

## **CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE**

**December 07, 2022**

**6:30 p.m. – 8:30 p.m.**

**Centennial Airport, 7565 S. Peoria Street, Unit D9, Englewood, CO 80112**

**Members' Representatives and Alternate Representatives are requested to attend all meetings in person  
Members of the public may attend meeting in person, or virtually**

### **AGENDA**

**CACNR 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 AND DETERMINATION OF QUORUM:**

<i>Arapahoe County:</i>	Carrie Warren-Gully/Vacant Paul Krier/Evan Colvin	<i>Highlands Ranch Metro Dist.</i>	Andy Jones/Renee Anderson
<i>Douglas County:</i>	Abe Laydon/Dan Avery Alison Biggs/Mark Adams	<i>Lone Tree:</i>	Mike Anderson/Chuck Darnell
<i>Aurora:</i>	Brad Pierce/Jeanine Rustad	<i>Parker:</i>	Todd Hendreks/Carson Byerhof
<i>Castle Pines:</i>	Chris Eubanks/Ben Price	<i>ACPAA:</i>	Michael Fronapfel/Vacant
<i>Castle Rock:</i>	Laura Cavey/Sandy Vossler	<i>AOPA:</i>	John Hirshman/Vacant
<i>Centennial:</i>	Candace Moon/Don Sheehan	<i>CABA:</i>	Don Kuskie/Mike Straka
<i>Cherry Hills Village:</i>	Al Blum/Afshin Safavi	<i>CDOT Aeronautics Div:</i>	Todd Green/Vacant
<i>Foxfield:</i>	Pam Thompson/Frank Lawrence	<i>FAA APA Control Tower:</i>	Jeff Lawton/Ron Curry
<i>Greenwood Village:</i>	Donna Johnston/Libby Barnacle	<i>FAA District Office:</i>	John Bauer/John Sweeney
		<i>FAA TRACON:</i>	Steve Martin/Bill Dunn
		<i>Wings Over the Rockies:</i>	Bill Wasmund/Vacant

2. **CONSENT AGENDA:** (items here may be moved to Agenda Item #4, on the request of any CACNR Representative)

- A. DRAFT MINUTES, November 2, 2022 – Alison Biggs, Secretary
- B. TREASURER'S REPORT, November 2022 – Andy Jones, Treasurer
- C. NOISE REPORT, October 2022 – Samantha Blymyer, ACPAA Staff

3. **ITEMS REMOVED FROM CONSENT AGENDA:**

4. **NEW BUSINESS:**

- 1. Expense for Photo Use on CACNR Website

5. **PUBLIC/COMMUNITY/FAA DISCUSSION:**

Opening Remarks – Brad Pierce, CACNR Chair  
Opening Remarks – Mike Fronapfel, Chief Executive Officer, Centennial Airport/Arapahoe County Public Airport Authority  
Opening Remarks - Michael Valencia, General Manager, FAA Denver District  
Public Comment – 3 minutes per person

**The remainder of the agenda will be addressed based on the time remaining following Agenda Item #5**

6. **COMMITTEE REPORTS:**

- A. EXECUTIVE/WORK PLAN COMMITTEE – Brad Pierce, Chair
  - 1. Status of Follow Up Items
  - 2. Other
- B. COMMUNITY OUTREACH – Mike Anderson
  - 1. Status of Follow Up Items
  - 2. Other
- C. FLY QUIET – Bill Wasmund, Chair
- D.
  - 1. November Monthly Report
  - 2. Status of Follow Up Items
  - 3. Other

- E. NOISE MONITORS – Candace Moon, Chair
  - 1. Status of Follow Up Items
  - 2. Other
- 7. **FAA REPORT:** CENTENNIAL AIRPORT AIR TRAFFIC CONTROL TOWER – Jeff Lawton/Ron Curry
- 8. **OTHER REGULAR REPORTS:**
  - A. ACPAA – November 10, 2022, Paul Krier for CACNR
  - B. AIRPORT DIRECTOR'S REPORT – Mike Fronapfel
    - 1. Community Related Activity
    - 2. Flight School Activity
    - 3. Other Airport Activity
    - 4. Legislative
    - 5. Status of Follow Up Items
    - 6. Other
  - C. FLIGHT SCHOOLS:
    - 1. Aspen Flying Club – Justin Mazza
    - 2. ATP – John Herman
    - 3. Flights Inc. – Mike Underriner
    - 4. Independence Aviation – Ian Howells
- 8. **OLD BUSINESS:**
  - A. CONGRESSIONAL QUIET SKIES CAUCUS
- 9. **NEW BUSINESS:**
  - A. INFORMATION SHARING
- 10. **PUBLIC COMMENT:** (3 minutes per person time limit):
- 11. **NEXT MEETINGS:**
  - A. CACNR – January 4, 2022 6:30 p.m. 7565 S. Peoria Street, Unit 9D
  - B. ACPAA – December 8, 2022 3:30 p.m. 7565 S. Peoria Street, Unit 9D – Donna Johnston for CACNR
- 12. **ADJOURN**



CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE  
MINUTES

November 2, 2022

DRAFT

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 6:34 p.m. by Chair Brad Pierce. The following were in attendance, and a quorum was present:

Arapahoe County:	Carrie Warren-Gully (virtual)	Greenwood Village:	Donna Johnston
Arapahoe County:	Paul Krier	Highlands Ranch Metro:	Andy Jones (virtual)
Douglas County:	Dan Avery	Lone Tree:	Mike Anderson
Douglas County:	Alison Biggs	ACPAA:	Mike Fronapfel
Aurora:	Brad Pierce	AOPA:	John Hirshman
Centennial:	Candace Moon	CABA:	Don Kuskie (virtual)
Foxfield:	Pam Thompson	Wings Over the Rockies:	Bill Wasmund

Others in attendance were Arapahoe County Alternate Representative Evan Colvin; and ACPAA staff Samantha Blymyer and Lauren Wiarda.

Those absent were:

Castle Pines:	Chris Eubanks/Ben Price	CDOT Aeronautics Div:	Todd Green/Vacant
Castle Rock:	Laura Cavey/Sandy Vossler	FAA APA Control Tower:	Jeff Lawton/Ron Curry
Cherry Hills Village:	Al Blum/Afshin Safavi	FAA District Office:	John Bauer/John Sweeney
Parker:	Todd Hendreks/Carson Byerhof	FAA TRACON:	Steve Martin/Bill Dunn

2. **PUBLIC COMMENT:**

A. **VIRTUAL/IN-PERSON MEETING ATTENDEES** – Randy Johnson of Louviers reported a portable noise monitor had been placed at his location since the last meeting. He continues his recordings of noisy planes, and had logged 411 since the last meeting, with 27 back-to-back on Saturday, not all of which had been training. Of the 411, he had again filed just 16 complaints. It was generally agreed the portable noise monitor should remain at his location until it was needed elsewhere.

Audra Dubler of Greenwood Village near Orchard and Havana noted there was a large group of disgruntled citizens whose main problem seemed to be the flight paths which had been altered following the mid-air collision, with no input from the community. Flights seem to occur at all hours, non-stop, and some as low as 500 feet above ground, making citizens feel like they are living in a war zone. People can live with some noise, but the touch and goes are unbelievable; being outside or on the telephone for work or personal calls is impossible too frequently. The community has lost home values, and the situation has begun to feel like harassment. In addition to the noise problem, there is a major safety fear that another collision or crash could occur affecting the homes and residents in the area.

It was noted there have been efforts by the airport to get the FAA more engaged, as the unilateral flight path change was not at all helpful to community/FAA relationships. The flight schools reportedly also do not like the new patterns. Dubler asked what the community could do, as the FAA does not answer concerns. Brad Pierce and Paul Krier had spoken with Congressman Crow's staff about the Congressional Quiet Skies Caucus (which Congressman Crow belongs to) about the FAA's seeming unwillingness to engage.

Mike Fronapfel indicated he was doing follow-up with the FAA, and had heard from the general manager for the region who said he would attend the next CACNR meeting, although that was not confirmed as yet. ACPAA Chair Nancy Sharp had indicated she would sign another letter to the FAA about the concerns.

Berenice Katcher from the Sundance Hills area also agreed with the problems with the flight schools and the issue of safety. She tracks what she hears, and it is frightening. An unknown aircraft had been over her home, flying very erratically for at least 45 minutes, and she wondered why it could not be identified and what it was doing. It was noted it may have been military or law enforcement, but why the lengthy time frame was not known. She wondered what to do with what she tracks. Samantha Blymyer indicated she would make contact for follow-up. There is a concern the FAA not here and not being accountable, are why some pilots are 'getting away with it.'

Mike Fronapfel noted one means undue noise would be addressed would be a FAA Part 150 study, but those take time. The last one took 2-3 years to complete, and then strained relationships between the FAA and the airport caused a delay until about

2008 before the FAA would act on the recommendations. Currently, the FAA does feel it has helped with safety, but the community feels the opposite with more planes flying over homes. All agreed there is a definite need to get the FAA reengaged.

Kimberly Hellweg from the Elizabeth area, close to the Douglas County line, echoed concerns already iterated, and supported the efforts to get the FAA more engaged. She suggested bombarding the FAA with calls and letters from the public. She empathized with those in Greenwood Village and could relate to how the increased noise affects their quality of life while the FAA appears to not care. Her area frequently is subject to 4 hours of non-stop training on either side of her, and she wondered what happened at the most recent flight school meeting.

Mike Fronapfel noted there had been much discussion about the training areas, and information she had provided had been used as an example of problems on the east. This kind of information from the public was very useful. Aspen Flying Club had not yet moved to a new training area, and would be sharing the information from the meeting with its pilots. Fronapfel has also communicated with the FAA. Request was made for a summary of the flight school meeting to be provided to CACNR, which would be done.

It was noted that the schools do indicate they area trying to stay away from 'living places,' and that they try to use trees and other natural landmarks when doing various maneuvers.

Mindy Davine of the Sundance Hills area also echoed everything which had previously been said. Her suggestions included perhaps sending certified letters to the FAA about such things as its absence, and the inappropriateness of making flight path changes with no input from those being affected. She requested that one of the portable noise monitors be placed in Sundance Hills, which could be accommodated; Donna Johnston would assist in determining a suitable location for both now and possibly again in the Spring. She further wondered how her neighborhood could partner as appropriate to get something accomplished.

Mike Fronapfel noted he and Nancy Sharp, Chair of ACPAA, had sent a letter to the FAA regional office, and it needs to continue to hear from citizens such as those in Sundance Hills regarding noise and repetition, both virtually and in person. It would be important for the communities to be involved with the next Part 150 study.

**B. FROM CACNR EMAIL ADDRESS:** None

**3. CONSENT AGENDA: A. & B. – DRAFT MINUTES AND TREASURER’S REPORT** - The Consent Agenda included the October 5, 2022 draft CACNR minutes; and a Treasurer’s Report from 10/28/22 which showed a balance of \$23,962.15. The Consent Agenda also included the September 2022 Noise Report. On the motion of Donna Johnston, duly seconded, the Consent Agenda was approved.

The September 2022 Noise Report included the following information:

**September Total Operations: 18,809      September Total Local Operations: 3,547**  
**Year to Date Total Operations: 226,442      Year to Date Local Operations: 96,910**

**396 Complaints from 18,809 Total Operations in September**  
**August Noise Events:**

<u>Sept. Totals:</u>	<u>Sept. 60 – 69 db:</u>	<u>Sept. 70 – 79 db:</u>	<u>Sept. 80 – 89 db:</u>
5,695 Meridian	4,263 Meridian	1,372 Meridian	667 Airport East
3,366 Airport East	2,182 Parker	1,112 Airport East	82 State Park
2,429 Parker	1,537 Airport East	836 State Park	53 Meridian
2,375 State Park	1,333 State Park	407 Golf Course	20 Golf Course
1,395 Grandview Estates	1,260 Grandview Estates	244 Parker	7 Hunters Hill
1,181 Golf Course	1,063 Castle Rock	130 Grandview Estates	5 Castle Rock
1,143 Castle Rock	857 Greenwood Village	116 Greenwood Village	5 Grandview Estates
979 Greenwood Village	750 Golf Course	75 Castle Rock	5 Greenwood Village
681 Hunters Hill	618 Hunters Hill	63 Lone Tree	3 Parker
662 Lone Tree	599 Lone Tree	56 Hunters Hill	- Castle Pines
225 Castle Pines	215 Castle Pines	11 Sagebrush Park	- Lone Tree
157 Sagebrush Park	146 Sagebrush Park	10 Castle Pines	- Sagebrush Park

**September Noise events in the 90+ decibel range:** State Park – 124    Airport East – 50    Meridian – 7    Golf Course – 4    Greenwood Village - 1  
 (Golf Course, Noise Monitor #1, was missing data from 9/17/22 through 9/30/22 due to equipment failure)

**September Noise Complaints(396) and Numbers of Households (54):**

**YTD Complaints & Number of Households:**

<u>Noise Complaints:</u>	<u>Number of Households:</u>	<u>Noise Complaints:</u>	<u>Households:</u>
157 Centennial (40%)	15 UAC (35%)	1,123 Greenwood Village	60 UAC
79 Unincorporated Arapahoe Cnty (20%)	10 UDC (19%)	952 Centennial	38 Greenwood Village
76 Castle Rock (19%)	8 Greenwood Village (15%)	853 UAC	21 UDC
37 Unincorporated Douglas County (9%)	5 Other (9%)	508 Castle Rock	21 Other
19 Greenwood Village (5%)	4 Centennial (7%)	214 UDC	13 Lone Tree
13 Other (3%)	3 Castle Rock (5.5%)	201 Other	11 Centennial
5 Aurora	3 Lone Tree (5.5%)	131 Aurora	10 Denver
4 Lone Tree	2 Aurora	74 Highlands Ranch	7 Aurora
3 Highlands Ranch	2 Castle Pines	40 Lone Tree	7 Parker
2 Castle Rock	1 Denver	32 Denver	6 Castle Rock
1 Denver	1 Highlands Ranch	29 Parker	5 Highlands Ranch
0 Cherry Hills Village	0 Cherry Hills Village	18 Castle Pines	4 Castle Pines
0 Parker	0 Parker	0 Cherry Hills Village	0 Cherry Hills Village

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

Greenwood Village – 835 (20%)	UAC – 361 (9%)
Centennial – 835 (20%)	UAC – 177 (4%)
Castle Rock – 444 (11%)	

In **September, 37 responses were requested from 396 noise complaints**, with 24 of those requests made by email (65%), and 13 made by telephone (35%).

In **September, 373 complaints were made about daytime flights (7:00 a.m. – 9:59 p.m.) – 94%**.  
23 complaints were made about **nighttime flights (10:00 p.m. – 6:59 a.m.) – 6%**.

In **September, props accounted for 52% of the complaints by aircraft type; jets accounted for 45% of the complaints, and helicopters caused 3%**.

In **September, departures were responsible for 50% of the complaints. Arrivals were responsible for 32% of the complaints, and Training was responsible for 18% of the complaints.**

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

### **SPECIAL FOCUS ON FLY QUIET**

Bill Wasmund had submitted a written report, and reviewed items related to the work of the committee from the Work Program, the list of follow-up items from CACNR meetings this year, and information provided about the results of the last retreat which had been held. Activities noted were: \*\* a second 'fly quiet' sign should be in place in the Spring of 2023, and alternate messages developed for rotation; \*\* work was proceeding with the Noise Monitor Committee to develop an incentive program, focused on flight schools instead of individual pilots; \*\* a study of noise reducing equipment for planes had been done and a report provided to CACNR. The Committee had also provided input for the revision of the Noise Abatement Guidelines; it had looked at information materials from several airports like Centennial, and had recommended some best practices from Oakland and Van Nuys. Staff noted the revisions are in process, and CACNR will see them before they are in print.

As there was so much more information to be covered, question was asked if, given CACNR's limited regular meeting time, this was the best approach to the goal of gathering input from everyone about all the various facets of the CACNR Work Program. Other alternatives were welcomed. Following discussion, it was agreed another retreat, prior to the March 1, 2023 CACNR meeting, would likely be a better approach, so that the 2023-2025 Work Program could be adopted at that meeting.

**ACTION** - Candace Moon moved that every committee submit in writing what it had done regarding its responsibilities in the current Work Program and the follow-up items from this year's meeting, by December 28, 2022; that information to be shared at the January 4, 2023 CACNR, and used to build the next Work Program during the retreat. Motion was duly seconded and carried.

Jason Schwartz would be contacted to determine his availability to facilitate the retreat, and possible dates.

### **5. COMMITTEE REPORTS:**

A. **EXECUTIVE /WORK PLAN COMMITTEES** – nothing specific.

B. **COMMUNITY OUTREACH** – Mike Anderson noted the copywrite issue was still pending. Legal consultation was being sought with the assistance of Brad Pierce and airport staff. How to handle photos on the website in the future was also being explored. The committee hoped to report progress on updating the entire website in January.

C. **FLY QUIET** –Previously discussed.

D. **NOISE MONITORS** – Candace Moon reported the committee had met with the Fly Quiet Committee to further explore providing incentives to flight schools for flying quiet. It is proposed to monitor noise monitors 11 and 12 for 30 days once a quarter, to see how many noise incidents are recorded above 60 decibels. The data would include such things as the type of aircraft, tail number of the aircraft, and the duration. Airport staff would need to assist by providing agreed upon data and helping to obtain buy-in and awareness from the flight schools. Awards would be made to the flight school with the least amount of noise incidents. The program would be evaluated and could continue using data from other noise monitors. It is hoped the positive reinforcement would have positive results. Awards would likely be in the form of a plaque, and attention on the websites, press releases, etc. Specific criteria have yet to be developed, but it is anticipated the program could start in 2023.

### **6. FAA REPORTS:**

A. **FAA CENTENNIAL (APA) AIR TRAFFIC CONTROL TOWER** – No report..

B. **FAA DISTRICT OFFICE** – No report

C. **FAA TRACON** – No report

### **7. OTHER REGULAR MONTHLY REPORTS:**

A. **ACPAA** – Paul Krier reported on the October 13 ACPAA meeting when the 2023 draft budget was presented. It will be adopted in December.

B. **AIRPORT DIRECTOR'S REPORT** –

1. Airport Activity: Mike Fronapfel reported the touch and go runway would be closed one more day, exact date to be determined. Groundbreaking for the new hangars would begin this month, and work should be completed in late 2023.
2. Flight School Activity – a summary of the October meeting with the flight schools would be provided when available.

Candace Moon noted the 140<sup>th</sup> Wing, Colorado Air National Guard would be conducting supplemental night flying training missions out of Buckley Space Force Base November 1-17. The public's understanding of the need for such training was appreciated. The 140<sup>th</sup> was aware this could affect local communities, and makes an effort to have minimal impact by flying during the winter months when hours of darkness begin earlier in the evening.

C. **FLIGHT SCHOOLS** – None

8. **OLD BUSINESS:**

A. **CONGRESSIONAL QUIET SKIES CAUCUS** – The letter written to the appropriate member of Congressman Jason Crow's staff had been provided in the mailing for this meeting.

B. **TO REPRESENT CACNR AT 2022 ACPAA MEETINGS** – Donna Johnston had volunteered to attend on December 8.

9. **NEW BUSINESS:**

A. **INFORMATION SHARING** – None

10. **PUBLIC COMMENT:** Audra Dubler commented that people get traffic tickets for running red lights, so why should pilots receive incentives and positive recognition for doing what they are supposed to be doing in the first place? Some others indicated sharing that thought. Response was that we cannot do anything about negative behaviors, but can say 'you are doing good.' It might encourage continued good behavior, and cause others to pay attention and attempt to be recognized for the same in the future.

Mike Fronapfel noted that as much as about 40% of the airport's business might be due to the flight schools, and that jet fuel sales were also responsible for considerable revenue. He reviewed the history of how the airport and neighboring communities went about assuring that the airport could remain free of commercially scheduled flights, based on operations. Flight schools could go elsewhere for touch and go training, but that would affect the operations number, as it did while the touch and go runway was recently closed.

Question was asked about what social media the airport uses – Facebook, Twitter, and Instagram.

Question was asked how the public can help prioritize what CACNR does. Response was that ideas and feedback are always welcome, as is the public's attendance at CACNR meetings.

Question was asked how many members of the public can attend. A guesstimate of the room's capacity was about 30.

11. **NEXT MEETINGS:**

- |                          |                   |           |                                |                                   |
|--------------------------|-------------------|-----------|--------------------------------|-----------------------------------|
| A. <b><u>CACNR</u></b> – | December 7, 2022  | 6:30 p.m. | 7565 S. Peoria Street, Unit 9D | Donna Johnston representing CACNR |
| B. <b><u>ACPAA</u></b> – | November 10, 2022 | 3:00 p.m. | 7565 S. Peoria Street, Unit 9D |                                   |
|                          | December 8, 2022  | 3:30 p.m. | 7565 S. Peoria Street, Unit 9D |                                   |

12. **ADJOURNMENT:** The meeting was adjourned at 8:44 p.m.

Alison Biggs, Secretary

CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE



2022 BUDGET - Approved October 6, 2021

updated to reflect carryover from 2021

	CACNR 2022 BUDGET	ACTUAL TO DATE	NOTES
<b>INCOME:</b>		as of 12/5/2022	
CARRY OVER FROM 2021	\$ 4,765.75	\$ 4,765.75	carry over from 2021
ACPAA	\$ 10,000.00	\$ 10,000.00	
CACNR REGULAR MEMBERS	\$ 13,250.00	\$ 13,250.00	
<b>TOTAL INCOME:</b>	\$ 28,015.75	\$ 28,015.75	
<b>EXPENDITURES:</b>			
<b>WORK PROGRAM:</b>			
COMMUNITY OUTREACH	\$ 2,000.00	\$ 348.15	Website maintenance and various projects tbd
FLY QUIET	\$ 1,000.00	\$ -	Various Projects tbd
NOISE MONITOR	\$ 1,000.00	\$ -	Various Projects tbd
WORK PLAN	\$ 500.00	\$ -	Orientation manual, annual report, other projects tbd
<b>EDUCATION</b>			
2 Reps to UC Davis Symposium	\$ 5,000.00	\$ 2,180.45	Symposium to be at UC Davis; estimate based on prior on-site symposiums
2 Reps to 2 N.O.I.S.E. Conferences	\$ 4,000.00	\$ -	Based on prior years' on-site conferences
		\$ -	
CONSULTATION/ TASK SUPPORT	\$ 2,000.00	\$ 525.00	Projects with Jason Schwartz
MEMBERSHIP DUES	\$ 1,000.00	\$ 1,000.00	N.O.I.S.E.
ADMINISTRATIVE	\$ 1,000.00	\$ -	Part time secretarial assistance
	\$ 1,000.00	\$ -	Legal
RESERVE	\$ 9,515.75	\$ -	for presently unidentified and unanticipated expenses and/or additional CACNR activities consistent with the approved Work Plan.
<b>TOTAL EXPENDITURES:</b>	\$ 28,015.75	\$ 4,053.60	
<b>CURRENT BALANCE</b>		\$ 23,962.15	
CARRY OVER TO 2023	\$ -		Actual to be determined at the end of 2022
** Usually includes registration, travel, ground transportation, lodging, meals.			

FRAME OF REFERENCE: MOU Funding Structure adopted 12/13/2018 calls for initial funding to generate \$22,250, with \$10,000 from ACPAA and \$12,250 to come from CANR's Regular Members. "This funding would be in place for the next two years, subject to annual appropriations. Thereafter, CACNR will provide ACPAA and each Regular Member with a report on the previous year's expenditures, and an annual invoice accompanied by a proposed budget indicating how the requested funds would be utilized, so that funds could be appropriated for the coming year."

**PLEASE NOTE FUNDING FROM ACPAA AND REGULAR MEMBERS WAS NOT REQUESTED FOR 2020 and 2021 DUE TO THE ECONOMIC IMPACT OF THE CORONAVIRUS PANDEMIC. IT IS ANTICIPATED THE SECOND YEAR OF THE FUNDING STRUCTURE OUTLINED ABOVE WILL BE RESUMED FOR 2022**





# Centennial Airport Monthly Noise Report



**8. October 2022**



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**A-weighted Sound Level** – A measure of sound level with weighted frequency characteristics that correspond to human subjective response to noise.

**Arrival** – The act of an aircraft approaching and landing at an airport.

**Ambient Noise Level** – The level of noise that is all-encompassing within a given environment for which a single source cannot be determined. It is usually a composite of sounds from many and varied sources near to and far from the noise monitor.

**Community Noise Event Level (CNEL)** – The average sound level over a 24-hour period, with a penalty of 10dB for nighttime hours between 10:00 PM and 7:00 AM.

**Day Night Average Sound Level (DNL)** – A measure of the average noise level over a 24-hour day. It is the 24-hour, logarithmic (or energy) average, A-weighted sound pressure level with a 10-decibel penalty applied to the nighttime event levels that occur between 10:00 PM and 7:00 AM.

**Decibel (dB)** – A logarithmic quantity reflecting the ratio of the sound pressure of the source to a reference pressure. This results in a sound pressure level of about 0 dB for the quietest sounds that we can detect and sound pressure levels of about 120 dB for the loudest sounds that can be heard without pain.

**Departure** – The act of an aircraft taking flight and leaving the airport.

**Energy-Averaged Sound Pressure Level (Leq)** – The value or level of a steady, non-fluctuating sound that represents the same sound energy as the actual time-varying sound evaluated over the same time period.

**Flight Track** – The path along the ground followed by an aircraft in flight.

**Instrument Flight Rules (IFR)** Rules and regulations established by the FAA to govern flight under conditions in which flight by outside visual reference is not safe. IFR flight depends upon flying by reference to instruments, and navigation is accomplished by reference to electronic signals. It is also a term used by pilots and controllers to indicate the type of flight plan an aircraft is flying, such as an IFR or VFR flight plan.

**Local Operations** – Operations in the local traffic pattern or within sight of the airport; flight in local practice areas within a 20 mile radius; execute simulated instrument approaches or low airport passes.

**Maximum Noise Level (L<sub>max</sub>)** – The peak noise level for a single noise event.

**Noise Exposure** – The cumulative sound energy affecting a person over a specified period of time.

**Overflight** – Aircraft flight originating and terminating outside the area that transits the airspace without landing.

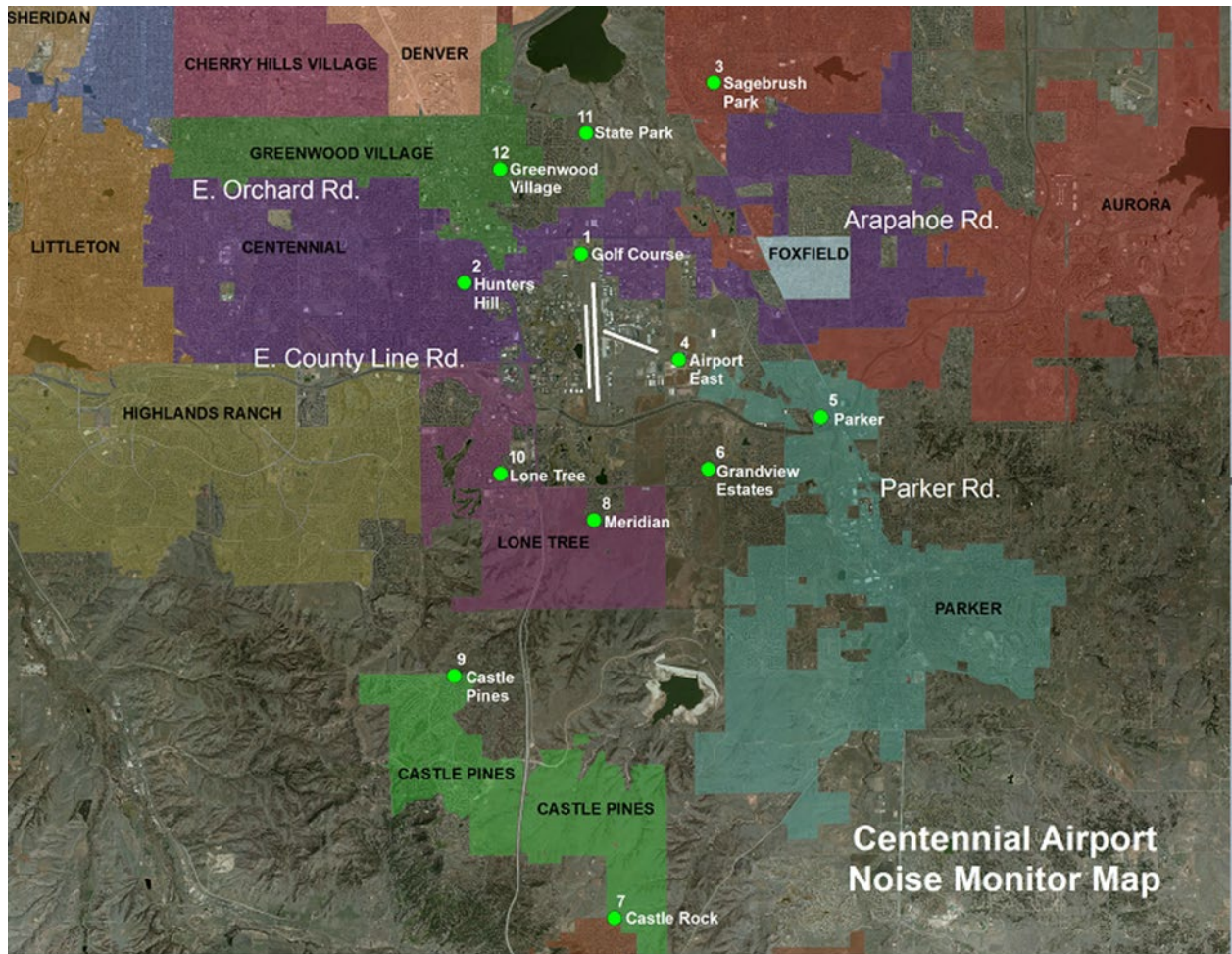
**Visual Flight Rules (VFR)** – A set of regulations under which a pilot operates an aircraft in weather conditions generally clear enough to allow the pilot to see where the aircraft is going. A flight plan is not required when the pilot is operating under Visual Flight Rules.

**Sound Exposure Level (SEL)** – The total energy in the A-weighted sound level measured during a transient noise event. SEL accounts for both the duration and the loudness of a noise event.

# Overview

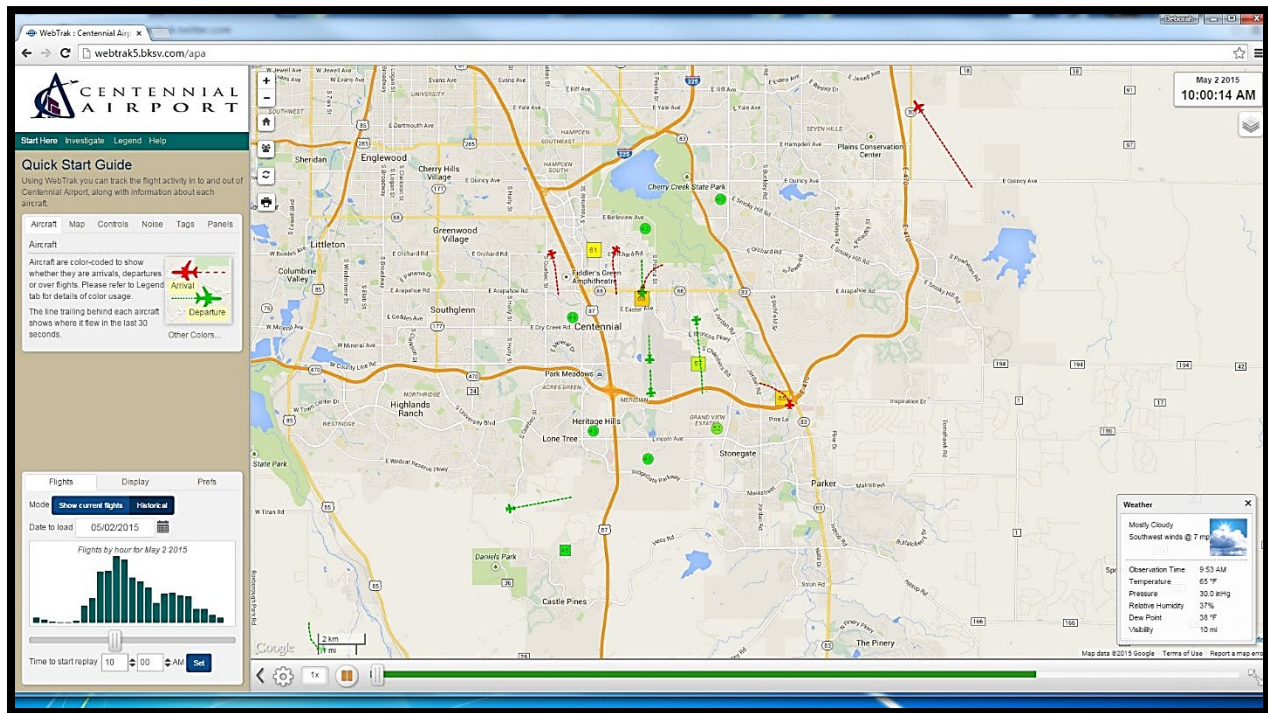
## 3 ABOUT APA'S NOISE MONITORING PROGRAM

Centennial Airport's (KAPA) Noise and Operations Monitoring System (ANOMS) is a new state of the art system that enables the Arapahoe County Public Airport Authority to monitor and better understand aircraft noise in the vicinity of Centennial Airport. This system is comprised of 12 fixed noise monitoring terminals in the community, as well as 2 portable monitors that are available for short term monitoring anywhere in the community.



## 4 ABOUT WEBTRAK™

As part of an ongoing program, Centennial Airport now offers an online tracking system for the movement of flights and air traffic patterns within the Denver Metro area. **WebTrak** Flight Tracking and Noise Information System allows concerned individuals to research data about flights to and from Centennial Airport, Denver International Airport, Rocky Mountain Metropolitan Airport, Front Range Airport and Buckley Air Force Base, as well as any transitional air traffic through the region.



### How to participate

The general public may use **WebTrak** to investigate a noise or flight that occurred near their location. The system also simplifies the process of filing a noise complaint, offering an easy, online option for residents to register concerns regarding noise levels at the following web addresses:

#### APA WebTrak:

[https://webtrak.emsbk.com/apa?fbclid=IwAR1xnXwQ2sVwisSZ\\_szUAIHFtyYBNI\\_ZTACOI1PF7ZSH8PPbBxORnnaidUUE](https://webtrak.emsbk.com/apa?fbclid=IwAR1xnXwQ2sVwisSZ_szUAIHFtyYBNI_ZTACOI1PF7ZSH8PPbBxORnnaidUUE)

**Centennial Airport Website:** <http://www.centennialairport.com>

In addition, noise complaints can also be submitted on our noise hotline:

#### APA Noise Hotline:

303-790-4709

## 5 OPERATIONS STATISTICS

	IFR ITINERANT				VFR ININERANT				LOCAL		
	AIR TAXI	G.A.	MILITARY	TOTAL INTINERANT	AIR TAXI	G.A.	MILITARY	TOTAL	G.A.	MILITARY	TOTAL LOCAL
January	2,494	3,405	114	6,013	1,133	5,391	88	6,612	9,190	78	9,268
February	2,396	3,396	98	5,890	1,247	5,624	105	6,976	9,863	38	9,901
March	2,741	4,129	170	7,040	1,330	5,922	90	7,342	10,435	50	10,485
April	2,425	3,440	191	6,056	1,220	5,502	106	6,828	10,611	35	10,646
May	2,655	3,439	235	6,329	1,315	5,930	134	7,379	12,556	18	12,574
June	2,660	3,881	190	6,731	1,227	6,808	158	8,193	10,608	71	10,679
July	2,552	4,039	169	6,760	1,172	7,545	126	8,843	15,221	46	15,267
August	2,726	3,985	176	6,887	1,113	7,567	183	8,863	14,500	43	14,543
September	2,710	3,892	143	6,745	989	7,207	129	8,325	3,531	16	3,547
October	2,772	3,586	181	6,539	1,163	7,793	156	9,112	14,076	27	14,103
November				0				0			0
December				0				0			0
<b>Y-T-D Totals</b>	<b>26,131</b>	<b>37,192</b>	<b>1,667</b>	<b>64,990</b>	<b>11,909</b>	<b>65,289</b>	<b>1,275</b>	<b>78,473</b>	<b>110,591</b>	<b>422</b>	<b>111,013</b>

	IFR OVERFLIGHTS				VFR OVERFLIGHTS				TOTAL OPERATIONS	
	AIR TAXI	G.A.	MILITARY	TOTAL INTINERANT	AIR TAXI	G.A.	MILITARY	TOTAL		
January	2	2	1	5	41	98	11	150	January	22,048
February	1	2	0	3	38	132	17	187	February	22,957
March	4	4	1	9	46	115	11	172	March	25,048
April	6	7	1	14	38	144	11	193	April	23,737
May	2	6	0	8	47	156	6	209	May	26,499
June	1	9	1	11	47	132	7	186	June	25,800
July	3	5	3	11	38	159	11	208	July	31,089
August	1	3	0	4	36	97	25	158	August	30,455
September	3	5	2	10	54	119	9	182	September	18,809
October	1	8	2	11	44	104	13	161	October	29,926
November				0				0	November	
December				0				0	December	
<b>Y-T-D Totals</b>	<b>24</b>	<b>51</b>	<b>11</b>	<b>86</b>	<b>429</b>	<b>1,256</b>	<b>121</b>	<b>1,806</b>	<b>Y-T-D Totals</b>	<b>256,368</b>

### Definitions

**Air Taxi** – A company that operates aircraft that carry cargo or mail, or passengers on an on demand or charter basis.

**General Aviation (G.A.)** – All civil aviation operations other than scheduled air services and non-scheduled air transport operations for remuneration or hire.

**Local** – Operations are performed by aircraft which operate in the local traffic pattern or within sight of the airport; flight in local practice areas located within a 20-mile radius of the airport; execute simulated instrument approaches or low passes at the airport.

**IFR Itinerant** – Operations other than local operations conducted under Instrument Flight Rules.

**VFR Itinerant** – Operations other than local operations conducted under Visual Flight Rules.

**Overflight** – Operation performed by aircraft that transit the area and did not originate or did not terminate within the airspace.



## 6 NOISE MONITOR REPORTS

The following data displays the amount and associated decibel level of aircraft noise events at a given monitor. An aircraft noise event must contain the following characteristics:

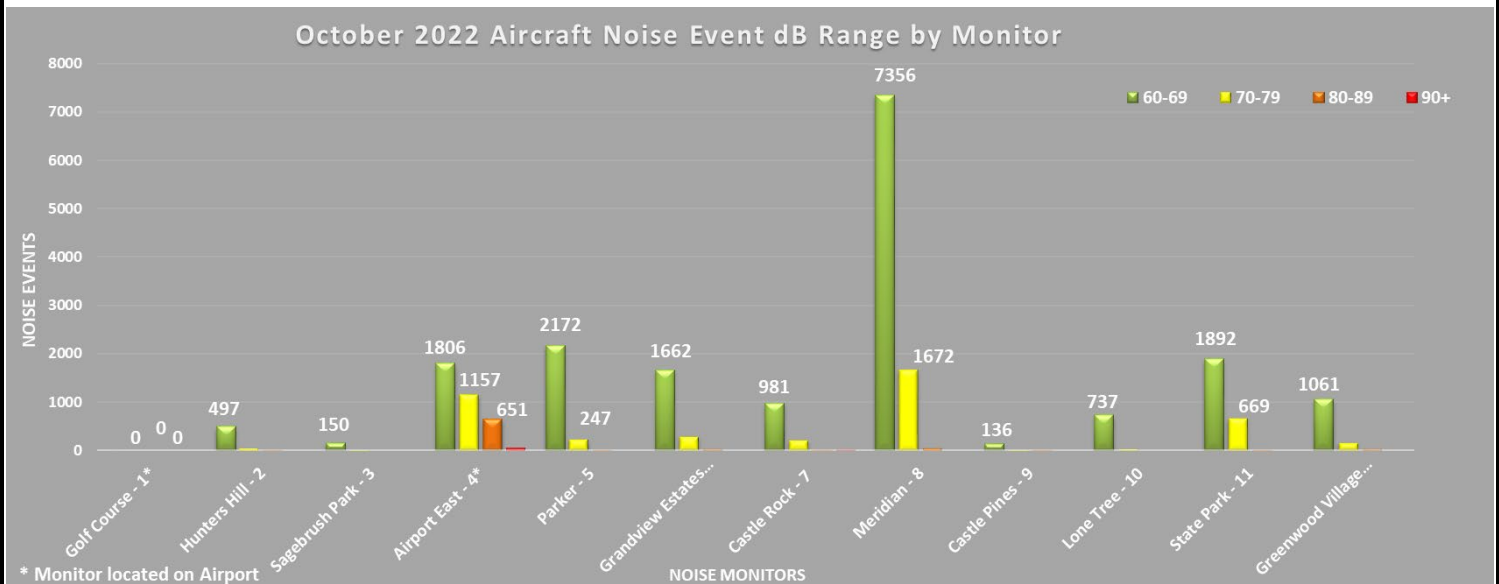
First, the noise event must exceed the ambient noise level. This number varies at every monitor, but is generally greater than 50-55db. Secondly, the noise event must last longer than 5 seconds. Lastly, using radar data, the system must correlate an aircraft with the noise event. This ensures that the sound is not associated with a 'community noise event' such as a lawn mowers or emergency sirens.

The information below reflects only aircraft noise events as described above.

October 2022 Aircraft Noise Event Decibel Range By Monitor					
Monitor	60-69	70-79	80-89	90+	Totals
Golf Course- 1*	0	0	0	0	0
Hunters Hill- 2	497	58	1	0	556
Sagebrush Park- 3	150	11	0	0	161
Airport East- 4*	1806	1157	651	51	3665
Parker- 5	2172	247	5	0	2424
Grandview Estates- 6	1662	298	40	0	2000
Castle Rock- 7	981	225	27	2	1235
Meridian- 8	7356	1672	51	0	9079
Castle Pines- 9	136	14	1	0	151
Lone Tree- 10	737	49	0	0	786
State Park- 11	1892	669	8	0	2569
Greenwood Village- 12	1061	170	47	0	1278
<b>Totals</b>	<b>18450</b>	<b>4570</b>	<b>831</b>	<b>53</b>	<b>23904</b>

NMT 1 missing data due to calibration error

\*Monitor located on Airport





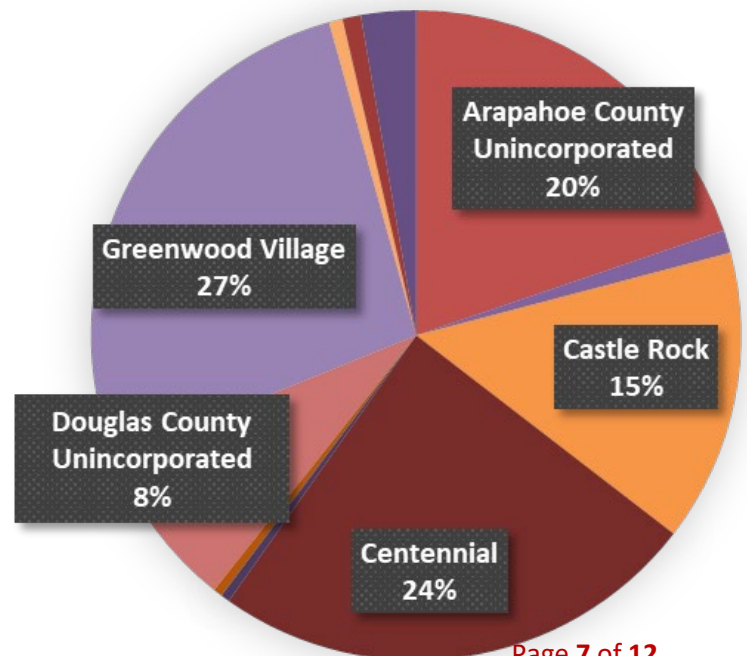
## 7 OCTOBER 2022 NOISE COMPLAINT STATISTICS

In October, Centennial Airport received 440 complaints from 53 households.

October Noise Complaints			YTD		Population
Municipality	Complaints	Households	Complaints	Households	Census 2018
Arapahoe County Unincorporated	87	14	940	62	83,764
Aurora	5	1	136	7	374,114
Castle Pines	0	0	18	4	10,507
Castle Rock	64	3	572	6	64,827
Centennial	107	2	1059	11	110,831
Cherry Hills Village	2	1	2	1	6,650
Denver	2	2	34	10	716,492
Douglas County Unincorporated	36	6	250	22	100,536*
Greenwood Village	118	10	1241	42	15,801
Highlands Ranch	3	1	77	5	105,264
Lone Tree	4	4	44	15	14,653
Parker	0	0	29	7	55,636
Other	12	9	213	26	UNK
<b>Total</b>	<b>440</b>	<b>53</b>	<b>4615</b>	<b>218</b>	<b>1,659,075</b>

\*Douglas County Unincorporated Population with Highlands Ranch Removed

Complaints per Municipality



October 2022 Noise Complaint Responses Completed	
Email	30
Phone	15
<b>Total</b>	<b>45</b>

Time Complaint Received	Oct
Day Hours (7:00 am - 9:59pm)	411
Night Hours (10:00 pm - 6:59 am)	29
<b>TOTAL</b>	<b>440</b>

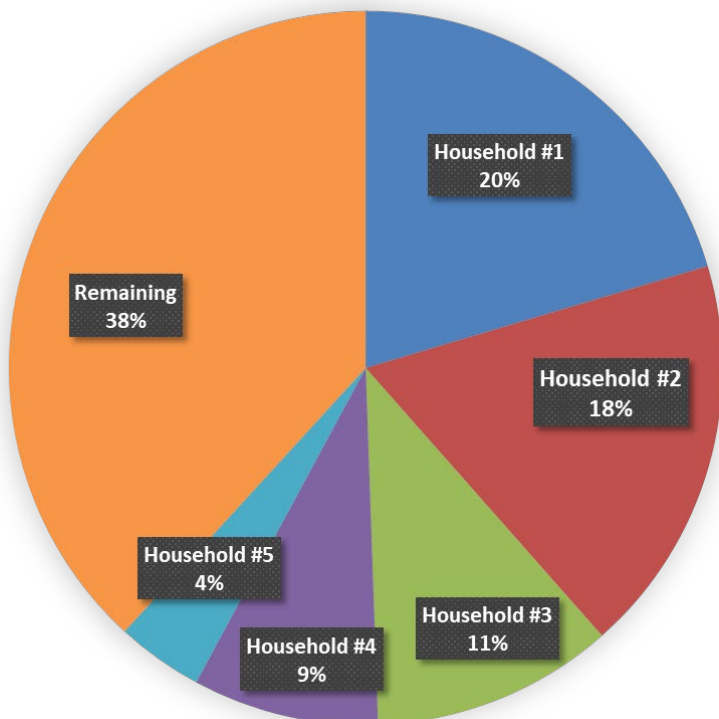
## Current 12 Month Trend



## Previous Year 13 Month Trend



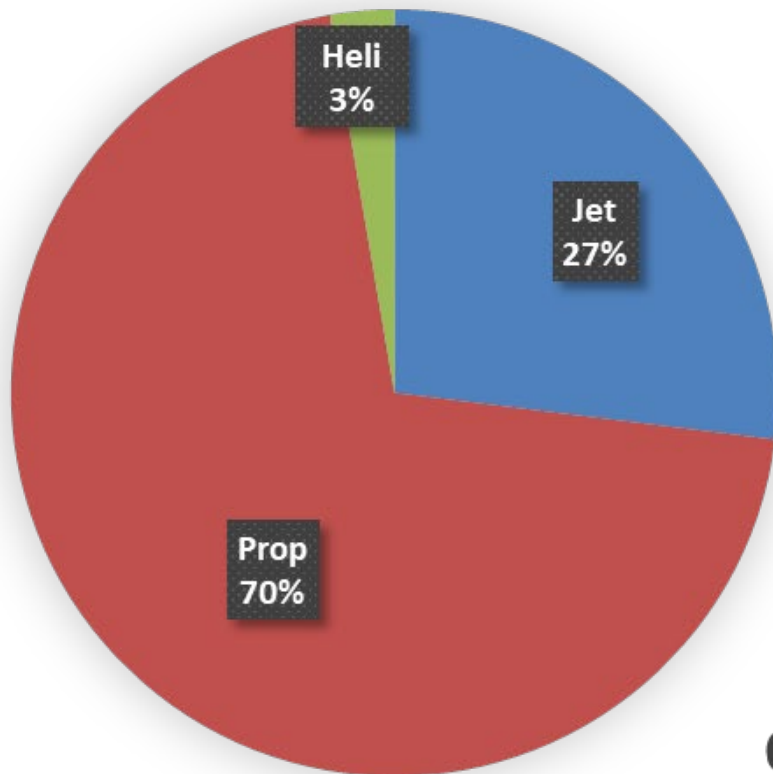
## Top 5 Household Complaints YTD



Top 5 Household Complaints YTD		
Household	Complaints	Households
Household #1	941	Greenwood Village
Household #2	835	Centennial
Household #3	506	Castle Rock
Household #4	389	Arapahoe County Unincorporated
Household #5	181	Arapahoe County Unincorporated
Remaining	1,763	
<b>Total</b>	<b>4,615</b>	

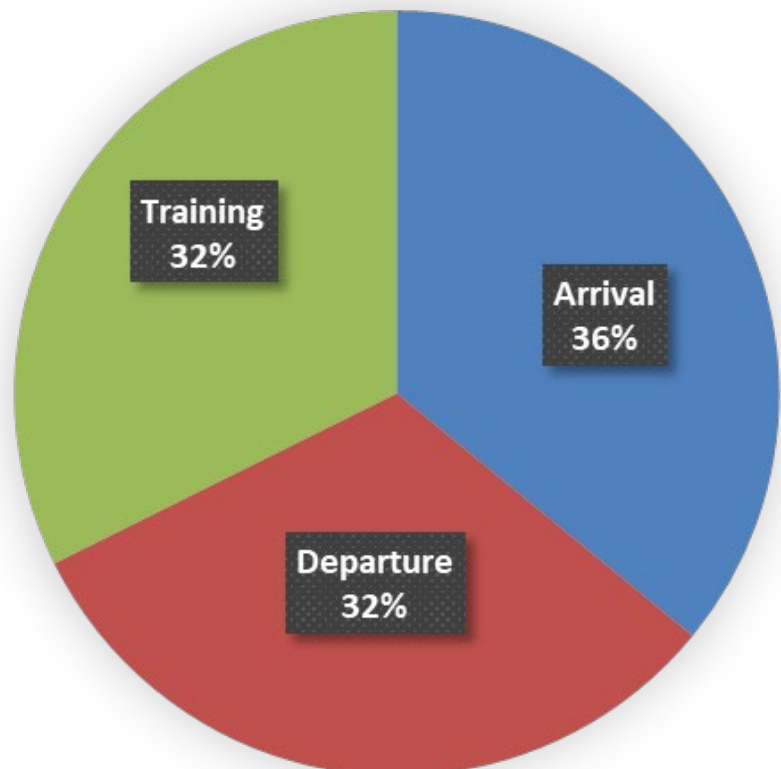
## Complaints by Aircraft Type

October 2022



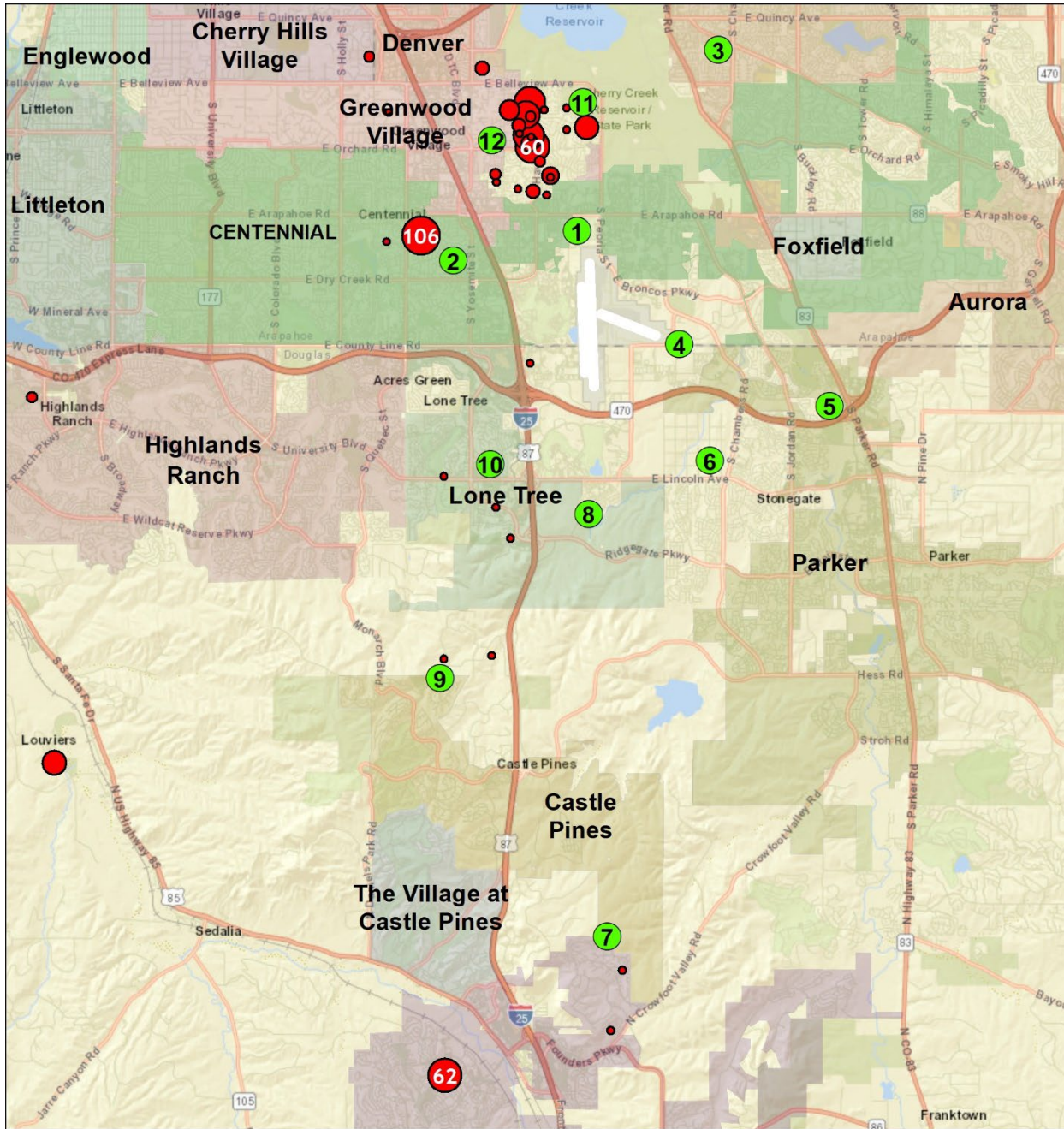
\*#1  
Household  
Removed

## Complaints by Operation Type





# 8 CENTENNIAL AIRPORT COMPLAINT MAP



**October 2022 Complaints**



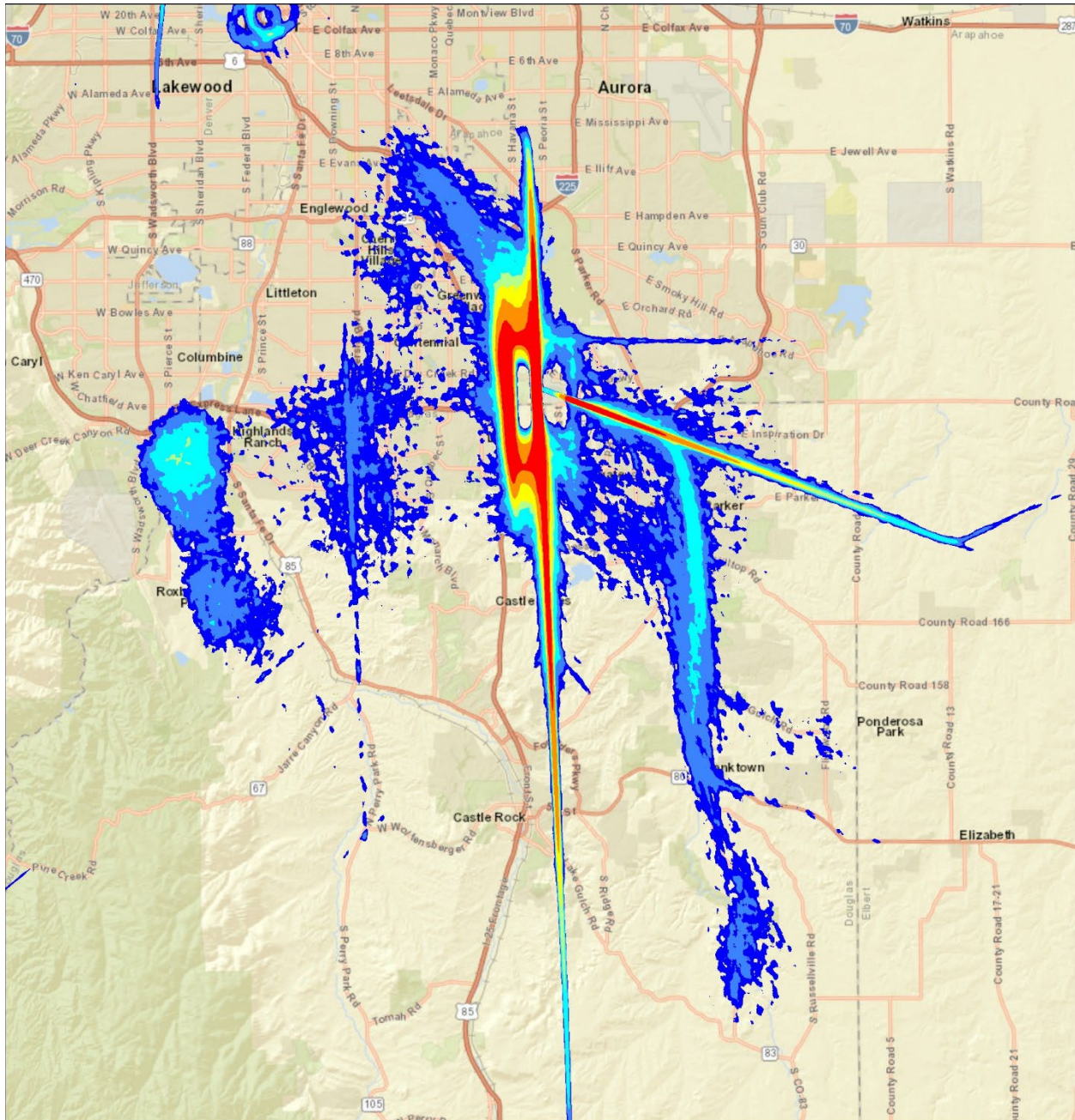
\*\*Larger dots equate to more complaints for that particular households



## 9 CENTENNIAL AIRPORT RADAR TRACK DENSITY MAP

The following maps take all of the flight track data for the given time period and create a line density plot. This enables everyone to have a better understanding of where the flight tracks are at, while allowing for historical comparisons. Dark red in the middle of the picture shows the highest density of flight tracks over the runways. The colors gradually move out to blue as the least dense.

October 2022 Flight Tracks associated with Centennial Airport



Lower Density Traffic Higher Density Traffic

## 10 NOTES AND DISCLAIMER

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This report is for informational use only. Every effort has been made to ensure the accuracy of this data; however, the material may be altered as new information is added or updated in the system.

Centennial Airport disclaims any responsibility or liability for any direct or indirect damages resulting from the use of this data. We hope this information provides you with a valuable tool in which to review noise data and characteristics in your area. If you have questions or concerns, please contact the Centennial Airport Noise office at **303-790-0598**.



Noise Hotline: 303-790-4709

[www.centennialairport.com](http://www.centennialairport.com)





**CENTENNIAL AIRPORT**  
ARAPAHOE COUNTY PUBLIC AIRPORT AUTHORITY

7565 South Peoria Street, Unit D9  
Englewood, Colorado 80112  
main: 303.790.0598  
fax: 303.790.2129  
[www.centennialairport.com](http://www.centennialairport.com)

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October 19, 2022

Jeff P. Lawton  
Air Traffic Manager  
Centennial ATCT (APA)  
7800 S. Peoria Street  
Englewood, CO 80112

RE: Complaints and Concerns from Greenwood Village Residents

Dear Mr. Lawton,

I am writing this letter as a follow-up to our meeting on September 23<sup>rd</sup>. As you know, on September 13<sup>th</sup> airport staff held a meeting with approximately 30 Greenwood Village (GWV) residents.

In that meeting, GWV residents expressed concerns on several issues including: changes in how the traffic pattern is managed, increases in training traffic, military traffic, continued growth and increased traffic at the airport, concerns about the use of 100LL fuel, an increase in their exposure to aircraft noise and the safety of the operations in the airspace above their homes.

As you are aware, we were able to demonstrate with our Airport Noise and Operations System (ANOMS) that there has been an increase of both flight tracks/operations and aircraft noise events at the GWV noise monitor located near the intersection of Dayton Street & Orchard Road. See the attached information.

Data collected by our ANOMS system shows that staggering of aircraft in the training pattern with aircraft on approach for the main runway has resulted in the training pattern being expanded more frequently. By expanding the training pattern more aircraft inevitably fly over the residential areas north/northwest of the airport and has resulted in an increase in the number noise and safety complaints the airport receives related to aircraft operations. The GWV Residents are very concerned about the significant increase in traffic and noise over their homes as a result of this change. It has also resulted in a very agitated and frustrated community that is threatening to pursue legal action against the FAA. We understand the intent of staggering the aircraft is to reduce the likelihood of another mid-air collision occurring. However, since Centennial Airport opened, out of 16.2 million operations there has been one mid-air collision.

In order to provide some relief to our community we would like to recommend and request the following actions be taken by the FAA as soon as possible:

1. Review the recent changes to how the pattern traffic is being managed to see if it is possible to keep the training pattern aircraft south of Arapahoe Road, east of I-25 and north of Lincoln Avenue whenever possible. (Per our voluntary noise abatement guidelines)
2. Utilize the 010 or Stapp departure procedure for all aircraft that are capable and equipped to perform the departure during the nighttime hours (10pm to 7am). (Per recommendations from our last Part 150 Study completed in 2008)
3. Test out implementation of the 010/Stapp departure procedure during the day for all aircraft that are capable and equipped to perform the departure. (Per recommendations from our last Part 150 Study completed in 2008)
4. Provide FAA representation at our monthly Community Noise Roundtable Meetings to help answer and address technical questions.
5. Explore ways to reduce the noise exposure from arriving and departing military aircraft.

We hope to receive a FAA AIP grant in 2023 to begin a new Part 150 Noise and Land Use Compatibility Study, however the community has expressed demands for immediate relief and they're unlikely to wait for the completion of the Part 150 Noise Study.

Please let us know how the airport and community can partner with the FAA to implement these actions as soon as possible. Also, let us know if there are any other departments or individuals within the FAA or government that we should reach out to in order to help expedite this process.

Sincerely,



Mike Fronapfel  
Executive Director/CEO  
Centennial Airport  
Arapahoe Count Public Airport Authority

Cc Centennial Airport Community Noise Roundtable

Follow-up email from Nancy Sharpe, Arapahoe County Commissioner/Airport Board Chair, to Michael Valencia, FAA General Manager Denver District:

Hello Michael,

Thank you for speaking with me this morning so that you could hear from me as Chair of the Centennial Airport Authority Board regarding the significant concerns expressed by citizens regarding continual flights over their homes. As I mentioned to you, there is tremendous anger being expressed. Our Authority Board agrees with the citizens that some action needs to be taken by the FAA to mitigate the impacts to these citizens. It is our understanding that the pattern changes were made due to the midair crash last summer. We understand and agree that safety is primary, however, the changes made have now increased the fear that a crash will occur over these homes because of the frequency of overflights and the altitude of the planes. These homeowners know they live by an airport but they do expect respect for their quality of life.

This anger will only intensify if there isn't communication by the FAA to these homeowners and a change made that addresses safety in the air and on the ground as well as the noise impacts. I also mentioned that the homeowners are extremely concerned about the environmental impacts of lead.

I look forward to receiving the information you agreed to send regarding the processes that FAA will take to engage productively with homeowners, the Centennial Airport Authority Board, Centennial Noise Roundtable and airport staff and when that will occur.

Again, we must all work together quickly to find solutions or this citizen issue will become much, much worse. I do not believe that we can risk a citizen campaign to close the airport or even drastically reduce operations.

Sincerely,

Nancy

**Centennial Airport Community Noise Roundtable (CACNR) Meeting  
Ground Rules:**

- 3 minutes per person
  - State your name and city you reside in
  - If pervious speakers have made your points, no need to repeat
- One person speaking at a time
- No back & forth with the Noise Roundtable
- Do not have side conversations
- Do not interrupt
- Be courteous and respectful

**The CACNR meeting is from 6:30 – 8:30pm. There will be a hard stop at 8:30pm.**

**FOLLOW UP ITEMS FOR EXECUTIVE/WORK PLAN COMMITTEE and INDIVIDUALS****From 2021-2023 Work Program for Executive/Work Plan Committee****2021-2023 PRIORITY TASKS**

These two committees work together for the purpose of developing and seeing to the implementation of the Work Program.

1. Update CACNR Work Program biennially
2. Develop annual reports
3. Establish a roundtable training program
4. Revise meeting agendas to more closely align with the CACNR mission and work plans
5. Gain a better understanding of how noise complaints are reviewed and processed by airport staff. Review what noise complaint (and related) information is reported/presented to the Roundtable
6. **[Secondary Priority]** Engage local jurisdictions to proactively encourage compatibility between airport operations and land-use/zoning

**EXECUTIVE AND WORK PLAN COMMITTEES from CACNR MEETING MINUTES****EXECUTIVE COMMITTEE**

1. More meetings to be held with flight schools (one held). Information being gathered from flight schools to see if there is any consistency. **EC with Fly Quiet/Airport Staff** 05/05/21

**WORK PLAN COMMITTEE**

1. Continue work on CACNR Orientation materials for placement on CACNR website. **Work Plan and Community Outreach Committees** 06/02/21
2. Review maps to be used in Orientation materials, to provide more detail as appropriate **WP/Staff** 11/03/21
3. Consider possible need for 'outside' assistance in such things as getting the orientation material on the website **WP and Community Outreach Committees** 11/03/21
4. Contact Jurisdictions to inform them they would not be invoiced for 2023, and provide a report of how 2022 budget had been spent. 10/05/22
5. Adjust agendas to provide an in-depth focus on the work on Fly Quiet in November, Noise Monitors in December, Community Outreach in January, and the Executive Committee in February. 10/05/22
6. Adjust the 2023 meeting schedule to eliminate the July and December meetings. 10/05/22
7. In February 2023, lead discussion of overall plan for 2023-2025 Work Program adjustment, including activities pertinent to the Executive/Work Plan Committee. 10/05/22
8. Replace #5 with planning for a retreat before March 1, 2023 meeting, to gather input about what has been done and what is desired for the next Work Program. 11/02/22
9. Contact Jason Schwartz to determine availability to facilitate the retreat and possible dates. 11/05/22

**INDIVIDUALS from CACNR MEETING MINUTES**

1. Follow up to be done with Jason Crow re Congressional Quiet Skies Caucus. **Brad Pierce/Emily Tranter (N.O.I.S.E.)** 03/03/21, 06/01/22 **In progress**
2. Provide link to the report from the U.S. Department of Transportation, Office of Inspector General to Colorado members of Congressional Quiet Skies Caucus. **Brad Pierce/Emily Tranter** 05/05/21
3. Provide information re the town of Elizabeth becoming CACNR member to Kim Hellweg **Brad Pierce** 12/01/21
4. Make additional appointment to committees. **Brad Pierce** 04/06/22

5. Donna Johnston putting together something about Centennial Airport for Greenwood Village – Donna to work with Mike Fronapfel (could share with all??) **Donna Johnston 06/01/22**
6. Brad Pierce and Paul Krier to follow-up with Congressman Crow's staff about issues discussed during their September meeting; share some of the public's concerns about airport noise. **10/05/11**

#### **ALL COMMITTEES**

1. Review recommendations from the Flight Schools Engagement Summary Report and Recommendations to see how they mesh with each committee's current work; outline how to proceed. **04/06/22**
2. See if any jurisdiction has any technological expertise it might 'donate' to CACNR. **04/06/22**
3. Review and address items on this list – it is getting too long. **04/06/22 and 09/07/22**
4. Get ideas for updating NAG to Samantha – **07/06/22**
5. Submit in writing what each has done regarding its responsibilities in the current Work Program and the follow-up items from this year's meeting, by December 28, 2022; that information to be shared at the January 4, 2023 meeting and used to build the next Work Program at the retreat. **11/02/22**

#### **OTHER**

1. Follow-up possibly making the Good Neighbor Procedure an official procedure. **Liam Clark 05/05/21**
2. Determine feasibility and cost of adding a permanent monitor to the system. **10/06/21**
3. Ask control tower to attend the meeting under development and referenced in #7 above (*CACNR to determine what, if any, additional information about noise and its effect on the public the public would like to regularly receive, and how that would be used; explore capabilities of current noise monitor system to generate that information; explore capabilities and costs of other systems if appropriate.*) **04/07/21**
4. Request was made for a completion date to be added for each item, so CACNR needs to identify its expectations in that regard. Dates need to be established at the time needed action is identified. **ALL**
5. Could NAG be formally incorporated into flight school best practices – consult with flight schools. **02/03/21**
6. Include the impacts of flight noise in immediate proximity to the airport. **04/07 21** (From the minutes, during discussion of the training areas – “Comment was made that In addition to working with the flight schools and attention to the training boxes, the impacts of flight noise in the immediate proximity to the airport should not be lost, and perhaps should be included in the discussions. It was also noted the FAA's APA control tower should be asked to participate in any such meeting as well.” )



**FOLLOW UP ITEMS FOR COMMUNITY OUTREACH COMMITTEE**

**From 2021-2023 Work Program for Community Outreach Committee:**

**2021– 2023 PRIORITY TASKS**

1. Website – Further improvements in content
2. Promote FAA participation/support of the Roundtable
  - FAA directly informing the community
  - Briefings to the public
  - Demonstrate collaboration with Airport > Roundtable > FAA
3. Expand outreach to elected officials (Briefings) and HOAs (Email)
4. Leverage social media as tool for community outreach
  - Social media strategy should focus on providing information to the public
  - Not intended as an outlet for noise complaints
  - Platforms to include NextDoor.com and Twitter

**COMMUNITY OUTREACH COMMITTEE from CACNR MEETING MINUTES**

1. Explore ways to utilize social media to reach the public. **10/06/21**
2. Provide information to the public about the anticipated demand for more flight training as the need for new pilots is increasing. **04/07/21**
3. Contact Trish Coberly to see if she would be willing to provide more assistance with maintaining the website. **04/06/22**
4. Follow up with Trish Coberly and website so updating can get going. Who is going to do what? \$30/hour – how many hours envisioned, etc. **06/01/22**
5. Reach out to Colorado Community Media, the various “Villagers,” and other local newspapers, possibly in cooperation with the airport’s new Manager of Communications/PIO, Chris Thompson, (also about the use of social media, the website with Trish Coberly, etc.) **08/03/22**
6. Discuss having a media focus night in September for a possible such event in October. **08/03/22**
7. Lead discussion of community outreach in January 2023. **10/05/10** Replaced by retreat for all before 3/1/23 **11/02/22**

**ALL COMMITTEES**

1. Review recommendations from the Flight Schools Engagement Summary Report and Recommendations to see how they mesh with each committee’s current work; outline how to proceed. **04/06/22**
2. See if any jurisdiction has any technological expertise it might ‘donate’ to CACNR. **04/06/22**
3. Review and address items on this list – it is getting too long. **04/06/22 and 09/07/22**
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*how that would be used; explore capabilities of current noise monitor system to generate that information; explore capabilities and costs of other systems if appropriate.) 04/07/21*

4. Request was made for a completion date to be added for each item, so CACNR needs to identify its expectations in that regard. Dates need to be established at the time needed action is identified. **ALL**
5. Could NAG be formally incorporated into flight school best practices – consult with flight schools. **02/03/21**
6. Include the impacts of flight noise in immediate proximity to the airport. **04/07 21** (From the minutes, during discussion of the training areas – “Comment was made that In addition to working with the flight schools and attention to the training boxes, the impacts of flight noise in the immediate proximity to the airport should not be lost, and perhaps should be included in the discussions. It was also noted the FAA’s APA control tower should be asked to participate in any such meeting as well.” )



## Fly Quiet Committee – November 2022 Monthly Report

- Submitted additional electronic sign noise abatement message ideas to the executive committee. Discussions and approvals will need to be occur before submittal to ACPAA
- Looking into offering simulated KAPA traffic pattern flights in order to give the public a pilot/instructor perspective to the noise issues around the airport. Goal is to provide an understanding as to what the flight schools can and cannot do to reduce ground noise.
- Continuing to look at similar airports to KAPA and how ideas from those airports can benefit KAPA noise reduction efforts. The County of San Mateo, which owns San Carlos Airport ([KSQL](#)) and Half Moon Bay Airport ([KHAF](#)) in the San Francisco Bay Area of California, has launched its **Friendly Approach Program**. The noise abatement procedure videos are noteworthy. [FlySMCFriendly.com](http://FlySMCFriendly.com)
- Met with Candace Moon to produce a trial flight school incentive program.

**FOLLOW UP ITEMS FOR FLY QUIET COMMITTEE****From 2021-2023 Work Program for Fly Quiet Committee****2021 – 2023 PRIORITY TASKS**

1. Expand industry engagement efforts to encourage awareness and support of APA Fly Quiet Program. This would include Fly Quiet briefings for key stakeholder groups to include air traffic control, flight schools, and pilots.
2. Identify potential modifications to APA airspace and/or flight procedures to reduce community noise impacts.
3. [Secondary Priority] Continue research into aircraft technologies to reduce noise, specifically, the use of composite propellers and noise mufflers for piston aircraft
4. [Secondary Priority] Establish incentive program to encourage pilots to overfly APA noise monitors and provide recognition for operations below a specified noise threshold
5. Airport staff briefing about Noise Complaint Process – *Unclear which committee would be responsible*

**FLY QUIET COMMITTEE from CACNR Meeting Minutes**

1. Continue work to identify location of 2<sup>nd</sup> noise abatement sign. **08/04/21** in progress
2. Continue exploring incentives for voluntary use of fly quiet procedures; **09/01/21** in progress
  - a. exploring how hotline information is collected and used at other airports
  - b. possibly pursue inviting those high on the complaint list to learn more about how their actions affect the communities.
3. If appropriate, share information about carbon fiber composite materials and how propeller upgrades might take advantage of reduced power settings, resulting in less noise, weight reduction, longer service life, and possibly increased cruise speed with pilots and with flight schools. **10/06/21** in progress
4. Fly Quiet reconsidering approach to recognizing pilots who fly quiet. **11/03/21**
5. See if Noise Abatement Guidelines (NAG) should be updated **02/03/21**
6. Staff updates awaited for adding Noise Abatement Guidelines to Whispertrack's electronic tablet application. **with Rachel Keller now Mike Fronapfel and/or Samantha Blymyer 6/02/21**
7. Follow up on sign noise abatement message with new airport Manager of Communications – **06/01/22**
8. Create other messages for placement on the electronic sign on Peoria, so there will frequently be something new to catch the attention of the public as well as pilots. **08/03/22**
9. In cooperation with the Noise Monitor Committee and airport staff, explore how to close the loop between complaints and the available data, increase CACNR's knowledge of what is done with complaints and how they are or are not linked with offending aircraft, what might be done about communicating with offending aircraft so pilots can know if they are causing problems for those on the ground, are complainers 'satisfied' when they have asked for a response to their complaints, etc., and can there be more specific information provided to CACNR comparing complaints with the location involved. (in cooperation with Fly Quiet Committee and airport staff) **08/03/22**
10. Chair to meet with Chair of Noise Monitor Committee to identify/consider areas of mutual interest. **08/03 22**
11. Consider if any Van Nuys best practices might be useful here. **10/05/22**
12. Lead discussion of fly quiet in November 2022. **11/02/22** Replaced by retreat for all before 3/1/223 **11/02/22**
13. Continue work with Noise Monitor Committee on developing criteria, etc. for incentive program **11/02/22**

**ALL COMMITTEES**

1. Review recommendations from the Flight Schools Engagement Summary Report and Recommendations to see how they mesh with each committee's current work; outline how to proceed. **04/06/22**

2. See if any jurisdiction has any technological expertise it might 'donate' to CACNR. **04/06/22**
3. Review and address items on this list – it is getting too long. **04/06/22 and 09/07/22**
4. Get ideas for updating NAG to Samantha – **07/06/22**
5. Submit in writing what each has done regarding its responsibilities in the current Work Program and the follow-up items from this year's meeting, by December 28, 2022; that information to be shared at the January 4, 2023 meeting and used to build the next Work Program at the retreat. **11/02/22**

**OTHER**

1. Follow-up possibly making the Good Neighbor Procedure an official procedure. **Liam Clark 05/05/21**
2. Determine feasibility and cost of adding a permanent monitor to the system. **10/06/21**
3. Ask control tower to attend the meeting under development and referenced in #7 above *(CACNR to determine what, if any, additional information about noise and its effect on the public the public would like to regularly receive, and how that would be used; explore capabilities of current noise monitor system to generate that information; explore capabilities and costs of other systems if appropriate.)* **04/07/21**
4. Request was made for a completion date to be added for each item, so CACNR needs to identify its expectations in that regard. Dates need to be established at the time needed action is identified. **ALL**
5. Could NAG be formally incorporated into flight school best practices – consult with flight schools. **02/03/21**
6. Include the impacts of flight noise in immediate proximity to the airport. **04/07 21** (From the minutes, during discussion of the training areas – “Comment was made that In addition to working with the flight schools and attention to the training boxes, the impacts of flight noise in the immediate proximity to the airport should not be lost, and perhaps should be included in the discussions. It was also noted the FAA’s APA control tower should be asked to participate in any such meeting as well.” )

**FOLLOW UP ITEMS FOR NOISE MONITORS COMMITTEE**

**From 2021-2023 Work Program for Noise Monitor Committee**

**2021 – 2023 PRIORITY TASKS**

1. The Noise Monitor Committee and CACNR would benefit from getting a better understanding of what data is available through the NOMS (Noise and Operations Management) system and how it can be used in support of the CACNR Mission.
2. The Noise Monitor data should be used to help communities understand changes in noise and overflight activity due to changes in conditions such as: seasonal/flow changes, firefighting activities, special events. This can be used to better inform the community, especially of temporary changes.
3. Development of Fly Quiet Incentives for pilots and/or companies. Leverage noise monitor data in support of Fly Quiet incentives.
4. Noise complaint processing should include:
  - o Correlating complaints with specific noise events
  - o Identifying specific/single events resulting in multiple complaints

**NOISE MONITOR COMMITTEE from CACNR MEETING MINUTES**

1. Hold education session about capabilities of the noise monitoring system, to include ambient thresholds which are adjusted annually, additional types of data available which CACNR would find useful, Information of how locations of current monitors were selected, etc. **Noise Monitor Committee/EC 08/04/21**
2. Provide future in depth look at capabilities of the noise monitoring software. **12/01/21**
3. Consider using someone such as Eugene Reindel of Harris Miller Miller & Hanson, Inc. (HMMH) who was instrumental in the placement and workings of the monitors available for a future meeting as appropriate. **05/05/21**
4. Once data is obtained from the portable monitor in Highlands Ranch, explore placing a permanent monitor in the southwest area. **08/03/22**
5. Explore how to close the loop between complaints and the available data, increase CACNR's knowledge of what is done with complaints and how they are or are not linked with offending aircraft, what might be done about communicating with offending aircraft so pilots can know if they are causing problems for those on the ground, are complainers 'satisfied' when they have asked for a response to their complaints, etc., and can there be more specific information provided to CACNR comparing complaints with the location involved. (in cooperation with Fly Quiet Committee and airport staff) **08/03/22**
6. Chair to meet with Chair of Fly Quiet Committee to consider/identify areas of mutual interest. **08/03/22**
7. Look at noise and complaint trends related to each monitor and/or jurisdiction, for at least a few months and perhaps years. **09/07/22**
8. Lead discussion of noise monitors in December 2022. **11/05/22** Replaced by retreat for all before 3/1/23 **11/05/22**
9. Continue work with Fly Quiet Committee on developing criteria, etc. for incentive program **11/05/22**

**ALL COMMITTEES**

1. Review recommendations from the Flight Schools Engagement Summary Report and Recommendations to see how they mesh with each committee's current work; outline how to proceed. **04/06/22**
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5. Submit in writing what each has done regarding its responsibilities in the current Work Program and the follow-up items from this year's meeting, by December 28, 2022; that information to be shared at the January 4, 2023 meeting and used to build the next Work Program at the retreat. **11/05/22**

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CACNR Report, November 2nd, 2022

Paul Krier-Arapahoe County representative

- The current key to understanding noise complaints moving to different locations after the midair flight pattern procedures change is FAA participation with the airport and CACNR. Disappointingly, the FAA representative did not show up to our meeting.
- Public comments were extensive with multiple concerned citizens. Comments continue to concern residents of Louviers and Elizabeth due to high density ground reference maneuvering in the outlying training areas. Increasingly, we are receiving comments north of the airport in the Greenwood Village area due to flight pattern changes enacted by the FAA after the midair incident.
- The Fly Quiet Committee presented a “deep dive” into their present and future action items. This was an extensive review to clean up past items and prioritize future endeavors.
- Community Outreach Committee is working with airport staff over potential copyright photo issues with the CACNR website. Hopefully this be resolved in the near future.
- The Noise Monitor and Fly Quiet Committees continue to meet regarding a flight school rewards program. Airport staff is assisting in information and data gathering, which may be extensive and hopefully not time prohibitive. Goal for the rollout is 1st to 2nd quarter 2023.
- Flight school engagement was productive, and the Roundtable looks forward to continued partnership and communications with all concerned parties

## **Flight School Engagement Meeting 3 Agenda**

October 27<sup>th</sup> 11:00am – 12:30pm

Purpose: to schedule a meeting between all the major flight schools to continue our discussion of possible solutions to the surrounding community's exposure to noise from training activity associated with flight school aircraft from Centennial Airport.

- 1. Introductions**
- 2. Elected Officials Discuss Recent Community Concerns**
- 3. Flight Schools Discuss Recent Operations**
  - a. Number of Students
  - b. Noise Abatement Efforts (if changed)
  - c. Challenges
- 4. Airport Authority Update/Presentation**
- 5. Re-visit/discuss implementation of proposed initiatives for the surrounding community's exposure to noise from training activity associated with flight school aircraft from Centennial Airport**

## Flight School Engagement Meeting Summary

June 20<sup>th</sup> 11:00am – 12:30pm

### **In Attendance**

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- a. Nancy Sharpe – Arapahoe County Public Airport Authority (ACPAA) Board Commissioner Chair/Arapahoe County Commissioner
- b. Bill Holen – ACPAA Board Commissioner/ Arapahoe County Commissioner
- c. Abe Laydon – ACPAA Board Commissioner/Douglas County Commissioner
- d. James Huffman – ACPAA Board Commissioner/ Douglas County
- e. Dan Avery – Douglas County Special Projects Manager
- f. Michael Fronapfel – ACPAA Executive Director
- g. Lauren Wiarda – ACPAA Director of Planning and Development
- h. Samantha Blymyer – ACPAA Noise & Environmental Specialist
- i. Kai Butler – ACPAA Planning Intern
- j. Brad Pierce – Centennial Airport Community Noise Roundtable (CACNR) Chair
- k. Paul Krier – CACNR Vice Chair
- l. Alison Biggs – CACNR Secretary
- m. Donna Johnston – CACNR Greenwood Village Representative/Greenwood Village Council Member
- n. Vitalii Dudlea – ATP Flight School
- o. Justin Mazza – Aspen Flying Club
- p. Jeff Hartig – Aspen Flying Club
- q. Jason Ahbe – Independence Aviation
- r. Bill Wasmund – CACNR Fly Quiet Committee

### **Major Discussion Topics:**

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- Elected Officials expressed that although noise issues have always been prevalent, a lot has changed since the Covid pandemic as more people are permanently working from home. Another major change that Arapahoe County elected officials mentioned was the change in noise complaints since the mid-air collision that changed how traffic at Centennial Airport is managed. Complaints are often about consistency of aircraft over homes rather than the noise from a single aircraft.
- Donna Johnston and ACPAA staff summarized the meeting held between the Airport staff and the residents of Greenwood Village on October 13<sup>th</sup> with flight schools. The flight schools stated that they do not choose their altitude or where they turn in the touch & go pattern, and are often extended north of Arapahoe Road. All traffic management is controlled by the Air Traffic Control Tower and flight school instructors are following instruction. Donna Johnston asked flight schools if they can fly quieter over residential neighborhoods in which the flight schools

explained that some aircraft operate louder than others. Flight schools expressed that they are not in favor of new traffic management and do not feel as though it has contributed to safer flying. All agreed that it is important to have an FAA Representative attend future meetings/discussions.

- Aspen Flying Club has discontinued practicing ground reference maneuvers in the Chatfield and Louviers training areas due to complaints.
- All flight schools reported high demand of students due to the nation-wide pilot shortage creating many funding options for students. Some reported that there was no correlation between higher fuel prices and student demand.
- ACPAA to reach out to major flight schools to attend future pilot meetings.

### **Final Thoughts**

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Unanimous discussion that the collaboration of ACPAA and the major flights schools will be beneficial to surrounding communities' exposure to noise associated with flight training traffic, and that attendance by a FAA representative is necessary for future progression.

### **Adjourn**

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**FOLLOW UP ITEMS FOR AIRPORT STAFF from CACNR MEETING MINUTES**

1. Request was made for CACNR to receive a summary or informational report about results from portable noise monitors when they were utilized. **Rachel Keller – now Mike/Samantha 01/06/21**
  - a. **COMPLETED**, (but on-going task)
2. Had John Kocon from northwest of Castle Pines provided more information to airport staff for further exploration of dramatic change in flight paths affecting his area? **Rachel Keller – now Mike/Samantha 04 07 21**
  - a. I (Samantha) am not familiar with the name John Kocon and have not received anything from him. I would suggest **removing** this item as it appears irrelevant at this time.
3. Send CACNR information about numbers and types of complaints or requests for information received from the public, and the information provided accordingly. **Airport Staff 04/07/21**
  - a. **COMPLETED**, (but on-going task)
4. Develop spreadsheet with nighttime data – 10:00 p.m. -6:00 a.m. **Airport Staff 5/5/21**
  - a. **COMPLETED**, number of night-time complaints are on Monthly Noise Report
5. Add CACNR email address and website to the airport's website home page under the listing for the Roundtable. **Rachel Keller – now Mike/Samantha 11/3/21 In Progress**
  - a. **COMPLETED**, CACNR website and email are on the Centennial Airport website under Noise Roundtable tab
6. Staff analysis of recent flight tracks and updated heat maps to be shared with CACNR **Rachel Keller – now Mike/Samantha and Fly Quiet Committee 11/03/21**
  - a. **COMPLETED**, (but on-going task)
7. CACNR to be provided with current ambient noise levels for each noise monitor. **Rachel Keller – now Mike/Samantha 11/3/21**
  - a. **COMPLETED**, all permanent noise monitor locations and ambient noise thresholds were shared with all CACNR representatives on 10/6/22
8. Provide separate noise data for Elizabeth area, due to increased complaints from that area. **Airport staff – now Mike/Samantha 12/01/21**
  - a. Year to date, Centennial Airport only receives regular complaints from 1-2 households in that area, I would consider **removing** this item as it appears irrelevant at this time. Can explore deploying a portable noise monitor in Elizabeth if needed to provide data.
9. Make information about air space classifications and their effects easily available to the public. **Rachel Keller – now Mike/Samantha 11/03/21**
10. Ask FAA representative such as Ron Curry to attend a future meeting to provide more specific information about how traffic patterns are managed **Samantha 03/02/22**
  - a. **COMPLETED**, Airport Authority has reached out to Ron Curry and Jeff Lawton on many occasions. Michael Valencia shared his intent to attend the 12/7/22 CACNR Meetings, and plans to have a FAA representative at future CACNR Meetings.
11. Develop something to alert the public about the runway and run up area repair, when it is scheduled, which can be shared with CACNR Representatives for their communities. **Staff 03/02/22**
  - a. **COMPLETED**, Runway 17R/35L Rehabilitation is complete. Future projects will be advised via Public Information Officer and shared with CACNR
12. Return radar density maps and maps of locations of year-to-date and monthly noise complaints **Samantha 03/02/22**
  - a. **COMPLETED**, Heat maps and Noise Complaint Maps were returned to the Monthly Noise Report in August 2022

13. Look to see what past information about the installation and programming of the noise monitors might still be available and useful. **Mike Fronapfel** 04/06/22
14. Provide CACNR with latest ambient noise levels. **Mike/Samantha** 04/06/22
  - a. **COMPLETED**, (Same as 7) All permanent noise monitor locations and ambient noise thresholds were shared with all CACNR representatives on 10/6/22
15. If possible, Include CACNR Representatives when meetings are held with jurisdictions about establishing parallel noise contours. **Mike Fronapfel** 04/06/22
  - a. **TO-BE COMPLETED**, Centennial Airport will be applying for a new Part 150 Noise Study in 2023. Upon the completion of this study, Centennial Airport will be heavily encouraging the surrounding communities to adopt the newest set of Noise Contours to all be on the same page. If possible, Centennial Airport will include CACNR in these future conversations.
16. Notify CACNR when construction on runways will begin – **Airport Staff** 06/01/22
  - a. **COMPLETED**, (same as 11) Runway 17R/35L Rehabilitation is complete. Future projects will be advised via Public Information Officer and shared with CACNR
17. Working on getting data from portable noise monitor in Highland Ranch - **Airport Staff** 06/-1/22
  - a. **COMPLETED**, data from first deployment of Highlands Ranch Portable Noise Monitor was unusable. Portable Noise Monitor was redeployed in Highlands Ranch on 8/30/22 and is scheduled to be returned to Airport on 11/30/22. Data will be shared with CACNR.
18. Explore using Air Force Academy training boxes – **Airport Staff** 07/06/22
19. Share information about fuel sales with CACNR – **Airport Staff** 07/06/22
20. Airport staff would work with Randy Johnson to see if some solution might be found for placing a portable noise monitor in the Louviers area where the dog's barking would not interfere. 08/03/22
  - a. **TO-BE COMPLETED**, Portable Noise Monitor was deployed in Randy Johnson's front yard on 10/14/22 and is scheduled to be returned to Airport on 11/30/22. Data will be shared with CACNR.
21. Explore whether flight schools could coordinate their use of the practice areas so circling would not go on constantly for 2.5 – 3 hours at a time. Mike Fronapfel indicated this could be one of the items to be explored during a meeting with the flight schools, and identified the three areas used the most, with cross over happening at times. 08/03/22
  - a. **COMPLETED**, (but on-going task). This has been discussed at all 3 Flight School Engagement Meetings in 2022. It is difficult for students and instructors of different flight schools to coordinate since airspace is uncontrolled and schedules are not realistic due to weather/temperature interferences. Students/instructors simply utilize whichever training boxes are open.
22. Identify planes noted in the 08/03/22 minutes over the Greenwood Village area and contact them to request a change in the noted activity. 08/03/22
  - a. **COMPLETED**, it was concluded that the flights noted at 8/3/22 CACNR Meeting over Greenwood Village were due to touch & go pattern traffic. Airport Authority has put in many efforts to discuss same with community of Greenwood Village, the CACNR, the Airport Board and the FAA. This will be an on-going issue. Airport Authority hopes FAA will revert to original way of managing touch & go traffic.
23. Staff to provide a case study every month showing how requests for responses to complaints are handled (suggested by M. Fronapfel). 08/03/22
24. Replace the portable noise monitor in Highland Ranch for at least 2-3 months if at all possible. 08/03/22
  - a. **TO-BE COMPLETED**, (Same as 17) data from first deployment of Highlands Ranch Portable Noise Monitor was unusable. Portable Noise Monitor was re-deployed in Highlands Ranch on 8/30/22 and is scheduled to be returned to Airport on 11/30/22. Data will be shared with CACNR.

25. Provide CACNR with the most recent ambient noise level for each noise monitor. **08/03/22**
  - a. **COMPLETED**, (Same as 7 and 14) All permanent noise monitor locations and ambient noise thresholds were shared with all CACNR representatives on 10/6/22
  
26. Resume the staff education sessions about the noise monitors and their capabilities, ambient noise levels for each, etc. **08/03/22**
  - a. **COMPLETED**, (Same as 7, 14 and 25) All permanent noise monitor locations and ambient noise thresholds were shared with all CACNR representatives on 10/6/22
  
27. In cooperation with Noise Monitor and Fly Quiet Committees, explore how to close the loop between complaints and the available data, increase CACNR's knowledge of what is done with complaints and how they are or are not linked with offending aircraft, what might be done about communicating with offending aircraft so pilots can know if they are causing problems for those on the ground, are complainers 'satisfied' when they have asked for a response to their complaints, etc., and can there be more specific information provided to CACNR comparing complaints with the location involved. **08/03/22**
  
28. Provide CACNR with specific dates touch and go runway will be closed. **08/03/22 and 09/07/22**
  - a. **COMPLETED**, (Same as 11 and 16) Runway 17R/35L Rehabilitation is complete. Future projects will be advised via Public Information Officer and shared with CACNR
  
29. Provide tour of airport for CACNR Representatives. **08/03/22**
  - a. **COMPLETED**, provided CACNR an Airport Tour on 9/7/22
  
30. Discuss air traffic management with new control tower manager. **09/07/22**
  - a. **TO BE COMPLETED**, once new ATCT Manager is hired on expected in the new year
  
31. Continue discussion with flight schools about how they might help out with the noise problems on the ground. **09/07/22**
  - a. **COMPLETED**, the Airport Authority hosted a Flight School Engagement Meeting on 10/27/22 and plans to continue hosting Flight School Engagement Meetings.
  
32. Two areas providing reports of noise getting worse rather than better. Both seemed primarily related to training, so the next flight school meeting needs to be apprised of the problem. **09/07/22**
  - a. **COMPLETED**, Training in Louviers and Three Towers were visually showed and discussed at 10/27/22 Flight School Engagement Meeting.
  
33. Question was asked if the same planes were involved in any of the kinds of problems reported here (from Franktown email to CACNR), or planes from any one flight school. Mike Fronapfel indicated staff would explore that idea.
  
34. Provide data from the Highlands Ranch portable noise monitor on a monthly basis as long as it is in place. **09/07/22**  
Provide data from any portable monitor in place for any length of time. **10/05/22**
  - a. **TO-BE COMPLETED**, (Same as 17 and 24) Portable Noise Monitor was re-deployed in Highlands Ranch on 8/30/22 and is scheduled to be returned to Airport on 11/30/22. Data was shared at 10/5 CACNR Meeting, and final report will be shared with CACNR.
  
35. Donna Johnston indicated the airport in Morristown, New Jersey was also dealing with flight school issues and might have some ideas which CACNR could consider. Mike Fronapfel responded that he would look into it. **09/07/22**
  
36. Share Randy Johnson's data with the flight schools, determining when and whose flights were involved. **10/05/22**
  - a. **TO BE COMPLETED**, will ask Randy Johnson for a copy of his notes for next Flight School Engagement Meeting
  
37. Overlay satellite views of the Louviers area with the flight paths so landmarks can be seen. **10/05/22**



38. Continue communicating with the FAA about the restricted runway use since the collision, showing the effect it has had on the community. **10/05/22**
  - a. **COMPLETED**, Airport Authority has put in many efforts to discuss same with community of Greenwood Village, the CACNR, the Airport Board and the FAA. This will be an on-going issue. Airport Authority hopes FAA will revert to original way of managing touch & go traffic. On 10/11/22 the FAA's Northwest Mountain Region/Office of the Regional Administrator stated that they received a copy of Michael Fronapfel's letter sent to Jeff Lawton (FAA Tower Manager), and that they should have a response to the letter addressing the Airport and Community concerns within the next 30 business days.
39. Continue work to have flights over water rather than communities; follow up regarding the use of the training areas. **10/05/22**
  - a. **COMPLETED**, In letter written to the FAA from Michael Fronapfel on 10/19/22, Michael requested that the FAA utilize the 010 or Stapp departure procedure for all aircraft that can perform the departure during the nighttime hours (10pm to 7am).
40. Ask FAA to be more present with CACNR to be aware of concerns – waiting for a Part 150 study is too late. **10/05/22**
  - a. **COMPLETED**, Airport Authority has reached out to Ron Curry and Jeff Lawton on many occasions. Michael Valencia shared his intent to attend the 12/7/22 CACNR Meetings and plans to have a FAA representative at future CACNR Meetings.
41. Schedule another meeting with the flight schools, possibly in October. **10/05/22**
  - a. **COMPLETED**, Flight School Engagement Meeting held on 10/27/22
42. Consider if any Van Nuys best practices might be useful here. **10/05/22**
43. Include possible new practice area east of Kiowa on the agenda for the next flight school meeting. **10/05/22**
  - a. **COMPLETED**, Potential practice areas east of Airport and Kiowa were discussed at 10/27/22 Flight School Engagement Meeting. Few flight schools are working on drawing potentially new practices areas, nothing is finalized yet.
44. Provide CACNR with the most recent ambient noise levels for each noise monitor. **10/05/22**
  - a. **COMPLETED**, (Same as 7, 14, 25 and 26) All permanent noise monitor locations and ambient noise thresholds were shared with all CACNR representatives on 10/6/22
45. Follow-up letter re the meeting with Greenwood Village. **10/05/22**
  - a. **COMPLETED**, on 10/19/22 Michael Fronapfel sent an official letter to the FAA addressing the concerns from Greenwood Village. On 10/11/22 the FAA's Northwest Mountain Region/Office of the Regional Administrator stated that they received a copy of Michael Fronapfel's letter sent to Jeff Lawton (FAA Tower Manager), and that they should have a response to the letter addressing the Airport and Community concerns within the next 30 business days.
46. Retain portable noise monitor in Louviers until it is needed elsewhere **11/02/22**
47. Follow up with Berenice Katcher **11/02/22**
48. Provide summary of 10/23/22 meeting with the flight schools **11/02/22 – done**
49. Place portable noise monitor in Sundance Hills; Donna Johnston to assist with location. **11/02/22**

#### **ALL COMMITTEES**

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## CACNR/ACPAA 2023 MEETING SCHEDULES

### CACNR REPRESENTATIVES TO 2023 MEETINGS OF THE ARAPAHOE COUNTY PUBLIC AIRPORT AUTHORITY

CACNR meets at 6:30 p.m., 7565 South Peoria Street, Englewood, CO 80112

ACPAA meets at 3:00 p.m., 7565 South Peoria Street, Englewood, CO 80112

<u>CACNR MEETINGS</u>	<u>CACNR REPRESENTATIVE</u>	<u>REPORT DUE DATE</u>	<u>ACPAA MEETINGS</u>
(To sblymyer@centennialairport.com)			
January 04		combines with February report	NO ACPAA MEETING
February 01		February 03	February 09
March 01		March 16	March 23 (note 3 <sup>rd</sup> Thursday)
April 05		April 07	April 13
May 03		May 05	May 11
June 07		June 08 if possible, or verbal	June 08
July 05 - NO CACNR MEETING	---	----	NO ACPAA MEETING
August 02		August 04	August 10
September 06		September 07 if possible or verbal	September 07 or 14
October 04		October 06	October 12
November 01		November 03	November 09
Dec 06 – NO CACNR MEETING	---	---	December 14

ATTENDANCE RECORD for 2022 - 2023 CACNR MEETINGS		2022	2022	2022	2022	2022	2022	2022	2022	2022	2022	2023	2023	2023	MEMBER REPRESENTED		
		APR	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC	JAN	FEB	MAR	%	TOTAL %		
ARAPAHOE COUNTY	Carrie Warren-Gully	X	X	absent	X	X	absent	X	X					75%	75%		
	Vacant	-	-	absent	-	-	absent	-	-					0%			
	Paul Krier	X	X	X	-	X	X	X	X					88%	100%		
	Evan Colvin	X	-	X	X	X	X	X	X					88%			
		X															
DOUGLAS COUNTY	Abe Laydon	-	-	-	absent	-	absent	-	-					0%	75%		
	Dan Avery	X	X	X	absent	X	absent	X	X					75%			
	Alison Biggs	X	X	absent	X	X	X	X	X					88%	88%		
	Mark Adams	-	-	absent	-	-	-	-	-					0%			
		X															
AURORA	Brad Pierce	X	X	X	X	X	X	X	X					100%	100%		
	Karen Hancock/Vacant	-	-	X	-	X	-	-	-					25%			
		X															
CASTLE PINES	Chris Eubanks	X	X	X	absent	X	X	X	absent					75%	75%		
	Ben Price	-	-	-	absent	-	-	-	absent					0%			
		X															
CASTLE ROCK	Laura Cavey	absent	absent	absent	X	X	absent	absent	absent					25%	25%		
	Sandy Vossler	absent	absent	absent	-	-	absent	absent	absent					0%			
		X															
CENTENNIAL	Candace Moon	X	X	absent	X	X	X	X	X					88%	88%		
	Don Sheehan	-	-	absent	-	-	-	-	-					0%			
		X															
CHERRY HILLS VILLAGE	Al Blum	absent	absent	absent	absent	absent	absent	absent	absent					0%	0%		
	Afshin Safavi	absent	absent	absent	absent	absent	absent	absent	absent					0%			
		X															
FOXFIELD	Pam Thompson	X	X	absent	absent	X	X	absent	X					63%	63%		
	Frank Lawrence	-	-	absent	absent	-	-	absent	-					0%			
		X															
GREENWOOD VILLAGE	Donna Johnston	X	X	X	absent	X	X	X	X					88%	88%		
	Libby Barnacle	-	-	-	absent	-	-	-	-					0%			
		X															
HIGHLANDS RANCH	Andy Jones	X	absent	absent	X	X	absent	-	X					50%	63%		
METROPOLITAN DISTRICT	Renee Anderson	-	absent	absent	-	-	absent	X	-					13%			
		X															
LONE TREE	Mike Anderson	X	X	X	X	X	X	X	X					100%	100%		
	Chuck Darnell	-	-	-	-	-	-	-	-					0%			
		X															
PARKER	Amy Holland/Todd Hendreks	absent	absent	absent	-	-	-	-	-					0%	38%		
	Todd Hendreks/Carson Byerhof	-	absent	absent	absent	X	X	X						38%			
		X															
ACPAA	Mike Fronapfel	X	X	X	X	X	X	X	X					100%	100%		
	Vacant	-	-	-	-	-	-	-	-					0%			
		X															
AOPA	Robert Doubek/John Hirshman	-	X	X	X	X	X	absent	X					75%	88%		
	John Hirshman/Vacant	X	X	X	X	-	-	absent	-					50%			
		X															
CABA	Don Kuskie	X	X	X	X	X	X	X	X					100%	100%		
	Mike Straka	-	-	-	-	-	-	-	-					0%			
		X															
CDOT AERONAUTICS DIVISION	Todd Green	absent	absent	absent	absent	absent	absent	absent	absent					0%	0%		
	Vacant	-	-	-	-	-	-	-	absent	absent				0%			
		X															
FAA APA CONTROL TOWER	Jeff Holmes/Jeff Lawton	absent	-	absent	absent	absent	absent	absent	absent					0%	13%		
	Ron Curry	absent	X	absent	absent	absent	absent	absent	absent					13%			
		X															
FAA DISTRICT OFFICE	John Bauer	absent	absent	absent	absent	absent	absent	absent	absent					0%	0%		
	John Sweeney	absent	absent	absent	absent	absent	absent	absent	absent					0%			
		X															
FAA TRACON	Steve Martin	absent	absent	absent	absent	absent	absent	absent	absent					0%	0%		
	Bill Dunn	absent	absent	absent	absent	absent	absent	absent	absent					0%			
		X															
WINGS OVER THE ROCKIES	Bill Wasmund	absent	X	X	X	absent	X	X	X					75%	75%		
	Keith Palmer/Vacant	-	-	-	-	-	-	-	-					0%			
		X															
CACNR BYLAWS ADOPTED NOVEMBER 3, 2021:																	
ARTICLE III.c. Members' Representatives and/or Alternates are expected to attend all regular and special meetings. If a Regular Member's Representative or Alternate does not attend at least 75% of such meetings annually in the period from April 1 through March 31, the Regular Member will be notified for potential appointment of a replacement(s).																	
																9/12/2022	