



**CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE
MINUTES**

February 7, 2024
Approved March 6, 2024

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:

Douglas County: Dan Avery (virtual)	Greenwood Village: Donna Johnston
Douglas County: Alison Biggs	Highlands Ranch: Andy Jones
Aurora: Brad Pierce	Lone Tree: Mike Anderson
Castle Rock: Laura Cavey (virtual)	Parker: Ashley Chasez
Castle Pines: Chris Eubanks	ACPAA: Mike Fronapfel
Centennial: Don Sheehan	CABA: Don Kuskie
Foxfield: Pam Thompson	Wings Over the Rockies: Bill Wasmund

Others in attendance were Ron Cole, Alternate Representative from Castle Pines; Amy Tharp, Alternate Representative from Centennial; ACPAA staff Samantha Blymyer, Chris Thompson, Lauren Wiarda and Matt Frenette. There were 13 members of the public online, and 6 in attendance.

Those absent were: Arapahoe County: Leslie Summey/Sreenivasan Alakappan AOPA: John Hirshman/Brad Shuster
 Arapahoe County: Paul Krier /vacant CDOT Aeronautics Div: Todd Green/Vacant
 Cherry Hills Village: Robert Eber/Randy Weil

Those introduced were Ron Cole, new Castle Pines Alternate Representative, Amy Tharp, and Chad Clifford, Colorado State Representative from House District 37. All were welcomed.

2. **CONSENT AGENDA:** The Consent Agenda included the Draft CACNR Minutes from January 3, 2024; a Treasurer’s Report from February 2, 2023 , showing a balance of \$30,317.55; and the Noise Report from December 2023 including 2023 YTD statistics, and including the portable noise monitor at the South Metro Station 31.

Alison Biggs requested the Draft Minutes and the Treasurer’s Report be moved to Agenda Item #3, for amendments to typographical errors.

On the motion of Alison Biggs duly seconded, the remainder of the Consent Agenda – the December and Year End Noise Reports - was approved.

The December Noise Report included the following information:

December Local Operations:	12,489	December Total Operations:	25,959
Year to Date Local Operations:	190,528	Year to Date Total Operations:	362,407

25,959 Total Operations in December resulted in 638 complaints from 42 households.

December Noise Events:

<u>December Total:</u>	<u>December 60 – 69 db:</u>	<u>December 70 – 79 db:</u>	<u>December 80 – 89 db:</u>
Meridian 7,678	Meridian 6,306	Golf Course 2,583	Airport East 532
Golf Course 7,363	Golf Course 4,606	Meridian 1,326	Golf Course 169
Airport East 2,895	Parker 1,964	Airport East 872	Meridian 43
Parker 2,188	State Park 1,539	State Park 565	Portable Station 24
State Park 2,109	Airport East 1,451	Portable Station 253	Parker 05
Portable Station 1,458	Portable Station 1,181	Parker 219	State Park 04
Grandview Estates 1,315	Grandview Estates 1,177	Grandview Estates 135	Grandview Estates 03
Castle Rock 948	Castle Rock 910	Greenwood Village 81	Hunters Hill 02
Greenwood Village 805	Greenwood Village 723	Castle Rock 38	Greenwood Village 01
Lone Tree 615	Lone Tree 579	Lone Tree 36	Castle Pines 00
Hunters Hill 368	Hunters Hill 344	Hunters Hill 22	Castle Rock 00
Castle Pines 213	Castle Pines 196	Castle Pines 17	Lone Tree 00
Sagebrush Park 120	Sagebrush Park 108	Sagebrush Park 12	Sagebrush Park 00

December Noise Complaints		and		Numbers of Households:		YTD Complaints and		Number of Households:	
(638)				(42)		(11,798)		(422)	
Greenwood Village	311 (49 %)	UAC	16 (38%)	UAC	4,461 (38%)	UAC	170 (40%)		
Unincorporated Arapahoe County	183 (29%)	Greenwood Village	09(21%)	GW Village	3,697 (31%)	GV	100 (24%)		
Centennial	71 (11%)	UDC	06 (14%)	Parker	1,221 (10%)	Other	32 (8%)		
Unincorporated Douglas County	40 (06%)	Castle Rock	03 (6%)	Centennial	1,006 (9%)	Centennial	23 (5%)		
Denver	40 (02%)	Other	03 (0.7%)	UDC	487 (4%)	UDC	20 (5%)		
Castle Rock	10	Centennial	02 (0.7%)	Castle Rock	438 (4%)	Parker	20 (5%)		
Other	06	Aurora	01	Denver	177	Lone Tree	14		
Aurora	02	Denver	01	Other	125	Highlands	12		
Parker	01	Parker	01	Aurora	70	Aurora	11		
Castle Pines	00	Castle Pines	00	Highlands Ranch	51	Castle Rock	10		
Cherry Hills Village	00	Cherry Hills Village	00	Lone Tree	51	Castle Pines	05		
Highlands Ranch	00	Highlands Ranch	00	Castle Pines	10	Denver	04		
Lone Tree	00	Lone Tree	00	Cherry Hills V	04	Cherry Hills	01		

Year to Date, the top five households complaining were:

Household #1 2,073 Greenwood Village	Household #4 680 Unincorporated Arapahoe County
Household #2 1,1093 Parker	Household #5 578 Unincorporated Arapahoe County
Household #3 964 Centennial	

In December, 24 responses were requested from 638 noise complaints, with 20 of those requests made by email (83%), and 4 made by telephone (17%). Year to Date, 801 responses had been requested, with 641 made by email (80%), and 160 made by telephone (20%).

In December, 609 complaints were made about daytime flights (7:00 a.m. – 9:59 p.m.) – 95%. 29 complaints were made about nighttime flights (10:00 p.m. – 6:59 a.m.) – 5%.

Year to Date, of a total 11,820 complaints, 10,538 complaints had been made about day time flights (89%), and 1,282 complaints had been made about nighttime flights (11%).

In December, props accounted for 87% of the complaints by aircraft type; jets accounted for 10% of the complaints, and helicopters caused 3%.

In December, training was responsible for 49% of the complaints, departures were responsible for 28% of the complaints, and arrivals were responsible for 23% of the complaints.

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

3. **ITEMS REMOVED FROM THE CONSENT AGENDA:** On page five of the draft minutes, in the fourth paragraph under 10.B., the sentence was corrected to read “It was reported the Normandy Group working with Arapahoe County might be raising funds to get the new tower built at the airport.”

In the “Notes” section of the February 2, 2024 Treasurer’s Report, the second entry was corrected to read “Members not invoiced for 2024 due to amount of carry over available.” In the Budget section for Education, 2 Reps to UC Savis Symposium, the budgeted amount was corrected to \$4,000.

It was noted that, although the Regular Members had not been invoiced for 2024, ACPAA would continue contributing \$10,000 to CACNR annually.

On the motion of Alison Biggs, duly seconded, the January 3, 2024 draft minutes and the February 2, 2024 Treasurer’s Report were both approved as amended.

4. **SPECIAL PRESENTATION:** Kate Andrus – Mead & Hunt Project Manager; Hardy Bullock – Mead & Hunt, Aviation Forecasting; and Gene Reindel – Harris Miller Miller & Hanson Inc (HMMH), Noise Modeling & Visualization, were present to discuss the Centennial Airport 14 CFR Part 150 Study being undertaken. The slides utilized during the presentation had been provided in the pre-meeting mailing.

The purposes of the study were to identify and evaluate aircraft noise, and land use, both existing and future. Two portions will include updating the noise exposure maps which have to be accepted by the FAA, and developing a noise compatibility program which would be either approved or disapproved by the FAA. It is anticipated the study would take five years.

Discussion points included:

- the need to address changes in aircraft activity levels and the aircraft fleet mix
- the hope to develop/review solutions to noise problems for possible implementation
- the aim to develop a program to minimize and/or mitigate aircraft noise effects on surrounding communities and land uses
- the creation of a Study Advisory Committee as the major resource for developing the ultimate recommendations to the FAA; ACPAA is the only organization which can submit anything for consideration of the FAA.

- a review of the ASNA – the Aviation Safety and Noise Abatement Act of 1979 – which directed the FAA to develop a single system of measuring noise (DNL), determining noise exposure, recommend land use compatibility, and set aside Federal funds for noise planning.
 - a review of ANCA – the Airport Noise and Capacity Act, enacted in 1990 – which severely constrained airports’ ability to govern themselves or to impose new noise and access restrictions; it promulgated FAR Part 161 which restricts airport ability to regulate airport access based on noise – no access restrictions have been adopted by the FAA to date through any Part 161 study.
 - a notation there are opposing requirements between ASNA and ANCA, with the following being utilized by the FAA –
 - Airports must provide access to all airport users and cannot discriminate, although they can pass reasonable rules that do not affect access to the airport, discriminate or unduly interfere with interstate commerce
 - Airports cannot control an aircraft in flight
 - Federal funding for noise mitigation is limited and controlled by the FAA
 - The FAA controls noise emissions at the source
 - The FAA limits airports’ implementation of noise restrictions (although local restrictions adopted before ANCA were “grandfathered” in)
 - Much uncertainty re land use, as it is not owned by government, but is usually privately or owned by a developer and governed by local zoning codes; once approval of something has been given accordingly, it cannot be taken away
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- If several items from the last Part 150 were not approved, why do we think this one will be any different? Why bother if the FAA will not allow local airports to enact things which will help their citizens with noise?
 - Perhaps the Study Advisory Committee might develop items which could be put into place without needing FAA approval.
 - County Commissioners and Planners need to hear what is going on and be involved – how will that occur?
 - The consulting staff will go whenever and wherever necessary to engage local jurisdictions and work to make them care.
 - The airport has a goal for all local jurisdictions to adopt the same land use guidelines, although it recognizes that is unlikely to occur.
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- With the Study Advisory Committee having the role as the major resource for developing the ultimate recommendations to the FAA, what is the role of CACNR?
 - Are the CACNR Representatives who have been appointed to the Study Advisory Committee there to represent CACNR? Unclear. Are they free to tell CACNR what is going on in the Study Advisory Committee? Yes. Is CACNR free to know who they are? Unclear unless they chose to “reveal themselves” as noted below.
 - Apparently, CACNR represents the communities, and the new SAC has a membership of 40, similar to CACNR’s but is broader, was hand selected by the airport staff and its consultants, to include the FAA Denver ADO, air traffic control, airport management and its consulting team, airport users, aircraft and flight school operators, airport tenants, and local jurisdictions responsible for land use controls, and surrounding jurisdictions.
 - There will be much overlap between the CACNR Study Group Committee, the Part 150 Study Advisory Committee, and CACNR. Although it was apparently anticipated all groups would get information about the same things at about the same time, how communications, timing and that situation will actually work was unclear.
 - Similar to the CACNR Study Group Committee, the airport would like to keep the identities of the aviation experts, airport users, tenants, pilots, corporate representatives and the outside community members identities confidential unless they choose on their own to reveal themselves.
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- The SAC has no chair; the consulting team will create the agenda and run the meetings; there will be no minutes, but a summary of presentations from the meetings will be placed on the Part 150 website - <https://apa150noisestudy.com/> - and Pam Thompson will assure there is a link included on the CACNR website as well. Anyone can comment on anything throughout this process.

5. **CACNR STUDY GROUP COMMITTEE:** The 4th quarter report had not yet been cleared for distribution, so it was hoped it would be available for the March CACNR meeting. It will be about 25 pages long and will include an update on what has been accomplished, what has been explored but not included for accomplishment, and how success or failure of the included items was measured. Future reports will come out quarterly. Attendance and active involvement by the FAA has been excellent. One flight school has also been actively involved, with letters from some others; all are notified in advance of meeting dates and times.

6. **EXECUTIVE COMMITTEE:**

A. MARCH/APRIL AGENDA – it was anticipated that discussion of the CACNR Study Group Committee report might take time during the March meeting, so there was general agreement to hold CACNR orientation during the April meeting. Jason Schwartz could perhaps do something on Noise 101. He knows CACNR and could likely assist with anything we identify we would like done. The policy on expenditure of CACNR funds would apply to working with him via task orders.

Prior suggestions for orientation had included a study session on Noise 101, an explanation of DNL, a look at the CACNR bylaws and structure, and a tour of the airport. Some prior work in identifying useful documents and background material existed. Other things to be added might include reports from the airport with explanations of what they mean, and how data is collected and used.

Chair Pierce indicated there had been a thought to use Jason Schwartz as a CACNR resource consultant in connection with the Part 150 Study. Kate Andrus indicated that sort of thing was part of the airport's consultants' job, so there should be no need for CACNR to hire someone else to do so. There was no further discussion of the idea.

B. CACNR REPRESENTATION AT ACPAA MEETINGS – Chris Eubanks volunteered to represent CACNR at the March 14 meeting. Someone will be needed for the April 11th meeting, so all were asked to check calendars for that and future dates. It might be time for ACPAA to see CACNR Representatives with whom they are not familiar.

C. RETREAT PRIORITIES – The Chair indicated there was still a need for volunteers to address the various priorities identified at the prior retreat. There was general agreement that an annual retreat would be desired.

7. **REPRESENTATIVES' COMMENTS:**

A. GENERAL DISCUSSION – Chris Eubanks introduced Ron Cole, District 2 Council Member from Castle Pines, who would be the new Alternate Representative from Castle Pines.

Don Sheehan introduced Amy Thorp, who was the new Alternate Representative from Centennial.

Andy Jones suggested Sterling Ranch might possibly become a new member of CACNR, with approximately 103,000 residents. Samantha Blymyer was asked to look at the dot map to determine how many complaints come from the residents of that area. Jones indicated he would discuss the idea with residents to determine if there was any interest.

8. **OTHER REGULAR REPORTS:**

A. AIRPORT DIRECTOR'S REPORT – Mike Fronapfel indicated that with 362,407 operations in 2023, Centennial Airport was the #1 General Aviation Airport in the country, and the 18th overall airport in the country.

20% of the total fuel sold at the airport had been unleaded, costing the airport \$150,000 to subsidize and \$15,000 to convert fuel trucks to accommodate it. \$250,000 - \$300,000 had been included in the airport's 2024 budget to continue the subsidy program.

Legislation was being worked on at the state level, with the group that includes a local lobbyist, the airport, Arapahoe County, and Greenwood Village. It would include some state fund subsidy for airports to convert to the use of unleaded fuel, and ideas related to noise, some of which would not be allowed due to the FAA, but other voluntary ideas such as those in place here might be encouraged at other airports in the state. A draft of the airport's response to the legislation would be available soon; it was hoped CACNR might be allowed to see that draft. Although the FAA controls the granting of funds at the Federal level for such kinds of activity, it does not control how funds are allocated at the State level.

The approach being used at the Federal level was similar to that here at the state in terms of support for unleaded fuel and other issues related to noise. A member of the staff of the lobbying group – the Normandy Group – was present at this meeting and was welcomed.

A 5K run was announced for June 1 to benefit the airport's foundation. Both runners and walkers were welcomed to participate,

Fronapfel introduced Matt Frenette, Planner/Noise Analyst and IT Assistant, the newest airport staff member, hired to meet needs identified by the CACNR Study Group Committee and strongly supported by the full CACNR. His background was outlined, and included experience as an air traffic controller. Frenette had been hired in advance of the April 2024 target date, and was warmly welcomed.

Question was asked if there had been an update of the economic impact of the airport on the local economy; the last was dated 2018. Some other areas involved would include the health care community such as Children's Hospital, organ transplants, and the flight for life type helicopter services.

Question was asked if building a new control tower would add to more traffic. Response was in order to increase operations, there would need to be more runway space, and there is no room for that. A location had been selected for a new control tower, but the airport was short \$15 million to actually build it. Instead, an application had been submitted for \$10 million to improve the current tower, as necessary work had been accumulating over the last 5-7 years. Theoretically, the FAA should build and manage the tower as it has done elsewhere, but it is not interested in doing that at Centennial Airport. It wants to have control over the employees and their work but wants the airport to build and manage the building instead.

MOTION – on the motion of Donna Johnston, duly seconded, CACNR agreed to extend the meeting for 30 minutes.

9. **OLD BUSINESS:**

A. As required, the Secretary indicated there would be an election at the March CACNR meeting, for the offices of Chair, Vic Chair, Secretary and Treasurer. The job descriptions for each had been provided in the meeting's materials. The Chair again indicated he would not be running for Chair again; Chris Eubanks had indicated an interest in that position but would be at the UC Davis Symposium during the March meeting. Paul Krier had left the Vice Chair position, so there would be a vacancy

there to be filled by a Representative from a Regular Member. Unless there were others interested, both Andy Jones and Alison Biggs had indicated they would serve again if nominated and elected.

B. An updated 2023-2024 CACNR Attendance Record had been provided with the meeting materials.

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

10. **NEW BUSINESS:** None

11. **PUBLIC COMMENT:**

A. RECEIVED BY CACNR – none

B. MEETING ATTENDEES – Public comment came from Louviers, Greenwood Village, and Centennial. Louviers' comment indicated some flight schools seemed to still be trying to avoid going over his home. There had been 635 planes, but he had only called in 4 complaints. He noted Sterling Ranch seemed to be getting traffic from both Centennial Airport and Rocky Mountain Airport.

A concern from the Greenwood Village area indicated a need for easy access to the current noise contours, to assure proper recognition of the newer residential areas during the Part 150 study. There also needed to be better information sharing as to what the Part 150 was about, when meetings were to be held; it was suggested all affected residents receive an actual letter with that information.

Centennial noted the work of Quiet Skies Over Arapahoe County. It was also noted that any look at the economic benefits of the airport must also include mention of the negative sides, such as the suffering at the schools, increased health concerns of residents including suicides; and the damages caused by leaded fuels.

Kate Andrus commented the Part 150 Study required modeling, so there would be a look at all aspects and how they relate. Modeling typically overestimates the noise monitor data. When complaints come in related to outside the 65 DNL, the consultants look for what might be done to help alleviate those problems. In relation to publicity about the Part 150 Study, she indicated what had been done to date, and noted everyone who attended the January 24th meeting would get emails about future meetings. Request was made for CACNR to be added to that email list, and for that information to be included in all future CACNR agendas and minutes.

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

C. **PART 150 MEETING DATES** When and What Meetings, When Available from APA Staff

13. **ADJOURNMENT:** The meeting was adjourned at 8:51 p.m.

Alison Biggs, Secretary