



CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE MINUTES

October 2, 2024

APPROVED AS AMENDED 12/5/24

VISION – QUIETER SKIES FOR OUR COMMUNITIES

MISSION – CACNR WILL BRING TOGETHER AIRPORT, COMMUNITY, FAA, AND AVIATION INDUSTRY REPRESENTATIVES TO COLLABORATIVELY IDENTIFY AND DISCUSS NOISE ISSUES AT CENTENNIAL AIRPORT AND RECOMMEND COURSES OF ACTION THAT COULD REDUCE NOISE OVER AFFECTED COMMUNITIES.

Chair: Chris Eubanks **Vice Chair:** Pam Thompson **Treasurer:** Andy Jones **Secretary:** Alison Biggs

1. CALL TO ORDER, ROLL CALL, and QUORUM: The meeting was called to order at 6:30 p.m. by Chair Chris Eubanks.

The following were in attendance, and a quorum was present:

Arapahoe County: Leslie Summey	Greenwood Village: Donna Johnston
Douglas County: Dan Avery (virtual)	Highlands Ranch Metro: Andy Jone (virtual)
Douglas County: Alison Biggs	Lone Tree: Mike Anderson
Aurora: Brad Pierce	ACPAA: Michael Fronapfel
Castle Pines: Chris Eubanks	CABA: Don Kuskie
Centennial: Don Sheehan	Wings Over the Rockies: Bill Wasmund
Foxfield: Pam Thompson	

Others in attendance were Sreenivasan Alakappan, Alternate Representative from Arapahoe County (virtual); Ron Cole, Alternate Representative from Castle Pines; and ACPAA staff Zach Gabehart, Lauren Wiarda, Matt Frenette and Adam Ellsall. There was 1 member of the public in attendance and two spoke online.

Those absent were: Arapahoe County: Vacant/Vacant Parker: Ashley Chasez/Bryce Matthews
 Castle Rock: Laura Cavey/Sandy Vossler AOPA: John Hirshman/Brad Schuster
 Cherry Hills Village: Robert Eber/Randy Weil CDOT Aeronautics Div: Todd Green/Vacant

2. CONSENT AGENDA: The Consent Agenda included the Draft CACNR Minutes from September 4, 2024; a Treasurer's Report from 09/27/24, showing a balance of \$24,782.88; and the Noise Report from August 2024. On the motion of Don Sheehan, duly seconded, the Consent Agenda was approved.

The August 2024 Noise Report included the following information:

August Local Operations: 13,560	August Total Operations: 28,881
Year to Date Local Operations: 121,614	Year to Date Total Operations: 232,701

28,881 Total Operations in August resulted in 1,371 complaints from 87 households.

August Noise Ev

<u>August Total:</u>	<u>August 60 – 69 db:</u>	<u>August 70 – 79 db:</u>	<u>August 80 – 89 db:</u>
Golf Course 11,186	Meridian 7,429	Golf Course 3,962	Airport East 636
Meridian 9,535	Golf Course 6,963	Meridian 2,042	Golf Course 257
Parker 3,226	Parker 2,982	Airport East 1,005	Meridian 62
Airport East 3,117	State Park 1,903	State Park 939	Portable Station 28
State Park 2,858	Portable Station 1,758	Portable Station 303	Hunters Hill 16
Portable Station 2,090	Airport East 1,444	Parker 241	State Park 14
Grandview Estates 1,517	Grandview Estates 1,374	Grandview Estates 139	Greenwood Village 10
Greenwood Village 1,078	Castle Rock 986	Greenwood Village 104	Grandview Estates 04
Castle Rock 1,024	Greenwood Village 963	Lone Tree 69	Castle Pines 03
LoneTree 714	Lone Tree 645	Hunters Hill 62	Castle Rock 03
Hunters Hill 564	Hunters Hill 486	Castle Rock 35	Parker 03
Castle Pines 302	Castle Pines 279	Castle Pines 20	Lone Tree 00
Sagebrush Park 183	Sagebrush Park 169	Sagebrush Park 14	Sagebrush Park 00

August Noise events in the 90+ decibel range: Airport East – 32 Golf Course – 04 Meridian – 02 State Park – 02
 Greenwood Village – 01 Portable Station – 01

<u>August Noise Complaints and</u>	<u>Numbers of Households:</u>	<u>YTD Complaints and</u>	<u>Number of Households:</u>
(1,371)	(87)	(9,651)	(268)
Unincorporated Arapahoe County 767 (56%)	UAC 30 (34%)	UAC 4,685	UAC 95
Other 195 (14%)	Greenwood 17 (20%)	GV 2,370	GV 71
Greenwood Village 110 (8%)	UDC 14 (16%)	Other 889	Other 28
Castle Pines 92 (7%)	Other 08 (9%)	Centennial 745	UDC 21
Centennial 82 (6%)	Lone Tree 06 (7%)	UDC 384	Lone Tree 15
Unincorporated Douglas County 54 (4%)	Centennial 04 (5%)	Denver 245	Centennial 10

Denver	38	Castle Rock	02	Castle Pines	158	Highlands R	08
Castle Rock	12	Highlands R	02	Castle Rock	66	Parker	07
Highlands Ranch	11	Aurora	01	Aurora	30	Aurora	05
Lone Tree	08	Castle Pines	01	Parker	29	Castle Rock	05
Aurora	01	Denver	01	Lone Tree	28	Denver	03
Parker	01	Parker	01	Highlands R	22	Castle Pines	02
Cherry Hills Village	00	CHV	00	CHV	00	CHV	00

Year to Date, the top five households complaining were:

Household #1	1,199	Unincorporated Arapahoe County (12%)	Household #4	723	Centennial (08%)
Household #2	932	Greenwood Village (10%)	Household #5	704	Other (Elizabeth) (07%)
Household #3	744	Unincorporate Arapahoe County (08%)			

In August, 139 responses were requested from 1,371 noise complaints, with 120 of those requests made by email (86%), and 19 of those made by telephone (14%).

In August 1,090 complaints were made about **daytime flights** (7:00 a.m. – 9:59 p.m.) – 80%.
281 complaints were made about **nighttime flights** (10:00 p.m. – 6:59 a.m.) – 20%.

In August, props accounted for **85% of the complaints by aircraft type**; **jets** accounted for **14% of the complaints**, and **helicopters** caused **1%**.

In August, training was responsible for 61% of the complaints, **departures** were responsible for 26% of the complaints, and **arrivals** were responsible for 13% of the complaints.

An August Complaint Map , a Year to Date Complaint Map, and an August Radar Track Density Map/Flight Tracks Associated with Centennial Airport map were provided. All continued to show the highest concentration of complaints coming from areas to the northwest of the airport,

3. ITEMS REMOVED FROM CONSENT AGENDA: None

4. CACNR STUDY GROUP COMMITTEE: Brad Pierce presented a verbal report for this group, joined by Chris Eubanks and Mike Fronapfel. Some new members had been added to the group, from the FAA and a flight school. The Colorado Pilot's' Association was interested in learning how this group was structured and functioned, anticipating perhaps doing something similar at Rocky Mountain Metropolitan Airport.

The group was still waiting on getting radar tracks unmasked by the FAA so the information could be used to develop a point system to incentivize meeting the voluntary noise abatement guidelines. Request had also been made for technical assistance from the FAA for developing alternative pattern shapes for touch and goes. Thirdly, a response from the FAA had not yet been received to the letter which had been written seeking clarification of points in Grady Stone's letter of April 6, 2023.

It was noted staff was working on changes to the quarterly reports which would make them more easily understood and utilized by everyone. Feedback received about the last report would be considered and utilized wherever possible.

5. PART 150 STUDY UPDATE/PROGRESS: The airport continued to meet with the FAA about items which would result in progress on this study. It appeared the next public meeting on the study would be pushed back to January 2025.

6. EXECUTIVE COMMTEE:

A. ACPAA MEETING – A copy of Pam Thompson's report to and from the September ACPAA meeting had been provided. ACPAA seemed to appreciate having the consistency of one CACNR Representative joining it every month, and learning more regularly about the kinds of issues with which CACNR and the community and thus ACPAA, are involved. A good rapport and dialogue seemed to have been developed. Thompson would not be available to attend the ACPAA meeting in November, so Ron Cole had volunteered to assume that role.

B. DRAFT CACNR 2025 BUDGET – In developing the draft budget, it was felt CACNR needed to be doing more since the easing of Covid, so the budget was designed with a more proactive focus in mind. A team approach to various areas which affect the communities was included, so the focus would be more broadly inclusive than just the work of the Study Group Committee. Volunteers would be needed to work on those areas, and the CACNR Bylaws do allow for the Chair to appoint community members to committees (or teams) as well.

As there would be considerable carry-over from 2024 to 2025, it had been agreed to propose the Regular Members contribute ½ of their usual amounts: \$500 for cities and towns and \$1,000 for the counties. This would allow the Regular Members to be reminded of their financial commitment to CACNR through the MOU. They had not been invoiced in 2021, 2022, and 2024.

Other areas discussed included updating the website and asking Trish Coberly for her ideas on doing that (it was noted she had not invoiced CACNR for her work this year and that would be handled before the end of the year); developing an annual report which had not been done for several years; joining the Colorado Municipal League (CML), not only for legislative and other information of interest to CACNR and its Members, but to bring CACNR to the attention of the members of CML; doing community outreach projects; exploring alternative meeting space so the group might become more of a roundtable literally as well as figuratively; and working with a consultant to implement the work program (which needs to be developed for the 2025-2027 time frame) and to provide informational/educational projects of interest to the roundtable Representatives.

Obviously, these topics would require the active involvement of Representatives and Alternate Representatives, as well as interested community members. Work on the topics could be more of an 'ad hoc' approach – identify a task, accomplish it, and the group dissolved. Then another task could be addressed, with the same or a potentially different group, task accomplished and group dissolved. It was hoped much could be accomplished in this more flexible manner.

Whether or not CACNR would be required to meet the new Title 7 standards was brought up. Thinking was that CACNR as a non-profit would not be required to, but further exploration would be done. The attorneys for Greenwood Village and Foxfield would be consulted.

Following discussion of a possible redesign of the website, it was agreed there was flexibility in the current budget draft for Representatives to approve financing such an update. The idea of CACNR being a tab under the airport's website was raised. However, CACNR is an organization independent of the airport, and needs to maintain its own identity and therefore its own website. Following further discussion, by consensus, it was agreed to move \$500 from the Reserve category into the Website category. This would put the Website category amount at \$2,100 and the Reserve category at \$2,000.

On the motion of Pam Thompson, duly seconded, the 2025 budget was adopted as amended. At this point, Andy Jones had to leave the meeting.

C. 2023 RETREAT PRIORITIES UPDATE: Further discussion of the retreat priorities would take place at the November meeting. Representatives were asked to determine what areas they would be willing to work on, so that CACNR would be addressing more than just the activities of the Study Group Committee. The potential ad hoc nature of the work was again reviewed. There may not be action on everything quickly, but there be further discussion and commitment for advancing CACNR's approach to priorities in November.

D. & E. Looking at the two calendars, and coordinating with ACPAA meetings, Pam Thompson moved that CACNR meet on December 4, 2024, and not meet on January 8, 2025. The motion was duly seconded, and following brief discussion, the motion carried and the two calendars were adopted as amended. It was announced that at the November meeting a new photograph would be taken of the CACNR Representatives and Alternate Representatives, primarily to accompany the 2024 Annual Report and to be included on the website.

7. REPRESENTATIVES' COMMENTS:

A. Pam Thompson had met with a community member who lived on the northern side of the Three Towers practice area. For the September 2024 CACNR meeting, Zach Gabehart had provided a noise analysis for both the Three Towers and the Elizabeth areas, comparing numbers from July 2023 with July 2024. Both boxes had shown considerable increases in total overflights. The Three Towers numbers were similar to those of Greenwood Village which have been the focus of the Study Group Committee.

Thompson had offered to have a noise monitor placed on the resident's property, and the resident was most willing to have that occur. While this may not provide any kind of relief from the noise, it would provide data as to the constant stream of flights and noise, especially during peak hours. One of the two portable noise monitors was still in the Greenwood Village area, and the other was available to be placed here, for at least two weeks, but could remain longer unless there was a need for it to be located elsewhere. Dan Avery was attempting to contact the individuals who had attended the August CACNR meeting to see if there was any interest in having a noise monitor in that vicinity as well.

B. Donna Johnston suggested looking at the procedure for public comment, as there had been many fewer members of the public wishing to speak at the more recent CACNR meetings, and it has been difficult for some to stay until the end of the meetings. It was suggested to add some flexibility to the procedure while still allowing CACNR business to be accomplished. Following discussion and notation that there would still be a vote at the end of the meeting to extend the meeting by 30 minutes to accommodate any additional speakers, Donna Johnston moved to add 20 minutes for public comment, after agenda item #3. Motion was duly seconded and carried.

C. Bill Wasmund inquired why the Three Towers and the Elizabeth practice area boxes were being so heavily used when the others appeared not to be. Apparently, according to FAR 61.93, solo student pilots must remain within 25 nautical miles of their originating airport unless they have approval of their instructors. The distance had likely been established so that solo student pilots might have a reasonable chance of returning to their originating airports if a problem was encountered. The two noted boxes were the only two not outside of that distance. A map of the 11 practice area boxes had been provided; three are to the west and south of the airport, and 8 are to the south and east.

Wasmund noted the Colorado Department of Transportation had an excellent Aeronautical Chart. Question was asked why CANR was not getting as much public interest as it had been. Wasmund also noted efforts at LA and Van Nuys where they issue a fly quieter award, monitoring how well airlines follow their fly quiet programs. The awards are issued every year, and might something similar be done here at Centennial?

Question was asked if CACNR would find the CDOT Aeronautical Chart of use or interest. Response was definitely, and it turned out airport staff actually had enough copies on hand for distribution to everyone present. It was mentioned that Wasmund consistently provided good information to CACNR, and question was asked who else was here to help CACNR with obtaining this kind of information? Suggestion was made that the flight schools might be willing to come to CACNR meetings to share information about things they deal with on a regular basis of which CACNR might not be aware but could benefit from, and perhaps share with the public for greater understanding. Suggestion was also made to ask the flight schools if they could relook at the boxes, to see if something could be done to relocate them into a more user-friendly configuration.

A willingness to share might also be a factor considered when establishing some sort of incentives or rewards criteria for those who follow the voluntary noise abatement guidelines or other determined categories for recognizing "the good guys." In order to do this,

the FAA would have to unmask the tail numbers of planes. Mike Fronapfel noted the airport was exploring using various vendors for the noise monitors, and this decision might have implications for such information and recognition as well.

D. Chris Eubanks reported he had flown here the previous week and found there was actually very little time to make a decision of whether or not to extend his flight path north of Arapahoe Road – the decision had to be made in seconds.

8. **OTHER REGULAR REPORTS:**

A. **DIRECTOR'S REPORT** – Mike Fronapfel reported pilots are trained to look for potential landing sites. The recent crash where the plane flipped resulted in no injury. The prior day, a private plane's landing gear collapsed, again with no injury. Reports of these kinds of things may take the FAA and the NTSB a very long time to be issued, frequently long after the public may have lost track of the original event. The airport will also be considering whether anything has been occurring at the airport which might have caused the increased number of events which have occurred at Centennial in recent months.

Fronapfel noted the October ACPAA meeting would be looking at changes in minimum standards to have the flight schools have someone on site who can be accessed whenever something untoward occurred. The flight schools will also be required to have mandatory quarterly safety and noise abatement meetings done jointly with the FAA. There have already been two such meetings which have garnered attention, and which may have been one of the more effective results of the work of the Study Group Committee. Some instructors and flight schools were not even aware the airport had the capability of watching what was occurring, and this may result in improved behaviors.

Another change in the minimum standards will be a request to increase the fuel flowage fees. Such fees cannot be used to decrease traffic at the airport, but Centennial's costs are currently below the median so need to be increased to keep up with the cost of inflation and of doing business.

Suggestion was made to add the airport's minimum standards to the list of education items for CACNR Representatives, as not everyone was familiar with their existences, content or what they do. Suggestion was met with agreement.

Donna Johnston moved to extend the meeting by 30 minutes to complete business and hear from members of the public. Motion was duly seconded and carried.

The upcoming Friday would be the 36th meeting of the Study Group Committee. It is awaiting the response from the FAA on some issues, and will be determining next steps following the receipt of that information. The airport is a part of the Colorado Green Business Group, is at a sliver status and had received an innovation award due to its work on the utilization of unleaded fuel.

There was still hope the hotel would be open by the end of the year. Considerable upgrading had occurred, and Fronapfel noted it might be a good option if CACNR decides to explore alternative meeting space.

It was noted airport operations had been down in August, and was there any particular reason. Contributing factors might have been the hot weather, afternoon thunderstorms, and a shortage of air traffic controllers.

Don Kuskie reported there were 569 single engine aircraft based at Centennial and 104 multi-engine planes. All of those pilots have to recertify every two years, so this adds to the training traffic saturation which affects our communities. Many of those pilots, not being in a flight school, have no idea where the training boxes are and need that education. Another flight school may be applying to open at Centennial, and there might possibly be a public hearing on that at the November ACPAA meeting.

9. **OLD BUSINESS:** **DRAFT VOLUNTARY NOISE ABATEMENT GUIDELINES** – Zach Gabehart indicted he and Mike Fronapfel had decided on the content of the draft, and then Samantha Blymyer had done the layout. Much of the content was utilized from the previous version, plus the two sections required by state law. The first was the statement limiting the number of consecutive touch-and-goes to 10 per flight, and the second was a statement to minimize the number of flight training departures during periods of heavy traffic (i.e. morning and early afternoon arrival/departure rush.) To comply with state law, the document has to be published and in effect by November 15, 2024.

Question was asked why the language about remaining south of Arapahoe Road had been removed from the original, with the request it be retained. It had been felt the graphic related to the voluntary touch and go guidelines made that point without the need for additional language. Question was asked where the number 10 came from in the limitation of touch-and-goes per flight. Response was determined by Zach and Mike, in consultation with the flight schools. Question was asked who from CACNR was involved in the development of this draft version of the guidelines. Response was that this version had been done by airport staff, although the original document had been developed with assistance from CACNR. Request was made to indicate this version had been approved by CACNR, but not that it had been developed by CACNR, as that had not occurred. Request was also made that the final version have more clear indication of where roads and other landmarks exist, as they were not clear in the draft version under consideration. Other grammatical difficulties were pointed out.

There was additional discussion about whether or not the document had indeed been developed by CACNR, with differing opinions and no final consensus seemingly being reached. There was disappointment that the original fourfold document had morphed into a threefold document whose use was not as clear as the original. It was explained that pilots used to use a knee board, and now mostly use a digital ipad or phone so a different set-up was considered more useful. Helicopter routes had also been eliminated, as they were considered between the tower and the pilots, so were unnecessary here. Reference to maximum weight had also been removed. It had been felt the digital format might make it easier to do more frequent future updates. It was requested that the term Voluntary be removed from the 'title' of the document, so it would just read Noise Abatement Guidelines; the voluntary nature was

covered by language elsewhere. Again, determination of the document's final content would be made by airport staff. It was suggested that a QR code be added.

Lone Tree requested that the map of noise sensitive areas be amended to show where its planned residential and mixed use commercial development, public schools, etc. would go to the south of the airport's main runway. It was noted the noise sensitive areas had originally been based on complaints from residents in such areas, and as there were no residents in the areas as yet, there was little on which to base such designation. Question was asked how elected officials would answer questions about why such development was approved for areas of questionable public health and safety, the overhead use of lead based fuel, etc. It was also noted the areas were under the Instrument Landing System which cannot be avoided particularly in inclement weather.

Given the more rapid increase in development in the area, it might be necessary to revisit the content of the NAG more frequently, even as much as annually, to reflect changes. As development increases, there may be a time when everything surrounding the airport could be designated as noise sensitive. Some consideration may need to be given to those areas which existed before and in the early days of the airport's existence, versus those areas which have been developed since that initial time. Question was asked what were the criteria for being designated as a noise sensitive area. Question was asked about the timing of getting the document finalized to meet state law.

A motion was made to extend the meeting for another 30 minute period. Motion seconded and carried. Mike Anderson indicated Lone Tree had not understood the need to show regular use before obtaining a noise sensitive area designation. Discussion continued on how to handle this situation. There was general agreement that more frequent consideration of the document would be in order, and a more clear understanding of what a noise sensitive area is would also be in order.

Motion – Chris Eubanks made a motion to approve the Noise Abatement Guidelines, contingent on the inclusion of the changes requested by CACNR Representatives at this meeting. Motion was duly seconded and carried.

Chris Eubanks made another motion to reconsider the request from Lone Tree in six months, and to establish criteria for what constitutes designation as a noise sensitive area. Motion was seconded and carried. Gabehart indicated he would have a final draft out to everyone by the end of the week.

10. **NEW BUSINESS:** None

11. **PUBLIC COMMENT:**

A. RECEIVED BY CACNR – None

B. ATTENDEES/VIRTUAL/TELEPHONE – Randy Johnson was present from Louviers. He noted the planes he hears, and had heard 510 propeller planes. Many pilots seemed to be avoiding flying directly overhead and flight schools had been reasonably receptive which he appreciates that considerably. He had submitted 7 complaints here and 3 to Rocky Mountain.

The resident from the Three Towers area thanked Pam Thompson and looked forward to having the noise monitor place to provide further attention to what is happening in that area. She asked that already developed land be given consideration regarding flights and noise as much or more than the undeveloped land that had been discussed earlier. There are still very low flights occurring over the homes in her area, as well as stall-out maneuvers which can be very unnerving. The previous day there had been two planes in the practice box at the same time. She hoped the FAA was receiving the information she reports to Centennial, as she does not have access to the specifics about the offending aircraft which the FAA wants her to provide. She had spoken with someone from the FAA, but the individual had not gotten back to her. She requested the box be closed due to unsafe conditions.

Another resident from the Three Towers area appreciated it is getting some attention. She has seen two planes in the box more than once, and the growth has changed until her area is almost an extension of Parker. There was real frustration after attending these meetings for years and the only change was that things had gotten worse. Adding another flight school will only exacerbate the problem – where are all those training planes going to go? It seems pilots and flight schools can do whatever they want, as CACNR and the airport cannot establish limits and the FAA makes sure limits cannot be established. She appreciated the efforts CACNR makes, but it was no wonder the public does not attend these meetings any more because they are essentially useless.

12. **NEXT MEETINGS:**

A. **CACNR** – November 6, 2024 6:30 p.m. 7565 South Peoria Street, Englewood, CO 80112
December 4, 2024 6:30 p.m. 7565 South Peoria Street, Englewood, CO 80112
January 8, 2025 NO MEETING

B. **ACPAA** – September 12, 2024 3:00 p.m. 7565 South Peoria Street, Englewood, CO 80112
October 10, 2024 3:00 p.m. 7565 South Peoria Street, Englewood, CO 80112
November 14, 2024 3:00 p.m. 7565 South Peoria Street, Englewood, CO 80112
December 12, 2024 3:00 p.m. 7565 South Peoria Street, Englewood, CO 80112
January 9, 2025 NO MEETING

A. **PART 150 MEETING DATES** When and What Meetings, When Available from APA Staff

13. **ADJOURNMENT:** The meeting was adjourned at 9:34 p.m.

Alison Biggs, Secretary