

CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE
MINUTES

August 5, 2020

Approved 09/02/20

VISION – QUIETER SKIES FOR OUR COMMUNITIES

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

Chair: Brad Pierce **Vice Chair:** Melissa Coudeyras **Treasurer:** Tom Dougherty **Secretary:** Alison Biggs

1. **CALL TO ORDER, ROLL CALL, and QUORUM:** The virtual meeting via Zoom was called to order at 6:32 p.m. by Chair Brad Pierce.

The following were in attendance and a quorum was present:

Arapahoe County:	Bill Skinner	Foxfield:	Pam Thompson
Arapahoe County:	Paul Krier	Greenwood Village:	Tom Dougherty
Douglas County:	Dan Avery	Lone Tree:	Mike Anderson
Douglas County:	Alison Biggs	Parker:	Amy Holland
Aurora:	Brad Pierce	ACPAA:	Robert Olistagers
Castle Pines:	Melissa Coudeyras	CABA:	Don Kuskie
Centennial:	Candace Moon		

Others in attendance were Past Douglas County Alternate Lauren Pulver; Aurora Alternate Representative Karen Hancock; ACPAA Alternate Representative Mike Fronapfel; Fly Quiet Committee Member Bill Wasmund; and ACPAA staff Rachel Keller, Deb Smith, Gina Conley, and Steve Massi.

Those absent were:

Castle Rock:	Jason Gray/James Townsend	FAA APA Control Tower:	Joseph Wolters/Ron Curry
Cherry Hills Village:	Al Blum/Afshin Safavi	FAA District Office:	John Bauer/John Sweeney
CDOT Aeronautics Div:	Todd Green/Vacant	FAA TRACON:	Steve Martin/Bill Dunn
AOPA:	Bob Doubek/John Hirshman		

Immediate Past Douglas County Alternate Representative Lauren Pulver introduced her replacement, Dan Avery, who was welcomed by the group. He indicated he had worked for the County for 15 years, in land use, so he was generally familiar with CACNR.

2. **APPROVAL OF AGENDA:** On the motion Mike Anderson, duly seconded, the agenda was approved as presented.

3. **PUBLIC COMMENT:** CACNR welcomed Janice Wright, a member of the public from Castle Pines.

Communications from two members of the public related to a noise complaint and a noise report had been provided in the meeting materials packet, as were the responses which had been sent by airport staff.

4. **CONSENT AGENDA:** The Consent Agenda included the July 1, 2020 draft minutes, and the July 31, 2020 Treasurer's Report showing a balance of \$12,574.56. On the motion of Amy Holland, duly seconded, the Consent Agenda was approved.

5. **ITEM(S) REMOVED FROM CONSENT AGENDA:** None

6. **COMMITTEE REPORTS:**

A. **COMMUNITY OUTREACH** – Melissa Coudeyras and Amy Holland reported on progress on the website. Trisha Coberly of Cob-Web Creations would join the meeting if possible. The committee had met and looked at the feedback from the other members of CACNR, making changes as determined appropriate. The website would still be considered a work in progress and reviewed often, as Holland would be able to make changes at any time, unlike the previous site.

Holland then took CACNR on a tour of the redesigned site, which was very well received. Suggestions were made for further fine-tuning, including such things as definitions of some terms; the addition of photos which demonstrate CACNR's attention to its vision and mission; adding the CACNR email address; clarification of the membership listing and how to contact CACNR; adding a category(s) for meeting materials, agendas, minutes, archives, etc. There was discussion of how things would be added to the website in the future, with the suggestion that articles or ideas should be routed through the Executive Committee to Holland. In the past, items have also been identified during CACNR meetings for placement on the site, and that would of course be continued. Question was asked if there was a space or word limitation on the site; answer to be determined.

On the motion of Mike Anderson, duly seconded, approval was given for the payment of the \$1,250 invoice from Cob-Web Creations for Phase Two of this project.

By consensus, approval was given for the site to go live as soon as the ideas discussed above were accomplished.

B. **FLY QUIET** – Don Kuskie reported the committee had not been able to meet, but he and Bill Wasmund had reviewed progress on items from its Work Program. The most recent positive accomplishment had been working with airport staff to create and install the new signage on the runways.

C. **NOISE MONITORS** – Brad Pierce announced he had appointed Candace Moon as Chair of this committee. She indicated the committee had met in July, but it was difficult not being able to meet before the CACNR meetings. Additional members were also desired. Dan Avery volunteered to be appointed to the committee, and the list of all committee members would be sent to everyone. The committee hoped to resume its efforts to reach other airports, to learn how they handle noise and noise issues. It was noted this might be an area where the services of Jason Schwarz could be helpful.

The June noise report was reviewed. It showed there had been 25,242 total operations in June, down from 30,398 in May (there had been 30,062 operations in May 2019 and 34,060 in June 2019). In June 2020, there had been 9,227 local flights; in May there were 17,509 local flights.

During June, there were 23,994 noise events at the 12 noise monitors. Noise events at each monitor were:

7,520 events at the Golf Course monitor on airport property (5,421 in the 60-69 decibel range)
4,435 events at the Meridian monitor (3,240 in the 60-69 decibel range)
2,756 events at the Airport East monitor on airport property (1,234 in the 60-69 decibel range)
2,277 events at the State Park monitor (1,558 in the 60-69 decibel range)
2,213 events at the Parker monitor (1,872 in the 60-69 decibel range)
1,511 events at the Grandview Estates monitor (1,365 in the 60-69 decibel range)

827 events at the Greenwood Village monitor (703 in the 60-69 decibel range)
752 events at the Castle Rock monitor (608 in the 60-69 decibel range)
636 events at the Lone Tree monitor (576 in the 60-69 decibel range)
604 events at the Hunter's Hill monitor (532 in the 60 – 69 decibel range)
275 events at the Castle Pines monitor (263 in the 60-69 decibel range)
188 events at the Sagebrush Park monitor (170 in the 60-69 decibel range)

Including the two monitors on airport property, locations with noise events in the 70-79 decibel range were:

Golf Course – 1,963	Parker – 326	Lone Tree – 59
Meridian – 1,152	Grandview Estates – 138	Castle Rock – 43
Airport East – 880	Greenwood Village – 118	Sagebrush Park – 18
State Park – 709	Hunter's Hill – 67	Castle Pines – 11

Including the two monitors on airport property, locations with noise events in the 80-89 decibel range were:

Airport East – 587	Parker – 15	Hunter's Hill – 5
Golf Course – 132	State Park – 10	Castle Pines & Lone Tree – 1 each
Meridian – 40	Grandview Estates – 7	
Castle Rock – 29	Greenwood Village – 6	

Including the two monitors on airport property, locations with noise events in the 90+ decibel range were:

Castle Rock – 72	Meridian – 3
Airport East – 55	Grandview Estates – 1
Golf Course – 4	

Question was asked why the number of 90+ decibel flights was so high at the Castle Rock noise monitor (#7). Response was that a nesting bird had caused that reading to be unusually elevated.

In June, there had been 809 complaints from 81 households (in May, there had been 627 complaints from 113 households; in April, there had been 607 complaints from 34 households)

Of the 81 households, 18 had complained from Unincorporated Douglas County; 17 were from Unincorporated Arapahoe County; 12 were from Centennial; 11 originated from Greenwood Village; 8 were from Other; there were 4 each from Highlands Ranch and Lone Tree; 3 came from Castle Rock; 2 were from Castle Pines; and there were 1 each from Aurora and Parker;

Of the 809 complaints, 213 came from Centennial (26%); 190 originated from Unincorporated Arapahoe County (24%); 189 were from Greenwood Village (23%); 123 were from Unincorporated Douglas County (15%); 32 were from Aurora (3%); 22 from Parker (02.5%); 15 from Other (01.9%); 14 from Lone Tree (01.7%); 6 from Highlands Ranch (0.7%); and 3 from Castle Rock (0.3%).

The number of complaining households for the year to date came from: Unincorporated Arapahoe County – 56; Greenwood Village – 31; Unincorporated Douglas County – 29; Other – 25; Centennial – 23; 7 from Lone Tree; 6 from Castle Pines; 5 each from Castle Rock and Highlands Ranch; 4 each from Aurora and Denver; 2 from Cherry Hills Village; and 3 from Parker.

For year to date, the top 5 complaining households came from Centennial (1,389 complaints – 31%); Greenwood Village (809 complaints – 18%); Unincorporated Arapahoe County (549 complaints – 12%); Unincorporated Douglas County (548 complaints – 12%); and Parker (199 complaints – 5%). The remaining 961 complaints (22%) were distributed among the other CACNR Members.

The Population census of each of the municipalities listed, as of 2018, was again provided; populations ranged from 716,492 in Denver to 6,650 in Cherry Hills Village. CACNR's smallest Member had a recorded population of 780 in 2020.

85 complainers had requested responses from the airport, with 42 of those requests made by email, and 43 by telephone.

Of the 809 complaints, 728 (90%) were about daytime flights and 81 (10%) were about nighttime flights.

With the top complaining household removed, props accounted for 55% of the complaints in June, while jets accounted for 39% of the complaints. Helicopters were the cause of 3%; and 3% were unknown. Departures were responsible for 49% of the complaints; arrivals were 30%; training was 15%; and 6% were unknown.

The June complaint map showed the household locations of the complaints, with 8 being outside the map boundaries (4 in Littleton, 2 in Franktown, and 1 each in Morrison and Elizabeth). For the year to date, there had been 26 complaining households outside the map area (10 in Littleton, 4 in Elizabeth, 2 in Franktown, and 1 each from Boulder, Evergreen, Golden, Indian Hills, Morrison, Denver, Sedalia, Larkspur, Castle Rock, and Colorado Springs. For comparison, in June 2019, there had been three complaining households, from Elizabeth, Unincorporated Douglas County, and Jefferson County; and year to date had had 12 complaints from outside the map area.

A June 2020 Radar Track Density Map was provided.

It was again noted more complaints were possibly due to residents being home because of the coronavirus restrictions. The FAA's implementation of the Metroplex routes was also noted.

D. **WORK PLAN** – No Report. However, committees were asked to start looking at their Work Program tasks, with an eye toward updating them for 2021/2022. It had been suggested that the Work Program might wish to state items in terms of what the goals of the various tasks were, so that rather than just competing a task, actions could be seen as contributing to progress toward a specific goal.

E. **STUDY GROUP** – The final signature pages would be sent soon to all Representatives for their Members.

7. **FAA REPORTS:**

A. **DISTRICT OFFICE** – None.

B. **APA AIR TRAFFIC CONTROL TOWER** – None

C. **TRACON** – None

8. **OTHER REGULAR MONTHLY REPORTS:**

A. **ARAPAHOE COUNTY PUBLIC AIRPORT AUTHORITY** – There had been no ACPAA meeting in July.

B. **AIRPORT DIRECTOR'S REPORT** –

1. Noise Portal – The FAA is looking for an airport in the northwest mountain region to become a partner in its new system regarding noise complaints. Additional information is being sought, but it appears the FAA will go ahead with the system regardless of whether it finds a partner or not. Centennial Airport anticipates obtaining more information about what the project really entails, and what would actually be involved if the airport was to collaborate.

It was noted that the FAA's Policy on Addressing Aircraft Noise Complaints and Inquiries from the Public (dated 12/04/2019) states "The FAA does not use noise complaints, including the volume of noise complaints, to justify the need to alter current practices or alter existing procedure and routes."

One of the other specifics known so far states that the FAA will only accept one general complaint or inquiry from the same household, and will not reply, so the purpose of the proposed system is unclear. It might be useful if the system enabled the FAA to see what the airport is dealing with in terms of noise and noise complaints. Perhaps if the airport did collaborate, the local FAA representatives who have not been coming to CACNR meetings for years might become more engaged. CACNR appreciated that the FAA had reached out to the airport about a potential partnership, and agreed with staff that participating in a partnership could be beneficial.

2. Fly Quiet Flyer – Rachel Keller presented a new flyer which will be included with gate card renewals, asking pilots to "Help us be good neighbors," on a voluntary basis as usual. Suggestion was made that the flyers also be made available at fueling stations. Information on the flyer was taken from the Noise Abatement Guidelines, and CACNR's logo was included on it.

3. Master Plan – no report.

4. Airport activity – Robert Olislagers reported activity was much as had been reflected last month and in the noise report above. Although operations and jet flights had been down, the flight schools had been busy. May traffic and jet fuel sales had been up, and in May, Centennial Airport was the busiest in the United States. June operations were still down, partially due to having one runway out of commission. July's jet fuel sales had been 97% of normal. Efforts were still underway to balance expenses against lost revenue, with approximately \$1.2 Million in expenses being deferred to 2021.

As reported last month, most social events usually held at the airport had been cancelled. However, the Blue Skies Academy was still planning on opening sometime in August.

5. Legislative – no report.

6. Litigation – see below.

C. **METROPLEX** – Robert Olislagers commented on the lawsuit filed by ACPAA in relation to the Denver Metroplex project: “The airport’s attorney was still waiting for a briefing schedule from the DC Circuit Court of Appeals. Arapahoe, Douglas, and Gilpin Counties, as well as Greenwood Village and Mountain Aviation had signed on as co-petitioners. Related, the FAA released one of their reports mandated as part of the 2018 Airport Reauthorization Act regarding noise metrics, and a link to the report would be provided separately.” (a separate link was provided the following day: https://www.faa.gov/about/plans_reports/congress/media/Day-Night_Average_Sound_Levels_COMPLETED_report_w_letters.pdf.)”

D. **NEXTGEN ADVISORY COMMITTEE (NAC)** – The next NAC would be conducted via Zoom tomorrow (August 6, 2020) and Brad Pierce would be attending.

E. **N.O.I.S.E.** – Brad Pierce reported the November N.O.I.S.E. meeting, originally scheduled for Tampa, Florida in conjunction with the National League of Cities, would be virtual. CACNR has a policy to send two representatives to N.O.I.S.E. meetings.

N.O.I.S.E. had provided an alert about the \$1.5 trillion infrastructure bill which had passed House of Representatives which contained sections related to aviation noise. Details were provided, although the bill had little hope of passing in the Senate, and was not supported by the White House. N.O.I.S.E. would be following developments on legislative and regulatory action/policies dealing with the COVID-19 crisis and its impact on air travel and the nation.

9. **OLD BUSINESS:**

A. **UC DAVIS AVIATION AND EMISSIONS SYMPOSIUM, MARCH 1-3, 2020, SAN DIEGO** – No report.

B. **2020 MEETING SCHEDULE FOR CACNR & ACPAA, INCLUDING CACNR REPRESENTATIVES TO ACPAA** – The 2020 meeting schedule was again provided. Alison Biggs indicated she would write a summary of the last two CACNR meetings, and would try to be present for the ACPAA meeting if she could rearrange her schedule. In July, Robert Olislagers had indicated he would provide all CACNR Representatives with the link to the ACPAA virtual meeting, so anyone who might be able to join the meeting could do so. Rachel Keller was to send out the information, which was also on the airport’s website.

C. **CONGRESSIONAL QUIET SKIES CAUCUS** – No report.

10. **NEW BUSINESS:**

A. **INFORMATION SHARING** — A *Denver Post* article of August 4, 2020 was noted, as it concerned Bye Aerospace and its work with electric planes. George Bye had spoken to CACNR recently. Robert Olislagers indicated Boom Technology was also working on supersonic aircraft, and would be doing a rollout in October, with testing to be done someplace other than Centennial Airport. He would be providing additional information as it became available.

It was noted the emailed CACNR meeting materials did not have the CACNR logo. Because CACNR is an independent organization, and not a formal part of ACPAA, it was felt placing the CACNR logo prominently for these emails would be important. A request was made for future meeting material mailings to include our logo as noted. Response was that there could be further discussion of the idea.

11. **PUBLIC COMMENT:** Janice Wright from Castle Pines Village indicated her area had noted an increase in air traffic in the last couple months. She is active in the community and indicated she was willing to be involved. She informed CACNR that Jim Huffman, who represents Douglas County on ACPAA, had volunteered to have one of the portable noise monitors placed at his residence, to get a better picture of the kind of traffic which the area was experiencing. Melissa Coudeyras indicated she would communicate further with Ms. Wright after the meeting.

12. **NEXT MEETINGS:**

A. **CACNR** – September 2, 2020 to be determined
October 7, 2020 to be determined
November 4, 2020 to be determined
December 2, 2020 to be determined

B. **ACPAA** – August 13, 2020 virtual meeting
September 10, 2020 to be determined
October 8, 2020 to be determined
November 12, 2020 to be determined
December 10, 2020 to be determined

13. **ADJOURNMENT:** The meeting was adjourned at 8:39 p.m.

Alison Biggs, Secretary