



**CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE
MINUTES
September 4, 2024
Approved October 2, 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: Chris Eubanks **Vice Chair:** Pam Thompson **Treasurer:** Andy Jones **Secretary:** Alison Biggs

1. CALL TO ORDER, ROLL CALL, and QUORUM: The meeting was called to order at 6:35 p.m. by Chair Chris Eubanks. The following were in attendance, and a quorum was present:

Arapahoe County:	Leslie Summey	Greenwood Village:	Donna Johnston
Douglas County:	Alison Biggs	Highlands Ranch Metro:	Andy Jone (virtual)
Aurora:	Brad Pierce	ACPAA:	Michael Fronapfel
Castle Pines:	Chris Eubanks	AOPA:	John Hirshman
Centennial:	Don Sheehan	Wings Over the Rockies:	Bill Wasmund
Foxfield:	Pam Thompson		

Others in attendance were Ron Cole, Alternate Representative from Castle Pines; Amy Tharp, Alternate Representative from Centennial; and ACPAA staff Zach Gabehart. There were 3 members of the public in attendance and five spoke online.

Those absent were:

Arapahoe County:	Vacant/Vacant	Lone Tree:	Mike Anderson/Chuck Darnell
Douglas County:	Abe Laydon/Dan Avery	Parker:	Ashley Chasez/Bryce Matthews
Castle Rock:	Laura Cavey/Sandy Vossler	CABA:	Don Kuskie/Mike Straka
Cherry Hills Village:	Robert Eber/Randy Weil	CDOT Aeronautics Div:	Todd Green/Vacant

2. CONSENT AGENDA: The Consent Agenda included the Draft CACNR Minutes from August 7, 2024; a Treasurer’s Report from 08/30/24, showing a balance of \$24,782.88; and the Noise Report from July 2024. Request was made to note some typographical errors in the draft minutes without moving them to Agenda Item #3. Request granted. Such errors were noted on pages four and five. On the motion of Donna Johnston, duly seconded, the Consent Agenda was approved.

The July 2024 Noise Report included the following information:

July Local Operations:	17,641	July Total Operations:	33,253
Year to Date Local Operations:	108,054	Year to Date Total Operations:	203,819

33,253 Total Operations in July resulted in 1,432 complaints from 90 households.

July Noise Events:

<u>July Total:</u>	<u>July 60 – 69 db:</u>	<u>July 70 – 79 db:</u>	<u>July 80 – 89 db:</u>
Golf Course 12,914	Meridian 8,882	Golf Course 4,817	Airport East 578
Meridian 9,040	Golf Course 7,048	Meridian 1,840	Golf Course 230
State Park 2,795	Parker 2,484	Airport East 1,112	Meridian 73
Airport East 2,661	Portable Station 1,902	State Park 754	Portable Station 28
Portable Station 2,555	State Park 1,869	Portable Station 299	Grandview Estates 15
Parker 2,404	Airport East 1,568	Parker 204	Hunters Hill 12
Grandview Estates 1,724	Grandview Estates 1,505	Grandview Estates 156	Greenwood Village 07
Greenwood Village 1,309	Castle Rock 1,163	Greenwood Village 85	Lone Tee 07
Castle Rock 1,055	Greenwood Village 1,048	Hunters Hill 77	Parker 06
LoneTree 1,001	Lone Tree 723	Castle Rock 53	State Park 06
Hunters Hill 743	Hunters Hill 680	Lone Tree 43	Sagebrush Park 03
Castle Pines 270	Castle Pines 274	Castle Pines 17	Castle Rock 02
Sagebrush Park 177	Sagebrush Park 138	Sagebrush Park 10	Castle Pines 01

July Noise events in the 90+ decibel range: Airport East – 33 Golf Course – 10 Meridian – 05 Hunters Hill – 03
Castle Rock – 01 Grandview Estates – 01

<u>July Noise Complaints</u>	<u>and</u>	<u>Numbers of Households:</u>	<u>YTD Complaints</u>	<u>and</u>	<u>Number of Households:</u>
(1,432)		(90)	(8,279)		(243)
Unincorporated Arapahoe County	775 (54%)	UAC 34 (38%)	UAC 3,918		UAC 90
Greenwood Village	220 (16%)	GV 18 (20%)	GV 2,260		GV 63
Other	189 (13%)	Other 12 (13%)	Other 694		Other 27
Unincorporated Douglas County	77 (06%)	UDC 09 (10%)	Centennial 663		UDC 15
Centennial	72 (05%)	Centennial 04 (04%)	UDC 330		Lone Tree 10

Castle Pines	62	Highlands R	04	Denver	207	Centennial	09
Denver	22	Castle Rock	03	Castle Pines	66	Highlands R	07
Aurora	04	Parker	03	Castle Rock	54	Parker	07
Highlands Ranch	04	Aurora	01	Aurora	28	Aurora	05
Castle Rock	03	Castle Pines	01	Parker	28	Castle Rock	05
Parker	03	Denver	01	Lone Tree	20	Denver	03
Lone Tree	01	Lone Tree	01	Highlands R	11	Castle Pines	02
Cherry Hills Village	00	CHV	00	CHV	00	CHV	00

Year to Date, the top five households complaining were:

Household #1	1,079	Unincorporated Arapahoe County	Household #4	391	Greenwood Village
Household #2	644	Centennial	Household #5	387	UAC
Household #3	528	Other (Elizabeth)			

In July, 147 responses were requested from 1,432 noise complaints, with 133 of those requests made by email (90%), and 14 made by telephone (10%).

In July, 1,161 complaints were made about **daytime flights** (7:00 a.m. – 9:59 p.m.) – 81%. **271 complaints** were made about **nighttime flights** (10:00 p.m. – 6:59 a.m.) – 19%.

In July, props accounted for **90% of the complaints by aircraft type**; **jets** accounted for **9% of the complaints**, and **helicopters caused 1%**.

In July, training was responsible for 76% of the complaints, **departures** were responsible for 17% of the complaints, and **arrivals** were responsible for 7% of the complaints.

A Complaint Map and a July Radar Track Density Map were provided.

3. ITEMS REMOVED FROM CONSENT AGENDA: None

4. N.O.I.S.E. OVERVIEW AND FEDERAL UPDATE: Emily Tranter, Executive Director of the National Organization to Insure a Sound-controlled Environment, was present via a video connection. She indicated the organization began in the late 1970's when airports were expanding and works to engage and collaborate with the FAA, assuring that those concerned about airport noise have a seat at the table. CACNR's Brad Pierce is the President of the organization.

There are 26 days until the Federal budget expires, and there will most likely be a continuing resolution passed. The results of the November election will have a bearing on both the timing and content of any budget legislation passed by the 'lame duck' Congress and beyond. It is possible a full budget will not be passed until the end of 2025.

There are several 'must pass' bills which require attention. Another piece of policy legislation is the Infrastructure Investment and Jobs Act of 2021. The FAA Reauthorization Act passed in May. It extends the authority of the FAA until 2028 and includes \$105,000,000. Now the activity is the development of rules and regulations to reflect the intent of Congress, which can be terribly difficult to accomplish. Some of the funds are to be directed to the issue of airport noise. The FAA is now required to establish an aircraft noise advisory committee to advise it on issues facing communities related to aircraft noise issues. It gives the FAA the ability to establish programs related to community engagement before new measures are enacted. There is also to be a regular 6 month report to Congress on community outreach engagement programs and the impact of NextGen; there is no definitive date for when those reports are to begin. Many of these items may take a long time while regulations are developed and implemented.

The creation of an aviation noise officer was included in the final legislation, but an ombudsman is still in place, so how this new position will be developed is somewhat unclear. The hoped for requirement of a study on noise metrics was not included in the final bill. The FAA's every 6 month reports to Congress will either include NextGen recommendations, or more likely to indicate delays in implementation. NextGen is very complex, and N.O.I.S.E. represents environmental concerns on that group, so there may be a way to advance noise concerns by getting NextGen recommendations accordingly. All of this is time-consuming and involved. The FAA administrator position tends to change with a changing administration, but on a delayed basis.

Regarding unleaded fuel, Centennial Airport was the first in the state to begin transitioning to the use of unleaded fuel, providing financial assistance to those use it, etc. The FAA has a target of no use of unleaded fuel after 2030. Tranter was positively impressed by the efforts here, and indicated Centennial Airport was a leader throughout the country on this issue, which began with the community being listened to.

N.O.I.S.E. has been affiliated with the National League of Cities, and that organization is changing its focus, so N.O.I.S.E. is looking for another 'home' for dealing with and working on noise issues. Future educational conferences, etc. are to come. Tranter was thanked for her information, and invited to come to Colorado – and Centennial Airport – whenever she could.

5. CACNR STUDY GROUP COMMITTEE: The Quarter 2 2024 Update Report, dated September 4th, 2023 was presented. Areas particularly noted included:

- Page 12, updated Chart Supplement information had been submitted to and approved by the FAA as discussed at the last CACNR meeting. This will allow pilots not based here to know what the noise abatement information is here, and to see where the noise sensitive areas actually are.
- Page 13, two meetings had been held with the flight schools. The most recent one covered sch things as the noise

abatement guidelines, practice area usage, and current noise data. Question was asked about CACNR attending these meetings, as had been done in the past. Response was the focus of the recent meetings had changed from those previously held; those may be restarted at some point.

- Page 14, nighttime noise outliers had been considered and related data analyzed. Operators of nighttime outliers had been contacted and reminded of the voluntary noise abatement guidelines. This kind of outreach will continue. There seems to be more receptivity and willingness to look at why such outlier flights occur; the awareness raising may be being helpful.

The Summary, page 25, and figures related to touch and go aircraft, those entering the study area, not entering the study area, and comparisons, pages 26-29, were considered. It was noted that, while the percentages of different categories may go down, the actual number of aircraft involved may actually go up because of an increase in the number of operations involved. Information was also provided on the numbers of aircraft entering the study area v. the numbers not entering the study area. Data will continue to be collected and analyzed.

5. **PART 150 STUDY UPDATE/PROGRESS:** Question was asked if ambient noise levels would be included in any part of the Part 150 study. Response was likely no, but the airport does look at them when the noise monitors are recalibrated every year. Request was made for the information to be provided again. However, the current contract related to the noise monitors ends this year, so it was unclear when that would occur again.

6. **EXECUTIVE COMMITTEE:**

A. ACPAA Meeting – A copy of Pam Thompson’s report to the August ACPAA meeting had been provided. ACPAA seems to appreciate having the consistency of one CACNR Representative joining it every month and learning more regularly about the kinds of issues with which CACNR and the community and thus ACPAA, is involved.

7. **REPRESENTATIVES’ COMMENTS:** Leslie Summey indicated Arapahoe County was working on getting someone to represent the unincorporated parts of the county.

Brad Pierce noted it would probably take a while for Grady Stone to respond to the letter from Chris Eubanks which was discussed at the last meeting. However, he had attended the meeting of the Study Group Committee on August 19th, and that had been very much appreciated.

Alison Biggs noted an article in the August 24th *Denver Post* headlined ‘How Loud is too loud?’ Denver currently has a 50 decibel limit for residential areas at night. Most notably, the article comments on the negative effects of chronic noise exposure and sleep disturbances caused by noise. One of its noise investigators advised ensuring sound levels at 35 decibels or less in sleeping areas, lower than CACNR had ever considered.

Pam Thompson noted a PC-12 which had flown over her location at 8:40 a.m. at 700 feet above ground. She asked what were the parameters, and what could a citizen do as recourse when such low flights occur. Response was 1,000 above the ground, and 500 feet in “rural” areas, except when taking off and landing, which is 500 feet. Transgressions may be reported to the FAA and information on how to do that is on the airport’s website.

8. **OTHER REGULAR REPORTS:**

A. **DIRECTOR’S REPORT** – Mike Fronapfel reported operations for August would not be available yet. Prices for fuel will be going up next year – they have not gone up for eight years and are below the median across the country.

As noted, Grady Stone had attended meetings with the Study Group Committee and the lobbying group on August 19th. He was listening to what personnel had to say about unblocked flight tracks so that recognition of ‘good behavior’ of flight schools could be done. FAA assistance is also required to implement potential noise mitigation measures as identified by the Study Group Committee. He was reminded we would be anticipating a response to the letter which had been sent as discussed last month.

Centennial Airport was the first airport to receive a state grant to help with the transition to the use of unleaded gas. The go-cart track will be opening to the public soon; information will be found on the airport’s website or at Colorado Carting Circuit. As noted last month, several charity events have been or will be coming up at the airport. It was anticipated the hotel might be open before or by the end of the year.

Zach Gabehart presented noise analyses for the 3 Towers practice area box, and the Elizabeth practice area box. There have been increasing complaints about the use of those boxes and the lack of use of the other boxes which had been established. The numbers of flights within the boxes and the numbers of complaints were compared between July 2023 and July 2024. He was thanked for providing the information and graphics. It was noted the practice areas exist by agreement between the flight schools. The airport is exploring how to integrate information about practice box usage into its data collection system. Once accomplished, such information could be included in the noise reports.

9. **OLD BUSINESS:** No discussion

10. **NEW BUSINESS:**

A. 2025 Budget Discussion – Zach Gabehart indicated the airport wanted to know tonight if CACNR would be billing its jurisdictions for 2025 and if the airport would be expected to contribute \$10,000. It was noted the CACNR Executive Committee was charged with developing a draft budget for the organization, for adoption by the entire group, and that process had not occurred yet, so it was essentially impossible to answer those two questions at this meeting. Mike Fronapfel noted the airport was prepared to make its usual \$10,000 contribution for 2025; if in the future CACNR were to end up with a carry-over of \$30,000 from one year to the next, the airport would likely want to pull back its contribution. Comment was made having the jurisdictions fiscally buy in to the

activities of the roundtable was part of the accountability of belonging to the group. The airport indicated it could wait until October for the answers to the questions. By general consensus, agreement was made to follow the established procedure for crafting the 2025 CACNR budget.

B. Voluntary Noise Abatement Guidelines – In accordance with legislation passed this year, five airports, including Centennial, which have significant flight activity over a densely populated residential area are to have a voluntary noise abatement plan to reduce the adverse impacts of aircraft noise. There were only two areas to be included in such a plan which Centennial Airport did not have in place – voluntary guidelines on the number of flights that may depart from the airport within specified periods, and voluntary guidelines on the frequency of touch and go operations. Some discussion on these concepts had occurred with the flight schools. This also provides an opportunity to update the current guidelines in additional areas. These must be in place by the end of this year. The staff intends to bring a draft to the October meeting, and all were encouraged to look at the current guidelines and see what changes they might find useful. It was suggested those involved with the development of the current guidelines would be good resources as well.

11. **PUBLIC COMMENT:**

A. RECEIVED BY CACNR – None

B. ATTENDEES/VIRTUAL/TELEPHONE – Greenwood Village, Denver, Ponderosa Park, Elizabeth, and Louviers were represented. Comment was made that the report of the Study Group Committee did not really present a clear statistical picture of what is going on. It should be rewritten to provide more clarity about things being better or worse for residents, rather than percentages as currently stated. Opinion was also expressed that the roundtable should not shortchange itself and should look at what good it could do with the funds it has.

Apparently the FAA now classifies the Elizabeth area as densely populated and low altitude maneuvers are no longer allowed to be done in those boxes. What might seem as though pilots were turning off their engines was actually more like idling, called stall recovery training. The law that governs how low airplanes can get to the ground while in flight is governed by 14 CFR 91.119 – Minimum safe altitudes: General. Among other things, it mentions except when necessary for takeoff or landing, if a power unit fails, the altitude must be such that an emergency landing can be made without undue hazard to persons or property on the surface; an altitude of 1,000 feet above the highest obstacle within a horizontal radius of 2,000 feet of the aircraft over congested areas; and an altitude of 500 feet above the surface over other than congested areas.

Concern was expressed about airport encroachment which has most recently occurred by the approval of irresponsibly built homes, schools, condos and apartment complexes south of the airport. This has taken away emergency landing locations and will likely result in increased noise complaints, even though those living there should have been made aware of their close proximity to the airport before moving there. Some locations such as Longmont have recently rejected a concept plan for high density housing that would lie 1-3 miles away from the end of a runway.

On the motion of Donna Johnston, duly seconded, it was agreed to extend the meeting by 30 minutes.

A resident requested quiet areas and noted how unsafe even stall recovery training feels over homes. An invitation was extended for anyone to come and hear what is going on at that location. It was also recommended that the area southeast of the airport be included in the voluntary noise abatement guidelines as a noise sensitive area.

In the Louviers area, fewer planes had flown over the area than in June and July, and the resident felt the flight schools were being receptive to trying to lessen their impact.

12. **NEXT MEETINGS:**

- A. **CACNR** – October 2, 2024 6:30 p.m. 7565 South Peoria Street, Englewood, CO 80112
November 6, 2024 6:30 p.m. 7565 South Peoria Street, Englewood, CO 80112
December 4, 2024 **NO MEETING**
- B. **ACPAA** – September 12, 2024 3:00 p.m. 7565 South Peoria Street, Englewood, CO 80112
October 10, 2024 3:00 p.m. 7565 South Peoria Street, Englewood, CO 80112
November 14, 2024 3:00 p.m. 7565 South Peoria Street, Englewood, CO 80112
December 12, 2024 3:00 p.m. 7565 South Peoria Street, Englewood, CO 80112
- B. **PART 150 MEETING DATES** When and What Meetings, When Available from APA Staff

13. **ADJOURNMENT:** The meeting was adjourned at 9:04 p.m.

Alison Biggs, Secretary