



**CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE  
MINUTES**

January 4, 2023

Approved February 1, 2023

VISION – QUIETER SKIES FOR OUR COMMUNITIES

MISSION – UTILIZING PARTNERSHIPS TO REDUCE AIRPORT NOISE FOR THE BENEFIT OF NEIGHBORING 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 6:30 p.m. by Chair Brad Pierce. The following were in attendance, and a quorum was present:

Arapahoe County:	Carrie Warren-Gully	Foxfield:	Pam Thompson
Arapahoe County:	Evan Colvin	Greenwood Village:	Donna Johnston
Douglas County:	Alison Biggs	Highlands Ranch:	Andy Jones
Aurora:	Brad Pierce	Lone Tree:	Mike Anderson
Castle Pines:	Chris Eubanks	ACPAA:	Mike Fronapfel
Castle Rock:	Sandy Vossler	CABA:	Don Kuskie (virtual)
Centennial:	Candace Moon	Wings Over the Rockies:	Bill Wasmund

Others in attendance were Greenwood Village Alternate Representative Libby Barnacle; and ACPAA staff Samantha Blymyer.

Those absent were:

Douglas County:	Abe Laydon/Dan Avery	CDOT Aeronautics Div:	Todd Green/Vacant
Cherry Hills Village:	Al Blum/Afshin Safavi	FAA APA Control Tower:	Jeff Lawton/Ron Curry
Parker:	Todd Hendreks/Vacant	FAA District Office:	John Bauer/John Sweeney
AOPA:	John Hirshman/Vacant	FAA TRACON:	Steve Martin/Bill Dunn

2. **CONSENT AGENDA:** The Consent Agenda included the Draft CACNR Minutes from December 7, 2022; the End of Year Treasurer’s Report from December 30, 2022, showing a balance of \$23,251.155; and the November 2022 Noise Report. On the motion of Candace Moon, duly seconded, the Consent Agenda was approved.

The November 2022 Noise Report included the following information:

<b>November Local Operations:</b>	<b>9,713</b>	<b>November Total Operations:</b>	<b>22,169</b>
<b>Year to Date Local Operations:</b>	<b>120,726</b>	<b>Year to Date Total Operations:</b>	<b>278,537</b>
<b>22,169 Total Operations in November gave rise to 505 complaints from 43 households.</b>			

**November Noise Events:**

(Golf Course, Noise Monitor #1, was missing data due to a terminal shortage.)

<u>November Totals:</u>	<u>Nov. 60 – 69 db:</u>	<u>Nov. 70 – 79 db:</u>	<u>Nov. 80 – 89 db:</u>
6,381 Meridian	5,187 Meridian	1,147 Meridian	466 Airport East
2,513 Airport East	1,731 State Park	834 Airport East	75 Castle Rock
2,316 State Park	1,412 Parker	578 State Park	47 Meridian
1,603 Parker	1,366 Grandview Estates	194 Castle Rock	7 State Park
1,546 Grandview Estates	1,175 Airport East	187 Parker	4 Grandview Estates
975 Castle Rock	853 Greenwood Village	167 Grandview Estates	4 Parker
964 Greenwood Village	706 Castle Rock	108 Greenwood Village	3 Greenwood Village
704 Lone Tree	656 Lone Tree	62 Hunters Hill	2 Lone Tree
521 Hunters Hill	458 Hunters Hill	46 Lone Tree	1 Hunters Hill
162 Castle Pines	152 Castle Pines	14 Sagebrush Park	0 Castle Pines
123 Sagebrush Park	109 Sagebrush Park	10 Castle Pines	0 Sagebrush Park
0 Golf Course	0 Golf Course	0 Golf Course	0 Golf Course

**November Noise events in the 90+ decibel range:** Airport East – 38    Grandview Estates - 9

**November Noise Complaints(505) and Numbers of Households (33):**

**YTD Complaints & Number of Households:**

<u>Noise Complaints:</u>	<u>Number of Households:</u>	<u>Noise Complaints:</u>	<u>Households:</u>
1. Centennial 33%)	15 UAC (35%)	1,379 Greenwood Village	67 UAC
138 Greenwood Village (27%)	8 Greenwood Village (19%)	1,223 Centennial	43 Greenwood Village
120 Unincorporated Arapahoe County (24%)	5 Other (12%)	1,060 UAC	26 Other
52 Castle Rock (10%)	4 Centennial (9%)	624 Castle Rock	22 UDC
15 Unincorporated Douglas County (3%)	3 Lone Tree (7%)	265 UDC	16 Lone Tree
6 Lone Tree	3 UDC	218 Other	11 Centennial
5 Other	2 Castle Rock	138 Aurora	10 Denver

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

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

78 Highlands Ranch  
50 Lone Tree  
34 Denver  
29 Parker  
20 Castle Pines  
2 Cherry Hills Village

7 Aurora  
7 Parker  
6 Castle Rock  
5 Highlands Ranch  
4 Castle Pines  
1 Cherry Hills Village

Year to date, the **top five complaining households** were in:

Centennial – 1,101 (21%)

Greenwood Village – 835 (16%)

Castle Rock – 557 (11%)

UAC – 403 (8%)

UAC – 181 (4%)

In November, **52 responses were requested from 505 noise complaints**, with 39 of those requests made by email (75%), and 13 made by telephone (25%).

In November, **468 complaints** were made about **daytime flights** (7:00 a.m. – 9:59 p.m.) – 93%.

**29 complaints** were made about **nighttime flights** (10:00 p.m. – 6:59 a.m.) – 6%.

In November, **props** accounted for **87% of the complaints by aircraft type**; **jets** accounted for **11% of the complaints**, and **helicopters caused 2%**.

In November, **departures** were responsible for **41% of the complaints**. **Arrivals** were responsible for **24% of the complaints**, and **Training was responsible for 35% of the complaints**.

**The November Complaint Map and a November Radar Track Density Map were provided.**

3. **ITEMS REMOVED FROM THE CONSENT AGENDA:** None

4. **PUBLIC/COMMUNITY/FAA DISCUSSION:** CACNR Chair Brad Pierce welcomed everyone and indicated Michael Valencia, FAA Denver District General Manager and Leslie Lardie, FAA Senior Advisor NW Mountain Region had joined the group by telephone. They again indicated they were attending primarily to listen to the public's concerns,

Those providing comment/in attendance were from Greenwood Village/Sundance Hills; Englewood; Centennial; Highlands Ranch; Louviers; Elizabeth; and Cherry Creek Vista South. (The sign-in sheets are available.)

Many comments were reiterations of those made during the December meeting, including length of residencies in the problematic areas, and how the quality of life had changed dramatically after the FAA had unilaterally made changes following the mid-air collision in May 2021. There were numerous requests for the FAA to be actively involved.

In no specific order, observations, questions, and requested actions included:

- A decrease in the quality of life. the ability to carry on conversations and such, and an increase in stress, levels of lead pollution, and mental health issues, are all concerns which must be addressed.
- The public is tired of complaining about noise and having nothing happen to improve the situation, so complaints have diminished.
- The airport needs to keep more wheels on the ground and the FAA must allow that to happen.
- Where are the flight schools at these meetings?
- The FAA's silence about such problems is deafening.
- The FAA being willing to answer only three questions per CACNR meeting, and requiring those questions to be submitted 30 days in advance, was not greeted positively. There was a lack of clarity, even seemingly on the part of the FAA personnel present on the telephone, about why was there a limit of three questions – it would take forever to get answers at that rate and action was needed now - how many entities could submit three questions, and to whom they were to be submitted. Limiting citizens to three questions only was deemed a joke.
- There needs to be dialogue at these meetings with those who can affect or allow change, not just the public expressing grievances with no response.
- The FAA needs to take such situations and the public more seriously and get involved in creating/allowing solutions.
- Increased flights overpopulated areas are not safe; numerous examples such as 10 flights in fifteen minutes were given.
- It is more likely the next mid-air or other crash will occur over the more populated areas now than before the FAA-initiated changes took place.
- Seemingly constant flights from 5:30 a.m. – 11:00 p.m. are not acceptable, nor are 300-600 touch and go flights over the same areas.

- Reportedly, over 600,000 gallons of leaded fuel was burned in 2022 – a report on the negative health aspects of lead is due shortly from the Environmental Protection Agency.
- Noise is beginning to affect housing prices and sales.
- How quickly can flight spacing be returned to previous system when things were much quieter?
- There should not be incentives such as low fuel prices to encourage flight schools and others to use this airport
- There seemed to have been retribution against some who have lodged complaints – at least low and more frequent overflights have occurred following complaints being made.
- What are the FAA’s priorities, and to whom is it accountable? Are these only for the benefit of pilots and airlines? What about the millions of citizens and residents who must live under the privileged? Is consideration given to the health and safety of pilots and airlines only?
- What would be the most efficient way to undo what the FAA did following the mid-air collision?

With the repeated questioning of the 3-question limitation of questions to the FAA, and how those were to be handled, Leslie Lardie indicated she would do some research on the matter. The FAA wanted things funneled through CACNR; it does research about anything asked of it, headquarters and the region must sign off any answers given. This would obviously be time-consuming. Question was asked how much research it took to make the change in the first place, and why should a change back take any longer than that?

Various ideas for submittal of questions were suggested. Question was asked why the FAA would restrict the public from asking questions of it. Question was asked if those present were talking to the right people. Response from Lardie was “Yes,” and she would forward things to the right people to do the research; she could not guarantee how long it would take to receive answers to everything. To streamline the process, questions from the public would be compiled by the head of the citizens group that had been formed regarding this issue. Those would be provided to CACNR which would submit them to the FAA. Request was made for answers to all questions by the February 1<sup>st</sup> CACNR meeting, but Lardie indicated that would not be possible.

Question was asked if the airport director could limit traffic? Response was no, but the airport was working with legal counsel to further specify what it is and is not allowed to do, and why. Things such as making it ‘less comfortable’ for those who use the airport would be explored. Pros and cons of various actions would also need to be considered. This information would be shared first with ACPAA, and then with CACNR for the public’s knowledge.

Request was made for the FAA to have a physical presence at the February 1<sup>st</sup> CACNR meeting. During some discussion, it was noted answers to the three questions required by the letter from Grady Stone, Regional Administrator, FAA Northwest Mountain Region should be available at that meeting.

Question was asked if CACNR could meet more than once a month. Response was it could, with the specifics of how that could occur spelled out in the bylaws.

Michael Valencia indicated he would attend the February 1<sup>st</sup> CACNR meeting in person, and hoped to have answers to the three questions submitted on December 31, 2022. He also indicated the FAA would accept more than three questions submitted at any one time.

Leslie Lardie noted CACNR could just ask for a presentation on leaded fuels or any other program. There was a mixed response to the idea of a presentation on leaded fuels in February, as action on the public’s noise concerns were first priority.

Mike Fronapfel reminded the group that CACNR was formed to address noise issues, and environmental matters were not officially included in its mission. The group’s membership and advisory role were reviewed.

Michael Valencia commented that the FAA had actually made no change in flight patterns after the mid-air collision. He indicated he was in charge of all air traffic control for the Denver District, and he had made no decision or direction to change the traffic pattern at Centennial. This seemed to be somewhat a matter of semantics, as the directions given to the control tower after the mid-air collision changed the sequencing of aircraft on the parallel runways which resulted in more aircraft flying over the neighborhoods, which made it seem like a change of flight paths. The change was to prevent another collision, but had actually made the skies over the communities less safe due to the increase of overhead flights. Valencia noted he would address this further in February.

Valencia was invited to come to Greenwood Village at any time convenient for him, to see and hear what the community deals with.

The remainder of the meeting’s agenda was postponed until the February 2023 meeting.

6. **NEXT MEETINGS:**

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|-------------------|------------------|---|
| A. <b>CACNR</b> – | February 1, 2023 | 6:30 p.m. 7565 S. Peoria Street, Unit 9D, Englewood, CO |
|                   | March 1, 2023    | 6:30 p.m. 7565 S. Peoria Street, Unit 9D, Englewood, CO |

B. **ACPAA** – No Meeting, January 2023

February 9, 2023

3:00 p.m. 7565 S Peoria Street, Unit 9D, Englewood, CO

March 16, 2023

3:00 p.m. 7565 S. Peoria Street, Unit 9D, Englewood, CO

7. **ADJOURNMENT:** The meeting was adjourned at 8:41 p.m.

Alison Biggs, Secretary