



CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE
MINUTES

January 3, 2024

Approved as Amended 02 07 24

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

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

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

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

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

October Noise Complaints and	Numbers of Households:	YTD Complaints and	Number of Households:
(1,295)	(90)	(10,064)	(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:

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

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

November Noise Complaints (1,097)	and	Numbers of Households: (48)	YTD Complaints and (11,161)	Number of Households: (418)	
Greenwood Village	578 (53 %)	UAC	18 (37%)	UAC	170 (41%)
Unincorporated Arapahoe County	248 (23%)	Greenwood Village	8 (21%)	GW Village	99 (24%)
Parker	119 (11%)	Other	05 (10%)	Parker	31 (7%)
Unincorporated Douglas County	68 (06%)	UDC	04 (8%)	Centennial	22 (5%)
Centennial	38 (03%)	Castle Rock	03 (6%)	UDC	20 (5%)
Castle Rock	17	Centennial	03 (6%)	Castle Rock	20 (5%)
Denver	11	Parker	02	Denver	14
Other	09	Aurora	01	Other	12
Aurora	04	Highlands Ranch	01	Aurora	11
Cherry Hills Village	02	Lone Tree	01	Highlands Ranch	09
Highlands Ranch	02	Cherry Hills Village	01	Lone Tree	05
Lone Tree	01	Denver	01	Castle Pines	04
Castle Pines	00	Castle Pines	00	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 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 |
|
 | | |
| 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 |

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

Alison Biggs, Secretary