

## **Centennial Airport Community Noise Roundtable Work Program**

The Centennial Airport Community Noise Roundtable (CACNR) is a voluntary committee that is dedicated to solving noise issues surrounding Centennial Airport.

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### **Voting Members**

Aurora  
Greenwood Village  
Parker  
Lone Tree  
Foxfield  
Centennial  
Castle Rock  
Castle Pines North  
Arapahoe County  
Douglas County

### **Non-voting Members**

FAA Denver Airport District Office (ADO)  
Terminal Radar Approach Control  
(TRACON)  
Centennial Airport Control Tower (CACT)  
Colorado Airport Business Association  
(CABA)  
Aircraft Owners and Pilots Association  
(AOPA)  
CO Department of Transportation (CDOT)  
Centennial Airport (CA)

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Centennial Airport Community Noise Roundtable has established a beginning work program that over time will be revised and modified depending upon the needs of citizens in the affected noise areas. This program was developed from testimony submitted to the CACNR during the January 6, 2010 meeting, suggestions from CACNR members, and recommendations from the FAR Part 150 study. It was adopted during the regular CACNR meeting held on April 7, 2010. The work program will strive to benefit all impacted by Centennial Airport noise.

**Work Program**  
**Adopted April 7, 2010**  
(with editorial corrections of 5/5/10)  
**(Not Prioritized)**

- 1. Investigate options for information collection through the noise monitoring hotline system; evaluate options and implement any desired changes.**
  - a) Ensure information collected is confidential.
  - b) Determine what information is desired from hotline calls and assure questions asked will provide that information.
  - c) Ensure information received matches what information is necessary to move forward on the issue of noise.

- d) Examine how hotlines are handled at other airports, including what information is being collected and how it is used.
  - e) Review efforts of noise roundtables at other airports for potential usefulness to Centennial Airport and CACNR.
  - f) Devise a plan to disseminate information regarding the noise hot line to the public.
- 2. Continue to work with helicopter operators, the Tower, and the Airport to reduce helicopter noise.**
- a) Work with helicopter operators, the Tower and the Airport on specific routes for helicopters to use when traveling to their fueling stations, including but not limited to Sky Ridge Hospital.
  - b) Work with helicopter operators, the Tower and the Airport on specific routes for helicopters to use when traveling to and from the airport.
  - c) Consider appropriate hours of operation for helicopters.
  - d) Evaluate the effectiveness of alternate helicopter routes with noise monitoring equipment.
  - e) Monitor alternate routes and determine how often they are used.
- 3. Establish best management practices for training aircraft/pilots.**
- a) Initiate dialogue with training schools.
  - b) Help determine best management practices and encourage their adoption.
  - c) Investigate other locations for training over less populated areas and encourage their use.
  - d) Investigate current airport practices in communicating sensitive areas to training schools.
- 4. Update the Fly Quiet Program.**
- a) Research other Fly Quiet programs throughout the nation.
  - b) Develop and implement incentives for pilots to use these procedures.
  - c) Work with pilots to develop departure throttle control procedures for quiet take-offs, and encourage their use.
  - d) Ensure the Fly Quiet program and any related information is continually distributed and supported by the Airport.
  - e) Develop a program to effectively reach pilots not based at Centennial Airport with Fly Quiet program information.
  - f) Continue to engage training schools and Centennial-based aircraft into acceptance and use of the Fly Quiet program.
  - g) Develop late night departure procedures and work to secure their utilization.
  - h) Develop preferential flight corridors and procedures and work to secure their utilization.
- 5. Investigate the Instrument Landing System (ILS).**
- a) Investigate speed and altitude control over the ILS including RNAV procedures.
  - b) Investigate moving training routes from the ILS.
  - c) Investigate the possibility of relocating the ILS.
  - d) Investigate if Global Positioning System (GPS) approaches would add noise reduction benefits.
- 6. Ensure a working, effective Noise Monitoring System.**
- a) Actively participate in selection of sites for installations of the noise monitors.
  - b) Continue to monitor the consultant's scope of work and timetables.
  - c) Work to ensure city, county, and special districts' ordinances allow for and support the installation and use of sound monitoring equipment.

- d) Evaluate and utilize data collected from the noise monitoring system as appropriate to the advancement of the CACNR work program.
- 7. Update the Centennial Airport's Zone of Influence**
- a) Clarify the mechanism used for establishing the airport's zone of influence.
  - b) Actively participate in any revision of the zone of influence.
  - c) Update maps and convert to Geographic Information Systems (GIS) for accurate mapping.
- 8. Develop a Table of Contents for the Noise 101 section on the website, for easier public access and utilization.**
- 9. Develop and implement a plan for more community input and communication**
- a) Establish plans for continued public comment meetings.
  - b) Continue to provide opportunity for public input at CACNR meetings.
  - c) Establish plans for regular communication to/with the public.
  - d) Create a public information section on the website, including but not limited to such things as local city noise ordinances and developments/progress related to the CACNR Work Program.
  - e) Establish plans for outreach to affected communities.
  - f) Develop content and objectives for outreach, newsletters and public comment.
  - g) Ensure CACNR efforts are separate and distinct from the Airport.
- 10. Encourage the integration of community master plans, land use zoning ordinances, and the airport master plan.**
- a) Encourage the updating of community master plans to be compatible with the Airport.
  - b) Actively encourage the airport to oppose inappropriate land uses in areas of new development.
  - c) Encourage notification of potential buyers in new home developments about aircraft overflight noise.
  - d) Encourage sound attenuation in all new residential construction.
  - e) Develop an understanding of forecasted airport utilization and growth.
  - f) Upload the airport's master plan to the website.
  - g) Update all maps of surrounding areas using GIS.
- 11. Continue to monitor the Federal Aviation Administration and legislative activity both on State and Federal levels.**
- a) Review progress on the legislative phase out of Stage 2 aircraft under 75,000 pounds.
  - b) Monitor progress of changes to the law which prohibits scheduled passenger service at airports having more than 300,000 operations per year (0-Seat Law).
  - c) Familiarize the CACNR with State and Federal legislation which affects the airport, airport users, and residents.
  - d) Monitor the development of RNAV.
  - e) Identify ways for CACNR to be appropriately involved with any of the above.
- 12. Establish CACNR Operating Rules and Guidelines**
- a) Determine responsibilities of the CACNR Chair, Vice Chair, Secretary, Treasurer, and Members and their representatives.
  - b) Establish ethical guidelines for individual members' representatives of CACNR, and for the CACNR as a whole.
  - c) Establish an annual schedule for the review and updating of the CACNR work plan.

**13. Investigate Northwest, Southwest and late night (10:00 pm to 6:00 am) departures**

- a) Collaborate with the tower, pilot groups, and the airport on exploration of potential alternate departure routes.
- b) Determine the impact of RNAV on altitude and direction of Centennial departures, particularly in relation to areas generating the most noise complaints.
- c) Assess the impact of the 010 degree heading departure, as stated in the Federal Aviation Regulation (FAR) Part 150, and determine if the CACNR should pursue it.
- d) Investigate specific causes and times of late night aircraft noise.

**14. Update the FAR Part 150**

- a) Update noise contour lines.
- b) Create future noise exposure map.
- c) Devise workable flight tracks away from residential communities which are then modeled for Federal Aviation Administration (FAA) approval.
- d) Study existing aircraft operational information.
- e) Continue to work on noise compatibility.

**15. Consider pursuing FAR Part 161**

- a) Review and evaluate what a FAR PT 161 study might accomplish, in order to determine if a recommendation should be forwarded to pursue such action.
- b) During the above review and evaluation, specifically examine what exclusions would most benefit residents, including but not limited to elimination of Stage 1 and Stage 2 aircraft, or nighttime restrictions of Stage 1 and Stage 2 aircraft.