



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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<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

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	4,278 (38%)	UAC	170 (41%)
Unincorporated Arapahoe County	248 (23%)	Greenwood Village	8 (21%)	GW Village	3,386 (30%)	GV	99 (24%)
Parker	119 (11%)	Other	05 (10%)	Parker	1,220 (11%)	Other	31 (7%)
Unincorporated Douglas County	68 (06%)	UDC	04 (8%)	Centennial	935 (8%)	Centennial	22 (5%)
Centennial	38 (03%)	Castle Rock	03 (6%)	UDC	448 (4%)	UDC	20 (5%)
Castle Rock	17	Centennial	03 (6%)	Castle Rock	428 (4%)	Parker	20 (5%)
Denver	11	Parker	02	Denver	163	Lone Tree	14
Other	09	Aurora	01	Other	119	Highlands	12
Aurora	04	Highlands Ranch	01	Aurora	68	Aurora	11
Cherry Hills Village	02	Lone Tree	01	Highlands Ranch	51	Castle Rock	09
Highlands Ranch	02	Cherry Hills Village	01	Lone Tree	51	Castle Pines	05
Lone Tree	01	Denver	01	Castle Pines	10	Denver	04
Castle Pines	00	Castle Pines	00	Cherry Hills V	04	Cherry Hills	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 |
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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