providing time for the public to provide new information and respond to current activity.
- The CACNR meeting agenda was slightly revamped to accommodate the above policy, and to provide more flexibility for Representative to report on activities of interest to them related to the retreat priorities. This will be a work in progress as CACNR desires to become more efficient and effective in addressing current noise issues. A copy of the January agenda is attached.
- Information from the second portable noise monitor was considered. Its location is at the fire station at Orchard and Havana in Greenwood Village, the epicenter of the noise problem in a heavily residential area. It showed 1,681 noise events in November, including 87 in the 70-79 decibel range and 27 in the 80-90+ decibel range. The variance between the data from the portable noise monitor and the permanent Greenwood Village monitor was noted, as the location does make a difference in the data collected. It was hoped the monitor could be left permanently in place there, and its data included in all future noise reports.
- Comparative data between 2022 and 2023, showed local operations at the airport had increased every month.
- Requested Mike Fronapfel speak in February as to what is currently in the airport's Master Plan regarding anticipated future capacity and the need for a new tower.
- Requested an update on the implementation of the three recommendations from the CACNR Study Group Committee.
- Reviewed the latest Land Use Review report, and specifically noted the 3 CACNR jurisdictions which had received a "No" ranking from the airport.
- Received information about the public meeting related to the upcoming FAA Part 150 public meeting on January 24, 2024.
- Asked to know who had been appointed to the Part 150 Study Advisory Committee, how they had been appointed and by whom, and who they were representing on that group.
- Continued to receive comments from the public regarding how airport noise affects lives; and criticism about the composition of ACPAA not being reflective of the public.

CACNR Public Comment Procedure

Approved 12 18 23

Amended 01 03 24

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 public comment period. 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.



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

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:**



CACNR Report of January 3, 2024 and February 7, 2024 CACNR Meetings to ACPAA for February 8, 2024

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

- A new Public Comment Procedure was adopted. The procedure is designed to streamline CACNR meetings.
- The CACNR meeting agenda was slightly revamped.
- Information from the second portable noise monitor was considered.
- Comparative data between 2022 and 2023, showed local operations at the airport had increased every month.
- Requested Mike Fronapfel speak in February as to what is currently in the airport's Master Plan regarding anticipated future capacity and the need for a new tower.
- Requested an update on the implementation of the recommendations from the CACNR Study Group Committee.
- Reviewed the latest Land Use Review report.
- Received information about the public meeting related to the upcoming FAA Part 150 public meeting on January 24, 2024.
- Asked to know who had been appointed to the Part 150 Study Advisory Committee.
- Continued to receive comments from the public regarding how airport noise affects lives; and criticism about the composition of ACPAA not being reflective of the public.

CACNR Job Descriptions for Officers

CHAIR: The Chair of CACNR will

1. chair all regular and special meetings of CACNR, and coordinate with the Vice Chair if unable to be present at any meeting;
2. assure business of CACNR is conducted in accordance with Robert's Rules of Order Newly Revised;
3. assure business of CACNR is conducted with decorum and with respect for differing points of view;
4. notify any Member whose Representative(s) or Alternate(s) have not attended at least 75% of CACNR meetings as established in Article III c. of the bylaws, documenting such absences and requesting replacement of that Representative or Alternate;
5. notify any Member whose Representative(s) or Alternate(s) have behaved in a manner detrimental to the advancement of CACNR's Work Program or has displayed disruptive or rude behaviors, documenting such behaviors, and requesting replacement of that Representative or Alternate;
6. represent CACNR to the general public and at outside functions as appropriate;
7. coordinate CACNR activities with ACPAA, the FAA, and any other appropriate agencies or organizations;
8. oversee implementation of the CACNR Work Program and develop plans to advance its various components;
9. serve as Chair of the CACNR Executive Committee;
10. as necessary, appoint committees to address the various matters relating to CACNR's Work Program;
11. upon the resignation of any officer, appoint a replacement to fill the unexpired term, subject to the approval of CACNR's Regular Representatives;
12. upon the absence of the Secretary at any meeting, appoint an Acting Secretary for that meeting;
13. authorize, with the Treasurer or other member of the CACNR Executive Committee, the expenditure of funds from the designated/restricted fund maintained for CACNR by ACPAA;
14. in coordination with the Treasurer, prepare a CACNR budget for approval of the Regular Representatives;
15. determine the time and place for any special meeting requested by at least 25% of the Regular Representatives;
16. prepare the agenda for all regular and special meetings, in coordination with ACPAA staff;
17. assume other responsibilities and tasks as directed by the Members' Representatives.

VICE CHAIR: The Vice Chair of CACNR will

1. perform the duties of the Chair in her/his absence;
2. serve on the CACNR Executive Committee;
3. work closely with the Chair to develop and implement plans to advance CACNR's Work Program;
4. assist the Chair in monitoring the implementation of the CACNR Work Program;
5. authorize, with either the Chair or the Treasurer, the expenditure of funds from the designated/restricted fund maintained for CACNR by ACPAA, in the absence of either the Chair or the Treasurer;
6. assume other responsibilities and tasks as requested by the Chair or as directed by the Members' Representatives.

SECRETARY: The Secretary of CACNR will

1. record and keep the minutes of each regular and special meeting of CACNR which, when approved, shall be posted on the CACNR and Centennial Airport websites;
2. record meeting attendance at each regular and special meeting of CACNR;
3. assure the records of all meetings are available to the Members' Representatives and Alternates and to the general public;
4. be the custodian of CACNR records, and may coordinate with ACPAA staff to assure maintenance of the CACNR archives;
5. assume responsibility for maintaining and updating the CACNR Work Program which, when approved, will be posted on the CACNR and Centennial Airport websites;
6. provide for notice of the biennial review and updating of the CACNR Work Program as required by these bylaws;
7. provide notice of the upcoming election, one month prior to that election, and invite nominations in accordance with Article IV.a.
8. receive any written, proposed amendments to the bylaws, confirm such amendments have been provided by at least 25% of the Regular Members' Representatives, and provide electronic notification of the proposed amendments to the CACNR Members' Representatives at least 48 hours in advance of the next meeting.
9. serve on the CACNR Executive Committee;
10. authorize, with either the Chair or the Treasurer, the expenditure of funds from the designated/restricted fund maintained for CACNR by ACPAA, in the absence of either the Chair or the Treasurer;
11. assume other responsibilities and tasks as requested by the Chair or as directed by the Members' Representatives.

TREASURER: The Treasurer of CACNR will

1. serve as the chief financial officer of CACNR;
2. coordinate with ACPAA staff in the establishment and management of the designated/restricted fund maintained for CACNR by ACPAA containing the funds from CACNR Members;
3. monitor and provide oversight for CACNR funds and expenses;
4. in coordination with the Chair, prepare a CACNR budget for approval of the Regular Members' Representatives;
5. provide financial reports to CACNR at every regularly scheduled meeting, and as otherwise requested;
6. authorize, with the Chair or other member of the CACNR Executive Committee, the expenditure of funds from the designated/restricted fund maintained for CACNR by ACPAA;
7. serve as a member of the CACNR Executive Committee;
8. assume other responsibilities and tasks as requested by the Chair or as directed by the Members' Representatives.

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	-		X			75%	88%
	Alternate Vacant/Sreenivasan Alakappan	-	-	absent		-	-	-	virtual		-			13%	
	Paul Krier	X	X	absent		virtual	X	X	X		X			88%	88%
	Alternate Evan Colvin/Vacant	-	-	absent		-	-	-	-		-			0%	
DOUGLAS COUNTY	Abe Laydon	-	-	-		absent	-	-	absent		absent			0%	63%
	Alternate Dan Avery	X	X	X		absent	X	X	absent		absent			63%	
	Alison Biggs	X	X	X		X	X	X	X		X			100%	100%
	Alternate Mark Adams	-	-	-		-	-	-	-		-			0%	
AURORA	Brad Pierce	X	X	X		X	X	X	X		X			100%	100%
	Mindy Parnes	-	-	-		-	-	-	-		-			0%	
CASTLE PINES	Chris Eubanks	X	absent	X		X	X	X	X		absent			75%	75%
	Ben Price	-	absent	-		-	-	-	-		absent			0%	
CASTLE ROCK	Laura Cavey	-	absent	absent		absent	absent	absent	-		absent			0%	25%
	Sandy Vossler	virtual	absent	absent		absent	absent	absent	virtual		absent			25%	
CENTENNIAL	Candace Moon/Don Sheehan	X	X	X		X	X	X	absent		X			88%	88%
	Don Sheehan/Amy Tharpe	-	-	-		-	-	X	absent		-			13%	
CHERRY HILLS VILLAGE	Robert Eber	absent	absent	absent		absent	absent	absent	absent		absent			0%	0%
	Randy Weil	absent	absent	absent		absent	absent	absent	absent		absent			0%	
FOXFIELD	Pam Thompson	X	X	X		absent	X	X	virtual		X			88%	88%
	Frank Lawrence	-	-	-		absent	-	-	-		-			0%	
GREENWOOD VILLAGE	Donna Johnston	X	X	X		X	absent	X	X		X			88%	88%
	Libby Barnacle	-	-	-		-	absent	-	-		-			0%	
HIGHLANDS RANCH	Andy Jones	X	X	X		absent	X	absent	absent	virtual/8:00			63%	63%	
METROPOLITAN DISTRICT	Renee Anderson	-	-	-		absent	-	absent	absent					0%	
LONE TREE	Mike Anderson	X	X	X		X	X	X	X		X			100%	100%
	Chuck Darnell	virtual	-	-		-	-	-	-		-			13%	
PARKER	Todd Hendreks/Ashley Chazez	X	virtual	absent		virtual	X	X	virtual		virtual			88%	88%
	Vacant	-	-	absent		-	-	-	-		-			0%	
ACPAA	Mike Fronapfel	X	X	X		X	X	X	absent		absent			75%	75%
	Vacant	-	-	-		-	-	-	-		-			0%	
AOPA	Robert Doubek/John Hirshman	X	X	X		X	X	X	X		X			100%	100%
	John Hirshman/Vacant	-	-	-		-	-	-	-		-			0%	
CABA	Don Kuskie	absent	X	absent		absent	X	X	absent		X			50%	50%
	Mike Straka	absent	-	absent		absent	-	-	absent		-			0%	
CDOT AERONAUTICS DIVISION	Todd Green	absent	absent	absent		absent	absent	absent	absent		absent			0%	0%
	Vacant	absent	absent	absent		absent	absent	absent	absent		absent			0%	
WINGS OVER THE ROCKIES	Bill Wasmund	absent	X	X		-	X	X	X		X			75%	88%
	Vacant/Jordan Ashley	absent	X	-		X	-	X	virtual		virtual			63%	
* 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).															
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