



CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE
MINUTES

May 4, 2022

Approved July 6, 2022

VISION – QUIETER SKIES FOR OUR COMMUNITIES

MISSION – UTILIZING PARTNERSHIPS TO REDUCE AIRPORT NOISE FOR THE BENEFIT OF NEIGHBORING COMMUNITIES

Chair: Brad Pierce **Vice Chair:** Melissa Coudeyras **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	Lone Tree:	Mike Anderson
Douglas County:	Dan Avery	ACPAA:	Mike Fronapfel
Douglas County:	Alison Biggs	AOPA:	Bob Doubek
Aurora:	Brad Pierce	CABA:	Don Kuskie
Castle Pines:	Chris Eubanks	FAA APA Control Tower:	Ron Curry
Centennial:	Candace Moon	Wings Over the Rockies:	Bill Wasmund
Foxfield:	Pam Thompson		

Others in attendance were John Hirshman, AOPA Alternate Representative; Randy Johnson of Louviers; and ACPAA staff Samantha Blymyer.

Those absent were:

Castle Rock:	Laura Cavey/Sandy Vossler	CDOT Aeronautics Div:	Todd Green/Vacant
Cherry Hills Village:	Al Blum/Afshin Safavi	FAA District Office:	John Bauer/John Sweeney
Highlands Ranch Metro:	Andy Jones/Renee Anderson	FAA TRACON:	Steve Martin/Bill Dunn
Parker:	Amy Holland/Todd Hendreks		

SPECIAL PRESENTATION: Ron Curry, FAA APA Control Tower

Ron Currey of the Centennial Airport Control Tower provided information about how air traffic is handled from center to center, so assure flights are safely handled. The difference between instrument flight rules (IFR) and visual flight rules (VFR) and how pilots flying under each are handled by the air traffic controllers was reviewed.

He noted that Centennial Airport is busier than many large airports in the country, and at times, he personally had had as many as nine aircraft in a pattern at once, which is extremely hard to do. The collision at Centennial had caused the FAA to require staggering arrivals on the two parallel runways there, which means the airport cannot accommodate as many aircraft in a time frame, which causes the pattern to get stretched out more often than it used to, affecting noise in the neighborhoods.

The rising terrain, particularly south of the airport, and the newly installed power lines have presented both old and new challenges for air traffic to and from Centennial Airport. However, the Denver Metroplex Project does not appear to have changed flight patterns here as much as originally feared. Denver's airspace is classes as Bravo, while Centennial's is currently Delta. There is a possibility that could change to Charlie, as one of the requirements is 75,000 IFR flights, which Centennial reached last year. Centennial attracts many flights from fleets of planes, those operated by the very wealthy, businesses, etc.

There was general agreement these kinds of face-to-face meetings and outreach are good and should be continued. As Currey is the Alternate Representative for the CACNR Advisory Member FAA APA Control Tower, he was thanked for coming and for sharing information. IT was hoped he could attend on a more regular basis.

2. **PUBLIC COMMENT:**

A. **VIRTUAL/IN-PERSON MEETING ATTENDEES** – Randy Johnson of Louviers noted there did not seem to be as many flights over his area as usual, which was welcomed. His dog Shelby was also present, and definitely welcomes any lessening of flights.

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

3. **CONSENT AGENDA:**

A. & B. – **DRAFT MINUTES AND TREASURER'S REPORT** - The Consent Agenda included the April 6, 2022 draft CACNR minutes; and a Treasurer's Report from 04/29/22 which showed a balance of \$26,660.75. The Consent Agenda also included the March 2022 Noise Report. On the motion of Donna Johnston, duly seconded, the Consent Agenda was approved.

C. **NOISE REPORT** – The March 2022 Noise Report included the following information:

March Total Operations: 25,048 March Total Local Operations: 10,485
 Year to Date Total Operations: 70,053 Year to Date Local Operations: 29,654

517 Complaints from 25,048 Total Operations in March

Noise Events:

<u>March Totals:</u>	<u>March 60 – 69 db:</u>	<u>March 70 – 79 db:</u>	<u>March 80 – 89 db:</u>
9,329 Golf Course	5,411 Golf Course	3,663 Golf Course	515 Airport East
6,858 Meridian	5,271 Meridian	1,524 Meridian	246 Golf Course
2,993 Airport East	1,819 State Park	884 Airport East	54 Meridian
2,493 State Park	1,567 Airport East	605 State Park	14 State Park
1,605 Parker	1,427 Parker	176 Parker	6 Greenwood Village
1,445 Castle Rock	1,350 Castle Rock	146 Greenwood Village	5 Grandview Estates
1,346 Grandview Estates	1,203 Grandview Estates	138 Grandview Estates	4 Castle Rock
1,155 Greenwood Village	1,003 Greenwood Village	91 Castle Rock	2 Lone Tree
669 Lone Tree	644 Lone Tree	53 Lone Tree	2 Parker
473 Hunters Hill	446 Hunters Hill	27 Hunters Hill	- Castle Pines
128 Sagebrush Park	117 Sagebrush Park	11 Sagebrush Park	- Castle Rock
91 Castle Pines	84 Castle Pines	7 Castle Pines	- Sagebrush Park

March Noise events in the 90+ decibel range were: Airport East – 27 Golf Course – 9 State Park - 1

March Noise Complaints(517) and Numbers of Households (38)

YTD Complaints & Number of Households

<u>Noise Complaints:</u>	<u>Number of Households:</u>	<u>Complaints:</u>	<u>Households:</u>
190 Greenwood Village (37%)	7 Greenwood Village (18%)	445 Greenwood Village	8 UAC
110 Centennial (21%)	7 UAC (18%)	233 Centennial	7 Greenwood Village
84 Unincorporated Arapahoe Cnty (16%)	5 Centennial (13%)	200 UAC	6 Other
59 Castle Rock (11%)	5 Other (13%)	124 Castle Rock	5 Centennial
25 Other (5%)	3 Castle Rock (8%)	85 Other	4 Castle Rock
18 Unincorporated Douglas County (3%)	3 Parker (8%)	39 UDC	4 Parker
12 Aurora (2%)	2 Aurora (5%)	35 Aurora	3 UDC
10 Denver (2%)	2 UDC (5%)	25 Parker	2 Aurora
4 Highlands Ranch	2 Lone Tree (5%)	10 Denver	2 Highlands Ranch
3 Parker (0.6%)	1 Denver (3%)	7 Highlands Ranch	2 Lone Tree
2 Lone Tree (0.4%)	1 Highlands Ranch (3%)	4 Lone Tree	1 Denver

Year to date, the **top five complaining households** were in:
 Greenwood Village – 380 (31%) UAC – 82 (7%)
 Centennial – 182 (15%) UAC – 81 (7%)
 Castle Rock – 107 ((9%)

In March, 37 responses were requested from 517 noise complaints, with 14 of those requests made by email (38%), and 23 made by telephone (62%).

Of the 571 complaints in March 2022, 474 were about flights during day hours (92%); 43 were about night flights (8%).

In March, props accounted for 79% of the complaints by aircraft type; jets accounted for 18% of the complaint; and 3% were about helicopters.

In March, departures were responsible for 47% of the complaints. Arrivals were responsible for 25% of the complaints, and Training was responsible for 28% of the complaints.

The Year to Date complaint maps were not provided with this report, and a Radar Track Density Map was also not available. Staff continues to work to provide this information.

4. **ITEMS REMOVED FROM CONSENT AGENDA:** None

5. **COMMITTEE REPORTS:**

A. **EXECUTIVE /WORK PLAN COMMITTEES** – Meeting with ACPAA Staff re Structure of Reports to ACPAA. Brad Pierce indicated the Executive Committee had met with airport staff to determine the most efficient way for CACNR to submit reports for the ACPAA meetings. Complete reports can be written which will be shared with the ACPAA Board in its Board Packets, and those reports will then be placed in a more condensed, bulleted format to placement in the slide deck that is shown during the meeting. Both versions of the reports will carry the CACNR logo. Paul Krier, who had attended the meeting, would be submitting reports for the May ACPAA meeting in this fashion and would be willing to show anyone in the future how to create them.

B. **COMMUNITY OUTREACH** – Mike Anderson indicated the committee had met, and had Invited Melissa Coudeyras to help. Unfortunately, Amy Holland had not kept up with placing information on the website, so the plan was to contact Trish Coberly to see if she would be willing/able to work with the Committee in bringing things back as they should be. Mike Fronapfel indicated the airport perhaps could help once its new communications director is on board as well.

C. **FLY QUIET** –Bill Wasmund presented a written report and highlighted some portions of it. Information about the use of climb propellers was shared. Wasmund had spoken with Christine Chipman of Aspen Flying Club. A new practice box was

being developed to the east which would be accessed by flying east from Centennial. It would generally be north and east of Kiowa and north of the Elbert County Fairgrounds. It was being tested now and would show up on the club's website soon; all flight schools would be able to use it.

D. **NOISE MONITORS** – Candace Moon noted that Bette Todd had given her information and a handbook from when the noise monitors were first being considered. She considered it very helpful, and distributed extra copies to those who were interested. Some data was available from the portable noise monitor which had been placed in Highlands Ranch, although technical difficulties had prevented obtaining a full picture of the noise during the time it was there. There is a possibility it can be placed there again in the near future. Moon had gone to Buckley Air Force Base, where the National Guard had indicated more planes would be returning to the area in mid-May, for rest and then additional training.

E. **WORK PLAN** – The Committee had not met

6. **FAA REPORTS:**

A. **CENTENNIAL (APA) AIR TRAFFIC CONTROL TOWER** – See the Special Presentation.

7. **OTHER REGULAR MONTHLY REPORTS:**

A. **ACPAA** – The report Donna Johnston had submitted to the April ACPAA meeting for CACNR was included with the emailed meeting documents.

B. **AIRPORT DIRECTOR'S REPORT** –

1. Flight School Engagement Meeting Summary - Mike Fronapfel reported three of the flight schools had been at the April 15, 2022 engagement meeting, and it had gone well. A meeting summary and proposed initiatives had been distributed, and were reviewed by Fronapfel and Samantha Blymyer. The next similar meeting would be held in June, with possibly the air traffic control tower and the FAA involved.

2. Airport Activity - Fronapfel indicated the airport had been busy, with a 20% increase in jet fuel sales. Growth indicates there are 6 hangars now, with 18 more planned to come in June.

3. Legislation – The grant to improve the touch and go runway is still being awaited.

8. **OLD BUSINESS:**

A. **TO REPRESENT CACNR AT 2022 ACPAA MEETINGS** – Paul Krier would handle the May 12 meeting. Still to be filled were June 9, August 11, September 8, October 13, November 10, and December 8.

B. **CONGRESSIONAL QUIET SKIES CAUCUS** – Brad Pierce was close to being ready to address this topic with Jason Crow's staff.

C. **FOLLOW-UP ITEMS FROM PRIOR CACNR MEETINGS** – All were asked to utilize the list in relation to their committee work.

D. **PRELIMINARY OBSERVATIONS FROM UC DAVIS NOISE AND EMISSIONS SYMPOSIUM** -

1. Aviation Noise and Its Impact on Community Health: Research and Proposed Legislation - Brad Pierce provided the handout from this session, which was presented by the National Organization to Insure a Sound Controlled Environment (N.O.I.S.E.), of which he is President.

2. Comments/Observations from Those Who Attended - There had only been 90 individuals on-site at the meeting, with 100 attending virtually. That had affected the overall satisfaction level, as it had been hard to do follow-up. Some general themes included concern that vertical take-off aircraft could present noise problems; frustration with how the FAA handles complaints – and a general feeling that the FAA is not doing anything to address the many concerns being expressed by the public; better forecasting is needed; and the need to measure the duration of noise, not just the location and time. There had apparently been few FAA people there, demonstrating the disconnect between the FAA and those they are supposed to serve. It was suggested the only way to reach the FAA is through Congress. More would be reported at the next meeting.

9. **NEW BUSINESS:**

A. **INFORMATION SHARING** – None

10. **PUBLIC COMMENT:** None

11. **NEXT MEETINGS:**

A. **CACNR** – June 1, 2022 6:30 p.m. 7565 S. Peoria Street, Unit 9D
July 6, 2022 6:30 p.m. 7565 S. Peoria Street, Unit 9D

B. **ACPAA** – May 12, 2022 3:00 p.m. hybrid in-person/virtual meeting
June 16, 2022 3:00 p.m. hybrid in-person/virtual meeting
July 2022 NOT MEETING

12. **ADJOURNMENT:** The meeting was adjourned at 8:31 p.m.

Alison Biggs, Secretary



Centennial Airport Monthly Noise Report



May 2022

Item 14

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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_{max}) – 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.

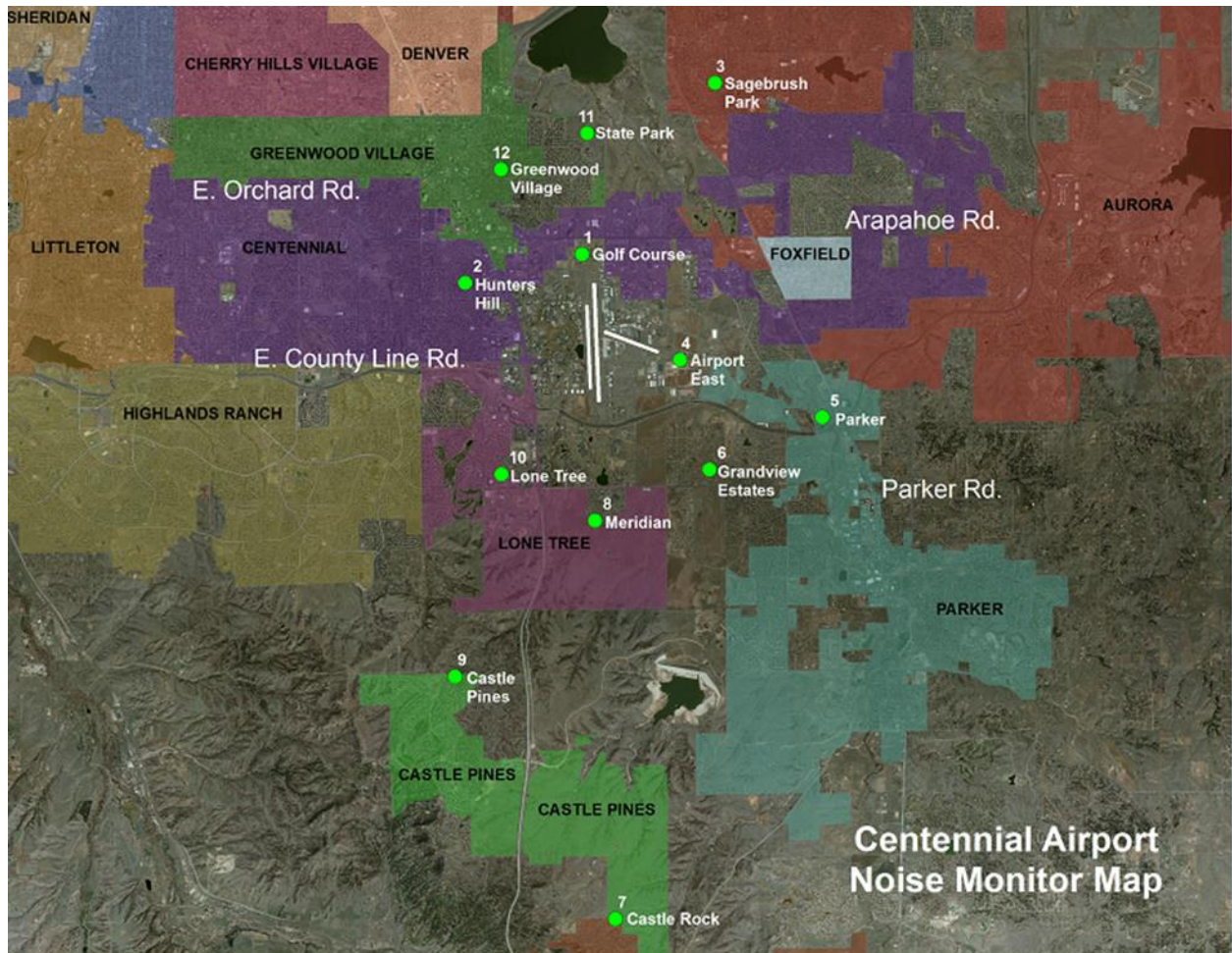
Visual Flight Rules (VFR) – A set of regulations under which a pilot operates an aircraft in weather conditions generally clear enough to allow the pilot to see where the aircraft is going. A flight plan is not required when the pilot is operating under Visual Flight Rules.

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

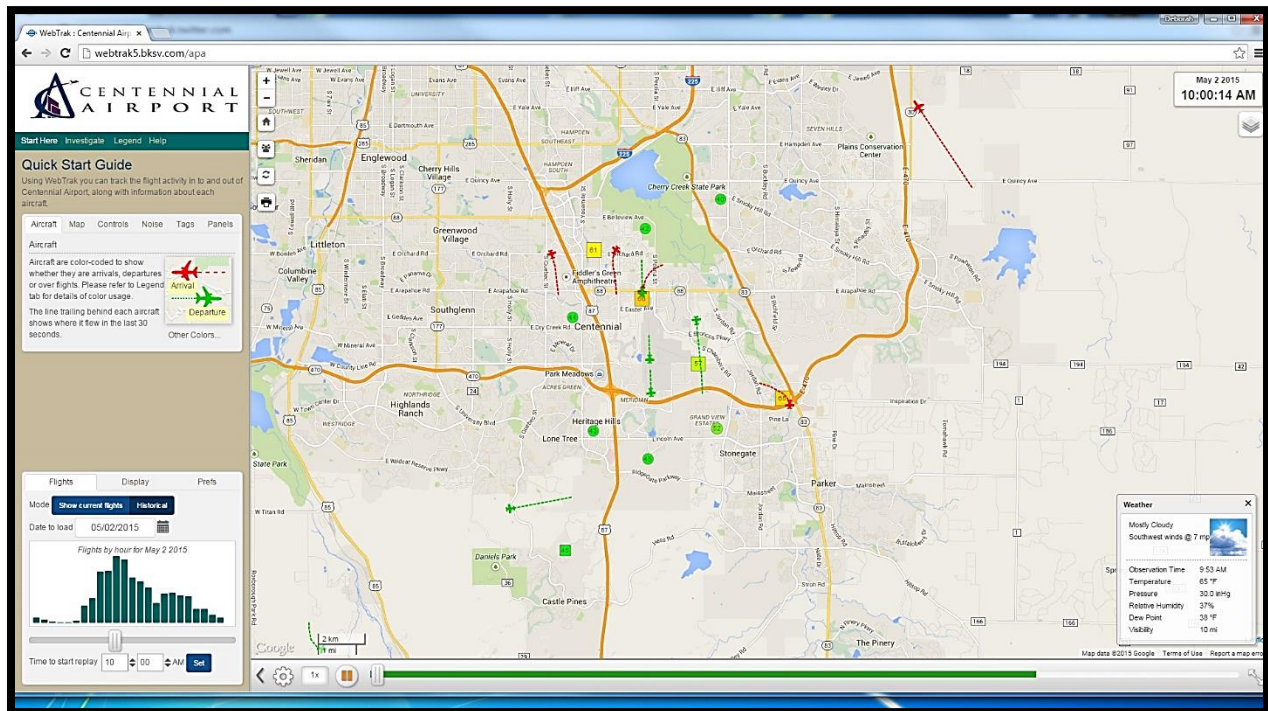
3 ABOUT APA'S NOISE MONITORING PROGRAM

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://viewpoint.emsbk.com/apa8>

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				0				0			0
July				0				0			0
August				0				0			0
September				0				0			0
October				0				0			0
November				0				0			0
December				0				0			0
Y-T-D Totals	12,711	17,809	808	31,328	6,245	28,369	523	35,137	52,655	219	52,874

	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				0				0	June	
July				0				0	July	
August				0				0	August	
September				0				0	September	
October				0				0	October	
November				0				0	November	
December				0				0	December	
Y-T-D Totals	15	21	3	39	210	645	56	911	Y-T-D Totals	120,289

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:

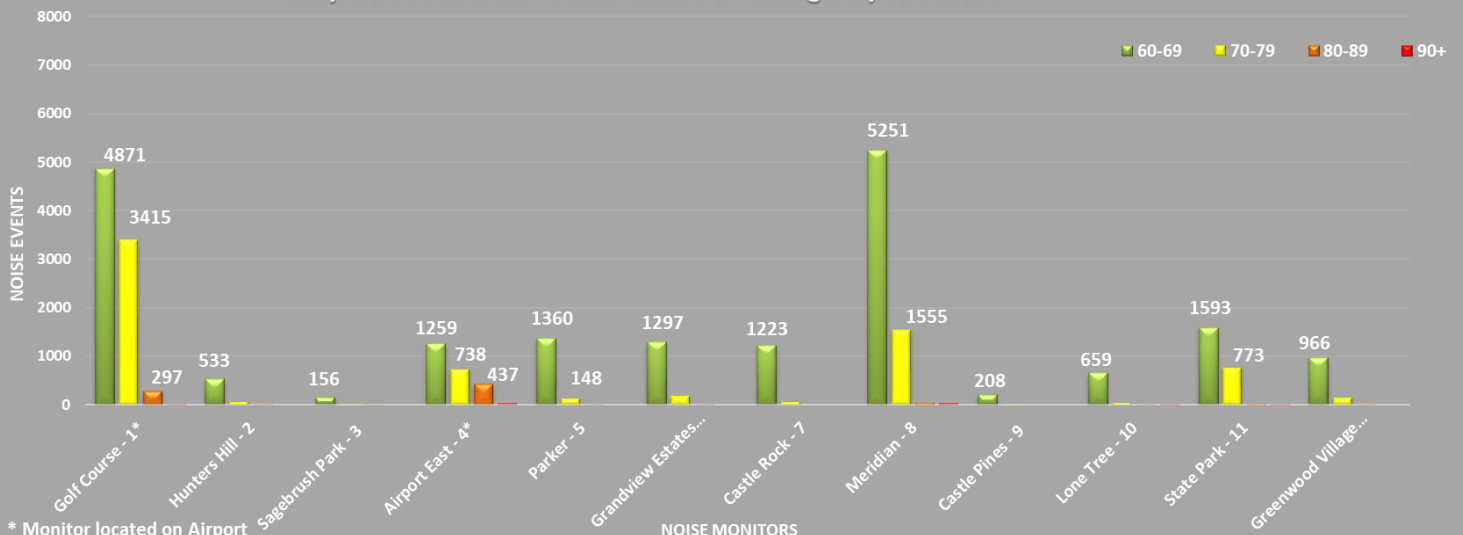
First, the noise event must exceed the ambient noise level. This number varies at every monitor but is generally greater than 50-55db. Secondly, the noise event must last longer than 5 seconds. Lastly, using radar data, the system must correlate an aircraft with the noise event. This ensures that the 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.

May 2022 Aircraft Noise Event Decibel Range By Monitor					
Monitor	60-69	70-79	80-89	90+	Totals
Golf Course- 1*	4871	3415	297	9	8592
Hunters Hill- 2	533	70	5	0	608
Sagebrush Park- 3	156	20	1	0	177
Airport East- 4*	1259	738	437	37	2471
Parker- 5	1360	148	3	0	1511
Grandview Estates- 6	1297	193	10	0	1500
Castle Rock- 7	1223	82	0	0	1305
Meridian- 8	5251	1555	56	43	6905
Castle Pines- 9	208	23	0	0	231
Lone Tree- 10	659	63	18	20	760
State Park- 11	1593	773	33	3	2402
Greenwood Village- 12	966	163	4	0	1133
Totals	19376	7243	864	112	27595

*Monitor located on Airport

May 2022 Aircraft Noise Event dB Range by Monitor



* Monitor located on Airport

NOISE MONITORS

7 MAY 2022 NOISE COMPLAINTS

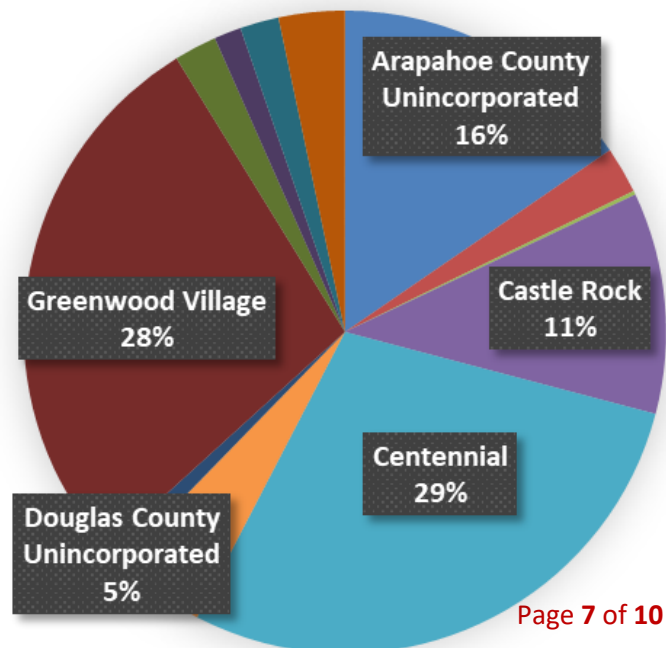
In May, Centennial Airport received 512 complaints from 48 households.

May Noise Complaints			YTD		Population	% Of Population Issuing Complaints YTD
Municipality	Complaints	Households	Complaints	Households	Census 2018	
Arapahoe County Unincorporated	79	7	349	13	83,764	0.015%
Aurora	12	3	65	4	374,114	0.001%
Castle Pines	1	1	2	1	10,507	0.009%
Castle Rock	57	4	223	5	64,827	0.007%
Centennial	146	3	456	5	110,831	0.004%
Cherry Hills Village	0	0	0	0	6,650	0%
Denver	0	0	15	1	716,492	0.0001%
Douglas County Unincorporated	24	7	78	8	100,536*	0.007%
Greenwood Village	143	7	630	13	15,801	0.08%
Highlands Ranch	11	2	26	3	105,264	0.002%
Lone Tree	10	4	16	5	14,653	0.03%
Parker	0	0	25	4	55,636	0.007%
Other	29	10	133	17	UNK	UNK
Total	512	48	2,018	79	1,659,075	>0.004%

*Douglas County Unincorporated Population with Highlands Ranch Removed

*Other: Littleton, Englewood, Boulder

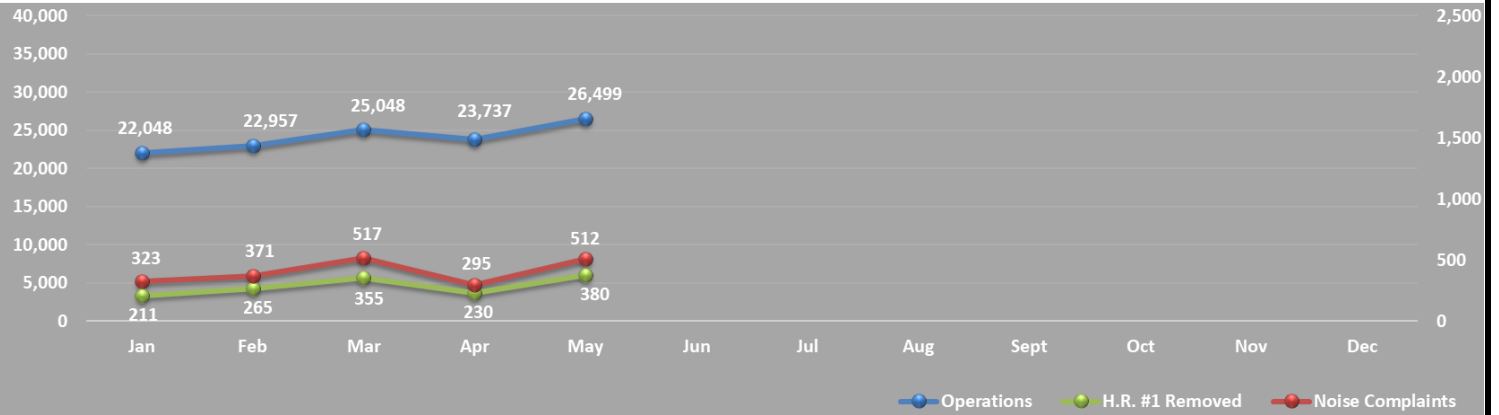
Complaints per Municipality



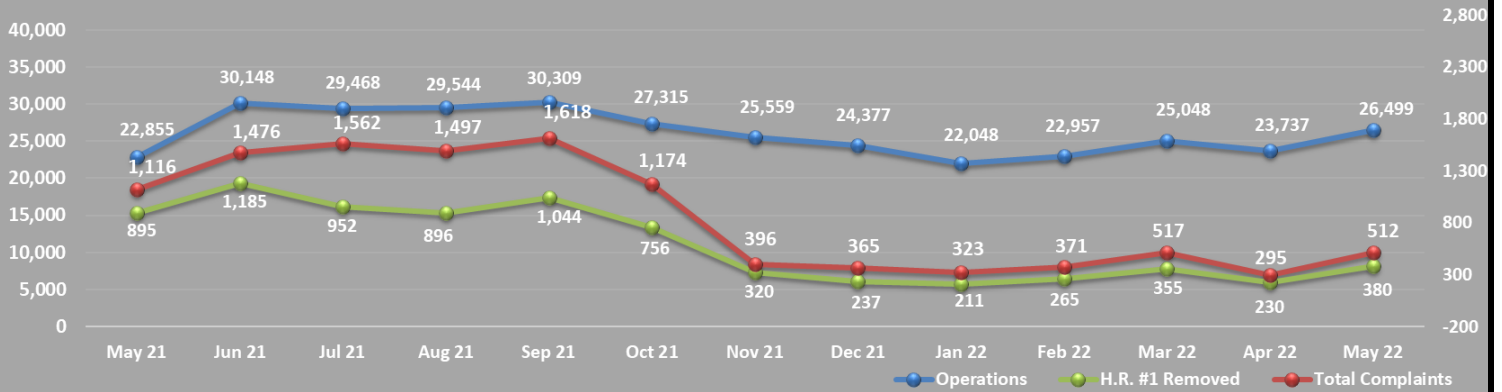
Noise Complaints Response Requested	
Email	15
Phone	18
Total	33

Time Complaint Received	May
Day Hours (7:00 am - 9:59pm)	484
Night Hours (10:00 pm - 6:59 am)	28
TOTAL	512

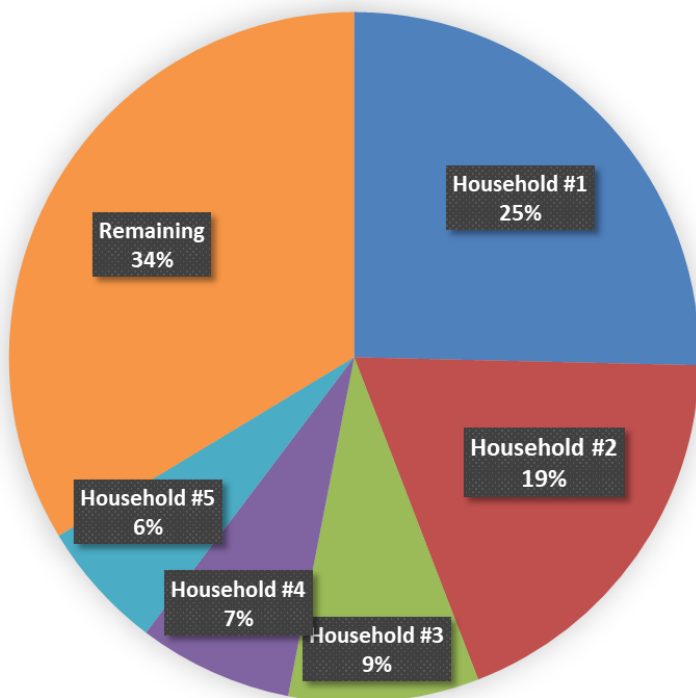
Current 12 Month Trend



Previous Year 13 Month Trend



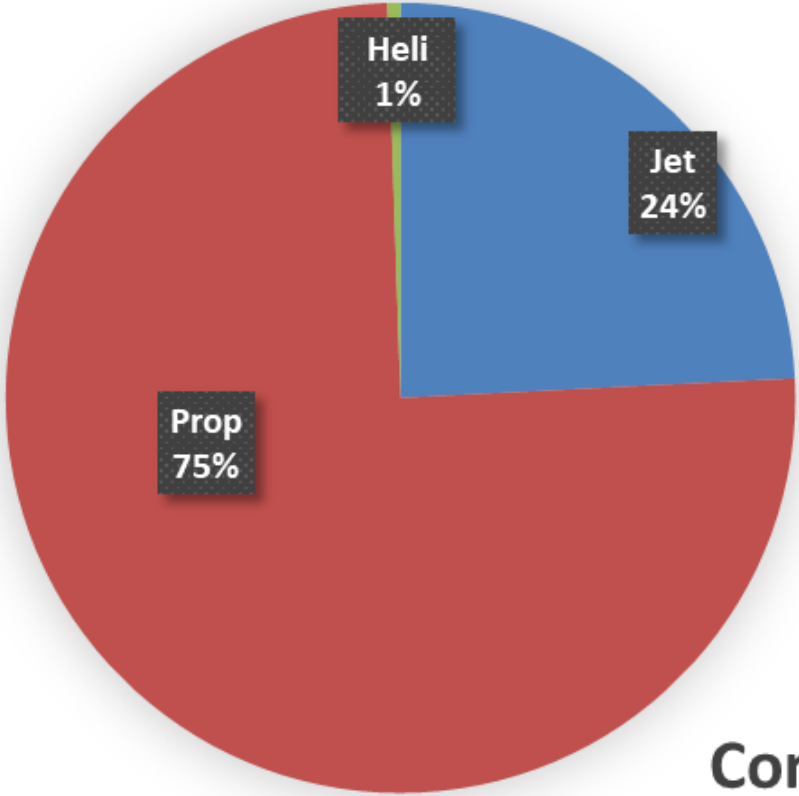
Top 5 Household Complaints YTD



Top 5 Household Complaints YTD		
Household	Complaints	Households
Household #1	512	Greenwood Village
Household #2	379	Centennial
Household #3	180	Castle Rock
Household #4	146	Arapahoe County Unincorporated
Household #5	122	Arapahoe County Unincorporated
Remaining	679	
Total	2,018	

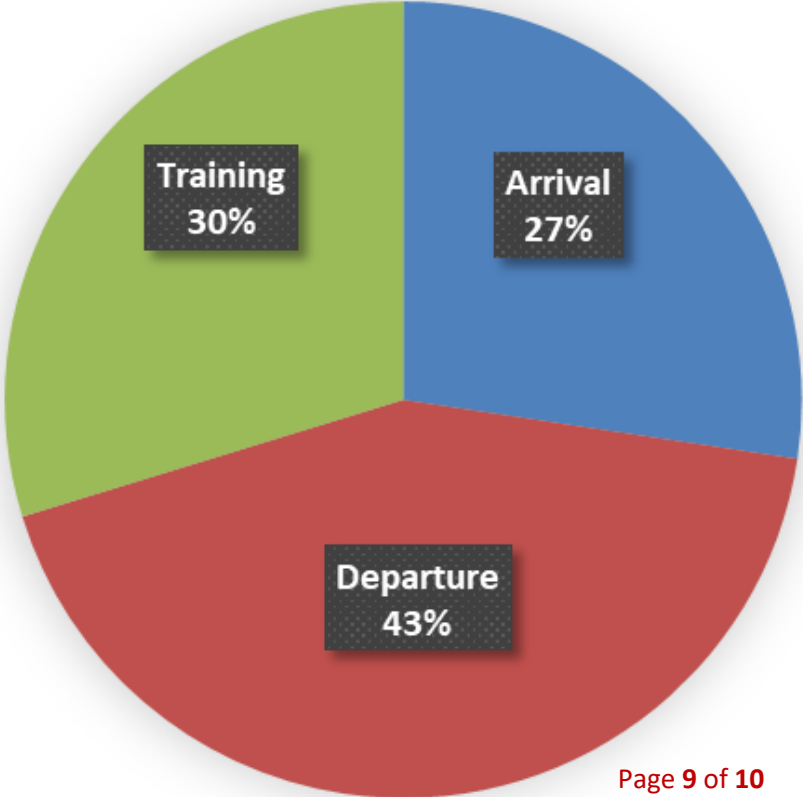
Complaints by Aircraft Type

May 2022



*#1 Household Removed

Complaints by Operation Type



*#1 Household Removed

8 NOTES AND DISCLAIMER

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



CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE

May 4, 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 this meeting in person
Members of the public may attend the meeting in person, or virtually**

AGENDA

Chair: Brad Pierce **Vice Chair:** Paul Krier **Treasurer:** Andy Jones **Secretary:** Alison Biggs
CACNR Mission: Utilizing Partnerships to Reduce Airport Noise for the Benefit of Neighboring Communities

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/Karen Hancock	<i>Parker:</i>	Amy Holland/Todd Hendreks
<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>	Robert Doubek/John Hirshman
<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 Holmes/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

SPECIAL PRESENTATION: CENTENNIAL AIRPORT AIR TRAFFIC CONTROL TOWER – Ron Curry

- 2. **PUBLIC COMMENT:** (non-Agenda items – 3 minutes per person time limit; correspondence from the public)
 - A. MEETING ATTENDEES
 - B. FROM CACNR EMAIL ADDRESS
- 3. **CONSENT AGENDA:** (items here may be moved to Agenda Item #4, on the request of any CACNR Representative)
 - A. DRAFT MINUTES, April 6, 2022 – Alison Biggs, Secretary
 - B. TREASURER'S REPORT, April 2022 – Andy Jones, Treasurer
 - C. NOISE REPORT, March 2022 – Samantha Blymyer
- 4. **ITEMS REMOVED FROM CONSENT AGENDA:**
- 5. **COMMITTEE REPORTS:**
 - A. EXECUTIVE/WORK PLAN COMMITTEE – Brad Pierce, Chair
 - 1. Meeting with ACPAA Staff re Structure of Reports to ACPAA
 - B. COMMUNITY OUTREACH – Mike Anderson
 - C. FLY QUIET – Bill Wasmund, Chair
 - D. NOISE MONITORS – Candace Moon, Chair
 - E. WORK PROGRAM – Alison Biggs, Chair
- 7. **OTHER REGULAR REPORTS:**
 - A. ACPAA – Robert Doubek, ACPAA Treasurer; Donna Johnston/CACNR-Report to April 2022 ACPAA Meeting
 - B. AIRPORT DIRECTOR'S REPORT – Mike Fronapfel
 - 1. Flight School Engagement Meeting Summary & Proposed Initiatives
 - 2. Airport Activity
 - 3. Legislative
 - 4. Other
- 8. **OLD BUSINESS:**
 - A. TO REPRESENT CACNR AT NEXT ACPAA MEETINGS:
 - 1. May 12 – Paul Krier June 9 August 11 September 8 October 13 November 10 December 8
 - B. CONGRESSIONAL QUIET SKIES CAUCUS

- C. FOLLOW-UP ITEMS FROM PRIOR CACNR MEETINGS
- D. PRELIMINARY OBSERVATIONS FROM UC DAVIS NOISE AND EMISSIONS SYMPOSIUM
 - 1. Aviation Noise and Its Impact on Community Health: Research and Proposed Legislation – Brad Pierce
 - 2. Comments/Observations from Those Who Attended

- 9. **NEW BUSINESS:**
 - A. INFORMATION SHARING

- 10. **PUBLIC COMMENT:** (3 minutes per person time limit):

- 11. **NEXT MEETINGS:**
 - A. CACNR –

June 1, 2022	6:30 p.m. 7565 S. Peoria Street, Unit 9D
July 6, 2022	6:30 p.m. 7565 S. Peoria Street, Unit 9D
August 3, 2022	6:30 p.m. 7565 S. Peoria Street, Unit 9D

 - B. ACPAA –

May 12, 2022	3:00 p.m. hybrid in-person/virtual meeting
June 16, 2022	3:00 p.m. 7565 S. Peoria Street, Unit 9D
July 2022	NOT MEETING
August 11, 2022	3:00 p.m. 7565 S. Peoria Street, Unit 9D

- 12. **ADJOURN**



CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE
MINUTES

April 6, 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:** Melissa Coudeyras **Treasurer:** Andy Jones **Secretary:** Alison Biggs

1. **CALL TO ORDER, ROLL CALL, and QUORUM:** The meeting was called to order at 6:36 p.m. by Chair Brad Pierce. The following were in attendance and a quorum was present:

Arapahoe County:	Carrie Warren-Gully	Foxfield:	Pam Thompson
Arapahoe County:	Paul Krier	Greenwood Village	Donna Johnston
Douglas County:	Dan Avery	Highlands Ranch Metro:	Andy Jones
Douglas County:	Alison Biggs	Lone Tree:	Mike Anderson
Aurora:	Brad Pierce	ACPAA:	Mike Fronapfel
Castle Pines:	Chris Eubanks	AOPA:	John Hirshman
Centennial:	Candace Moon	CABA:	Don Kuskie

Others in attendance were Arapahoe County Alternate Evan Colvin; Randy Johnson of Louviers; Past CACNR Representative from Greenwood Village Bette Todd; Past Centennial Alternate Representative Andrea Suhaka; ACPAA staff Samantha Blymyer, and Lauren Wiarda..

Those absent were:

Castle Rock:	Laura Cavey/Sandy Vossler	FAA APA Control Tower:	Jeff Holmes/Ron Curry
Cherry Hills Village:	Al Blum/Afshin Safavi	FAA District Office:	John Bauer/John Sweeney
Parker:	Amy Holland/Todd Hendreks	FAA TRACON:	Steve Martin/Bill Dunn
CDOT Aeronautics Div:	Todd Green/Vacant	Wings Over the Rockies:	Bill Wasmund

SPECIAL PRESENTATION: Flights Inc., Mike Underriner, Chief Pilot

Flights Inc. has been a training provider and provided plane rentals for about 20 years, and 25 of its instructors have been there 10 years or more. It strives to be a good neighbor, and tries to act promptly on suggestions if possible. The company's 16 aircraft are all owned by one person, so there is only one person needed to make decisions. Anyone who do not adhere to the company's policies is asked to go elsewhere. Attention is given to the types of planes used to achieve altitude more quickly and more quietly on takeoff, and they try for a constant, even descent, both unless there are other directions from the air traffic control tower. Flights, Inc. tends to use the east practice area, and does go as far as Kiowa or at times, as the longer flights help trainees add needed flight hours. When practice requires maneuvers, attempts are made to not do them over populated areas, although the increased development almost everywhere does present challenges. The company does have electric planes on order, but it will likely take at least three years before they are available.

Question was asked if the company had noticed changes from the air traffic control tower since the mid-air collision had occurred. Response was there had been a dramatic change, and it was felt by some that the controllers had been blamed for one careless pilot. The FAA now limits runway use for touch and goes, no simultaneous activity on parallel runways, and patterns are frequently extended due to space requirements between planes. The company may go to Limon or the Colorado Air and Space Port, or even Rocky Mountain Metropolitan Airport to practice touch and goes when the pattern is full at Centennial, currently at five aircraft when it used to handle up to 13.

Concern was expressed that if too many such training flights leave Centennial, there is a danger of commercial airlines again wanting to use the airport, which would greatly increase the noise problems over what currently exists. The important impact of the flight schools was noted. Question was asked if there might be opportunity to look at recommending quiet hours, or if the airport should set standards for operators to follow, with possible revocation of the charter to work out of the airport if the standards were not followed. One response was that corporate operators will go wherever they want, when they want, and if any space is vacated at the airport, it would be filled by someone else.

Question was raised about the establishment of different practice areas, which could be possible, but it was felt air traffic control should be involved. Question was asked how the company knows who the 'bad actors' are who are asked to go elsewhere. Response was where flights go and what they do are documented, so the company can tell. Question was asked about the efficacy of flying further out. It allows students to get the required number of hours in fewer days, and there is really no cost

increase for the company. Question was asked if there was any coordination between the schools for the use of the practice areas. Response was not really, it was more of a first come, first serve situation.

There was general agreement these kinds of face-to-face meetings and outreach are good and should be continued. Underriner was thanked for coming and for sharing information about his company with CACNR. He was also invited to return anytime.

2. PUBLIC COMMENT:

A. **VIRTUAL/IN-PERSON MEETING ATTENDEES** – Randy Johnson of Louviers noted he was pleased to hear Mr. Underriner’s comments, and indicated having the flight schools make presentations to CACNR very helpful. He also noted airport staff was aware of his continuing concerns.

B. **FROM CACNR EMAIL ADDRESS** – A letter from James Slaggert, Orchard Hills in Greenwood Village was shared. He expressed continuing concern about excessive aircraft noise over his home, with increased low and slow flights directly overhead, most of which appeared to be training flights. He also communicates with Donna Johnston about the problems. A response had been sent, and he had been invited to attend CACNR meetings at any time. Slaggert had observed an area of the Noise Reports in which complaints from the highest complaining individual were removed; he felt no one should be discredited because he/she complained a lot. It was noted that there was only one area where this was done, and the line graph also shows the total number of complaints received each month.

3. **CONSENT AGENDA: A. & B. – DRAFT MINUTES AND TREASURER’S REPORT** - The Consent Agenda included the March 2, 2022 draft CACNR minutes; and a Treasurer’s Report from the end of March which showed a balance of \$25,390.75. The Consent Agenda also included the February 2022 Noise Report. On the motion of Carrie Warren-Gully, duly seconded, the Consent Agenda was approved.

C. **NOISE REPORT** – The February 2022 Noise Report included the following information:

February Total Operations:	22,957	February Total Local Operations:	9,901
Year to Date Total Operations:	45,005	Year to Date Local Operations:	19,169

371 Complaints from 22,957 Total Operations

Noise Events:

<u>February Totals:</u>	<u>February 60 – 69 db:</u>	<u>February 70 – 79 db:</u>	<u>February 80 – 89 db:</u>
7,717 Golf Course	4,839 Golf Course	2,669 Golf Course	479 Airport East
5,897 Meridian	4,612 Meridian	1,243 Meridian	203 Golf Course
2,324 Airport East	1,744 State Park	718 Airport East	42 Meridian
2,315 State Park	1,278 Parker	559 State Park	12 State Park
1,437 Parker	1,080 Airport East	155 Parker	5 Grandview Estates
1,160 Grandview Estates	1,024 Grandview Estates	131 Grandview Estates	4 Parker
971 Castle Rock	915 Castle Rock	84 Greenwood Village	2 Hunters Hill
765 Greenwood Village	680 Greenwood Village	56 Castle Rock	1 Greenwood Village
550 Lone Tree	508 Lone Tree	39 Lone Tree	1 Lone Tree
384 Hunters Hill	344 Hunters Hill	38 Hunters Hill	- Castle Pines
111 Castle Pines	103 Castle Pines	11 Sagebrush Park	- Castle Rock
111 Sagebrush Park	98 Sagebrush Park	8 Castle Pines	- Sagebrush Park

February Noise events in the 90+ decibel range were: Airport East – 47 Golf Course – 6 Lone Tree - 2

February Noise Complaints(323) and Numbers of Households (22)

<u>Noise Complaints:</u>	<u>Number of Households:</u>
135 Greenwood Village (36%)	3 UAC
70 Unincorporated Arapahoe County (19%)	3 Centennial
62 Centennial (17%)	3 UDC
34 Castle Rock (9%)	3 Greenwood Village
28 Other (6%)	2 Other
21 Parker (6%)	2 Parker
11 Unincorporated Douglas County (3%)	1 Aurora
8 Aurora (2%)	1 Castle Rock
2 Highlands Ranch (0.5%)	1 Highlands Ranch

YTD Complaints & Number of Households

<u>Complaints:</u>	<u>Households:</u>
255 Greenwood Village	6 UAC
123 Centennial	4 Greenwood Village
116 UAC	4 Other
65 Castle Rock	3 Centennial
64 Other	3 UDC
23 Aurora	3 Castle Rock
22 Parker	2 Highlands Ranch
21 UDC	2 Parker
3 Highlands Ranch	1 Aurora
2 Lone Tree	1 Lone Tree

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

Greenwood Village – 218 (32%)	Other – 58 (8%)
Centennial – 100 (14%)	UAC – 56 (8%)
Castle Rock – (64 (9%)	

In February, 31 responses were requested from 371 noise complaints, with 17 of those requests made by email (55%), and 14 made by telephone (45%).

Of the 371 complaints in February 2022, **361 were about flights during day hours (97%); 10 were about night flights (3%)**.

In February, props accounted for 87% of the complaints by aircraft type; jets accounted for 10% of the complaint; and 3% were about helicopters.

In February, departures were responsible for 45% of the complaints. Arrivals were responsible for 32% of the complaints, and Training was responsible for 23% of the complaints.

The Year to Date complaint maps were not provided with this report, and a Radar Track Density Map was also not available. Staff continues to work to provide this information again.

4. **ITEMS REMOVED FROM CONSENT AGENDA:** None

5. **COMMITTEE REPORTS:**

A. **EXECUTIVE /WORK PLAN COMMITTEES** – Flight Schools Engagement Summary Report and Recommendations. Brad Pierce highlighted portions of the report, which was accepted by the group. Next steps would be for each committee to review the recommendations included in the Report, see how they mesh with what the committee was currently working on or had already addressed, and outline how to proceed with implementation.

B. **COMMUNITY OUTREACH** – Mike Anderson indicated the committee had not met, and had been unable to contact Amy Holland about the website. He reported a need for additional members on the committee who would be willing to become involved, and a need for technological assistance with both the website and the use of social media for communicating with the public. Chris Eubanks volunteered to contact Melissa Coudeyras, past committee chair, to obtain information about contacting the Trisha Coberly, who had assisted with the earlier update of the website.

Question was asked if there should be more linkage with the airport. Mike Fronapfel indicated the airport's communications director position was currently vacant, so that would need to be explored at a later time. It was noted CACNR should not be perceived as being a voice for the airport, but rather for the communities surrounding the airport, so maintaining a separation was probably important. Links might be maintained where appropriate, but showing and demonstrating the separation would be best for both.

It was noted the frequent turn-over of personnel on CACNR makes the transfer of information important, and the website can be an important tool to accomplish that if it can be maintained well. Brad Pierce indicated he would be working on getting appointments made to the various committees. Suggestion was made that CACNR Members might have technological expertise available, some of which might be provided to CACNR on an "in-kind" or "pro bono" basis. Representatives were encouraged to consider/explore the idea.

C. **FLY QUIET** – Donna Johnston reported for Bill Wasmund, who had submitted a written report that was included in the meeting packet. Work continued on the brief noise abatement statement for placement on the electronic sign on Peoria. Additional information had been requested about Whispertrack, as noted in the report. It was also anticipated that information Wasmund will gain at the UC Davis symposium will be helpful in terms of what other airports are doing that has been successful in dealing with community relations and voluntary fly quiet programs and incentives.

D. **NOISE MONITORS** – Candace Moon reported the portable noise monitor would likely be back in Highlands Ranch by May. She noted that Bette Todd, who had been very active on CACNR and as chair of this committee in the past, had provided her with a book of very helpful information. Todd described the booklet as being from the initial HMMH application for the installation and programming of the current noise monitors. Mike Fronapfel indicated he would look to see what other past information was available which might also be useful. He noted the vendor has someone come once a year to check the system; ambient noise levels are also verified every year. Request was made for CACNR to be provided with the latest ambient noise levels, unless the next verification was coming up soon, in which case the request would be made for that verification.

E. **WORK PLAN** – The Committee had not met, but it was noted some outside expertise would be useful to some of its work, such as putting the Orientation to CACNR materials on the website. Once contact is made again with Trisha Coberly, she could be asked about her interest in assisting.

6. **FAA REPORTS:**

A. **CENTENNIAL (APA) AIR TRAFFIC CONTROL TOWER** – None. An effort will be made to have someone such as Ron Curry come to next month's CACNR meeting, to provide more specific information about how traffic patterns are managed at Centennial Airport.

7. **OTHER REGULAR MONTHLY REPORTS:**

A. **ACPAA** – The report Candace Moon had submitted to the March ACPAA meeting for CACNR was included with the emailed meeting documents.

B. **AIRPORT DIRECTOR'S REPORT** –

1. Airport Activity - Mike Fronapfel reported the airport still anticipates getting a grant for repairs to the runway and the run-up area, and the work is anticipated to be done during the summer. Social media is planned to be used for informing the public about what is going on in relation to changes in flight patterns and the related noise. CACNR Reps were still interested in having such information which could then share that through their various avenues of communication. Traffic is anticipated to increase as the pandemic restrictions are eased. Work has begun on the new hangars being built. Question was asked if the increased traffic resulting from the availability of more hangar space would do to noise in the area. Response was a hope there would be little, as most of the involved aircraft would likely be jets, and quieter ones.

2. Legislation – At the Federal level, the airport had applied for funds to relocate and construct a new air traffic control tower at Centennial airport; the current tower is 40 years old, and a new tower would provide better visibility of the runways and their pattern use, to make management of the increased traffic here safer. Maintenance costs would likely be improved as well. At a minimum, an initial grant will be sought for at least a site study and design completion within the next five years.

C. **1ST QUARTER LAND USE REVIEW** – There had been eight reviews conducted in the first quarter of 2022. Four had been approved, and four were subject to comment. Mike Fronapfel indicated he had reached out to the City of Centennial's staff, with the idea of doing parallel noise contours. Similar efforts will be made with all jurisdictions so that there is better coordination for the use of land around the airport. With recent unfortunate aircraft events in the area, attention to safety has come to the forefront. It was suggested the CACNR Representative for each jurisdiction might attend such meetings for building better and more inclusive relationships.

8. **OLD BUSINESS:**

A. **CONGRESSIONAL QUIET SKIES CAUCUS** – Brad Pierce was close to being ready to address this topic with Jason Crow's staff.

B. **FOLLOW-UP ITEMS FROM PRIOR CACNR MEETINGS** – All were asked to utilize the list in relation to their committee work.

C. **WHO TO REPRESENT CACNR AT 2022 ACPAA MEETINGS** – Donna Johnston would represent CACNR in April. The rest of the months still needed volunteer representation.

D. **POSSIBLE N.O.I.S.E. MEETING AT NLC CONFERENCE** – There had not been a N.O.I.S.E. meeting held in conjunction with the NLC on March 14-16 in Washington, DC. A stand-alone, virtual meeting may be scheduled.

9. **NEW BUSINESS:**

A. **INFORMATION SHARING** – Mike Fronapfel noted the engagement meeting with the four major flight schools based at Centennial Airport, coming up on April 15.

B. **NEXTGEN ADVISORY COMMITTEE (NAC), MARCH 28, 2022** – Brad Pierce is leading an industry group for NAC whose objective is to identify best practices and touch points on how the NAC can reinforce and encourage broader aviation industry participation in the FAA's existing community engagement structure. The group includes N.O.I.S.E., SkyWest Airlines, Jet Blue, Delta, Southwest, Boeing, Port Authority of New York and New Jersey, and Honeywell. The group was briefed by Beth White at the FAA to share the status and background on FAA's efforts on community engagement. Several examples were discussed of recent actions taken by industry to proactively respond to community noise concerns.


10. **PUBLIC COMMENT:** Donna Johnston wanted to thank Bette Todd and Karen Blilie who had provided so much assistance to her as a newer member of CACNR representing Greenwood Village.

11. **NEXT MEETINGS:**

A. CACNR –	May 4, 2022	6:30 p.m.	7565 S. Peoria Street, Unit 9D, Englewood, CO
	June 1, 2022	6:30 p.m.	7565 S. Peoria Street, Unit 9D
	July 6, 2022	6:30 p.m.	7565 S. Peoria Street, Unit 9D
B. ACPAA –	April 14, 2022	3:00 p.m.	hybrid in-person/virtual meeting
	May 12, 2022	3:00 p.m.	hybrid in-person/virtual meeting
	June 16, 2022	3:00 p.m.	hybrid in-person/virtual meeting
	July 2022		NOT MEETING

12. **ADJOURNMENT:** The meeting was adjourned at 8:24 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		
INCOME:					
			as of 04/29/2022		
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			
TOTAL INCOME:	\$ 28,015.75	\$ 28,015.75			
EXPENDITURES:					
WORK PROGRAM:					
COMMUNITY OUTREACH	\$ 2,000.00	\$ -	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		
EDUCATION					
2 Reps to UC Davis Symposium	\$ 5,000.00	\$ 830.00	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	\$ -	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.		
TOTAL EXPENDITURES:	\$ 28,015.75	\$ 1,355.00			
CURRENT BALANCE		\$ 26,660.75			
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



March 2022

Item 16

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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_{max}) – 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.

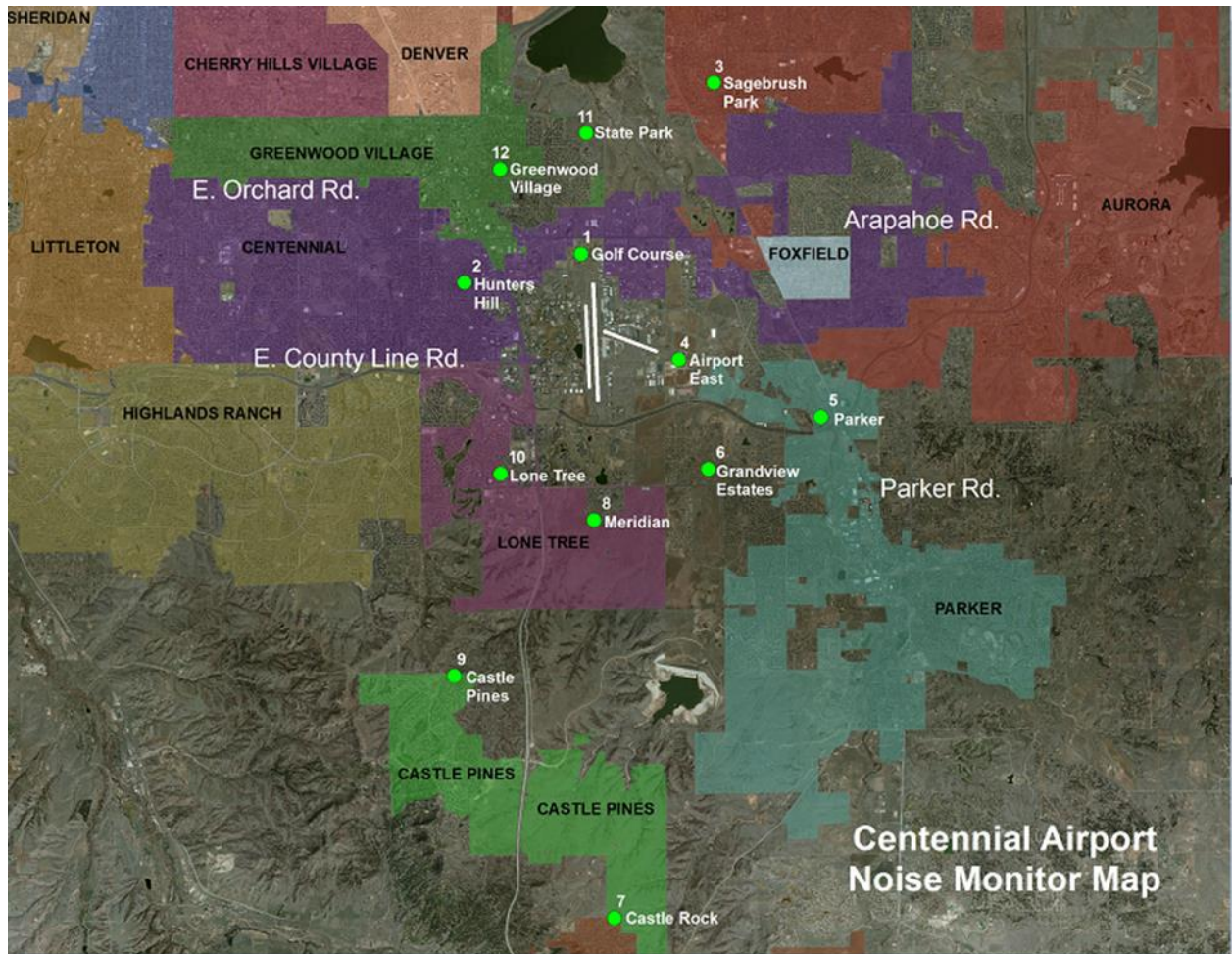
Visual Flight Rules (VFR) – A set of regulations under which a pilot operates an aircraft in weather conditions generally clear enough to allow the pilot to see where the aircraft is going. A flight plan is not required when the pilot is operating under Visual Flight Rules.

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

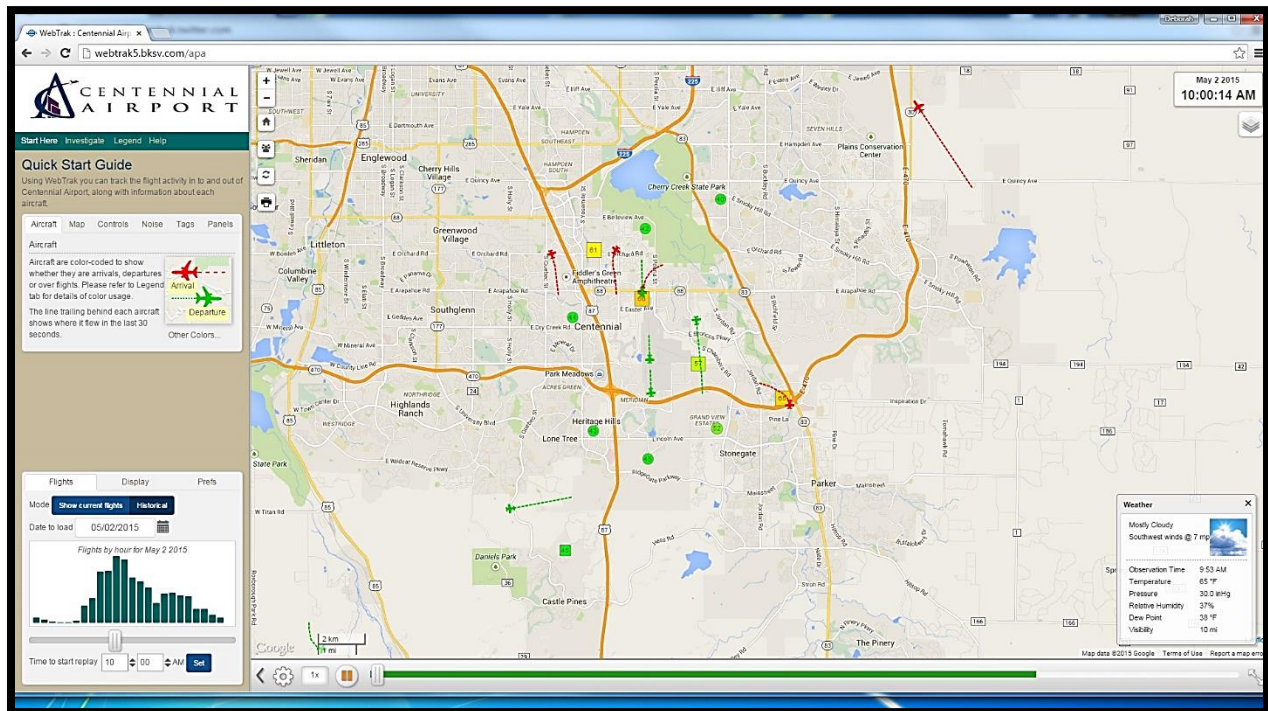
3 ABOUT APA'S NOISE MONITORING PROGRAM

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://viewpoint.emsbk.com/apa8>

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				0				0			0
May				0				0			0
June				0				0			0
July				0				0			0
August				0				0			0
September				0				0			0
October				0				0			0
November				0				0			0
December				0				0			0
Y-T-D Totals	7,631	10,930	382	18,943	3,710	16,937	283	20,930	29,488	166	29,654

	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				0				0	April	
May				0				0	May	
June				0				0	June	
July				0				0	July	
August				0				0	August	
September				0				0	September	
October				0				0	October	
November				0				0	November	
December				0				0	December	
Y-T-D Totals	7	8	2	17	125	345	39	509	Y-T-D Totals	70,053

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

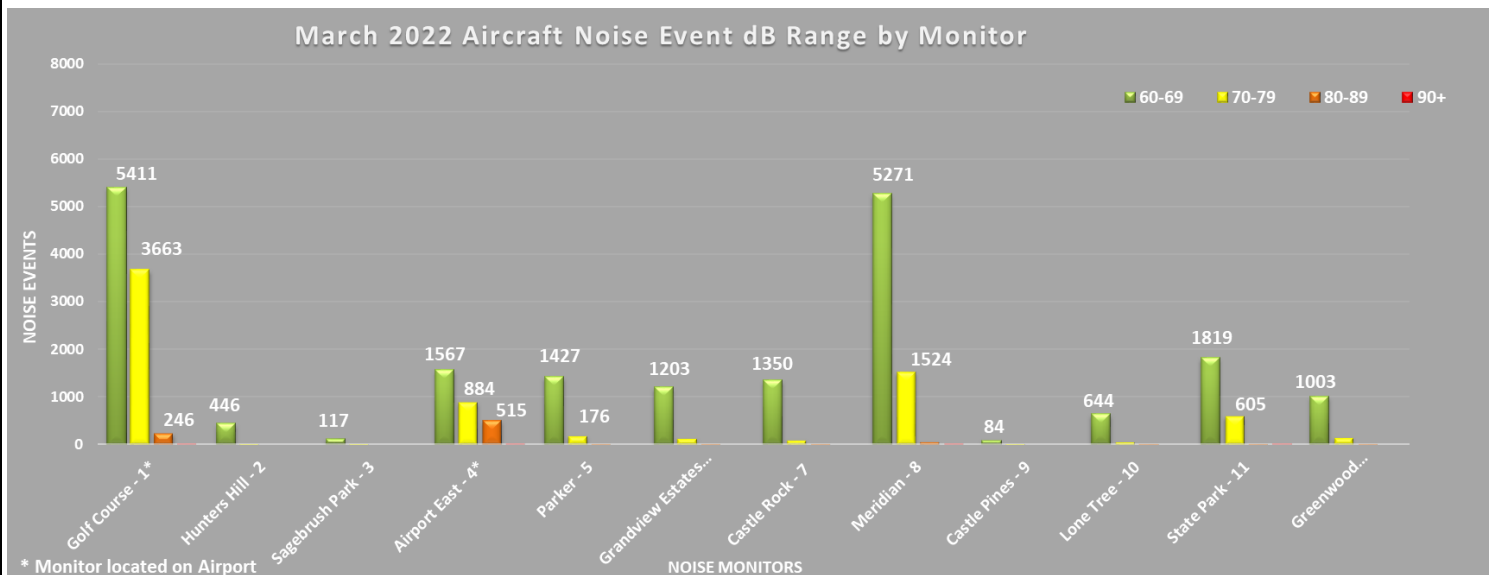
The following data displays the amount and associated decibel level of aircraft noise events at a given monitor. An aircraft noise event must contain the following characteristics:

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.

March 2022 Aircraft Noise Event Decibel Range By Monitor					
Monitor	60-69	70-79	80-89	90+	Totals
Golf Course- 1*	5411	3663	246	9	9329
Hunters Hill- 2	446	27	0	0	473
Sagebrush Park- 3	117	11	0	0	128
Airport East- 4*	1567	884	515	27	2993
Parker- 5	1427	176	2	0	1605
Grandview Estates- 6	1203	138	5	0	1346
Castle Rock- 7	1350	91	4	0	1445
Meridian- 8	5271	1524	54	9	6858
Castle Pines- 9	84	7	0	0	91
Lone Tree- 10	644	53	2	0	699
State Park- 11	1819	605	14	1	2439
Greenwood Village- 12	1003	146	6	0	1155
Totals	20342	7325	848	46	28561

*Monitor located on Airport



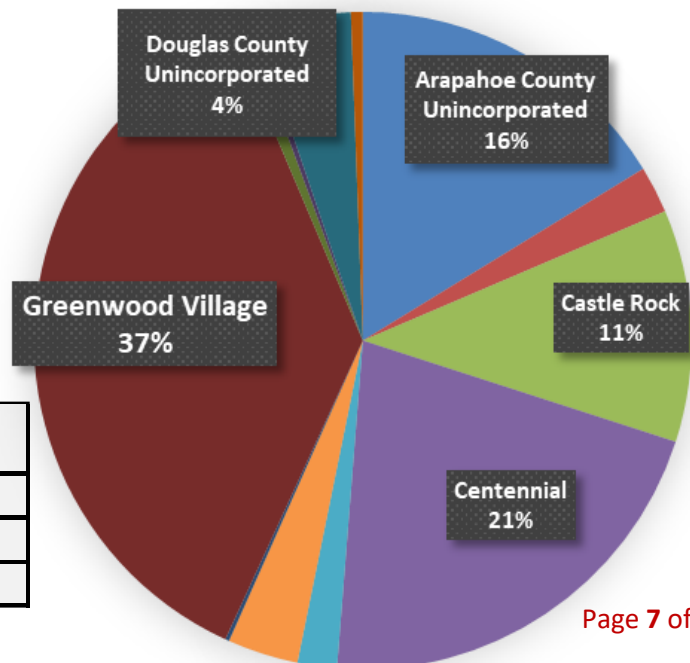
7 MARCH 2022 NOISE COMPLAINTS

In March, Centennial Airport received 517 complaints from 38 households.

March Noise Complaints			YTD		Population	% Of Population Issuing Complaints YTD
Municipality	Complaints	Households	Complaints	Households	Census 2018	
Arapahoe County Unincorporated	84	7	200	8	83,764	0.0095%
Aurora	12	2	35	2	374,114	0.00053%
Castle Pines	0	0	0	0	10,507	0%
Castle Rock	59	3	124	4	64,827	0.0061%
Centennial	110	5	233	5	110,831	0.0045%
Cherry Hills Village	0	0	0	0	6,650	0%
Denver	10	1	10	1	716,492	0.00014%
Douglas County Unincorporated	18	2	39	3	100,536*	0.0029%
Greenwood Village	190	7	445	7	15,801	0.044%
Highlands Ranch	4	1	7	2	105,264	0.0019%
Lone Tree	2	2	4	2	14,653	0.013%
Parker	3	3	25	4	55,636	0.0071%
Other	25	5	85	6	UNK	UNK
Total	517	38	1211	44	1,659,075	0.0026%

*Douglas County Unincorporated Population with Highlands Ranch Removed

Complaints per Municipality



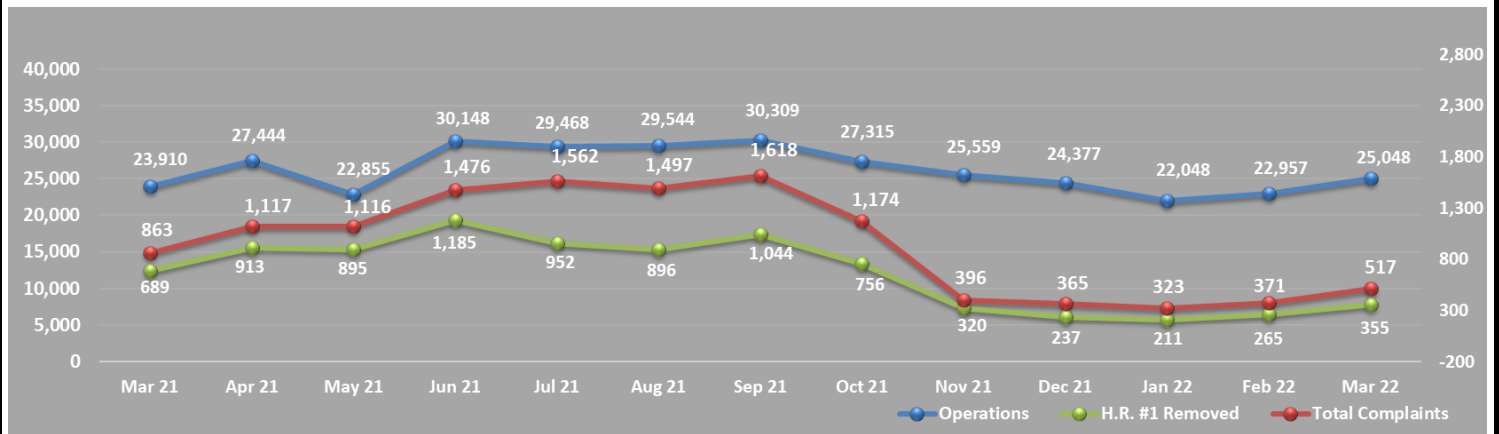
Noise Complaints Response Requested	
Email	14
Phone	23
Total	37

Time Complaint Received	Mar
Day Hours (7:00 am - 9:59pm)	474
Night Hours (10:00 pm - 6:59 am)	43
TOTAL	517

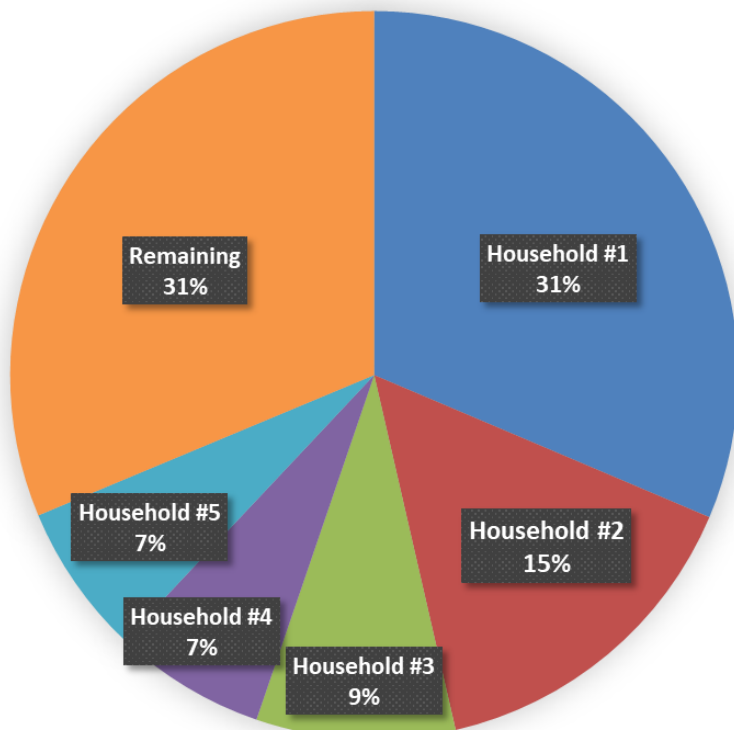
Current 12 Month Trend



Previous Year 13 Month Trend



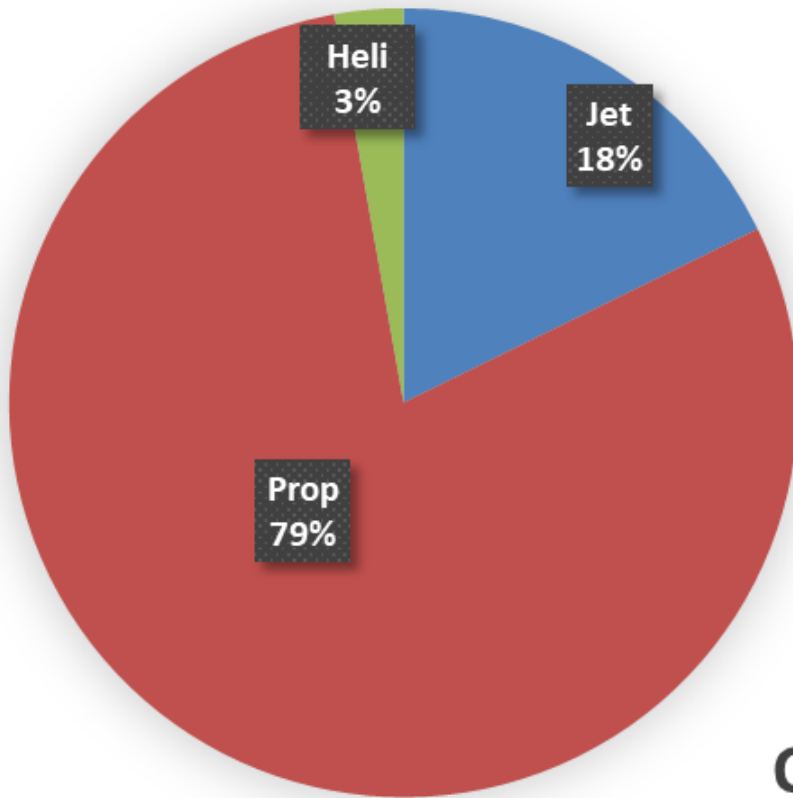
Top 5 Household Complaints YTD



Top 5 Household Complaints YTD		
Household	Complaints	Households
Household #1	380	Greenwood Village
Household #2	182	Centennial
Household #3	107	Castle Rock
Household #4	82	Arapahoe County Unincorporated
Household #5	81	Arapahoe County Unincorporated
Remaining		379
Total		1,211

Complaints by Aircraft Type

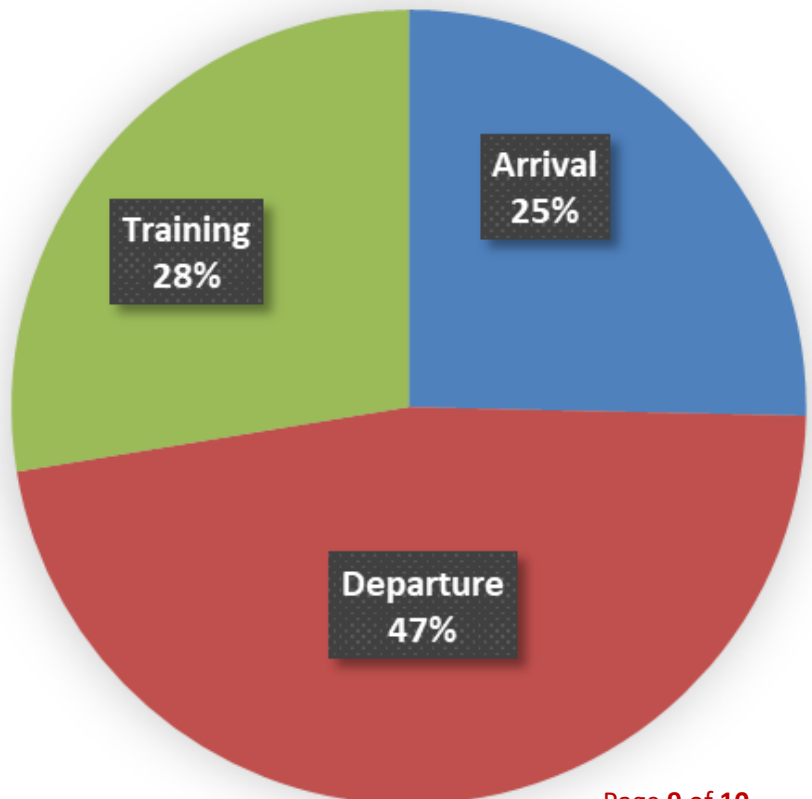
March 2022



*#1 Household Removed

Complaints by Operation Type

*#1 Household Removed



8 NOTES AND DISCLAIMER

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



Fly Quiet Committee - April 2022 Monthly Report **Bill Wasmund, Chair**

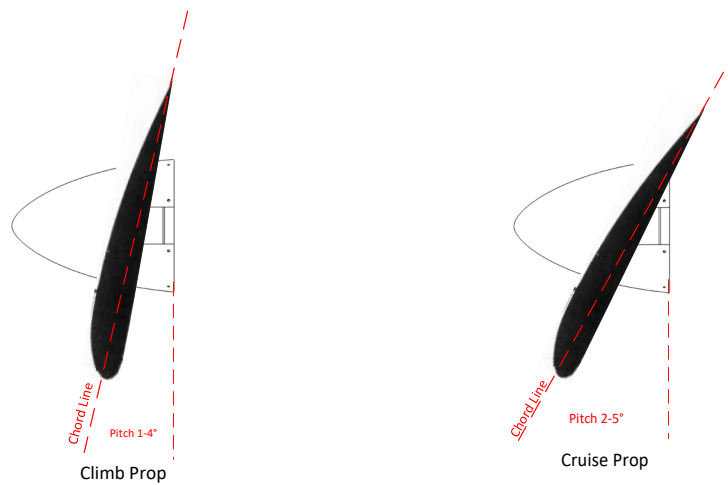
Airport Noise and Operations Reports – Over the next month, the committee will be working on revisiting data compiled from airport and operations reports created last month and selecting several items from our research that may be adopted into KAPA noise abatement efforts.

Airport Electronic Sign – Requested permission from KAPA operations to add noise abatement statements to the KAPA electronic sign on Peoria. KAPA operations will re-visit request after a PIO has been selected.

KAPA Whispertrack Update – Requested several updates to the KAPA Whispertrack information. Airport Contact, Preferential Runway, Preferential Instrument procedures, and Noise Ordinance.

Aircraft Noise Mitigation – Flights Inc. has implemented a program to replace the fixed pitch cruise propellers on their training aircraft with a *climb propeller* that provides an additional 250 FPM vertical speed enabling their aircraft to get up and out of the metro area quickly thus reducing noise along the ground. Fly Quiet will look at other KAPA flight schools to determine if they are implementing similar programs.

Climb Prop (Low Pitch) vs Cruise prop (High Pitch)



Fixed Pitch Climb Prop

Increased Power

A low-pitch or "climb" propeller takes smaller bites of the air which allows the engine to run at its maximum RPM producing its maximum rated power. The result is maximum acceleration and climb rate.

With a climb prop, the goal is to have the most efficient angle of attack (L/D max) occur roughly at best rate of climb speed allowing the aircraft to get to practice altitude as fast as possible generating less noise along the ground. An aircraft with a climb prop exhibits a shorter ground roll and a higher rate of climb V_y than an aircraft configured with a cruise prop. An increase of 250 FPM over a cruise prop has been reported.

Fixed Pitch Cruise Prop

Lower Power

A high-pitch or "cruise" propeller takes a bigger bite out of the air. Although it provides the most economical cruise performance in level flight by reducing the fuel burn rate, it prevents the engine from running at its maximum power setting during a climb. A cruise prop produces a lower acceleration rate, and lower rate of climb taking longer to get to practice altitude generating more noise along the ground.



CACNR Report to ACPAA for April 14, 2022

Donna Johnston representing CACNR

- Public comments were received in person by a resident in Louviers, which is south of Chatfield reservoir, and via letter from a Greenwood Village resident. Both complained about repetitive flight school noise.
- A flight school presentation was delivered by Mike Underriner, Chief Pilot for Flights-Inc. One individual owns all of 16 of the company's planes so they are able to get messages to their pilots quickly. The company tracks its planes and, if necessary, gets rid of pilots who aren't following their "fly friendly" rules.
- The summary of the CACNR Flight School Engagement meeting held last December was accepted by CACNR. Recommendations from that meeting are being considered to determine priority actions.
- The Fly Quiet Committee is reviewing data from similar airports with successful noise abatement efforts that could be adopted here. Two of its members are participating in the UC Davis Noise and Emissions Symposium in early May.
- The Fly Quiet Committee is seeking a noise abatement message on the electronic sign on Peoria Street when it can be relit.
- CACNR is looking forward to participating in a meeting the airport is organizing with flight schools on April 15th. The meeting will include ACPAA members, airport staff, the CACNR Executive Committee, the Fly Quiet Committee Chair and the airport's major flight schools.
- CACNR will help distribute the airport's information about upcoming runway rehabilitation activity in order to keep the public informed.

Flight School Engagement Meeting Agenda

April 15th 11:30am – 1:00pm

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. Flight Schools Discuss Their Operations**
 - a. Number of students
 - b. Noise Abatement efforts
 - c. Challenges they face

- 3. Elected Officials Discuss Community Concerns**

- 4. Airport Authority Discuss Noise Complaints**

- 5. Open Discussion About Identified Solutions**

- 6. Open Discussion About Potential (Unidentified) Solutions**

- 7. Adjourn**

Flight School Engagement Meeting Summary

April 15th 11:30am – 1:00pm

1. In Attendance:
 - a. Nancy Sharpe – Arapahoe County Public Airport Authority (ACPAA) Board Commissioner- Chair/Arapahoe County Commissioner (*Attended Virtually*)
 - b. Thad Bagnato – ACPAA Board Commissioner- Chair Pro Tem
 - c. Abe Laydon – ACPAA Board Commissioner/Douglas County Commissioner
 - d. Jim Huffman – ACPAA Board Commissioner
 - e. Michael Fronapfel – ACPAA Executive Director
 - f. Lauren Wiarda – ACPAA Director of Planning
 - g. Samantha Blymyer – ACPAA Noise & Environmental Specialist
 - h. Brad Pierce – Centennial Airport Community Noise Roundtable (CACNR) - Chair
 - i. Paul Krier – CACNR - Vice Chair
 - j. Alison Biggs – CACNR - Secretary
 - k. Mike Underriner – Flights Inc. - Chief Pilot
 - l. Ian Howells – Independence Aviation - Chief Flight Instructor
 - m. Van Becker – ATP - CFI & Training Support Specialist
 - n. Will Rummell – ATP - Flight Instructor (*Attended Virtually*)
 - o. Bill Wasmund – CACNR - Fly Quiet Committee

Proposed initiatives for the surrounding community's exposure to noise from training activity associated with flight school aircraft from Centennial Airport:

1. ACPAA to assist the 4 major flights schools that operate at Centennial Airport – Flights Inc., ATP Flight School, Independence Aviation, and Aspen Flying Club – to, together, redraw the flight training boxes favoring areas with least amount of residential development (note: flight training boxes are voluntary and flight instructors/students are not required to limit their flights within these designated areas)
2. ACPAA to work with CACNR to discuss if/what updates need to be made to Centennial Airport's Voluntary Noise Abatement Procedures brochure and posters and distribute the updated materials to all Fixed Base Operators, flight schools, flying clubs and the Air Traffic Control Tower (ATCT)
3. ACPAA staff to contact the Planning staff at the surrounding municipalities and ask that they adopt Centennial Airport's most recent noise contour maps into their planning and zoning documents (Arapahoe County, Douglas County, City of Centennial, City of Lone Tree, Greenwood Village, Castle Pines North, Town of Castle Rock, Aurora, Parker, Foxfield, etc...)
4. ACPAA and CACNR to request the attendance of ATP Flight School and Independence Aviation at future Centennial Airport Community Noise Roundtable (CACNR) meetings – as Aspen Flying Club and Flights Inc. have recently attended
5. ACPAA and CACNR to plan a follow up Flight School Engagement Meeting in early June to discuss the implementation of our proposed initiatives

6. ACPAA and CACNR to encourage/incentivize flight schools to convert their aircraft to quieter props that allow better climb performance
7. ACPAA and CACNR to engage with FAA ATCT to inquire if they can adjust their management of training traffic to help reduce noise exposure to the Community

CACNR/ACPAA 2022 MEETING SCHEDULES

CACNR REPRESENTATIVES TO 2022 MEETINGS OF THE ARAPAHOE COUNTY PUBLIC AIRPORT AUTHORITY

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

<u>CACNR MEETINGS</u>	<u>ACPAA MEETINGS</u>	<u>CACNR REPRESENTATIVE</u>	<u>REPORT DUE DATE</u> (To centennialairport.com)
January 05	ACPAA not meeting	-----	include with Feb CACNR report
February 02	February 10	Brad Pierce	February 04 (see above)
March 02	March 10	Candace Moon	March 04
April 06	April 14	Donna Johnston	April 08
May 04	May 12	Paul Krier	May 05 3:00 p.m.
June 01	June 16 (note 3 rd Thursday)		June 10
July 06	ACPAA not meeting		include with Aug CACNR report
August 03	August 11		August 04 (see above) 3:00 p.m.
September 07	September 08		Write 09/07 To Be Placed on Dias
October 05	October 13		October 06 3:00 p.m.
November 02	November 10		November 03 3:00 p.m.
December 07	December 08		Write 12/07 to be placed on dais



ITEMS FOR FOLLOW-UP
For Review on May 4, 2022
Covers Calendar Year 2021 to date

AIRPORT STAFF

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**
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**
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**
4. Develop spreadsheet with nighttime data – 10:00 p.m. -6:00 a.m. **Airport Staff** **5/5/21**
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**
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**
7. CACNR to be provided with current ambient noise levels for each noise monitor. **Rachel Keller – now Mike/Samantha** **11/3/21**
8. Provide separate noise data for Elizabeth area, due to increased complaints from that area. **Airport staff – now Mike/Samantha** **12/01/21**
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**
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**
12. Return radar density maps and maps of locations of year-to-date and monthly noise complaints **Samantha** **03/02/22** **In progress**
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**
15. If possible, Include CACNR Representatives when meetings are held with jurisdictions about establishing parallel noise contours. **Mike Fronapfel** **04/06/22**

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**

BRAD PIERCE AND OTHERS

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 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. Reach out to Elbert County to ascertain its interest in becoming a CACNR member. **Dan Avery 12/01/21**
5. Make additional appointment to committees. **Brad Pierce 04/06/22**

COMMUNITY OUTREACH COMMITTEE

1. Explore ways to utilize social media to reach the public. **Community Outreach Committee 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. **Community Outreach Committee 04/07/21**
3. Contact Trish Coberly to see if she would be willing to provide more assistance with maintaining the website. **Community Outreach Committee 04/06/22**

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**

FLY QUIET COMMITTEE

1. Continue work to identify location of 2nd noise abatement sign. **Fly Quiet Committee 08/04/21 in progress**
2. Continue exploring incentives for voluntary use of fly quiet procedures; **Fly Quiet Committee 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. **Fly Quiet Committee 11/03/21**
5. See if Noise Abatement Guidelines (NAG) should be updated **Fly Quiet Committee 02/03/21**
6. Staff updates awaited for adding Noise Abatement Guidelines to Whispertrack's electronic tablet application. **Fly Quiet Committee with Rachel Keller now Mike Fronapfel and/or Samantha Blymyer 6/02/21**

NOISE MONITOR COMMITTEE

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. **Noise Monitor Committee 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**

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**

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.”)

Aviation Noise and Its
Impact on Community
Health: Research and
Proposed Legislation



About National Organization to Insure a Sound Controlled Environment (N.O.I.S.E.)

- **WHO WE ARE**

- At N.O.I.S.E., we've served for 40 years as America's only nation-wide, community-based association composed of local elected officials representing millions of Americans across the country, committed to reducing the impact of aviation noise on local communities.

- **OUR MISSION**

- We are committed to reducing the impact of aviation noise on local communities by partnering with communities to join and inject the concerns of their constituents into the national debate on airport expansion and other issues relating to the effects of aviation noise.

N.O.I.S.E. Team Members

Executive Officers

PRESIDENT

- The Honorable Brad Pierce
Chair, Centennial Airport
(Colorado) Community Noise
Roundtable
Former Council Member
City of Aurora, CO

1ST VICE PRESIDENT

- The Honorable Mary Rose
Evans
Commissioner
City of Parkway Village, KY

2ND VICE PRESIDENT

- The Honorable Ambrose Clay
Council Member
College Park, GA

TREASURER

- The Honorable Libby
Garvey
County Board Member
Arlington County, VA

SECRETARY

- The Honorable Linea
Palmisano
Council Member
Minneapolis, MN

Staff

EXECUTIVE DIRECTOR

- Emily Tranter

COMMUNICATIONS DIRECTOR

- Vince Spinner

PRESS AND COMMUNICATIONS

- Greg Rubio

Congressional Legislation Proposed: Past and Present

1. 112th Congress (2011-2012) - *S.223 - FAA Air Transportation Modernization and Safety Improvement Act*, Sponsor: Sen. John D. Rockefeller IV (D-WV)
2. 115th Congress (2017-2018) - *H.R.6168 - Aviation-Impacted Communities Act*, Sponsor: Rep. Adam Smith (D-WA)
3. 115th Congress (2017-2018) - *S.2422 - A bill to require a study on the health impacts of air traffic noise and pollution*, Sponsor: Sen. Elizabeth Warren (D-MA)
4. 115th Congress (2017-2018) - *H.R.3938 - Air Traffic Noise and Pollution Expert Consensus Act of 2017*, Sponsor: Rep. Stephen F. Lynch (D-MA)
5. 116th Congress (2019-2020) - *H.R.5109 - F-AIR Act*, Sponsor: Rep. Jackie Speier (D-CA)
6. 116th Congress (2019-2020) - *H.R.976 - Air Traffic Noise and Pollution Expert Consensus Act of 2019*, Sponsor: Rep. Stephen F. Lynch, (D-MA)



Present Legislation

- 117th Congress (2021-2022) - *H.R.6050 - Aviation Noise and Emissions Mitigation Act*, Sponsor: Rep. Adam Smith (D-WA)
- 117th Congress (2021-2022) - *H.R.712 - Air Traffic Noise and Pollution Expert Consensus Act of 2021*, Sponsor: Rep. Stephen F. Lynch (D-MA)

Example of Proposed Legislation 2021

- Adam Smith (D-Wash.) introduced the *Aviation Noise and Emissions Mitigation Act* which will help to better understand the effects of noise and emissions in communities and fund initiatives driven by communities to mitigate these effects on the environment, public health, and quality of life of residents living near airports and air flight pathways.
- Original cosponsors: Rep. Eleanor Norton (D-DC, Quiet Skies Caucus Co-Chair), Rep. Stephen Lynch (D-MA, Quiet Skies Caucus Co-Chair)

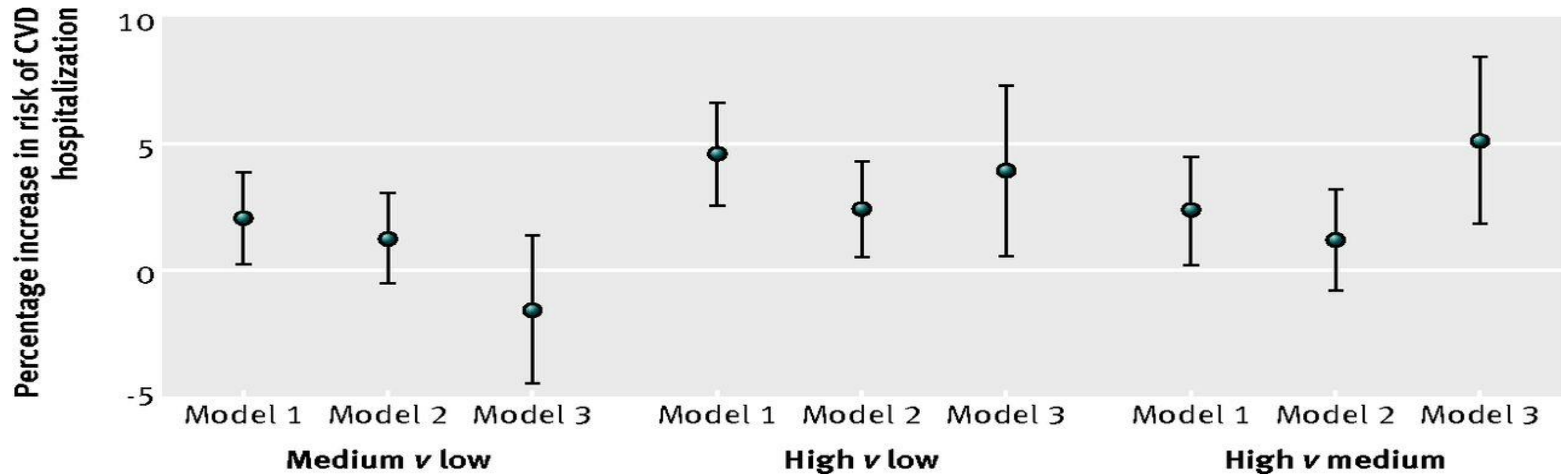
Example of Federal Airport Noise Regulations and Programs

- Section 189 of the *FAA Reauthorization Act of 2018** (Public Law 115-254) directed the FAA to study the health impacts of noise from aircraft flights on residents exposed to overflight noise.
- The provision required the study to be focused on the impact on residents in the metro areas of Boston, Chicago, DC, NY, California metropex, Phoenix, the Southern California Metroplex, Seattle and other areas.
- FAA has contracted with Boston University and the Massachusetts Institute of Technology for this three-year study that is scheduled to be completed in 2022

[*FAA Reauthorization Act of 2018 \(Public Law 115-254\)](#)

Harvard School of Public Health (HSPH) and Boston University School of Public Health (BUSPH) Study*

- On average, zip codes with 10-decibel higher aircraft noises had a 3.5% higher cardiovascular hospital admission rate.
- In total, 2.3% of hospitalizations for cardiovascular disease in the Medicare cohort were attributable to aircraft noise.
- Twenty-three per cent of the Medicare cohort was exposed to greater than 55 decibels using the 90th percentile exposure metric, and this population contributed half of the attributable hospitalizations.
- In comparison, across the zip codes with air pollution data, 6.8% of hospitalizations for cardiovascular disease were attributable to fine particulate matter and 4.2% to ozone.
- The population attributable fraction for noise was similar in the subset of zip codes with air pollution data (2.2%).



Comparison with Other Studies

- This study investigated the noise-cardiovascular hospitalization relation across grades of airport noise exposure levels for the largest number of airports and population of older people studied to date.
- Large number of events to pull data from.
- Evaluated the relation of noise with cardiovascular hospitalization as the outcome, which had rarely been considered in previous noise studies.
- Improved upon previous studies by assessing the relation for individual at risk people, and by estimating the whole exposure-response relation.
- Accounted for the potential confounding of regional air pollution and near-road air pollution/noise.
- There may be a threshold for the effect of noise.

Boston Study Conclusion

- Aircraft noise, particularly characterized by the 90th percentile of noise exposure among census blocks within zip codes, has a large effect in raising the relative rate of hospitalization for cardiovascular disease among older people residing near airports.
- This relation remained after controlling for other factors.



Questions about N.O.I.S.E.?

<http://aviation-noise.org>

Email: emilyt@primacysg.com

202-378-7147

bmpierce2@comcast.net