CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE

November 2, 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**:

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

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, October 5, 2022 – Alison Biggs, Secretary
   B. TREASURER'S REPORT, October 2022 – Andy Jones, Treasurer
   C. NOISE REPORT, September 2022 – Samantha Blymyer

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

SPECIAL FOCUS ON FLY QUIET

   A. ITEMS FROM CURRENT WORK PROGRAM
   B. FOLLOW UP ITEMS FROM PRIOR MEETINGS
   C. RELATED ITEMS FROM PHASE 1 AND PHASE 2 OF 2021 WORK PLANNING AND PRIORITIZATION
   D. 2023-2025 WORK PROGRAM IDEAS
   E. ANY OTHER DISCUSSION/IDEAS

5. **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. NOISE MONITORS – Candace Moon, Chair
      1. Status of Follow Up Items
      2. Other

6. **FAA REPORTS:**:
   A. FAA CENTENNIAL AIRPORT AIR TRAFFIC CONTROL TOWER – Jeff Lawton/Ron Curry
   B. FAA DISTRICT OFFICE – John Bauer/John Sweeney
   C. FAA TRACON – Steve Martin/Bill Dunn

7. **OTHER REGULAR REPORTS**:
   A. ACPAA – October 13, 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 – December 7, 2022 6:30 p.m. 7565 S. Peoria Street, Unit 9D

   B. ACPAA – November 10, 2022 3:00 p.m. 7565 S. Peoria Street, Unit 9D
   December 8, 2022 3:00 p.m. 7565 S. Peoria Street, Unit 9D

12. ADJOURN

CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE
MINUTES
October 5, 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 6:36 p.m. by Chair Brad Pierce. The following were in attendance, and a quorum was present:

Arapahoe County:	Carrie Warren-Gully	Greenwood Village:	Donna Johnston
Arapahoe County:	Paul Krier	Highlands Ranch Metro:	Renee Anderson
Douglas County:	Dan Avery	Lone Tree:	Mike Anderson
Douglas County:	Alison Biggs	Parker:	Carson Byerhof
Aurora:	Brad Pierce	ACPAA:	Mike Fronapfel
Castle Pines:	Chris Eubanks	CABA:	Don Kuskie
Centennial:	Candace Moon	Wings Over the Rockies:	Bill Wasmund

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

Those absent were:

Castle Rock:	Laura Cavey/Sandy Vossler	CDOT Aeronautics Div:	Todd Green/Vacant
Cherry Hills Village:	Al Blum/Afshin Safavi	FAA APA Control Tower:	Jeff Lawton/Ron Curry
Foxfield:	Pam Thompson/Frank Lawrence	FAA TRACON:	Steve Martin/Bill Dunn
AOPA:	John Hirshman/vacant	FAA District Office:	John Bauer/John Sweeney

2. **PUBLIC COMMENT:**

A. **VIRTUAL/IN-PERSON MEETING ATTENDEES** – Randy Johnson of Louviers reported 207 noisy flights in September, and provided the numbers he had been able to link to the various flight schools. He had filed 16 complaints and showed examples of several repetitive flights over his home. Mike Fronapfel suggested those could be shared with the flight schools, and Brad Pierce suggested determining exactly when and whose flights were involved. It was noted there was a difference between watching and hearing v. seeing low and hearing loud. Fronapfel indicated there should be no training over residential areas, so training areas need to be adjusted. The increased number of homes in areas such as Sterling Ranch also leaves fewer locations for training to occur. The times of low and loud flights also can present challenges; 5:40 a.m. will likely cause more problems for those on the ground than later ones. Request was made to overlay satellite views of the area with the flight paths that are causing problems so more readily identifiable landmarks can be seen.

Susan Tanham from south of the west end of Cherry Creek Reservoir indicated she had lived there for 28 years and was now having trouble with noise from planes at night, even though many of them do not show up on WebTrack. She understood the lack of information about military and emergency flights, but noted there are more flights which do not stay within the boundaries as designated in the Noise Abatement Guidelines (NAG). There may be as many as 20-25 such flights per hour. She also expressed concerns about the effect all the planes using the new hangers being built will have on noise. She asked how she could help keep things from getting more out of hand.

Responding, Mike Fronapfel noted work will continue to have flights over the water. The new hangers are mainly for jets, with the newer ones being more quiet. There is excess capacity now, but unknown how long that will last. WebTrack does filter out flights per determination of the FAA. Actual noise levels are recorded on the noise monitors, even though information about such flights has been filtered from the public.

Discussion continued about what are considered bothersome noise levels. Although they of course differ from individual to individual, the FAA has designated 65 decibels in the daytime, and 75 dB at night, averaged over a year. There has been controversy over these designations for some time, with many communities wanting them set lower, and the observation that the yearly average does not really serve a useful purpose for communities bothered by daily noise.

Concern about the violations of the NAG continues, with notation that the FAA's direction since the mid-air collision has exacerbated the situation. The airport staff has and is communicating with the FAA about this and the effect it has had on the communities.

Tanham was thanked, and encouraged to continue to be involved.

Kimberly Hellweg from the Elizabeth area, close to the Douglas County line, reminded CACNR she is in the middle of 5 training areas, and if CACNR wants documentation and pictures similar to those of Randy Johnson, she has them. She gets flight school noise continually for 3-4 hours at a time. She believes the things the flight schools say they do are not followed by their pilots. She wondered if there were any tangible results from the flight school meetings, and when the FAA was going to get involved.

Mike Fronapfel indicated he would be following up regarding the use of the training areas. He wants to meet with the FAA about the kinds of issues continually being raised at these meetings, and has asked the FAA to be more present with CACNR. The new tower manager is apparently temporary, only until the end of the year, but the request has been made for the involvement of someone from any of the three FAA entities which are supposed to be Advisory Members of CACNR and which have not attended for some time. The exception has been the very occasional but very helpful attendance by Ron Curry, the Alternate Representative from the Control Tower.

It appeared there needed to be another meeting with the flight schools to follow-up with the kinds of things brought up at this meeting, and Fronapfel indicated that might occur in October. Follow-up also needs to be done with the FAA, to get its representatives to listen to concerns which should not have to wait until another Part 150 study is conducted. The FAA needs to become engaged in finding solutions now.

James Slaggert, Orchard Hills in Greenwood Village, indicated he agreed with all the prior concerns, and he thanked Donna Johnston and Brad Pierce for their earlier meeting. The absence of the flight schools at these meetings was noted, and he felt they needed to hear what is said at them. He further indicated he felt airport personnel should meet offending flights when they land, to inform them of their offense and to tell them to cease such behavior. After three such contacts, the offenders should be barred from the airport. Slaggert mentioned Van Nyes Airport has best practices which should be considered for adoption here, and pilots must be held accountable.

It was noted that Van Nuys had certain practices in place before the enactment of the Aircraft Noise and Capacity Act of 1990 [ANCA] and which were "grandfathered" in at that time. However, ANCA shifted responsibility for noise abatement away from local governments and airport sponsors, and granted the FAA preemptive authority over the setting of noise levels and the imposition of noise and capacity restrictions at airports. This prevents Centennial Airport from enacting or enforcing many of the restrictions which CACNR would like to have imposed to better control noise. The rising concerns about noise here, and the airport's inability to enact many of the suggested/ requested practices have led to the request for another FAA voluntary FAA 14 Code of Federal Regulation (CFR) Part 150 Noise Compatibility Plan (Part 150 Study)to analyze and examine community noise impacts from Centennial Airport aircraft operations. It is hoped that study might begin in 2023.

In the meantime, Mike Fronapfel noted the touch and go runway had now reopened, which might help some residents. He also indicated the Van Nuys best practices would be examined to see if any would be useful here, although they would likely have to be placed on a voluntary basis due to ANCA.

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

3. **CONSENT AGENDA**:

A. **DRAFT MINUTES**, September 7, 2022. On the motion of Alison Biggs, duly seconded and passed, the draft minutes were moved to agenda item 4.

B. **TREASURER'S REPORT**, showing a balance of $23,962.15 as of September 30, 2022.

C. **NOISE REPORT** – August 2022

On the motion of Carrie Warren-Gully, duly seconded, the Consent Agenda, minus the Draft September 7, 2022 Minutes was approved.

The September 2022 Noise Report included the following information:

August Total Operations: 30,455 **August Total Local Operations: 14,543**
Year to Date Total Operations: 207,633 **Year to Date Local Operations: 93,363**

618 Complaints from 30,455 Total Operations in August

August Noise Events:

Aug. Totals:	**Aug. 60 – 69 db:**	Aug. **70 – 79 db:**	**Aug. 80 – 89 db:**
8,410 Meridian	6.421 Meridian	4,722 Golf Course	630 Airport East
8,273 Golf Course	3,251 Golf Course	1,920 Meridian	271 Golf Course
3.023 State Park	1,975 State Park	1,022 State Park	60 Meridian
3,018 Airport East	1,732 Parker	1,019 Airport East	18 State Park
1,972 Parker	1,437 Grandview Estates	238 Parker	14 Greenwood Village
1,625 Grandview Estates	1,323 Airport East	180 Grandview Estates	10 Castle Rock
1,177 Castle Rock	1,094 Castle Rock	135 Greenwood Village	8 Grandview Estates
1,173 Greenwood Village	1.024 Greenwood Village	72 Castle Rock	7 Lone Tree
864 Lone Tree	789 Lone Tree	68 Lone Tree	4 Hunters Hill
628 Hunters Hill	576 Hunters Hill	48 Hunter Hill	2 Parker
246 Castle Pines	238 Castle Pines	8 Castle Pines	- Castle Pines
161 Sagebrush Park	157 Sagebrush Park	4 Sagebrush Park	- Sagebrush Park

August Noise events in the 90+ decibel range were Airport East – 46 Golf Course – 29 Meridian – 9 State Park – 8 Castle Rock – 1

August Noise Complaints(618) and Numbers of Households (88): **YTD Complaints & Number of Households:**
("Other" complaints and numbers of households come from Boulder, Englewood, and Littleton)

Noise Complaints:	Number of Households:	Noise Complaints:	Households:
159 Greenwood Village (26%)	31 UAC (35%)	1,104 Greenwood Village	58 UAC
145 Unincorporated Arapahoe Cnty (24%)	19 Greenwood Village (22%)	795 Centennial	35 Greenwood Village
120 Centennial (19%)	9 UDC (10%)	774 UAC	18 Other
87 Castle Rock (14%)	5 Lone Tree (5.7%)	432 Castle Rock	17 UDC
33 Unincorporated Douglas County (5%)	5 Other (5.7%)	188 Other	12 Lone Tree
30 Aurora (4.85%)	4 Castle Rock (4.5%)	177 UDC	9 Centennial
18 Highlands Ranch (3%)	4 Centennial (4.5%)	126 Aurora	9 Denver
13 Other (2%)	4 Denver (4.5%)	71 Highlands Ranch	7 Parker
6 Denver (1%)	2 Aurora (2%)	36 Lone Tree	6 Aurora
5 Lone Tree (0.8%)	2 Highlands Ranch ((2%)	31 Denver	6 Castle Rock
1 Castle Pines (0,16%)	1 Castle Pines (1%)	29 Parker	5 Highlands Ranch
1 Parker (0.16%)	1 Parker (1%)	16 Castle Pines	3 Castle Pines

Year to date, the **top five complaining households** were in:
Greenwood Village – 835 (22%) UAC – 317 (8%)
Centennial – 683 (18%) UAC – 173 (5%)
Castle Rock – 375 (10%)

I**n August, 60 responses were requested from 618 noise complaints**, with 30 of those requests made by email (50%), and 30 made by telephone (50%).

In August, 574 complaints were made about **daytime flights** (7:00 a.m. – 9:59 p.m.) – 93%.
44 complaints were made about **nighttime flights** (10:00 p.m. – 6:59 a.m.) – 7%.

In August, props accounted for **62% of the complaints by aircraft type; jets** accounted for **38% of the complaints.**

In August, departures were responsible for **49% of the complaints**. **Arrivals** were responsible for **33% of the complaints**, and **Training was responsible for 18% of the complaints**.

The August Complaint Map and the August Radar Track Density Maps were provided. Samantha Blymyer was thanked for the return of these two helpful tools for CACNR's use.

4. **ITEMS REMOVED FROM CONSENT AGENDA:** The September 7, 2022 draft minutes were considered. It was noted Dan Avery had been in attendance virtually, and there was a typographical error in the second sentence of 2.A., to read "There have been twin engine flights which can be heard for a long time, and it seemed there was no effort to ~~say~~ **stay** in the designated areas."
A sentence was added to 5.C., to read "The committee reviewed Fly Quiet brochures from other airports an recommended staff use the Oakland Airport Fly Quiet brochure as a guide."

The first paragraph of 7.B.1. was reworded: "Airport Activity: Mike Fronapfel thanked CACNR for its enthusiastic attendance at the airport tour earlier today. ~~Tours have been done for Lone Tree and Greenwood Village, and one was being scheduled for the City of Lone Tree.~~ A tour has been done for Lone Tree, and Greenwood Village City Council and staff are interested in one but it has not yet been scheduled. Those who participated thanked Fronapfel and staff for the tour and indicated there had been much good information shared during it."

By consensus, the September 7, 2022 minutes were approved as amended above.

5. **COMMITTEE REPORTS**:
A. **EXECUTIVE /WORK PLAN COMMITTEES** –
1. Items considered during the September 27, 2022 meeting of this combined committee were presented. The 2023 Draft Budget was submitted. As it was anticipated there would be a reasonable amount of carry-over from 2022, the draft budget included the traditional $10,000 amount from ACPAA, but the jurisdictions would not be invoiced for 2023. An explanation about this would be provided to the jurisdictions with the report of CACNR's activities during the year. There was discussion about such things as a suggested media outreach project, educating the public about the proposed FAA Part 150 study, and whether the amounts in some categories would be enough. It was noted the budget included a reserve which would likely accommodate needed flexibility, and the actual amount of 2022 carry would not be determined until the end of the year. Following discussion, 2023 CACNR budget was approved by consensus.

In looking at a focus for future meetings, the Committee suggested that there be an opportunity for everyone to contribute to ideas about the work of each committee. This would also help with crafting the 2023-2025 Work Program. It was suggested the CACNR agendas could accommodate Community Outreach in November, Fly Quiet in December, Noise Monitors in January and Executive/Work Plan in February, with review of the completed Work Program in March. As the Community Outreach Committee had just had several new members appointed, it was agreed to shift the schedule to start with Fly Quiet in November, Noise Monitors in December, and Community Outreach in January.

Resources provided for this project included the current Work Program, and information about the Work Planning and Prioritization Project begun in 2021 with Consultant Jason Schwartz. It was noted that the report of Phase I had been sent in place of Phase 2, so Phase 2 would be sent to everyone following this meeting. Both were recommended resources.

A few recent suggestions to decrease the number of CACNR meetings had been explored. There had previously been such consideration, with a concern that fewer meetings might put the importance of CACNR's work on a "back burner" for many, given the stresses of the current work climate. The possibility of a Part 150 study in 2023 also made it difficult to predict what months might be best to eliminate. May and December were suggested, but the proximity of July 4 to the usual CANCR meeting date that month made July seem more reasonable. Accordingly, it was agreed by consensus to skip the July and December meetings for 2023.

The Work Program for 2023-2025 had been discussed during the focus on the committees as reported above. That schedule should make the review and revision for the next Work Program quite reasonable.

Brad Pierce reminded CACNR that he would not be running for Chair during the next election of officers in March 2023. In the interest of succession planning, Paul Krier had indicated a willingness to move up into that position, which would leave a vacancy in the position of Vice Chair. All were reminded that every office would be up for election in March 2023, and anyone interested in serving in any of the four offices should feel free to put forth her/his name at that time. Duties of all offices are provided in Appendix II of the CACNR Bylaws and were provided with this meeting's advance materials.

B. **COMMUNITY OUTREACH** – On behalf of the committee, Mike Anderson again expressed thanks for the new members on the committee. There had been a copyright issue regarding the website, and Trish Coberly had removed the photo in question. Further exploration of the issue would be done for the future.

C. **FLY QUIET** –Bill Wasmund had submitted a report, included with the advance mailing for this meeting. He noted the continuing project of looking at materials from other airport's fly quiet efforts. There apparently was a new practice in use by at least one flight school, directly east of Kiowa. Request was made to have this on the agenda at the next flight school meeting. Kristine Chipman who had been helpful with her flight school information was no with Aspen Flying Club. There was a rumor the Chatfield practice area was to close, but it would be likely that training flights from areas other than Centennial Airport would continue to use it. The effort to get a second "fly quite" focused sign at the airport continued.

D. **NOISE MONITORS** – Candace Moon reported she and Bill Wasmund had met about the overlap of items between the two committees, and will be looking at programs where joint efforts would be useful, such as rewards for flight schools or others who do fly quiet. They will meet again to continue such discussions. The committee would like to analyze the high number of complaints from certain noise monitors areas; the ambient noise levels would be involved. Request was again made for the most recent ambient noise levels for all the monitors to be shared with CACNR. Mike Fronapfel indicated staff would provide these to everyone.

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

7. **OTHER REGULAR MONTHLY REPORTS**:
   A. **ACPAA** – Paul Krier reported the September 8th ACPAA meeting had been basically not held due to another commitment of the board, so he would be presenting reports of both our September 7th and this meetings to the October 7, 2022 ACPAA meeting.

   B. **AIRPORT DIRECTOR'S REPORT** –
   1. Airport Activity: Mike Fronapfel reported the touch and go runway had just reopened. There was some work still to be done, but that would occur at night and should not interfere with any operations. Operations were running very close to the numbers from last year, and fuel sales were currently above last year's, though they would probably be very similar by the end of the year.

Fronapfel further noted there had been a meeting with residents of Greenwood Village, which was challenging but good. He considered it might even be a wake-up call for several things to occur. For example, even though the number of noise complaints was down, the public was not happy. From the last Part 150 study, many remembered flights were to go over the state park, which all too frequently was not being done. Fronapfel reported he had spoken with the tower about this, both for day and night flights, and about the extension of the flight path. There was understanding of the need for safety, but as Centennial has a good safety record, there was question of whether the FAA needed to be so rigid about runway use since it causes so much additional noise for the community. He indicated he would write a follow-up letter including these and other points that were made at the meeting, and will continue attempting to address the public's concerns

Greenwood Village Representative Donna Johnston thanked Fronapfel for attending the meeting and seeing the anger shown there. She noted the FAA needed to have been there as well. The community does not expect miracles, but does expect some attention to be paid to the problems FAA policy causes the public. She feels the community sees the need to put pressure on those who make public policy. It was felt waiting for the results of the next Part 150 study would take too long. It was noted there needs to be a collaborative relationship between the public, the airport, and the FAA, and even though the FAA has a noise program, much of what is said and published at the national level does not seem to filter down to the local level.

C. **FLIGHT SCHOOLS** – None of the flight schools listed on the agenda had sent a representative, so there were no reports. They are always welcome at CACNR meetings, and will continue to have a place on the agenda.

8. **OLD BUSINESS**:

A. **TO REPRESENT CACNR AT 2022 ACPAA MEETINGS** – Paul Krier volunteered to do November 10, and Donna Johnston volunteered to do December 8.

B. **CONGRESSIONAL QUIET SKIES CAUCUS** – Brad Pierce and Paul Krier had a good meeting with Congressman Jason Crow's staff, discussing CACNR and N.O.I.S.E. and the Caucus. Staff seemed to focus on what we might need from the Federal level. The need for some encouragement from Congressman Crow to the FAA for the FAA to be more involved with CACNR was advanced. Pierce and Krier will write a follow-up letter reiterating the discussion. It was suggested some of the comments we get from the public should be shared with the Congressman and his staff, so he would get a more clear sense of the kinds of concerns his constituents have.

9. **NEW BUSINESS**:

A. **INFORMATION SHARING** – In relation to CACNR recognizing those who fly quiet, it was suggested looking at those whose flights exceeded 80 dB over community areas as well, for a different kind of recognition.

It was noted that the Lone Tree Art Center event program lists contributions, and CACNR is included for its contribution in memory of long time CACNR Chair Harold Anderson.

Samantha Blymyer provided some information from the portable noise monitor that had been placed in Highlands Ranch, and thanked Renee Anderson for assistance with that. In September, there had been 420 propeller aircraft flight paths within one mile of the portable monitor, 193 jets, 8 helicopters and 70 unknown, for a total of 770. There were 143 Centennial related noise events at the portable monitor during the month. The 24-hour average sound level had been 32 dB, while the average peak noise level for a single aircraft noise event had been 64.8 dB. Request was made for data from any portable monitor which is in place for any length of time to be routinely included in the monthly meeting material packet.

Renee Anderson indicated at one time she had not been aware the public could complain about aircraft noise, and noted one cannot unhear noise when it is so incessant. Props are the biggest problem in her area. Inquiry was made if a complaint is captured when someone does not have a specific time. Blymyer says she can sometimes track flights if a general time frame is provided and air traffic was light. If so, she will add it to the data.

10. **PUBLIC COMMENT:** None

11. **NEXT MEETINGS**:

A. **CACNR** –	November 2, 2022	6:30 p.m. 7565 S. Peoria Street, Unit 9D	Paul Krier representing CACNR
	December 7, 2022	6:30 p.m. 7565 S. Peoria Street, Unit 9D	Donna Johnston representing CACNR
B. **ACPAA** –	October 13, 2022	3:00 p.m. 7565 S. Peoria Street, Unit 9D – Paul Krier for CACNR	
	November 10, 2022	3:00 p.m. 7565 S. Peoria Street, Unit 9D	
	December 8, 2022	3:00 p.m. 7565 S. Peoria Street, Unit 9D	

12. ADJOURNMENT: The meeting was adjourned at 8:46 p.m.

Alison Biggs, Secretary

ATTENDANCE RECORD for 2022 - 2023 CACNR MEETINGS		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						71%	71%
	Vacant	-	-	absent	-	-	absent	-						0%	
	Paul Krier	X	X	X	absent	X	X	X						86%	86%
	Evan Colvin	X	-	X	X	X	X	X						86%	
								X							
DOUGLAS COUNTY	Abe Laydon	-	-	-	absent	-	absent	-						0%	71%
	Dan Avery	X	X	X	absent	X	absent	X						71%	
	Alison Biggs	X	X	absent	X	X	X	X						86%	86%
	Mark Adams	-	-	absent	-	-	-	-						0%	
AURORA	Brad Pierce	X	X	X	X	X	X	X						100%	100%
	Karen Hancock/Vacant	-	-	X	-	X	-	-						29%	
CASTLE PINES	Chris Eubanks	X	X	X	absent	X	X	X						86%	86%
	Ben Price	-	-	-	absent	-	-	-						0%	
CASTLE ROCK	Laura Cavey	absent	absent	absent	X	X	absent	absent						29%	29%
	Sandy Vossler	absent	absent	absent	-	-	absent	absent						0%	
CENTENNIAL	Candace Moon	X	X	absent	X	X	X	X						86%	86%
	Don Sheehan	-	-	absent	-	-	-	-						0%	
CHERRY HILLS VILLAGE	Al Blum	absent	absent	absent	absent	absent	absent	absent						0%	0%
	Afshin Safavi	absent	absent	absent	absent	absent	absent	absent						0%	
FOXFIELD	Pam Thompson	X	X	absent	absent	X	X	absent						57%	57%
	Frank Lawrence	-	-	absent	absent	-	-	absent						0%	
GREENWOOD VILLAGE	Donna Johnston	X	X	X	absent	X	X	X						86%	86%
	Libby Barnacle	-	-	-	absent	-	-	-						0%	
HIGHLANDS RANCH	Andy Jones	X	absent	absent	X	X	absent	-						43%	57%
METROPOLITAN DISTRICT	Renee Anderson	-	absent	absent	-	-	absent	X						14%	
LONE TREE	Mike Anderson	X	X	X	X	X	X	X						100%	100%
	Chuck Darnell	-	-	-	-	-	-	-						0%	
PARKER	Amy Holland/Todd Hendreks	absent	absent	absent	-	-	-	-						0%	43%
	Todd Hendreks/Carson Byerhof	-	absent	absent	absent	X	X	X						43%	
ACPAA	Mike Fronapfel	X	X	X	X	X	X	X						100%	100%
	Vacant	-	-	-	-	-	-	-						0%	
AOPA	Robert Doubek/John Hirshman	-	X	X	X	X	X	absent						100%	86%
	John Hirshman/Vacant	X	X	X	X	-	-	absent						57%	
CABA	Don Kuskie	X	X	X	X	X	X	X						100%	100%
	Mike Straka	-	-	-	-	-	-	-						0%	
CDOT AERONAUTICS	Todd Green	absent	absent	absent	absent	absent	absent	absent						0%	0%
DIVISION	Vacant	-	-	-	-	-	-	absent						0%	
FAA APA CONTR0L	Jeff Holmes/Jeff Lawton	absent	-	absent	absent	absent	absent	absent						0%	14%
TOWER	Ron Curry	absent	X	absent	absent	absent	absent	absent						14%	
FAA DISTRICT OFFICE	John Bauer	absent	absent	absent	absent	absent	absent	absent						0%	0%
	John Sweeney	absent	absent	absent	absent	absent	absent	absent						0%	
FAA TRACON	Steve Martin	absent	absent	absent	absent	absent	absent	absent						0%	0%
	Bill Dunn	absent	absent	absent	absent	absent	absent	absent						0%	
WINGS OVER THE ROCKIES	Bill Wasmund	absent	X	X	X	absent	X	X						71%	71%
	Keith Palmer/Vacant	-	-	-	-	-	-	-						0%	

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

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 10/28/2022	
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	$ 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
EDUCATION			
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.
TOTAL EXPENDITURES:	$ 28,015.75	$ 4,053.60	
CURRENT BALANCE		**$ 23,962.15**	
CARRY OVER TO 2023	$ -		Actual to be determned 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

Centennial Airport

Monthly Noise Report

19. September 2022

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2 Definitions 2

3 About APA's Noise Monitoring Program 3

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6 Noise Monitor Reports 6

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10 Notes and Disclaimer 12

1 Definitions

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.

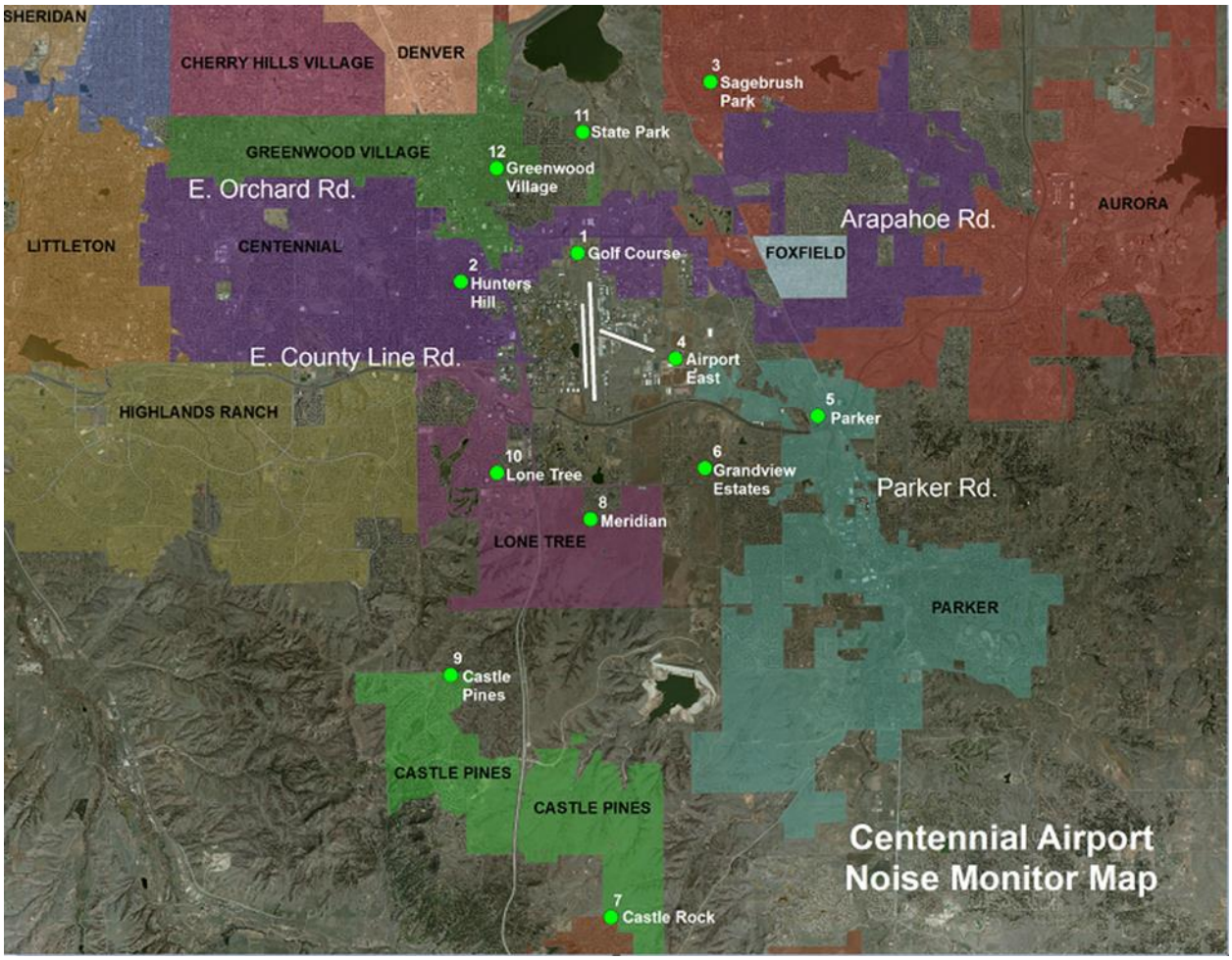
Visual Flight Rules (VFR) – A set of regulations under which a pilot operates an aircraft in weather conditions generally clear enough to allow the pilot to see where the aircraft is going. A flight plan is not required when the pilot is operating under Visual Flight Rules.

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

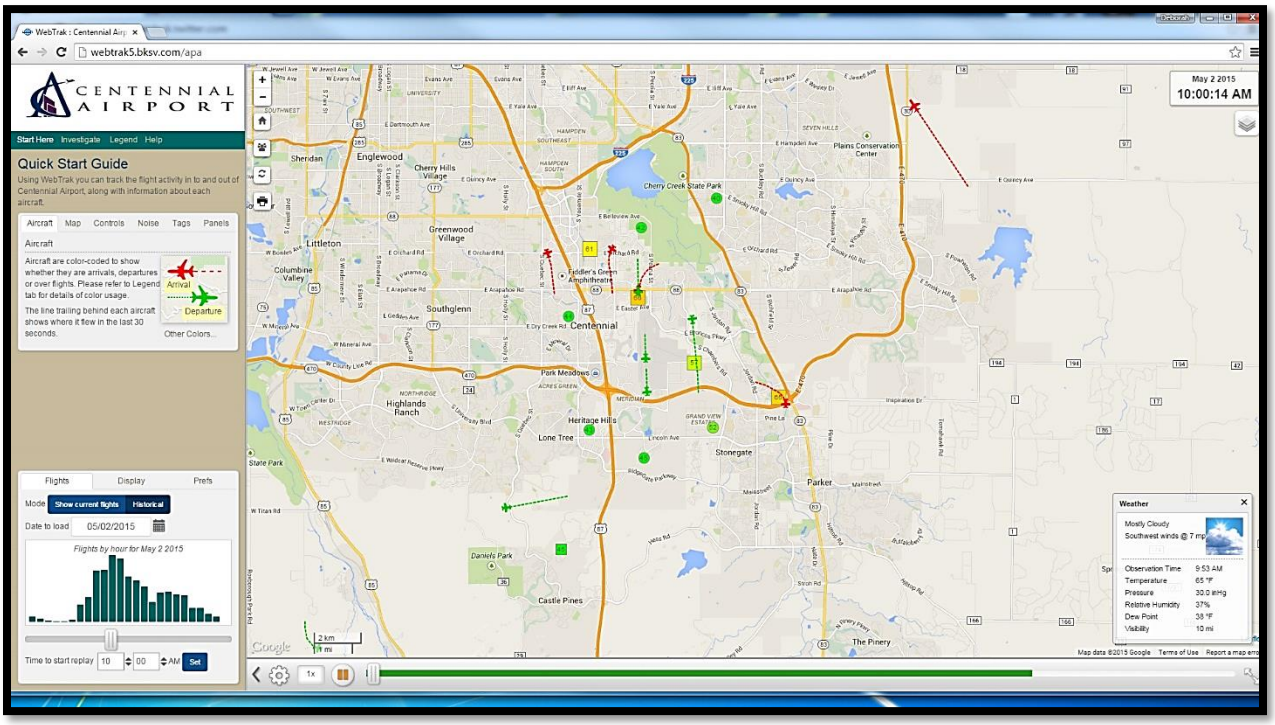
3 About APA's Noise Monitoring Program

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://webtrak.emsbk.com/apa?fbclid=IwAR1xnXwQ2sVwisSZ_szUAlHFtyYBNIZTACOI1PF7ZSH8PPbBxORnnaidUUE

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				0				0			0
November				0				0			0
December				0				0			0
Y-T-D Totals	**23,359**	**33,606**	**1,486**	**58,451**	**10,746**	**57,496**	**1,119**	**69,361**	**96,515**	**395**	**96,910**

	IFR OVERFLIGHTS				VFR OVERFLIGHTS					TOTAL
	AIR TAXI	G.A.	MILITARY	TOTAL INTINERANT	AIR TAXI	G.A.	MILITARY	TOTAL		OPERATIONS
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				0				0	October	
November				0				0	November	
December				0				0	December	
Y-T-D Totals	**23**	**43**	**9**	**75**	**385**	**1,152**	**108**	**1,645**	**Y-T-D Totals**	**226,442**

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.

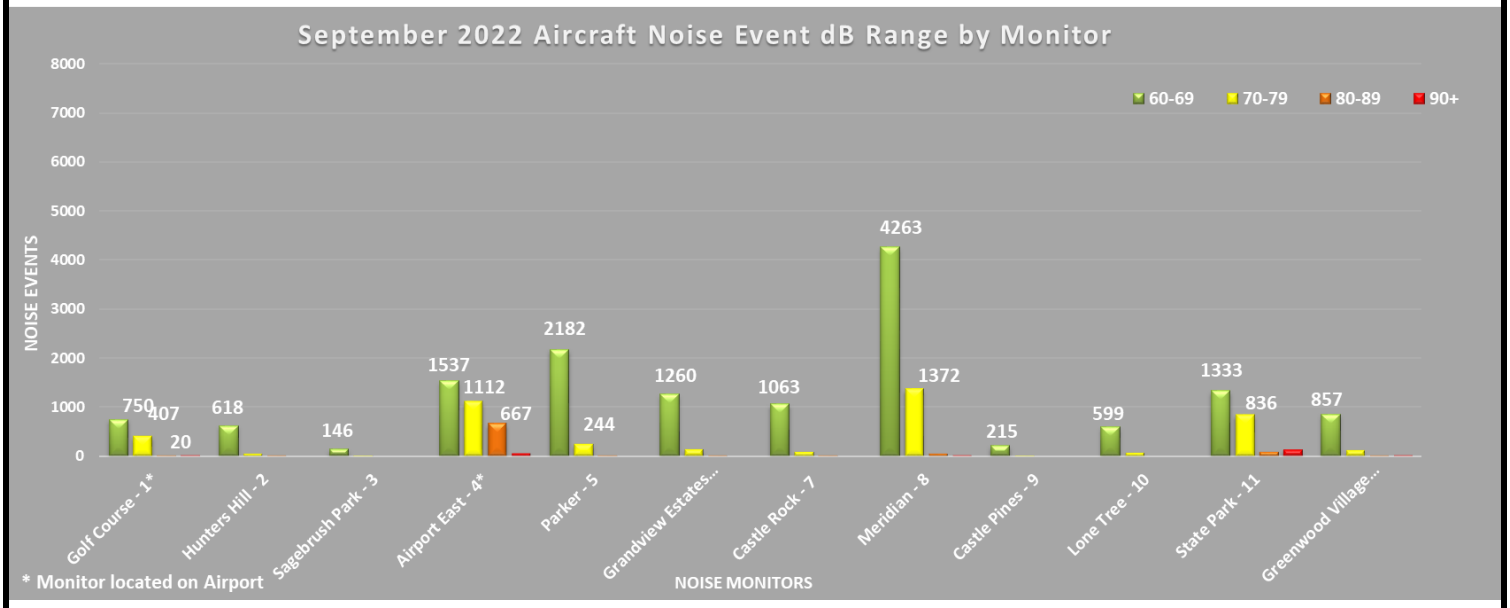
The information below reflects only aircraft noise events as described above.

September 2022 Aircraft Noise Event Decibel Range By Monitor

Monitor	60-69	70-79	80-89	90+	Totals
Golf Course- 1*	750	407	20	4	1181
Hunters Hill- 2	618	56	7	0	681
Sagebrush Park- 3	146	11	0	0	157
Airport East- 4*	1537	1112	667	50	3366
Parker- 5	2182	244	3	0	2429
Grandview Estates- 6	1260	130	5	0	1395
Castle Rock- 7	1063	75	5	0	1143
Meridian- 8	4263	1372	53	7	5695
Castle Pines- 9	215	10	0	0	225
Lone Tree- 10	599	63	0	0	662
State Park- 11	1333	836	82	124	2375
Greenwood Village- 12	857	116	5	1	979
Totals	14823	4432	847	186	20288

***Monitor located on Airport**

NMT 1 missing data from September 17th – September 30th due to component failure



7 SEPTEMBER 2022 NOISE COMPLAINT STATISTICS

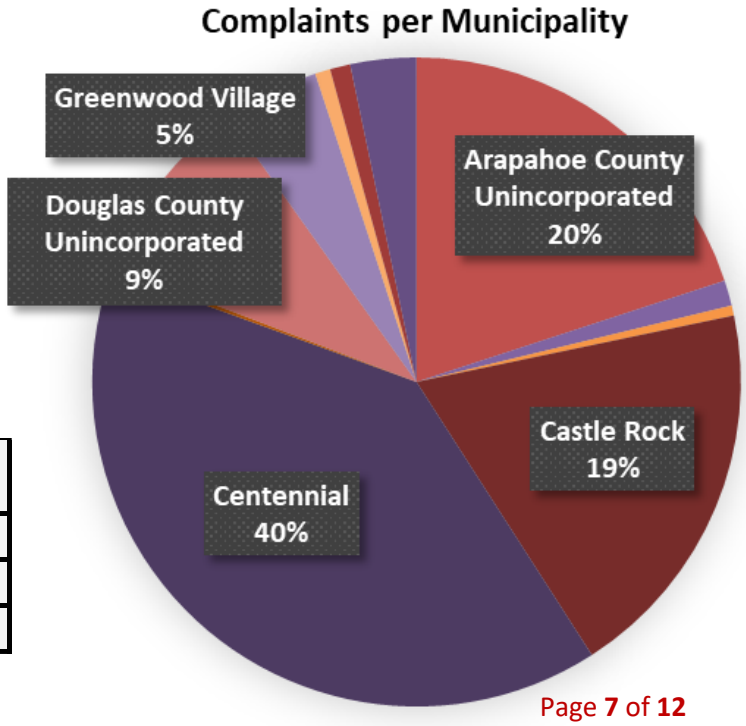
In September, Centennial Airport received _396_ complaints from _54_ households.

September Noise Complaints			YTD		Population
Municipality	**Complaints**	**Households**	**Complaints**	**Households**	**Census 2018**
Arapahoe County Unincorporated	79	15	853	60	83,764
Aurora	5	2	131	7	374,114
Castle Pines	2	2	18	4	10,507
Castle Rock	76	3	508	6	64,827
Centennial	157	4	952	11	110,831
Cherry Hills Village	0	0	0	0	6,650
Denver	1	1	32	10	716,492
Douglas County Unincorporated	37	10	214	21	100,536*
Greenwood Village	19	8	1123	38	15,801
Highlands Ranch	3	1	74	5	105,264
Lone Tree	4	3	40	13	14,653
Parker	0	0	29	7	55,636
Other	13	5	201	21	UNK
Total	**396**	**54**	**4175**	**203**	**1,659,075**

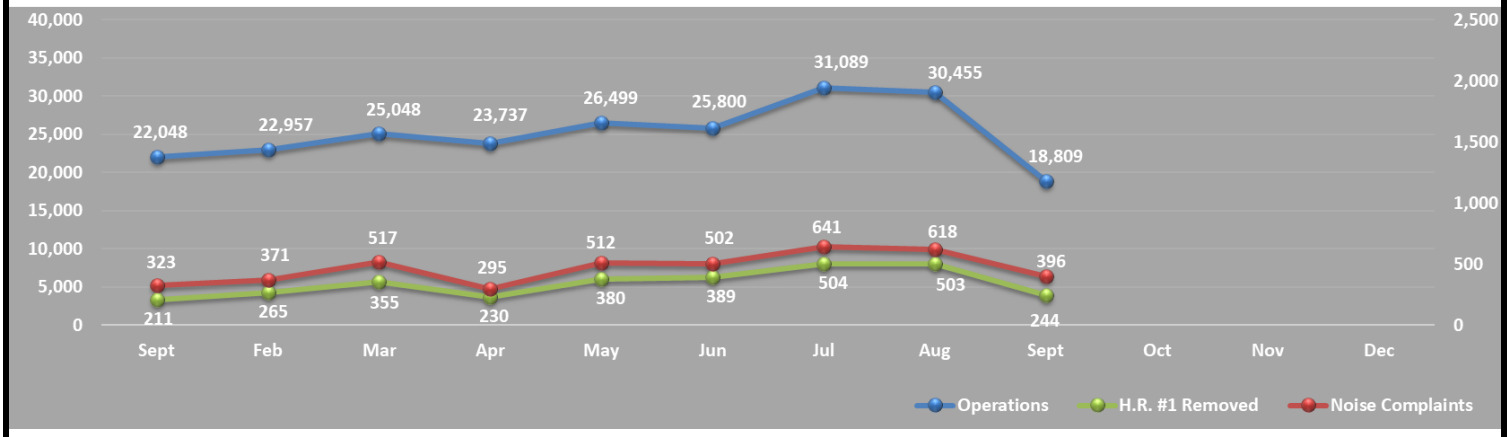
*Douglas County Unincorporated Population with Highlands Ranch Removed

September 2022 Noise Complaint Responses Completed	
Email	24
Phone	13
Total	37

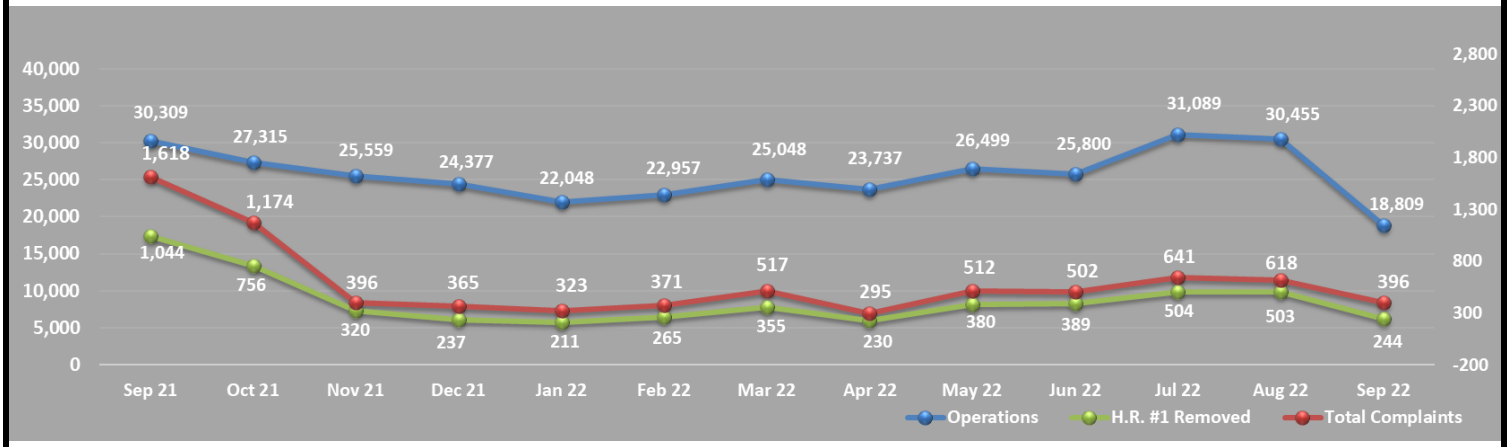
Time Complaint Received	Sept
Day Hours (7:00 am - 9:59pm)	373
Night Hours (10:00 pm - 6:59 am)	23
TOTAL	396



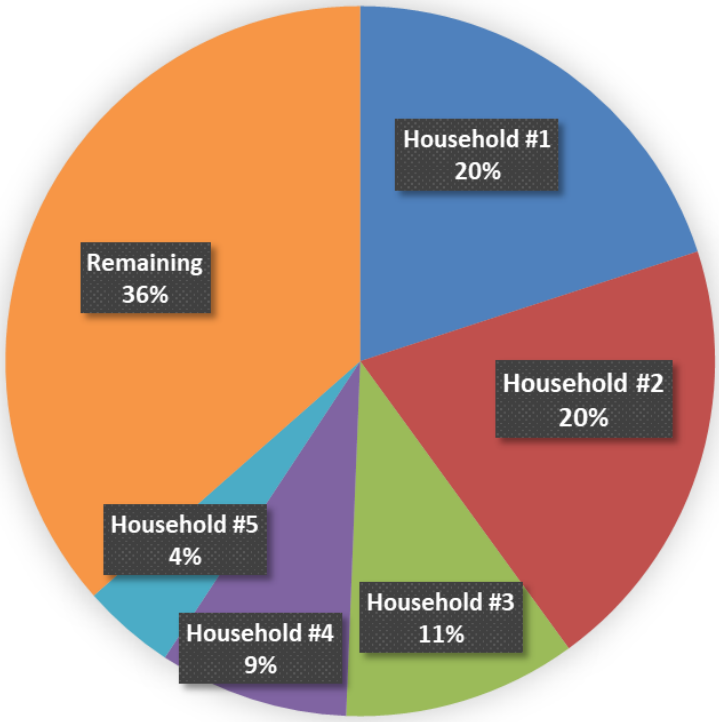
Current 12 Month Trend



Previous Year 13 Month Trend



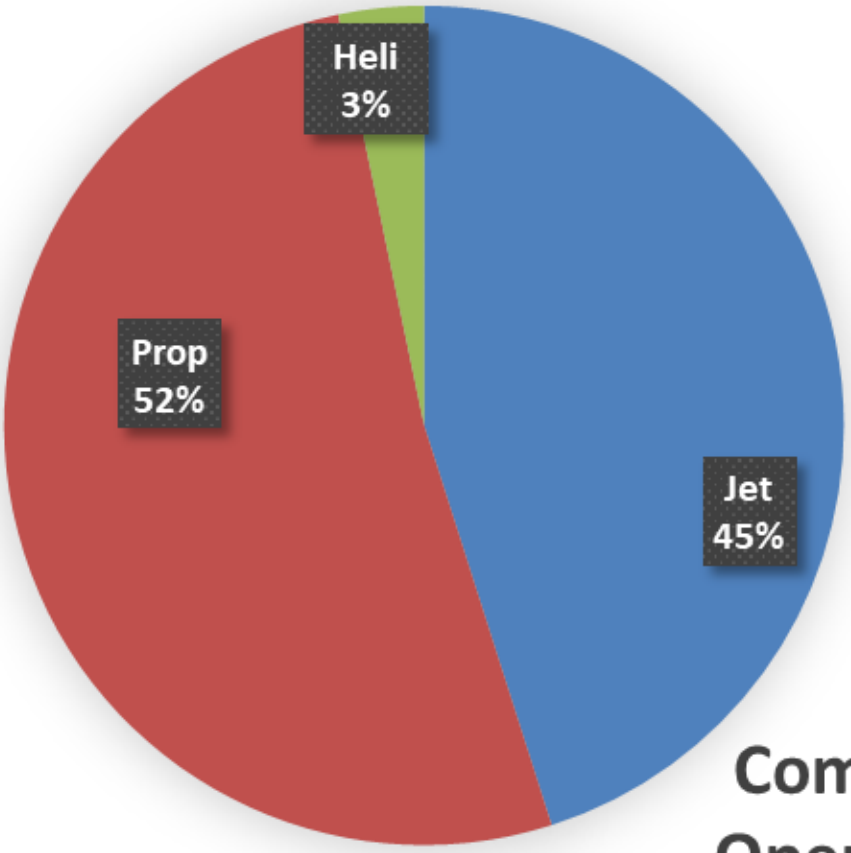
Top 5 Household Complaints YTD



Top 5 Household Complaints YTD		
Household	**Complaints**	**Households**
Household #1	835	Greenwood Village
Household #2	835	Centennial
Household #3	444	Castle Rock
Household #4	361	Arapahoe County Unincorporated
Household #5	177	Arapahoe County Unincorporated
Remaining	1,523	
Total	**4,175**	

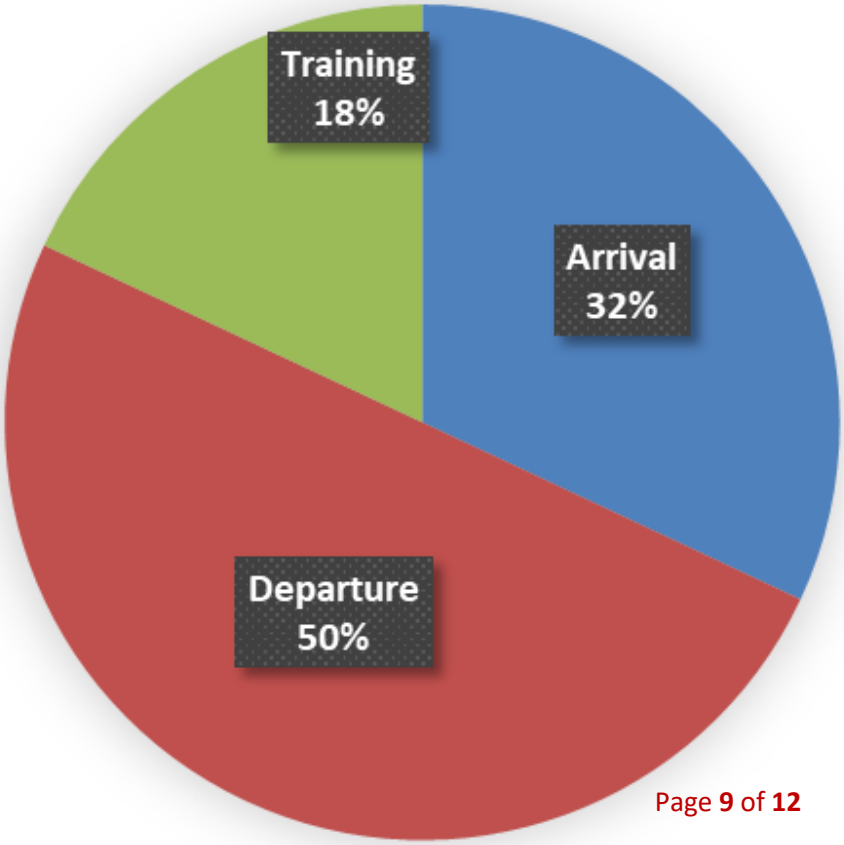
September 2022

Complaints by Aircraft Type

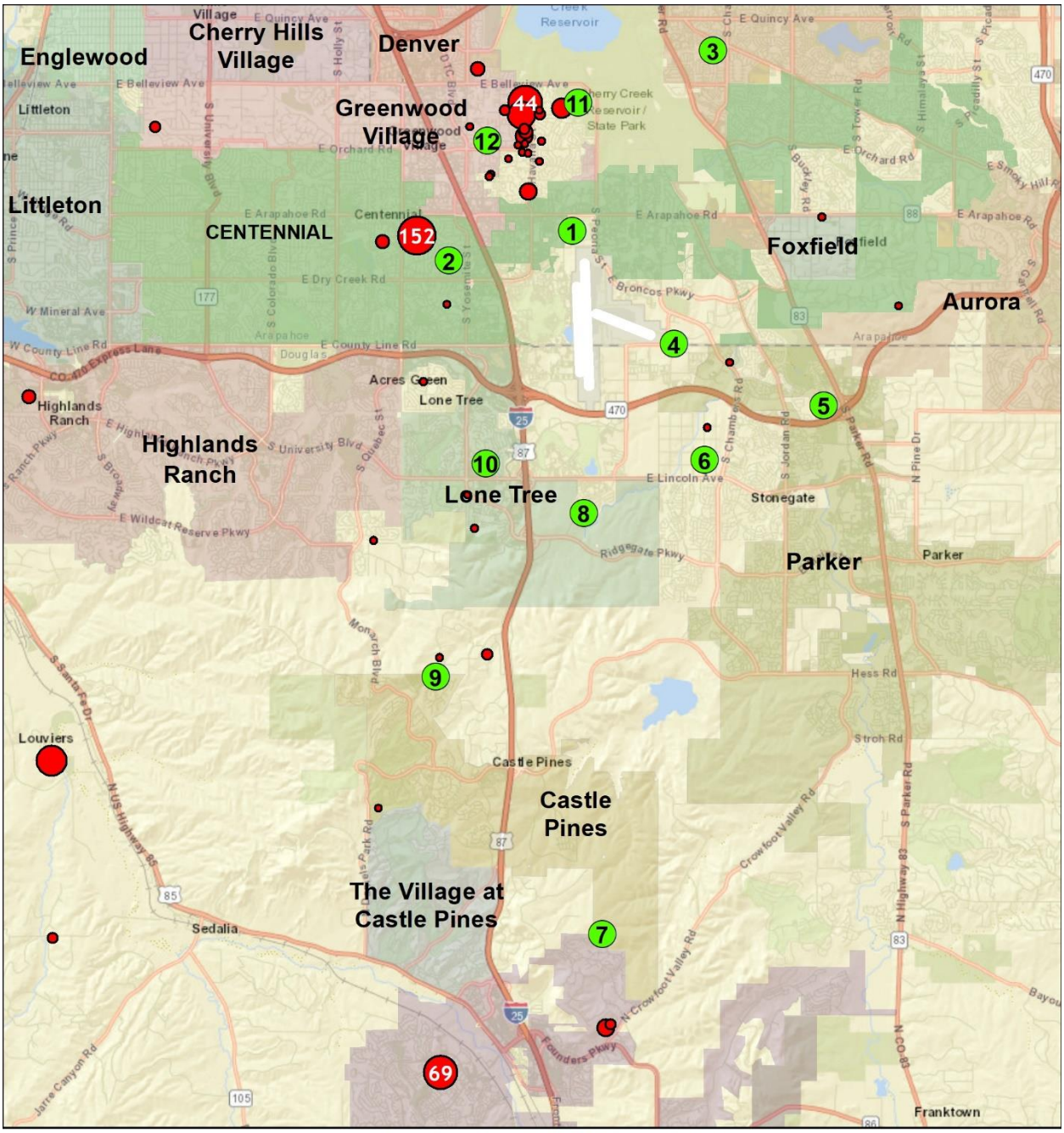


*#1
Household
Removed

Complaints by Operation Type



8 CENTENNIAL AIRPORT COMPLAINT MAP



September 2022 Complaints

Noise Monitor Location

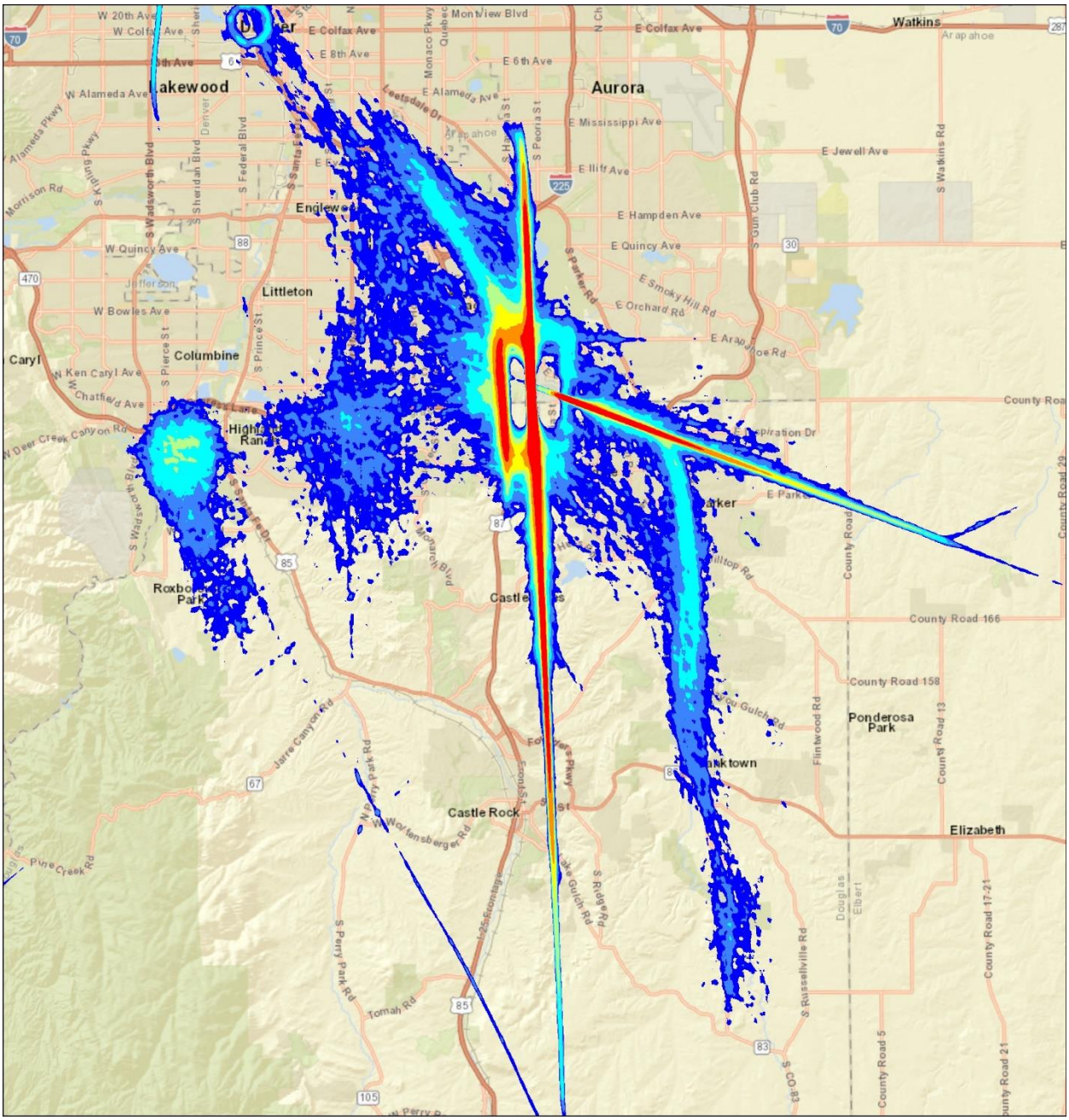
Household Complaint Location and Number

- 1.0
- 1.1 - 2.0
- 2.1 - 3.0
- 3.1 - 5.0
- 5.1 - 7.0
- 7.1 - 9.0
- 9.1 - 12.0
- 12.1 - 16.0
- 16.1 - 69.0
- 69.1 - 152.0

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.

September 2022 Flight Tracks associated with Centennial Airport



10 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.**

CENTENNIAL AIRPORT

Noise Hotline: 303-790-4709

www.centennialairport.com

Centennial Airport Community Noise Roundtable

2021- ~~2022~~ 2023 Work Program

Adopted March 3, 2021

Bylaws Adopted November 3, 2021 Moved Work Program to a Two Year Schedule

CACNR MEMBERSHIP

Arapahoe County
Douglas County
City of Aurora
City of Castle Pines
Town of Castle Rock
City of Centennial
City of Cherry Hills Village
Town of Foxfield
City of Greenwood Village
City of Lone Tree
Metropolitan District, Highlands Ranch (added 5/5/21
Town of Parker
Arapahoe County Public Airport Authority
Aircraft Owners and Pilots Association
Colorado Aviation Business Association
Colorado Department of Transportation
Aeronautics Division
FAA Centennial Airport Control Tower
FAA District Office
FAA TRACON
Wings Over the Rockies (added 3/3/21)

The Mission, Vision, and Values of the Centennial Airport Community Noise Roundtable (page 2) are implemented, in part, through the efforts of CACNR's committees, as described on the following pages.

VISION: Quieter Skies for Our Communities

MISSION: Utilizing Partnerships to Reduce Airport Noise for the Benefit of Neighboring Communities

VALUES: In order to develop successful community partnerships, CACNR Members and Representatives value and adhere to the following:

RESPECT

- Mutual respect for all opinions, questions and responses
- Non-judgmental reaction and response to views expressed
- Listening with intention
- Value for the diverse view and perspectives of all Members and Representatives
- Trust of one another

ETHICS

- Honesty
- Keeping commitments
- Refrain from gossip
- No hidden agendas

COMMITMENT TO

- Attendance and participation
- The shared CACNR Vision and Mission Statements
- Team effort
- Continual learning and education
- Sharing of ideas
- An open environment conducive to development and mutual support of common goals
- Transparency of activities and information
- Resolution of conflicts and differences
- The entire community

ACCOUNTABILITY

- To one another
- To our represented communities and constituents
- For the dissemination of information among ourselves, the ACPAA Board, our represented communities, constituents, and other stakeholders

INNOVATION

- Foster an environment which encourages creative thought and implementation
- Seek solutions outside our comfort zone
- Remain persistent and persevere in achieving the CACNR Vision and Mission

COMMUNITY OUTREACH COMMITTEE

Melissa Coudeyras, Chair
Mike Anderson; Jennifer Drybread; Todd Hendreks; Amy Holland; Kevin Rants; Pam Thompson

2021 – 2022 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

FLY QUIET COMMITTEE

Bill Wasmund, Chair
Karen Blilie; Robert Doubek; Don Kuskie; Bill Skinner; Mike Straka; Carrie Warren-Gully

2021 – 2022 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*

NOISE MONITOR COMMITTEE

Candace Moon, Chair
Mark Adams; Dan Avery; Tom Dougherty; John Hirshman; Frank Lawrence; Paul Krier

2021 – 2022 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:
    - Correlating complaints with specific noise events
    - Identifying specific/single events resulting in multiple complaints

The following two committees work together for the purpose of developing and seeing to the implementation of the 2021-2022 Work Program.

Executive Committee

Brad Pierce, Chair; Melissa Coudeyras, Vice Chair; Tom Dougherty, Treasurer; Alison Biggs, Secretary

Work Plan Committee

Alison Biggs, Chair; Robert Olislagers; Brad Pierce

2021 – 2022 PRIORITY TASKS

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

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 2nd 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. **10/05/22**

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**

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**

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.")

2021 Work Planning and Prioritization Summary Report

CACNR Phase 1 - Focus and Prioritization

The Centennial Airport Community Noise Roundtable (CACNR, Roundtable) was established to work with the Centennial Airport (the Airport) to identify strategies to reduce and/or mitigate aircraft noise impacts on surrounding communities. The primary role of the Roundtable is to act as an advocate on behalf of represented communities and to advise the Airport on aircraft noise issues.

Over the last year, conditions including the effects of the COVID pandemic and completion of the Denver Metroplex Project have resulted in increased community concerns related to aircraft operations at both Centennial and Denver International Airport.

ABCx2 met (virtually) with the CACNR Executive Committee on November 12th to discuss existing conditions and growing concerns within the community. While the impacts of COVID included a reduction in aviation operations at the Airport, it ~~has~~ also resulted in many people working from home and spending more leisure time at home due to travel and social restrictions. This is increasing awareness of and sensitivity to aircraft noise and the demand for more to be done to address these impacts.

A review of the existing CACNR Work Program identified several existing priority tasks, expected to provide relief for these communities, yet due to a variety of challenges facing the CACNR, progress on many of these tasks has been slow. Having worked with airports, community groups, and airport roundtables (including the CACNR), ABCx2 has the experience and expertise to help the CACNR progress in these efforts. ABCx2 was tasked with helping the Roundtable establish a work plan for 2021. The proposed work plan includes three phases: Phase I – Prioritization (completed), Phase II – Work Planning, and Phase III – Implementation.

The intent of **Phase I – Prioritization** was to help Roundtable Representatives identify the top priority tasks for 2021. These were intended to be specific tasks that were consistent with the Roundtable Mission, were within the purview of the Roundtable, and had a reasonable expectation of successful completion. This phase began with a thorough review of the CACNR 2019-2020 Work Plan and related documents. Planning sessions were then scheduled with four of the Roundtable Committees: Community Outreach Committee, Fly Quiet Committee, Noise Monitor Committee, and the Work Plan Committee. (The meeting with the Work Plan Committee included members of the Executive Committee as well). During these planning sessions, participants reviewed existing priorities, then in consideration of current conditions and issues, identified 2-3

"primary" priorities for 2021. In some cases, more than 2-3 priorities were identified, so an effort was made to characterize primary and secondary priorities.

Due to restrictions associated with COVID-19, the planning sessions were conducted online using Microsoft Teams. All four planning sessions have been completed and prioritized task lists for each committee have been developed based on the participants' direction. The next step in this process will be to provide a summary report, highlighting the process, the specific priorities for each committee, and a list of observations and recommendations from ABCx2.

If approved by the CACNR, **Phase II** of this effort will focus on work planning for each of the prioritized tasks, which will include identification of roles and responsibilities, critical stakeholders, timelines, budget, etc. This is intended to ensure the greatest probability of successful completion or implementation of each task in the work plan.

Finally, **Phase III** (Implementation) will include support during the execution of the work plans for each (or selected) priority tasks. The level of support in Phase III will be determined based on input from the Roundtable. Some tasks may require minimal or no support from ABCx2, while others may be primarily done by ABCx2. The level of ABCx2 involvement may vary based on the expertise required, time required, and available budget.

Phase I focused on identifying priorities for each committee. Two-hour planning sessions were scheduled for each committee. Scheduling was based on committee member availability which was surveyed in advance. Once scheduled, participants were provided with a session agenda and asked to review the 2019 - 2020 Roundtable Work Program, which included the most current work plan and task priorities for each committee.

PHASE 1 - Task Overview

Four planning sessions were hosted, one for each of the Roundtable's committees. These included: Community Outreach Committee, Noise Monitor Committee, Fly Quiet Committee, and the Work Plan Committee. The Executive Committee was invited to participate in the Work Plan Committee planning session.

Community Outreach Committee

The planning session for the **Community Outreach Committee** was held on December 29, 2020. In attendance was Committee Chair, Melissa Coudeyras, and members Amy Holland, Mike Anderson, and Pam Thompson.

All four planning sessions followed similar agendas. The meeting agenda for the Community Outreach Committee Planning Session is below:

1. Agenda Review
2. Participant Introductions
3. Review of CACNR Mission
4. Review of 2019 - 2020 Work Program
5. Prioritization for 2021
6. Wrap-Up and Next Steps

After introductory remarks, participants reviewed the CACNR Mission and Vision to focus on the ultimate goals of the Roundtable and to encourage committee work planning that ultimately supported the Roundtable's mission.

Before reviewing the work plan, current issues and interests were discussed beginning with the DEN Metroplex project and impacts to communities around Centennial Airport. The Metroplex project resulted in airspace and flight procedure changes for Denver International, Centennial Airport and other airports in the region, resulting in changes in overflight patterns and noise for communities around Centennial Airport.

The needs of new (Roundtable) Representatives were raised during this and other planning sessions. Suggestions for new Representative training included technical training to cover technical topics (i.e. airport operations, flight operations, noise program, etc.), but should also

include an overview of the Roundtable, the prioritization and work planning process, and committee priorities including how the priorities were identified and by whom.

The Airport's noise complaint management process was also discussed. There is an interest in learning more about the Airport's process of receiving, investigating, and responding to noise complaints.

Other suggestions included expanding community engagement. This included providing more information to residents and appointing jurisdictions (CACNR's Regular Members). Annual reports were identified as an important tool for informing stakeholders.

Annual reports can be posted online for residents and should be provided directly to appointing jurisdictions and elected officials to keep them engaged, aware of the communities' airport noise concerns, and the Roundtable's work on behalf of their residents.

Social media was discussed as an effective tool for engaging the community. However, with the Roundtable made up of volunteers, finding someone with the time to maintain a social media channel is a challenge. Twitter and NextDoor.com were discussed with NextDoor enabling targeted engagement based on specific neighborhoods or homeowner associations. Outside support (i.e. ABCx2) was suggested as an option for maintaining engagement via social media.

After a review of the tasks in the 2019 Work Program, participants were asked to identify 2-3 primary or top priorities for 2021. The intent was to establish a list of tasks that were actionable and could be completed within the calendar year.

Priorities

The priority list (and descriptions) below are intended to reflect the discussion and feedback from the Community Outreach Committee members who participated in the planning session.

Website – Further improvements in content

Work has been done to improve/expand the website, but opportunities for further improvement exist. Specific content improvements were not identified but it was suggested the website be made more "user-friendly). ABCx2 was asked to review the website for comparison to other airport websites. (While out of scope for this phase, this may be conducted as a Phase II activity).

Promote FAA-Roundtable Participation and Engagement

FAA participation was identified as a priority by the committee members. Attendance at Roundtable meetings is important for demonstrating (to the community) the ongoing collaboration among the Airport, Roundtable, and FAA. Having FAA representatives at the meetings also enables technical FAA and air traffic questions to be answered directly. FAA technical briefings for the Roundtable and community were also noted as a benefit of FAA participation to the Roundtable's Members.

Expand outreach to elected officials (Briefings) and HOAs (Email)

Expanding community outreach was identified as a priority. Specific audiences included elected officials (Member jurisdictions) as well as residents. The engagement of elected officials should include personal briefings (versus email). Outreach targeting specific Homeowner Associations (HOAs) can be done using NextDoor.com and/or email. Targeted outreach will enable engagement and messaging to focus on the interests of the specific HOAs which may differ based on location in proximity to the airport or flight patterns.

Leverage social media as a tool for community outreach

Social media was identified as a tool to expand community engagement, primarily focusing on residents (versus Elected Officials). The social media strategy should focus on providing information to the public but become an outlet for noise complaints. Noise complaints are managed through the Airport using existing channels. Specific social media platforms discussed included Twitter and NextDoor.com. As noted, NextDoor.com would enable targeted engagement of specific neighborhoods or HOAs.

Social media could be used to allow Roundtable Representatives to reach out to the community. Engagement could include information about information sources for those with questions or concerns related to aircraft noise (i.e. flight tracking, where to go to submit a noise complaint, and how to access resources and information).

New Representative Orientation – *Identified as Work Plan Committee Task*

The need for new Representative's training was also identified as a priority, however, it was noted that this task may fall under the responsibility of the Work Plan Committee. New Representative's orientations should include both technical content as well as more general information about the Roundtable (mission, scope, work planning, etc.).

Annual Report - *Identified as Work Plan Committee Task*

The value of annual reporting was identified as a priority. Again, this was identified as a task for the Work Plan Committee. Annual reporting would support the engagement of both Member jurisdictions and residents. In addition to annual reporting, quarterly briefings, or "touchpoints" with Member jurisdictions' (elected officials) was also recommended.

Noise Monitor Committee

The planning session for the **Noise Monitor Committee** was held on January 14, 2020. In attendance were Candace Moon, Dan Avery, and Alison Biggs.

All four planning sessions followed similar agendas. The meeting agenda for the Community Outreach Committee Planning Session is below:

1. Agenda Review
2. Participant Introductions
3. Review of CACNR Mission
4. Review of 2019 – 2020 Work Program
5. Prioritization for 2021
6. Wrap-Up and Next Steps

After a welcome and introductory remarks, participants reviewed the CACNR Mission and Vision to focus on the ultimate goals of the Roundtable and to encourage committee work planning that ultimately supported the Roundtable's mission.

Prior to reviewing the work plan, current issues and interests were discussed. Specific issues and interests discussed included dealing with specific noise events resulting in multiple complaints, how to correlate noise complaints to noise monitor data, and developing a rewards program for pilots who comply with the noise program recommendations. Similarly, understanding the process for engaging pilots who do not comply with the noise program recommendations was discussed.

Impacts associated with flight training (overflights and noise) were identified as a significant concern by the committee members. Specifically mentioned was the volume of traffic going to and from the local practice areas. Establishing preferred (more "community-friendly") routing to and from local practice areas was identified as a potential action item.

There was a lengthy discussion about the data available from the noise monitoring system. Questions included whether the Roundtable is getting valuable data from the noise monitors and how the Roundtable can best use the data. A suggestion made that ABCx2 could provide a summary of what other airports collect and what is done with noise monitor data. (This was noted as a possible task item for Phase II).

During the review of the 2019 Work Program, a number of potential tasks and action items were discussed. Local impacts associated with the DEN Metroplex project were discussed, as they were during the Community Outreach Committee planning session. Changes in airspace, flight procedures, and noise impacts around Centennial Airport are a concern for the Roundtable Members. Due to pending litigation by the Airport, any action to investigate the Metroplex changes should be postponed until the litigation is resolved.

After a review of the tasks in the 2019 Work, Program, participants were asked to identify 2-3 primary or top priorities for 2021. The intent was to establish a list of tasks that were actionable and could be completed within the calendar year.

Priorities

The priority list (and descriptions) below are intended to reflect the discussion and feedback from the Noise Monitor Committee members who participated in the planning session.

The Noise Monitor Committee and CACNR would benefit from getting a better understanding of what data is available through the NOMS system and how it can be used in support of the CACNR Mission.

Discussion focused on the data available from the noise monitoring system. Specific questions related to the NOMS system included:

- What data is available from the system?
- What does the data mean/tell us?
- What reports (from the Airport) would be more useful to the Roundtable?
- Could the Airport provide a “deep dive” into the NOMS system to include the data available and how it is used by staff. (A high-level overview of this should be included in the new Representative orientation).

NOMS 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, and other special events. This can be used to better inform the community, especially of temporary changes.

Utilize the NOMS data to inform the community of changes in noise and overflight patterns. Examples include seasonal/flow changes, special events such as firefighting operations, changes in flight patterns due to weather events, law enforcement activities, etc. This data can be used to inform the community of changes in flight patterns (and noise) (both proactively and after the fact, and why they will or have occurred.

Development of Fly Quiet Incentives for pilots and/or companies. Leverage noise monitor data in support of Fly Quiet incentives.

The NOMS data could be used in support of adding incentives to the Fly Quiet Program in recognition of pilots (or companies) who comply with the airport noise program. While voluntary in nature, incentivization could encourage awareness and compliance. This effort should be explored in cooperation with the Fly Quiet Committee.

Expand the Noise Complaint Management Process to include correlation of available NOMS data.

When possible, noise complaints should be correlated with flight track and noise event data from the NOMS system. Additionally, specific/single events resulting in multiple complaints should be identified and noted in monthly complaint reports.

Fly Quiet Committee

The planning session for the **Fly Quiet Committee** was held on January 18, 2020. In attendance were Committee Chair Don Kuskie and members, Bill Wasmund, Bill Skinner, Karen Blilie, and Brad Pierce.

All four planning sessions followed similar agendas. The meeting agenda for the Fly Quiet Committee Planning Session is below:

1. Agenda Review
2. Participant Introductions
3. Review of CACNR Mission

4. Review of 2019 – 2020 Work Program
5. Prioritization for 2021
6. Wrap-Up and Next Steps

After a welcome and introductory remarks, participants reviewed the CACNR Mission and Vision to focus on the ultimate goals of the Roundtable and to encourage committee work planning that ultimately supported the Roundtable's mission.

Prior to reviewing the Work Program, current issues and interests were discussed. Specific issues and interests discussed included concerns associated with the DEN Metroplex project and changes in flight patterns and noise exposure.

Recent accomplishments were discussed, including updates to the website, updates in the airport signage, publication of a noise abatement brochure, and ongoing work with one of the flight schools at APA.

Several potential action items were identified including revised flight procedures for APA, addressing nighttime operations, expanding engagement with pilots, FAA, and the flight schools, and developing a Fly Quiet training program.

Priorities

The priority list (and descriptions) below are intended to reflect the discussion and feedback from the Fly Quiet Committee members who participated in the planning session.

Expand industry engagement efforts to encourage awareness and support of the APA Fly Quiet Program. This would include Fly Quiet briefings for key stakeholder groups to include air traffic control, flight schools, and pilots.

Expanding industry engagement was identified as a top priority for the Fly Quiet committee. Air traffic control engagement should focus on encouraging awareness of the APA Fly Quiet program to increase support of program elements including the use of the close-in traffic pattern for closed-traffic operations (when conditions allow).

Flight training activity is a major source of noise impacts and complaints. Briefings may be developed for flight instructors as well as groups of students. Engaging the flight schools to encourage awareness of the Fly Quiet program, the impact of aircraft noise on surrounding communities, and the opportunities pilots have to reduce those impacts. In addition to briefings, ongoing engagement could include the use of engagement materials, brochures, posters, and placards in flight training and flight planning areas, etc.

Engaging the pilot community (in general) is intended to encourage general awareness of the Fly Quiet program and the impacts of aircraft noise on nearby communities. A variety of engagement strategies (and tools) can be deployed, based on the intended audiences (i.e. local/based pilots and visiting/itinerant pilots).

Identify potential modifications to APA airspace and/or flight procedures to reduce community noise impacts.

Changes in APA airspace and/or flight procedures (departures, approaches, and routes to/from the local practice areas) could be optimized to reduce community noise impacts.

[Secondary Priority] Continue research into aircraft technologies to reduce noise, specifically, the use of composite propellers and noise mufflers for piston aircraft.

The Committee has been researching the use of composite propellers and noise mufflers to reduce noise impacts associated with propeller aircraft operations. The committee endorsed continuing this research.

[Secondary Priority] Establish an incentive program to encourage pilots to overfly APA noise monitors and provide recognition for operations below a specified noise threshold.

Members discussed a program in which pilots would be encouraged to fly over APA noise monitors and those who did while remaining below specified noise levels, would receive recognition as a form of incentive.

Airport staff briefing about Noise Complaint Process – *Unclear which committee would be responsible.*

As discussed during other planning sessions, the Airport's process for managing noise complaints was noted. The receipt, investigation, resolution, and response, to noise complaints, are of interest to Roundtable Representatives. A briefing by airport staff is of interest.

Work Plan Committee

The planning session for the **Work Plan Committee** was held on January 27, 2020. In attendance were Committee Chair Alison Biggs, and member Brad Pierce, and the other two members of the Executive Committee, Melissa Coudeyras and Tom Dougherty. Because the Work Plan Committee was currently so small, and the two on it were also Executive Committee members, the two committees had been combined this final planning session.

All four planning sessions followed similar agendas. The meeting agenda for the Community Outreach Committee Planning Session is below:

1. Agenda Review
2. Review of CACNR Mission
3. Review of 2019-2020 Work Program
4. Prioritization for 2021
5. Task 1 Progress Update
6. Wrap-Up and Next Steps

All participants had attended previous planning sessions, so the welcome and introductory remarks were abbreviated. After a brief discussion of the agenda, a review of the CACNR mission and vision was conducted. Next, priorities from the 2019-2020 Work Program were reviewed. Many of the tasks and ongoing activities have been completed or are ongoing and will continue.

Training for new Roundtable Representatives was discussed at length. All participants agreed that establishing a formal training program was an important priority that should be pursued in 2021. The format of the training may come in many forms. A training "binder" with reference materials could be developed and passed among new members as a training aid. It was acknowledged that training materials in "hard-copy" would be costly to develop and difficult to maintain. Committee members recommended other mechanisms for orientation that could be explored, including an email library for new Representatives' use as desired, and perhaps periodic, focused retreats or other face-to-face meetings when allowed again following the pandemic.

Currently, new Representatives are emailed a "Welcome Packet" which includes the Roundtable Bylaws, Vision and Mission, Memorandum of Understanding (MOU) between the Roundtable and Member jurisdictions, a Representative roster, and related materials.

Discussions during the other planning sessions noted the importance of better training for new Representatives. This should include technical topics including airport operations, air traffic control, aviation regulations, stakeholder roles and responsibilities, and an overview of the Fly Quiet program. Non-technical training is also essential to include background information about the Roundtable, the Roundtable's scope of responsibilities, the existing, Work Program and the work planning/prioritization process.

The need for expanded and formalized training was acknowledged but the best methodology will require further discussion. This is something that can be determined during Phase II of this work.

The value of annual reports was also agreed to, and consistent with comments from other planning sessions. Annual reports have been published in the past but can be difficult to maintain due to the work required and the time available by Roundtable Representatives, all of whom are volunteers.

Meeting agendas and content were discussed. Comments from other planning sessions suggested meetings could be structured in a way to better utilize the time and to adjust agendas to better support the mission of the Roundtable.

Specific items discussed included:

- Better use of meeting time with targeted, more focused agendas
- Fewer agenda items allowing more time for discussion
- More time spent on actionable items, less on information sharing

Priorities

The priority list (and descriptions) below are intended to reflect the discussion and feedback from the Work Plan Committee members who participated in the planning session.

Update CACNR Work Program biennially

The Roundtable's Work Program (work plan) is updated every two years. It was agreed that this should be continued. Work planning and prioritization are important in ensuring the Roundtable's work is consistent with the mission.

Develop Annual Reports

Informing Roundtable stakeholders, especially Member jurisdictions, is important for keeping them apprised of the efforts and accomplishments of the Roundtable. Annual reporting may come in the form of an actual written report and supplemented by briefings to Member jurisdictions. These reports can be posted online for access by interested residents. Due to the time required to develop annual reports, these may be candidates for outsourcing or outside support.

Establish a Roundtable Training Program

As noted, the importance of training for new Representatives was recognized by both the Work Plan Committee and during other planning sessions. The format and content of new

Representative training has yet to be established but establishing a formal training program is a key priority for 2021.

Revise meeting agendas to align more closely with the CACNR mission and Work Program priorities.

Meeting agendas should be redesigned to better meet the Roundtable objectives. Specifics as to how to restructure meetings should be explored further and could be discussed at a future Roundtable meeting to get a better understanding of the intent of this recommendation. Questions such as, "What do you like/dislike about the current meeting agendas," and "What should be removed/added to the agendas," should be considered during a wider discussion with the Roundtable Representatives.

Gain a better understanding of how noise complaints are reviewed and processed by airport staff and review what noise complaint (and related) information is reported to the Roundtable

The Airport's noise complaint process was discussed during multiple planning sessions. Airport staff should provide an overview of the noise complaint process to include how complaints are received, documented, investigated, resolved, and responded to. Noise complaint information is provided to the Roundtable monthly. The content of what information is provided should be explored to determine what is of most value to the Roundtable.

[Secondary Priority] Engage local jurisdictions to proactively encourage compatibility between airport operations and land-use/zoning.

Land-use, zoning, and development around the airport can determine the level of existing and future impacts associated with airport operations. While not a primary responsibility of the Roundtable, this was something the leadership will continue to monitor.

Priority Tasks Phase 1 Progress Update

Following the prioritization, a brief update of the Priority Tasks identified during Phase 1 of this project was provided. This included a discussion of priorities and input from the other committee planning sessions.

Wrap-Up and Next Steps

Having completed the four planning sessions, ABCx2 will provide a summary report highlighting the outcomes of each meeting and the final list of priorities identified by each committee.

The main deliverables of Phase I were the list of priority tasks for 2021. This will provide the general direction the Roundtable wishes to go moving forward. Phase II as proposed will build on the prioritization effort by establishing specific work plans for accomplishing the goals identified. Finally, the proposed Phase III would provide support with the execution of the activities (tasks and sub-tasks) identified in Phase II, to help the Roundtable achieve its goals for 2021.

Consultant's Observations and Recommendations

In addition to helping identify priorities for 2021, the roundtable leadership asked for other recommendations identified during Phase I. During the preparation and execution of the planning sessions, several observations were made. These observations and related recommendations are described below.

- The need for expanded formal, consistent training for new Representatives is apparent. Several Representatives expressed a feeling of not being prepared to effectively engage or fulfill their role due to a lack of training and familiarization with the technical and non-technical issues the Roundtable deals with. Not having a clear understanding (and in some cases an awareness) of the Work Program and priorities, and their origin was also an issue that could be addressed through new Representative training and orientations.

- There is a lack of clarity on the role of the Roundtable as well as the scope of responsibilities. In some cases, the role of the Roundtable seems to overlap the role of the Airport. Typically, the primary role of a noise roundtable such as CACNR is as an advisor, making recommendations to airport staff or airport authority leadership, rather than taking on the responsibility for direct actions. In some cases, the Roundtable Representatives may be taking on or feeling they are expected to take on the work that should be delegated to airport staff. In many cases, CACNR volunteers identify high priority initiatives but lack the time to accomplish these goals. Some of these may be more appropriately submitted as recommendations to the Airport and delegated to staff.

- In some cases, there seemed a lack of interest (or time available) for committee members. Committee membership should likely be voluntary, allowing Representatives with a passion and interest in the work of a committee to join that committee. Allowing Representatives to self-select may help get those with a passion for a committee's scope and work plan to engage in those efforts. Committees without adequate (voluntary) support may be placed on-hold or their work outsourced. (The approach of asking Representatives on which committee each would like to serve is the approach currently used by the CACNR Chair.)

- Another approach to tasks identified as high priority to the roundtable could be the use of task groups. Task groups could be assigned to accomplish a specific task, with Representatives from any committee or other volunteers from the roundtable. At the completion of the task, the task group can be dissolved). This is an approach used to combine individuals with a specific interest and commitment to complete a task or project which may result in better outcomes. This was the approach used with the Study Group which worked on the Memorandum of Understanding and then was dissolved when that work was completed.

- When work planning, ensure the priorities identified are appropriate to the role and scope of the Roundtable (rather than airport staff), the tasks adopted should be limited to those that can be realistically accomplished within the planning period, and have adequate resources for completion. These priorities should be reviewed at least 1-2 times per year within each committee to ensure they are relevant, and committee members remain committed to completion.

- Review the existing committees to ensure they are appropriate (and needed) to meet the goals and objectives of the CACNR. Work planning should be based on the CACNR mission and current/future conditions and committees should be developed to meet those needs. The scope and need for each committee should be considered on at least an annual basis as needs and priorities may change over time.

- Each committee should have a clear charter to include a mission, scope, goals and objectives, and a work plan. In several cases, it seemed the scope and goals for committees were unclear and overlapped among multiple committees.

- Work planning should begin with the identification of the intended goal or outcome. In some cases, the work planning discussion focused on the process or the work itself, rather than the ultimate goal of the effort.

Roundtable Committee Priorities (2021)

Community Outreach Committee

- Website – Further improvements in content

- Promote FAA participation/support of the Roundtable
  - FAA directly informing the community
  - Briefings to the public
  - Demonstrate collaboration with Airport > Roundtable > FAA

- Expand outreach to elected officials (Briefings) and HOAs (Email)

- 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

- Establish New Representative Training / Orientation – *Identified as Work Plan Committee Task*

- Publish Annual Reports - *Identified as Work Plan Committee Task*

Noise Monitor Committee

- The Noise Monitor Committee and CACNR would benefit from getting a better understanding of what data is available through the NOMS system and how it can be used in support of the CACNR Mission.

- 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.

- Development of Fly Quiet Incentives for pilots and/or companies. Leverage noise monitor data in support of Fly Quiet incentives.

- Noise complaint processing should include:
    - Correlating complaints with specific noise events
    - Identifying specific/single events resulting in multiple complaints

Fly Quiet Committee

- 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.

- Identify potential modifications to APA airspace and/or flight procedures to reduce community noise impacts.

- **[Secondary Priority]** Continue research into aircraft technologies to reduce noise, specifically, the use of composite propellers and noise mufflers for piston aircraft

- **[Secondary Priority]** Establish incentive program to encourage pilots to overfly APA noise monitors and provide recognition for operations below a specified noise threshold

- Airport staff briefing about Noise Complaint Process – *Unclear which committee would be responsible*

Work Plan and Executive Committees

- Update CACNR Work Program biennially

- Develop annual reports

- Establish a roundtable training program

- Revise meeting agendas to more closely align with the CACNR mission and work plans

- 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

- **[Secondary Priority]** Engage local jurisdictions to proactively encourage compatibility between airport operations and land-use/zoning

2021 Work Planning and Prioritization

CACNR Phase 2 – Initial Work Plan

TASK 1: Industry Engagement

Develop an industry stakeholder engagement strategy to expand engagement and to encourage support/participation in the APA Fly Quiet Program. Specific groups to include flight schools (staff, instructors, students), APA Air Traffic Control, APA-based and itinerant/visiting pilots.

Examples identified during committee planning sessions

- Promote FAA participation/support of Roundtable
- Development of Fly Quiet Program incentives
- Encourage industry awareness and support of APA Fly Quiet Program

Preliminary Work Plan

1) Identify goals of industry engagement (holistic and group-specific)
2) Identify key stakeholder groups
3) Determine key messages for each stakeholder group/segment
4) Review existing outreach programs, channels, collateral
5) Develop engagement strategy: channels, tools, collateral. Refine/expand what exists.

TASK 2: CACNR Member Training

Develop a training/orientation program for new CACNR members and provide training content for existing members.

Examples identified during committee planning sessions

- Establish New Representative Training / Orientation
- Airport staff briefing on Noise and Operations Monitoring System (NOMS) capabilities, available data products, etc.
- Airport staff briefing on Airport's noise complaint process
- Establish roundtable training program

Preliminary Work Plan

1) Identify key goals/objects of new member training
2) Review existing member training process and materials
3) Develop training program for new members. Refine/expand on existing training program.

TASK 3: Member Jurisdiction Engagement

Develop jurisdiction engagement strategy to better inform and engage CACNR member jurisdictions.

Examples identified during committee planning sessions

- Expand outreach to elected officials (Briefings)
- Publish Annual Reports
- Engage local jurisdictions to proactively encourage compatibility between airport operations and land-use/zoning

Preliminary Work Plan

1) Identify key goals/objectives of Jurisdiction Engagement (local county and municipal government, elected officials and staff).
2) Identify strategies for engaging member jurisdictions based on key goals and objectives.
3) Develop engagement program strategy and supporting collateral.

TASK 4: Roundtable Operations

Revise the roundtable operations (i.e. meeting agenda development, roundtable focus, activities, etc., to more closely align with the CACNR mission and work plans.

Examples identified during committee planning sessions

- Revise meeting agendas to more closely align with the CACNR mission and work plans
- Update CACNR Work Program biennially

Preliminary Work Plan

1) Gather input from Roundtable members regarding how the roundtable operates (meetings, committees, etc.), to identify opportunities to improve effectiveness and member experience.
2) Identify strategies for addressing issues identified in Step 1.

TASK 5: Community/General Public Engagement

Develop a community engagement strategy to expand community engagement and to encourage awareness of the airport's noise program and the CACNR.

Examples identified during committee planning sessions

- Website – Further improvements in content
- Expand outreach to HOAs (Email)
- Leverage social media as tool for community outreach
- Publish annual reports
- 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.
- Noise complaint processing should include correlating complaints with specific noise events and identifying specific/single events resulting in multiple complaints

Preliminary Work Plan

1) Identify goals of community engagement (holistic and group-specific)
2) Identify key stakeholder groups (i.e. highest impacted communities, prospective homebuyers, general public, etc.).
3) Determine key messages for each group
4) Review existing outreach programs, channels, collateral
5) Develop engagement strategy: channels, tools, collateral. Refine/expand what exists.

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**

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**

8. Get ideas for updating NAG to Samantha – **07/06/22**

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**

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**

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**

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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:
    - Correlating complaints with specific noise events
    - 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. **10/05/22**

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**

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**

OTHER

1. Follow-up possibly making the Good Neighbor Procedure an official procedure. **Liam Clark 05/05/21**

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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.")

Centennial Airport Community Noise Roundtable
Report for October 5th 2022
Paul Krier Arapahoe County representative

- Public comment had one in-person and three online commenters. All commenters expressed concerns of increased traffic and noise where historically aircraft noise was noticeable but not to the current volume. Commenters expressed it was not that a few aircraft were overhead, it was the continuous nature of flights, some barely minutes apart, lasting over long periods of the day.

- The Executive Committee presented the 2023 CACNR budget. The budget showed significant carry over of funds from 2022. The Executive Committee suggested the Roundtable not invoice the local jurisdictions for funding the 2023 fiscal year and the Roundtable agreed. The airport graciously will contribute funds in 2023.

- In the coming months, the Roundtable will focus meeting time toward a single committee per meeting for cleaning up old business and brainstorming from the entire Roundtable for future strategies.

- The Community Outreach Committee noted potential copyright issues with photos used on the website which has been mitigated with our website builder. The Executive Committee budgeted for a Media Outreach project around the local communities for more visibility of the Roundtable. This visibility and community awareness will be important during a Part 150 study.

- The Fly Quiet Committee is in the process of contacting other Front Range airports for potential information sharing and collaboration. Of interest is the potential of another flight training practice area East of Kiowa as the Southwest practice area becomes more congested with housing. The Committee indicated they would like to look into another noise abatement sign on field to remind pilots of noise sensitive areas prior to departure.

- The Noise Monitor Committee is collaborating with the Fly Quiet Committee for implementation of a recognition program of the local flight schools, targeting two of the noise monitor locations to kick off the program.

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

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 23rd. As you know, on September 13th 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,

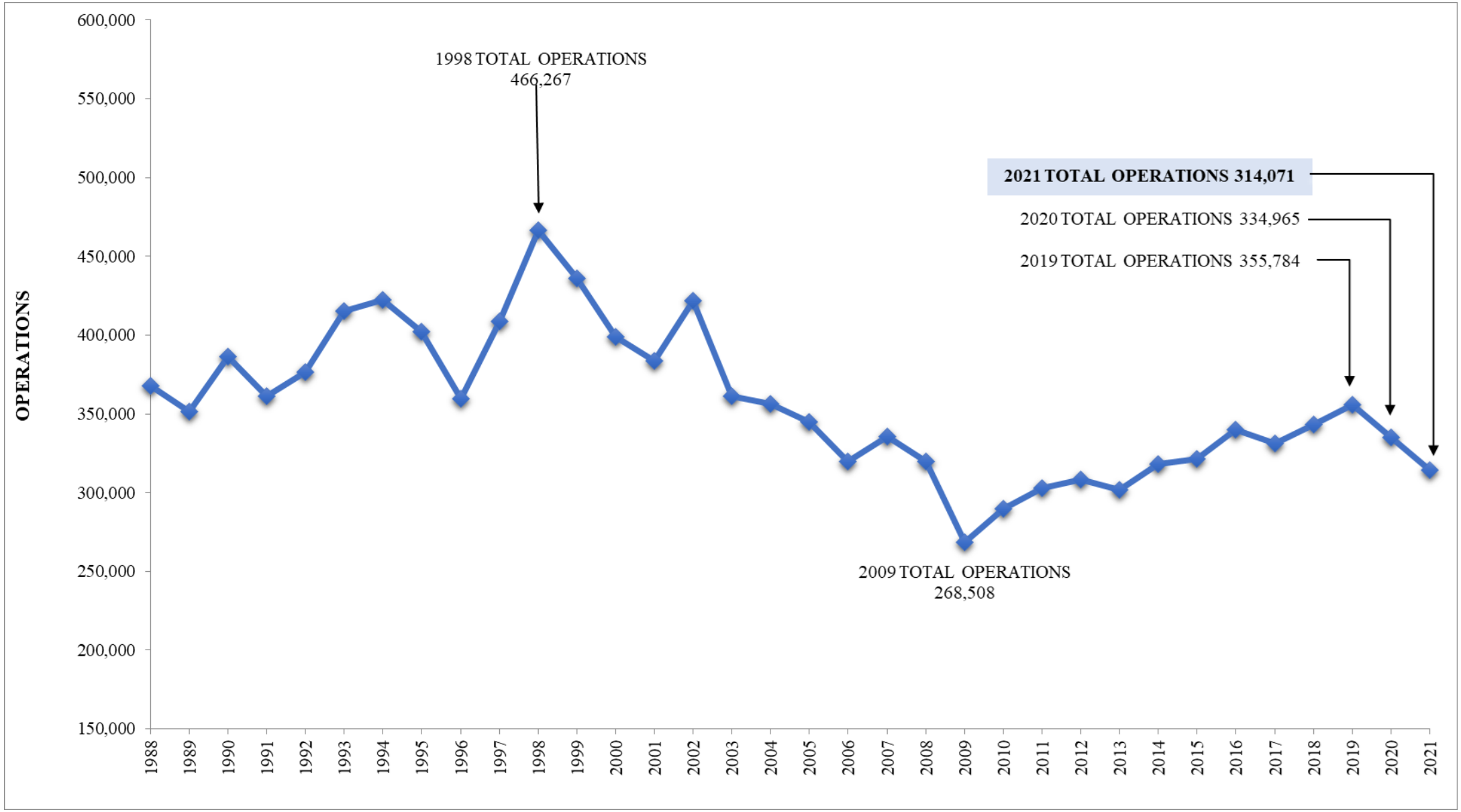
Mike Fronapfel
Executive Director/CEO
Centennial Airport
Arapahoe Count Public Airport Authority

Cc Centennial Airport Community Noise Roundtable

Arapahoe County Public Airport Authority

Greenwood Village Meeting Data

September 13th, 2022


OPERATIONS
600,000
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450,000
400,000
350,000
300,000
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150,000
1998 TOTAL OPERATIONS
466,267
2021 TOTAL OPERATIONS 314,071
2020 TOTAL OPERATIONS 334,965
2019 TOTAL OPERATIONS 355,784
2009 TOTAL OPERATIONS
268,508
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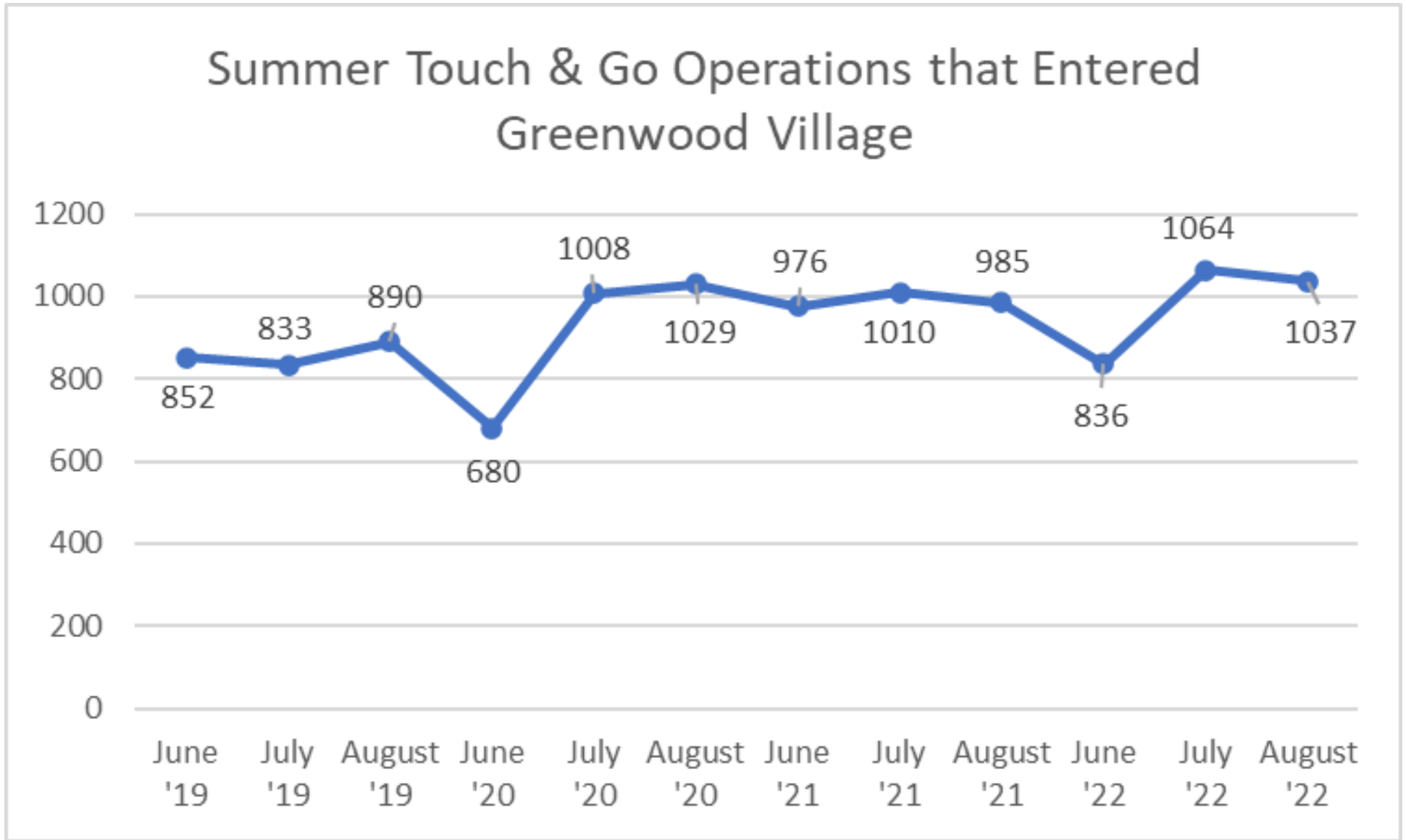
Summer Touch & Go Operations that Entered Greenwood Village
1200
1000
800
600
400
200
0
852
833
890
680
1008
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1064
1037
June '19
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August '19
June '20
July '20
August '20
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August '21
June '22
July '22
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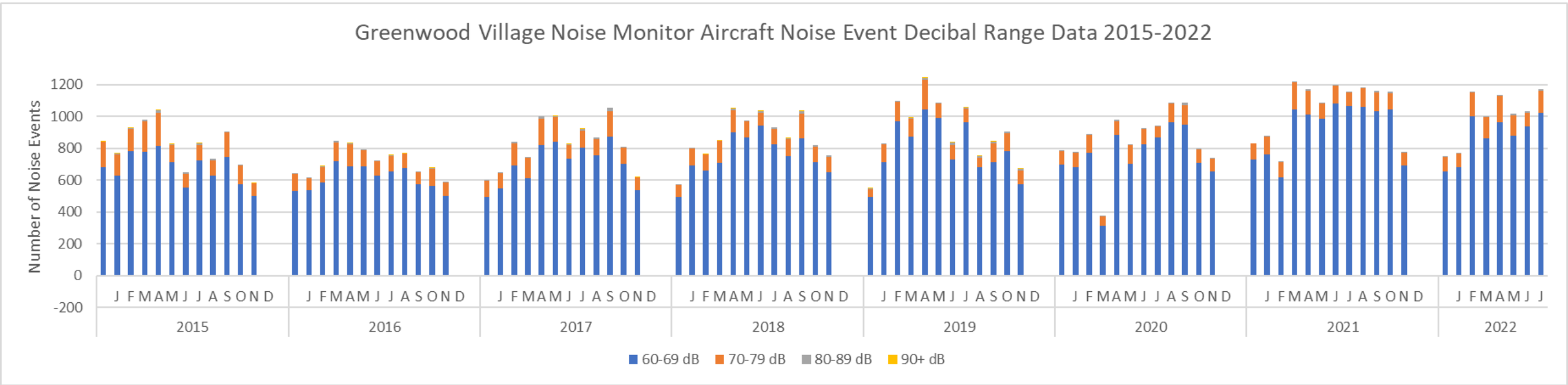
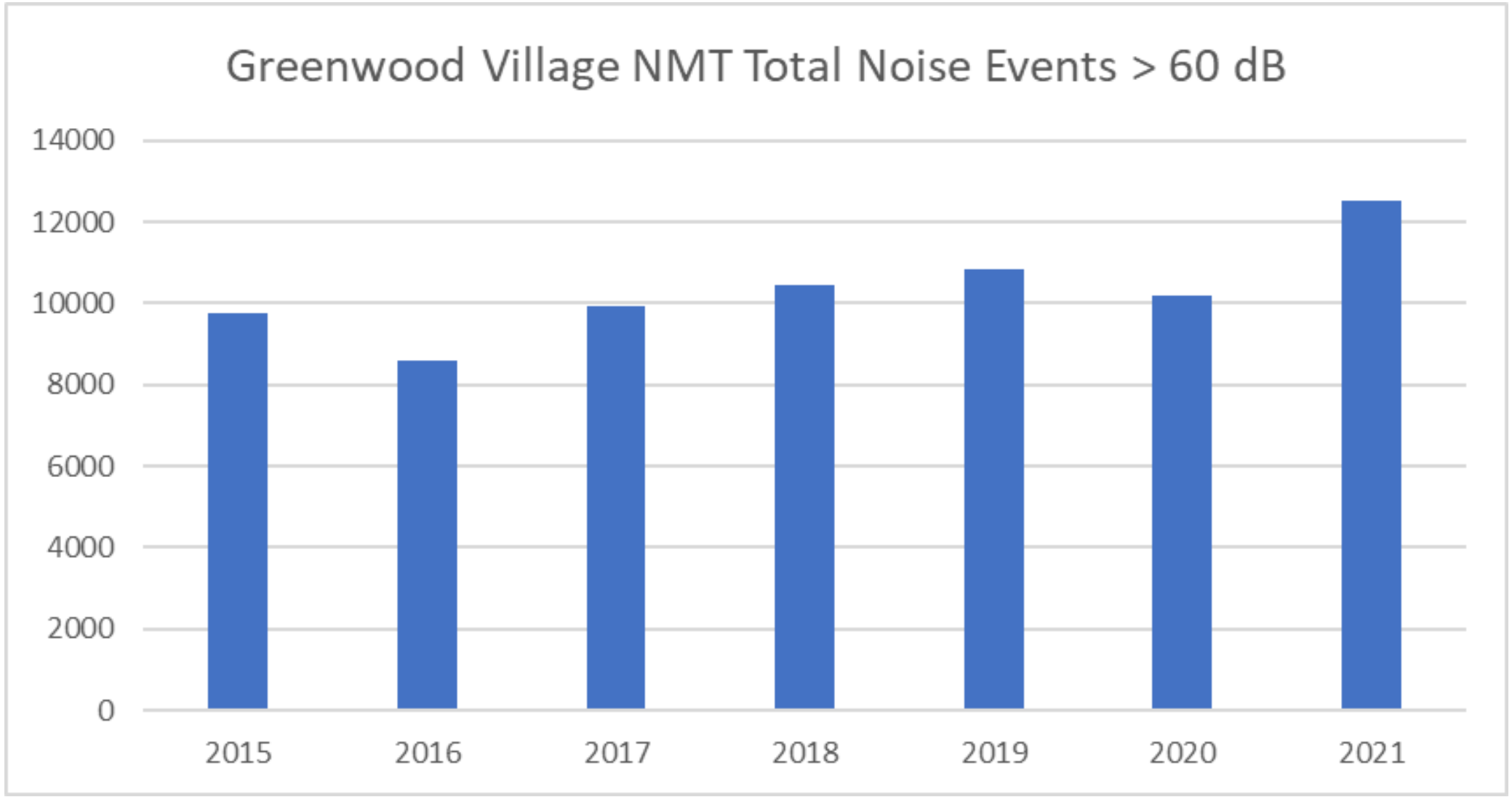

Greenwood Village Noise Monitor Aircraft Noise Event Decibal Range Data 2015-2022
Number of Noise Events
1200
1000
800
600
400
200
0
-200
J F M A M J J A S O N D
2015
2016
2017
2018
2019
2020
2021
2022
60-69 dB
70-79 dB
80-89 dB
90+ dB


Greenwood Village NMT Total Noise Events > 60 dB
14000
12000
10000
8000
6000
4000
2000
0
2015
2016
2017
2018
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2020
2021

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**

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**

16. Notify CACNR when construction on runways will begin – **Airport Staff 06/01/22**

17. Working on getting data from portable noise monitor in Highland Ranch - **Airport Staff 06/-1/22**

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**

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**

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**

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**

25. Provide CACNR with the most recent ambient noise level for each noise monitor. **08/03/22**

26. Resume the staff education sessions about the noise monitors and their capabilities, ambient noise levels for each, etc. **08/03/22**

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**

29. Provide tour of airport for CACNR Representatives. **08/03/22**

30. Discuss air traffic management with new control tower manager. **09/07/22**

31. Continue discussion with flight schools about how they might help out with the noise problems on the ground. **09/07/22**

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**

33. Question was asked it the same planes were involved in any of the kinds of problems reported here (from Franktown email to CACNR), or planes from any one fight 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**

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**

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**

39. Continue work to have flights over water rather than communities; follow up regarding the use of the training areas. **10/05/22**

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**

41. Schedule another meeting with the flight schools, possibly in October. **10/05/22**

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**

44. Provide CACNR with the most recent ambient noise levels for each noise monitor. **10/05/22**

45. Follow-up letter re the meeting with Greenwood Village. **10/05/22**

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**

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 – All – **07/06/22**

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.")

From: Brad Pierce <bmpierce2@comcast.net>
Sent: Monday, October 17, 2022 7:44 AM
To: 'Norman, Emma' <Emma.Norman@mail.house.gov>
Cc: Paul Krier; Donna Johnston;; Brad Pierce
Subject: Thank you for meeting with Brad Pierce & Paul Krier - Centennial Airport Community Noise Roundtable

Good morning Ms. Norman,

I want to take a minute to thank you for meeting a few weeks ago with me and Paul Krier with the Centennial Airport Community Noise Roundtable. We appreciate your taking the time to learn about the CACNR and the National Organization to Insure a Sound Controlled Environment (N.O.I.S.E.).

I also want to ask if you have any questions or would like additional information.

Residents around Centennial Airport are experiencing increased noise from the Flight Schools. There are 4 major flight schools at the airport and the students perform touch and goes as part of their training.

Recently about 30 Greenwood Village residents met with Centennial Airport staff. One of the main outcomes is the FAA is not engaged to participate in the discussion on noise from Flight Schools.

I'm respectfully requesting that Representative Crow please have the FAA become part of the solution to address noise from Flight Schools.

On 10/27/22 from 11:00 – 12:30 Airport staff has scheduled a meeting with the Flight Schools at the airport. I would like to invite you, or someone from your office, to please to attend that meeting.

I've copied Greenwood Village Council Member Donna Johnston.

Thanks again and please let us know if you have any questions. We'd be happy to provide further information.
Brad Pierce
Chair, Centennial Airport Community Noise Roundtable