

5 Aurora
4 Parker
2 Highlands Ranch
1 Castle Pines
0 Cherry Hills Village
0 Denver
0 Lone Tree

2 Aurora
2 Parker
1 Castle Pines
1 Highlands Ranch
0 Cherry Hills Village
0 Denver
0 Lone Tree

11 Aurora
11 Lone Tree
6 Highlands Ranch
5 Parker
2 Castle Pines
0 Cherry Hills Village
0 Denver

3 Highlands Ranch
3 Lone Tree
3 Parker
2 Aurora
2 Castle Pines
0 Cherry Hills Village
0 Denver

Year to Date, the top five household complaints were:

Household #1	434 Greenwood Village	Household #4	118 Unincorporated Arapahoe County
Household #2	194 Unincorporated Arapahoe County	Household #5	71 Unincorporated Arapahoe County
Household #3	169 Centennial		

In March, 75 responses were requested from 633 noise complaints, with 55 of those requests made by email (73%), and 20 made by telephone (27%).

In March, 587 complaints were made about **daytime flights** (7:00 a.m. – 9:59 p.m.) – 93%.
46 complaints were made about **nighttime flights** (10:00 p.m. – 6:59 a.m.) – 7%.

In March, props accounted for **86% of the complaints by aircraft type; jets** accounted for **12% of the complaints, and helicopters caused 2%**.

In March, training was responsible for 50% of the complaints; **departures** were responsible for 34% of the complaints, and **arrivals** were responsible for 16% of the complaints.

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

3. **ITEMS REMOVED FROM THE CONSENT AGENDA:** Following brief discussion, the following changes were made to the April 5, 2023 draft minutes, by consent:

- page 1, #1, Mike Anderson had been in attendance, and Chuck Darnell and Don Kuskie had been in attendance virtually. On the motion of Alison Biggs, duly seconded, the amended April 5, 2023 minutes were approved.

4. **EXECUTIVE COMMITTEE:** Chair Brad Pierce noted the FAA Representatives had been removed from agendas and forthcoming minutes, as they had unfortunately never signed the Memorandum of Understanding so could not be considered part of CACNR.

Pierce also reported the receipt of a notice that the FAA was opening a public comment period about its Noise Policy Review, as published as a Federal Register Notice. Comments could be submitted or interested parties could attend one of 4 webinars to be held on May 16, 18, 23, and 25. The public comment period runs from May 1 – July 31, 2023. Further information would be available at FAA.gov or on the airport's website.

A. CACNR REPRESENTATIVE TO ACPAA MEEETING on May 11, 2023 – Andy Jones volunteered.

B. CACNR REQUEST TO ACPAA – A revised draft of the request for ACPAA to place a top priority on issues related to noise and safety and the results of the NTSB report of the mid-air collision in 2021 was reviewed. Following discussion, a friendly amendment to stop the final sentence after the word 'resolved' was agreed upon. Editorial changes to reflect the request was for more than one priority would be done. Donna Johnston moved to approve the request for submission to the May 11, 2023 ACPAA meeting. Motion was seconded and carried.

C. DRAFT 2023-2025 CACNR WORK PROGRAM – No further changes had been proposed to the draft 2023-2025 CACNR Work Program, and none were proposed at this meeting. On the motion of Alison Biggs, duly seconded, the 2023- 2025 CACNR Work Program was adopted.

D. LETTER TO SENATAOR HICKENLOOPER, ET AL – Mike Fronapfel reported a meeting with Arapahoe County and the newly engaged lobbyist about further pushing the FAA to address the Sub Roundtable Technical Working Group. Meetings with staff members of the two Senators and one Representative had also been held, and they all (both offices here and in Washington, DC) seemed knowledgeable about the situation and what is being asked of the FAA.

E. RETREAT PLANNING – Jason Schwartz would be contacted to see if he was available to facilitate another retreat.

F. PART 150 SCOPE OF WORK – Mead and Hunt had been selected to work with ACPAA on the 14 Code of Federal Regulations (CFR) Part 150 Study at Centennial Airport. The CACNR Executive Committee had been provided with the proposed Program of Services in the M & H Scope of Work and asked for comment by May 10, 2023. That timetable would be met. Airport staff reported there would be several opportunities for public comment in the Part 150 process.

5. **FAA RESPONSES TO CACNR QUESTIONS OF 2/27/23 (included), 1/16/23 and 12/31/22 (previously sent in March 2023):** A letter had been received from Grady Stone, Regional Administrator, Northwest Mountain Region, Federal Aviation Administration, U.S. Department of Transportation. While it purported to respond to all of the questions which had been submitted to the FAA, a lot of verbiage was expended as the letter continued to contend the FAA made no change in flight patterns following the 2021 midair collision at Centennial Airport. In essence, the letter indicated the increased noise being experienced by residents since that collision was not the FAA's fault.

6. **PUBLIC COMMENT:** Chair Pierce opened the meeting for public comment. There were approximately 40 individuals in attendance, and another 23 on line; 23 eventually spoke, with numerous others indicating their thoughts had already been expressed. Pierce asked for decorum during the comment period, and it was suggested that individuals might also contact their

Representatives who sit on CACNR with comments or questions outside of CACNR meetings. Comments came from such locations as Cherry Creek Vista South; the Sundance Hills area of Greenwood Village; Louviers; Greenwood Village; Centennial; Cherry Creek Farms; Westminster; the Orchard Hills area of Greenwood Village; and Elizabeth. Several thanks were given to Donna Johnston and Chris Eubanks for their interest and efforts to assist the most heavily affected communities. Many comments were echoes of thoughts expressed at prior meetings, but strengthened in intensity.

- Numerous reiterations of the anger and frustration that the FAA was again absent and had denied any responsibility for the increased noise in the area since the mid-air collision. The FAA is violating its own documents about community involvement, and the commitment made by its own representative to be here for us.
 - Low flying aircraft are not safe anywhere, let alone over homes. Increased flights are not safe over homes either.
 - Will the use of unleaded fuel be mandated? Will there be any consequences for those who do not use it?
 - One area reported fewer flights over homes, with an occasional unusual quiet period.
 - Flight schools must go. Demand for a ban on leaded fuel. ACPAA would never have done anything about leaded fuel without the demand by the community; it is corrupt and would have done nothing.
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- A very detailed report was provided, itemizing areas where, among other things, the FAA is violating the intent of the National Environmental Policy Act (NEPA), abdicating its responsibilities and not giving affected communities an opportunity for review comment and input before any actions are taken that could negatively impact the environment.
 - Request was made for the most current map of noise contours, since there has been so much new development in areas that were not previously exposed to DNLs above 65 decibels. Noted the national debate about the appropriateness of the 65 DNL, with efforts to get it reduced to 60 or even 55.
 - A video was shown to demonstrate the constancy of flights over an area, to raise awareness of what people are living with.
 - The traffic volume issue needs to be further examined, given the differences in numbers between what the FAA says and what the airport figures report.
 - The effect of noise and pollution on health in many areas needs further attention. The economic benefits of the airport do not outweigh the risks to human health. The public should be notified before any expansion is allowed at the airport, and given an opportunity to have a say about such matters.
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- The airport provides things like cheap fuel and no landing fees to attract business and does not appear to want to protect the people around it. There needs to be honesty about such matters.
 - It is unamerican to allow the desires of the few – pilots and others in the industry – to outweigh the many on the ground who have to cope with the noise and pollution.
 - The public is not being told the truth – who is getting all the money being made by flight schools who bring no value to the public?
 - Initially thought CACNR had some authority, so seems there is not end in sight, but wanted the neighborhood back as it was.
 - A call for letters to be sent to the county commissioners about what is going on and asking for them to explore better uses for the airport's land which would bring in income to benefit all residents.
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- There have been numerous plane crashes related to Centennial Airport – so far, the community has been fortunate that none have hit homes, but the odds are getting worse with each one and with the increased traffic over heavily populated areas.
 - Where has Douglas County been in all of this – should be joining the effort with the letters and the lobbyist, etc.
 - There will be a need for some good interpretation of data during the Part 150 study.
 - Why are people here if CACNR has no authority – did not like the way either CACNR or ACPAA operate – impatient at the lack of progress and lack of FAA anything – no one involved is the public's friend and the airport should move.

7. **COMMITTEE REPORTS**

A. **COMMUNITY OUTREACH** – There had been no meeting, but the website was being brought up to date again. The section of the Work Program related to relationships with the FAA will need to be addressed, given the many current concerns about the FAA's recalcitrance about working with CACNR.

B. **FLY QUIET** – A written report had been provided in the pre-meeting mailing. It included examples of signage content for the new tarmac run-up signs, for submission to ACPAA. The committee would contact airport staff to determine if the signage content would be able to be rotated periodically. Following discussion, the signs to be proposed would read "Protect Our Quiet Skies," "Fly Quiet," and "Noise Abatement in Effect." On the motion of Bill Wasmund, duly seconded, the sign content was approved for submission to ACPAA.

The committee was also looking into offering simulated Centennial Airport traffic pattern flights at Wings Over the Rockies, to allow the public to experience what can and cannot be done aloft to reduce ground noise.

C. **NOISE MONITORS** – No report.

8. **FAA REPORTS/COMMENTS:** Nothing beyond the Grady Stone letter previously mentioned.

9. **OTHER REGULAR REPORTS:**

A. **ACPAA APRIL 13, 2003** – Chris Eubanks had attended for CACNR, and his report was provided. It contained the request discussed under agenda item 4.B.

B. **AIRPORT DIRECTOR'S REPORT** –

1. **Unleaded Fuel** – the arrival of a type of unleaded fuel at Centennial was noted as the first in Colorado and the region to have unleaded aviation gasoline. Feedback from the community, and the involvement of Jet Centers of Colorado, Aspen Flying Club, Flights, Inc., and ATP were all noted as being important to achieving this milestone. 80% of flight school aircraft

and 20% of other eligible aircraft at Centennial had already secured the necessary supplemental type certificates which allow them to use this type of fuel. The logistics of providing the fuel and the efforts the FBOs were making to increase the number of those certified were discussed.

2. & 3. Mike Fronapfel reflected on the continuing frustration with the FAA's apparent unwillingness to work with CACNR and Centennial Airport in any way to address the noise concerns here. There was a feeling of our mutual concerns being stonewalled by the FAA at some level, even though the FAA's publicized stance is that of working with communities; perhaps that approach had not filtered down as of yet. Some of the various approaches being used to change that situation were noted or had previously been discussed.

A. Several other items were brought up, in no particular order. The new control tower will likely be a few years out. Ground had been broken for the new hangars which will house jet, not training, aircraft. South Metro Fire Rescue and ACPAA had dedicated two new rescue firefighting trucks. Fronapfel noted there are several ambulance services which do medivacs in and out of the airport, including UC Health; Flight for Life; Children's Hospital; Air Life; Centura Health; ICare Ambulance; Peak Medivac; and Reach Air Medical, among others. Some of these services use fixed wing aircraft as well as helicopters. There are also non-profit charities that specialize in non-emergency patient and family transport such as Angel Flight and Aero Angel. Fronapfel indicated he would look into providing data on the numbers of such flights.

Question was asked if there could be a review of the various kinds of data collected by the airport related to the areas of interest to CACNR. These could include items such as capacity, the operations statistics categories, etc. Fronapfel indicated he would send out what the questioner had in mind for data categories.

C. FLIGHT SCHOOLS – none.

10. **OLD BUSINESS** – none.

11. **NEW BUSINESS** – the NTSB Final Report on the 2021 Mid-Air Collision at CACNR was available and had been referenced.

12. **PUBLIC COMMENT** – The suggestion was again made that the airport initiate a social media campaign. There was also reinforcement of the idea that those wanting to make specific comments or request technical information could contact their CACNR Representative instead of waiting for a meeting.

13. **NEXT MEETINGS:**

A. CACNR – June 7, 2023	6:30 p.m. 7565 S. Peoria Street, Unit 9D, Englewood, CO
July 2023	NO MEETING
August 2, 2023	6:30 p.m. 7565 S. Peoria Street, Unit 9D, Englewood, CO
September 6, 2023	6:30 p.m. 7565 S. Peoria Street, Unit 9D, Englewood, CO
October 4, 2023	6:30 p.m. 7565 S. Peoria Street, Unit 9D, Englewood, CO
November 1, 2023	6:30 p.m. 7565 S. Peoria Street, Unit 9D, Englewood, CO
December, 20223	NO MEETING

B. ACPAA – May 11, 2023	3:00 p.m. 7565 S. Peoria Street, Unit 9D, Englewood, CO
June 8, 2023	3:00 p.m. 7565 S. Peoria Street, Unit 9D, Englewood, CO
July 2023	NO MEETING
August 10, 2023	3:00 p.m. 7565 S. Peoria Street, Unit 9D, Englewood, CO
September 14, 2023	3:00 p.m. 7565 S. Peoria Street, Unit 9D, Englewood, CO
October 12, 2023	3:00 p.m. 7565 S. Peoria Street, Unit 9D, Englewood, CO
November 9, 2023	3:00 p.m. 7565 S. Peoria Street, Unit 9D, Englewood, CO
December 14, 2023	3:00 p.m. 7565 S. Peoria Street, Unit 9D, Englewood, CO

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

Alison Biggs, Secretary