



**CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE
MINUTES**

February 1, 2023

Approved 03/01/23

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 6:35 p.m. by Chair Brad Pierce. The following were in attendance, and a quorum was present:

Arapahoe County:	Leslie Summey	Foxfield:	Pam Thompson
Arapahoe County:	Paul Krier	Greenwood Village:	Donna Johnston
Douglas County:	Dan Avery (virtual)	Lone Tree:	Mike Anderson
Douglas County:	Alison Biggs	Parker:	Ashley Chasez
Aurora:	Brad Pierce	ACPAA:	Mike Fronapfel
Castle Pines:	Chris Eubanks	AOPA:	John Hirshman
Castle Rock:	Laura Cavey (virtual)	CABA:	Don Kuskie
Centennial:	Candace Moon	Wings Over the Rockies:	Bill Wasmund

Others in attendance were Arapahoe County Alternate Evan Colvin; Greenwood Village Alternate Libby Barnacle (virtual); Lone Tree Alternate Representative Chuck Darnell; and ACPAA staff Samantha Blymyer and Lauren Wiarda.

Those absent were:

Cherry Hills Village:	Robert Eber/Randy Weil	FAA APA Control Tower:	Jeff Lawton/Ron Curry
Highlands Ranch:	Andy Jones/Renee Anderson	FAA District Office:	John Bauer/John Sweeney
CDOT Aeronautics Div:	Todd Green/Vacant	FAA TRACON:	Steve Martin/Bill Dunn

Local officials attending included: ACPAA Board Chair & Arapahoe County Business Representative Thad Bagnato; ACPAA Board Member & Arapahoe County District 5 Commissioner; Robert Doubek, ACPAA Board Member & Arapahoe County Citizen Representative; Jessica Campbell-Swanson ACPAA Board Member & Arapahoe County District 2 Commissioner; and Ruby Dixon, District 37, Colorado House of Representatives. Greenwood Village Mayor George Lantz and City Attorney Tonya Davidson were also in attendance.

The FAA was represented in person by Michael Valencia, Denver District General Manager, and virtually by the following: Joseph Bert, Team Manager, Environmental/Community Involvement/Correspondence/NAS Analytics; Justin Biassou, Community Engagement Officer; and Leslie Lardie, Senior Advisory, Northwest Mountain Region.

Press coverage was provided by CBS and Colorado Community Media.

2. **CONSENT AGENDA:** The Consent Agenda included the Draft CACNR Minutes from January 4, 2022; the Treasurer’s Report from January 27, 2023, showing a balance of \$23,251.15; and the December 2022 Noise Report. On the motion of Donna Johnston, duly seconded, the Consent Agenda was approved.

The December 2022 Noise Report included the following information:

December Local Operations:	11,300	December Total Operations:	24,123
Year to Date Local Operations:	132,026	Year to Date Total Operations:	302,660

24,123 Total Operations in December resulted in 590 complaints from 45 households.
302,660 Total Operations in 2022 resulted in 5,710 complaints from 243 households.

December Noise Events:

(Golf Course, Noise Monitor #1, was missing data due to battery damage.)

December Totals:	Dec. 60 – 69 db:	Dec. 70 – 79 db:	Dec. 80 – 89 db:
6,736 Meridian	5,514 Meridian	1,181 Meridian	388 Airport East
2,681 State Park	1,923 State Park	783 Airport East	103 Castle Rock
2,678 Airport East	1,776 Parker	748 State Park	38 Meridian
1,965 Parker	1,458 Airport East	186 Parker	10 State Park
1,580 Grandview Estates	1,426 Grandview Estates	168 Castle Rock	3 Greenwood Village
802 Greenwood Village	757 Lone Tree	154 Grandview Estates	3 Parker
790 Lone Tree	715 Greenwood Village	84 Greenwood Village	1 Lone Tree
764 Castle Rock	479 Castle Rock	42 Hunters Hill	0 Castle Pines
398 Hunters Hill	356 Hunters Hill	32 Lone Tree	0 Grandview Estates
165 Sagebrush Park	151 Sagebrush Park	14 Sagebrush Park	0 Hunters Hill
134 Castle Pines	126 Castle Pines	8 Castle Pines	0 Sagebrush Park
0 Golf Course	0 Golf Course	0 Golf Course	0 Golf Course

December Noise events in the 90+ decibel range: Airport East – 49 Castle Rock – 14 Meridian – 3

December Noise Complaints and Numbers of Households:

(590) (45)

YTD Complaints & Number of Households:

(5,710) (243)

Noise Complaints:

330 Greenwood Village (56%)
151 Unincorporated Arapahoe County (26%)
55 Centennial (9%)
27 Unincorporated Douglas County (5%)
17 Castle Rock (3%)
4 Other
2 Lone Tree
1 Aurora
1 Castle Pines
1 Highlands Ranch
1 Parker
0 Cherry Hills Village
0 Denver

Number of Households:

16 UAC (35%)
15 Greenwood Village (33%)
2 Castle Rock (4%)
2 Centennial (4%)
2 UDC (4%)
2 Lone Tree
2 Other
1 Aurora
1 Castle Pines
1 Highlands Ranch
1 Parker
0 Cherry Hills Village
0 Denver

Noise Complaints:

1,709 Greenwood Village
1,278 Centennial
1,211 UAC
641 Castle Rock
292 UDC
222 Other
139 Aurora
79 Highlands Ranch
52 Lone Tree
34 Denver
30 Parker
21 Castle Pines
2 Cherry Hills Village

Households:

74 UAC
50 Greenwood Village
27 Other
22 UDC
17 Lone Tree
12 Centennial
10 Denver
8 Parker
7 Aurora
6 Castle Rock
5 Highlands Ranch
4 Castle Pines
1 Cherry Hills Village

In December, the top five complaining households were in:

Greenwood Village – 56%
UAC - 26%
Centennial - 9%
UDC – 5%
Castle Rock - 3%

Year to Date, the top five complaining households were in:

Centennial – 1,155
Greenwood Village – 835
Castle Rock - 573
Unincorporated Arapaho County – 421
Greenwood Village - 342

In December, 46 responses were requested from 590 noise complaints, with 36 of those requests made by email (78%), and 10 made by telephone (22%).

In December, 554 complaints were made about daytime flights (7:00 a.m. – 9:59 p.m.) – 94%.
36 complaints were made about nighttime flights (10:00 p.m. – 6:59 a.m.) – 6%.

Year to Date, 5,369 complaints had been made about daytime flights – 94%
Year to Date, 341 complaints had been made about nighttime flights – 6%

In December, props accounted for 85% of the complaints by aircraft type; jets accounted for 13% of the complaints, and helicopters caused 2%.

In December, arrivals were responsible for 37% of the complaints; training was also responsible for 37% of the complaints, and departures were responsible for 26% of the complaints.

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

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

4. **EXECUTIVE COMMITTEE:**

- A. CACNR Election in March 2023 – This served as the official notice of the election of officers, to be held at the March, 2023 meeting. A copy of the responsibilities of each office had been provided.
- B. CACNR Attendance at UC Davis Noise and Emissions Symposium, May 1-3, UC Davis Campus – Ashley Chases and Chris Eubanks volunteered to attend the symposium for CACNR. Samantha Blymyer would submit their early bird registrations.
- C. CACNR Representative to ACPAA Meeting on February 9, 2023 – Donna Johnston volunteered to attend this meeting representing CACNR. Her report would need to cover both the January and February CACNR meetings, as ACPAA did not meet in January.
- D. Timetable for Preparation and Adoption of 2023-2025 CACNR Work Program – The CACNR Bylaws call for review of the CACNR Work Program every two years, with that to be completed in March. As activity during the last three meetings had precluded that review from being done, motion was made by Alison Biggs to delay adoption of the 2023-2025 CACNR Work Program until a date no later than the May, 2023 CACNR meeting. Motion was seconded and carried.

Motion was made by Alison Biggs that all committees provide draft anticipated goals for 2023-2025 to the Secretary no later than February 20, 2023. Following discussion and clarification that these would be compiled as an initial draft, with opportunity for further work to be done in the coming months, the motion was seconded and carried.

E. Mike Fronapfel provided a summary of the January 25, 2023 meeting with the flight schools. Examples of repetitive flight patterns over communities, which had been presented at previous CACNR meetings, had been shared at that meeting with the schools. One school had recognized its involvement with one of the examples, and indicated attention would be given to the

problem. Discussion included such topics as spacing and options to extending patterns, actions as determined by orders from the FAA air traffic controller, and the use of leaded v. unleaded fuel. One school had invited airport staff to come for further discussion. There was recognition of the need to continue these meetings.

Fronapfel noted an email had been received from an anonymous pilot which discussed several germane points, including support for the use of unleaded fuel, and support for a variety of practices which could help decrease noise in the problem areas. It recognized returning to the previous pattern of operations was solely within the jurisdiction of the FAA, but the current practice was felt to place flights dangerously over residential areas and increased time in the pattern resulting in increased noise below.

4. **PUBLIC/COMMUNITY/FAA DISCUSSION:** CACNR Chair Brad Pierce welcomed everyone, and introduced FAA Denver District General Manager Michael Valencia who was attending the meeting in person. There were approximately 45 community members in attendance, and 75 on-line, many of whom wished to speak.

Donna Johnston, CACNR Representative from Greenwood Village introduced that City's Mayor George Lantz and the City Attorney Tonya Davidson. She recognized members of her community who had been working diligently to express their concerns about aircraft noise over their homes, and to document the reasons for that noise. She recommended the FAA take decisive action, with a date certain, to stop the incessant flight school traffic overhead.

In addition to Mr. Valencia's on site attendance, Leslie Lardie, FAA Senior Advisor NW Mountain Region virtually introduced Joseph Bert, FAA Team Manager, Environmental/Community Involvement/Correspondence/NAS Analytics; and Justin Biassou, FAA Community Engagement Officer.

Valencia noted the district he manages includes the states of Wyoming and Colorado, and parts of four other states; he considers Denver his home. Because this district includes DIA, Buckley, Colorado Springs, and all of the other many airports in the surrounding areas, no other district in the country has as many operations in a day as this district does. The mid-air collision in May of 2021 had been fortunate to not have had any passengers, and to have resulted in no deaths. He stated the FAA's #1 priority is to prevent collisions, so after the mid-air collision, there had been a determination to 'tighten things up' and to make sure the air traffic controllers were maintaining positive control of aircraft.

Mr. Bert provided a traffic pattern briefing and indicated traffic in the area was 23.7% higher in 2022 than it had been in 2019; over Greenwood Village, it was 74.9% higher in '22 than in '19. He discussed how VFR counts are done by the FAA and how air traffic controllers manage the separation of flights. Question was asked about the safe distance between aircraft; response was no exact distance because it depended on the type of aircraft, the speeds involved, weather conditions, etc.

Question was asked about what solutions to the problem might be, rather than just reviewing the whys of the problem. Why could not there be changes in the numbers of planes in the pattern? Observation was made that the FAA would likely never limit the number of planes in the sky. Biassou stated the FAA was following a Congressional mandate and therefore would not change. Valencia again noted that after the mid-air, air traffic controllers had had to be retrained.

It was mentioned the airport shows operations here are down from many previous years, yet complaints about noise have increased. Lardie asked what happened to increase the noise and what needs to be done to help the people who live here. Question was what change in procedure caused the 23.7% increase. Bert indicated all change was due to increased volume. Fronapfel indicated a difference of opinion that all change was due to increased volume, as the airport's numbers do not agree with those being used by the FAA. Regardless, the airport would like the old pattern management to be returned, as the current system was not safe.

Some disagreement continued between the FAA and the airport about how numbers of operations are counted and by whom/what. Airport staff would be doing further study of the date, pattern traffic, etc. and clarity would be sought.

Regardless of how things were counted, at this point many questions were asked, and comments made. Many of both were essentially things which had been discussed at prior CACNR meetings, and it was appreciated that personnel from the FAA were present in person and virtually to discuss them. They included:

- Why were there so many loud aircraft over Greenwood Village in particular?
- Even though there is purportedly a strong demand for pilots, isn't there somewhere else they could train? Response was this is where it is convenient for the customers of the schools.
- Could there be some compromise between the needs of the schools and the needs of the community?
- If traffic is 23.7% higher overall, why is it 74.9% higher over Greenwood Village?
- What has made so many more flights go north of Arapahoe Road when this did not happen previously?

Valencia stated the FAA would not put student pilots in dangerous situations, as the FAA has the responsibility for safety in the air. It did make the decision to retrain the air traffic controllers after the mid-air, and they were told to stagger flights more, but he stated no change in flight patterns was put in place. Patterns may be elongated to accommodate up to 10 flights, but a safe limit would be determined by the individual controller.

- It was observed that the patterns seemed to be at a saturation point now, so what could be done to not only reduce the numbers, but to at least keep things from getting worse.
- There continued to be pleas for finding solutions to the problem, sooner rather than later.
- It was felt FAA professionals must have some idea of how to fix this, and if not, then the problem was bigger than originally thought.
- The FAA personnel present continued to stress that no changes had been made to the flight paths or patterns following the mid-air collision. If there is increased demand, then things have to adjust to that demand.
- Question was asked that with all the concern about safety in the air, does the FAA ever give thought to safety on the ground under its flights. Response was its job was to control flights to prevent collisions which does protect lives on the ground.
- Question was again asked if the FAA ever considers or cares about the communities on the ground at all – the current problems with noise and lead in gasoline do not make it appear that it does. This topic was brought up several times with those present seeming to feel clear answer had not been forthcoming.

Thought was expressed that perhaps there might have been an overcorrection on what the controllers had been told to do during the retraining following the mid-air collision, and was there a way to correct that overcorrection by allowing a return to the way things had been before. Could/would the FAA reconsider its actions which have put communities at risk?

Observation was made that it did not seem the FAA was actually answering the three questions which had been submitted on December 31. It was hoped the FAA was taking notes, and would indeed answer the questions directly. There seemed to be a lack of trust that nothing positive was being offered, but only explanatory excuses were being given when fixing the problem was what was needed.

Question was asked if the implementation of Metroplex might also have contributed to the concentration of noise over one area. It seemingly pushes planes unsafely too close together, and one observation of an apparently near crash had occurred just today. Mr. Bert was thanked for showing the problems faced by the community, but there was a need for analytics of an output model. Question was asked, as it had been at meetings before, as to why flight schools are or seem to be so privileged. The skies actually do have a safe capacity limit, so why can't it be treated like a stadium or a theater or a golf course when that limit is reached, instead of continually trying to cram more flights in where they do not safely fit?

Regarding leaded gasoline, it was noted that leaded paint is no longer used, and leaded gasoline for cars has been banned since 1996, so why does the FAA still allow the use of leaded gasoline for airplanes? The FAA needs to require all to stop using it. Another idea expressed was to tax leaded fuel to the extent that its use would no longer be attractive.

Articles about the impact of airplane noise on both mental and physical health were noted. One member of the public reported an autistic son who is triggered by sound, and as so many, his family's quality of life has been degraded, yet the FAA will seemingly not take any responsibility for what its protect planes are causing. Retaliation by pilots against those who have complained about noise was reported as it had been at previous meetings. Question was asked who tells the pilots to go north of Arapahoe Road at 4:30 a.m. when there are few planes in the pattern? Question was also asked why representatives of the flight schools were not in attendance at meeting such as this.

The elected officials in attendance were thanked as were the FAA personnel. Although there was disappointment the FAA had presented no answers, it was noted that just complaining will not necessarily result in change. This demonstrated community involvement may present an opportunity for collaboration and compromise, if there can be understanding of constraints on both sides. But, there must be more than one side willing to collaborate and compromise. Mike Fronapfel reported the airport was working with an attorney who is well versed in airport law, to obtain an up-to-date and clear understanding of what it can and cannot do under the Airport Noise and Capacity Act (ANCA), FAA's rules and regulations, and its Grant Assurances.

Additional questions, prefaced by the statement that the public was not going away until there was some resolution to the problem, included why did the FAA put citizens in this situation, and does the airport have to 'toe the line' to get grant funds?

Valencia was again invited to come to Greenwood Village at any time convenient for him, to see and hear what the community deals with. When asked, he committed to having answers in writing to all of the questions which had been submitted to the FAA on December 31, 2022, and January 16, 2023. He indicated it had been worth it to be here and listen to the community, as the stakes are very high; he knew there was a satisfactory solution someplace. He was asked if he could be 'on our side and be our advocate?' Response was that he was here, and hoped to be here again next month.

The remainder of the meeting's agenda was postponed again.

6. **NEXT MEETINGS:**

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| A. CACNR – April 5, 2023 | 6:30 p.m. 7565 S. Peoria Street, Unit 9D, Englewood, CO |
| May 3, 2023 | 6:30 p.m. 7565 S. Peoria Street, Unit 9D, Englewood, CO |
| 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 |
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| B. ACPA – March 16, 2023 | 3:00 p.m. 7565 S. Peoria Street, Unit 9D, Englewood, CO |
| April 13, 2023 | 3:00 p.m. 7565 S. Peoria Street, Unit 9D, Englewood, CO |

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

7. **ADJOURNMENT:** The meeting was adjourned at 10:20 p.m.

Alison Biggs, Secretary

(Secretary's Note – not all issues raised in previous CACNR meetings in relation to aircraft noise and its effect on mental and physical health were covered in this meeting. Interested individuals are referred to the CACNR Minutes of December 7, 2022 and January 4, 2023, which can be found on the CACNR website - centennialairportnoise.com - or by contacting the Secretary through info@centennialairportnoise.com)