

Centennial Airport Community Noise Roundtable

March 3, 2021

6:30 p.m. – 8:30 p.m.

Chair: Brad Pierce **Vice Chair:** Melissa Coudeyras **Treasurer:** Tom Dougherty **Secretary:** Alison Biggs
CACNR Mission: Utilizing Partnerships to Reduce Airport Noise for the Benefit of Neighboring Communities

Virtual Meeting via Zoom:

Brad Pierce is inviting you to a scheduled Zoom meeting.

Topic: Centennial Airport Community Noise Roundtable
Time: Mar 3, 2021 06:30 PM Mountain Time (US and Canada)

Join Zoom Meeting

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AGENDA

1. CALL TO ORDER AND DETERMINATION OF QUORUM:

Arapahoe County: Carrie Warren-Gully/Bill Skinner

Paul Krier/Vacant

Douglas County: Abe Laydon/Dan Avery

Alison Biggs/Mark Adams

Aurora: Brad Pierce/Karen Hancock

Castle Pines: Melissa Coudeyras/Kevin Rants

Castle Rock: Jason Gray/Vacant

Centennial: Candace Moon/Don Sheehan

Cherry Hills Village: Al Blum/Afshin Safavi

Foxfield: Pam Thompson/Frank Lawrence

Greenwood Village: Tom Dougherty/Karen Blilie

Lone Tree: Mike Anderson/Jennifer Drybread

Parker: Amy Holland/Todd Hendreks

ACPAA: Robert Olislagers/Michael Fronapfel

AOPA: Robert Doubek/John Hirshman

CABA: Don Kuskie/Mike Straka

CDOT Aeronautics Div: Todd Green/Vacant

FAA APA Control Tower: Melissa Booth/Ron Curry

FAA District Office: John Bauer/John Sweeney

FAA TRACON: Steve Martin/Bill Dunn

Wings Over the Rockies: Bill Wasmund/Hetty Carlson

2. APPROVAL OF AGENDA:

3. PUBLIC COMMENT: (non-Agenda items – 3 minutes per person time limit; correspondence from the public)

1. Communication from Littleton resident to FAA, copied to CACNR

4. CONSENT AGENDA:

A. DRAFT MINUTES, February 3, 2020 – Alison Biggs, Secretary

B. TREASURER’S REPORT, February 2021 – Tom Dougherty, Treasurer

5. ITEMS REMOVED FROM CONSENT AGENDA

6. COMMITTEE REPORTS:

- A. EXECUTIVE/WORK PLAN COMMITTEE – Brad Pierce, Chair
 - 1. 2021 Work Planning and Prioritization Summary Report from Jason Schwartz
 - 2. 2021-2022 Draft Work Program
 - 3. N.O.I.S.E. Draft Response Re FAA Noise Annoyance Survey Results
FAA Webinar on Noise Research Portfolio and Neighborhood Environmental Survey
- B. COMMUNITY OUTREACH – Melissa Coudeyras, Chair
 - 1. Website update – Amy Holland
- C. FLY QUIET – Don Kuskie, Chair
- D. NOISE MONITORS – Candace Moon, Chair
 - 1. Noise Report – Rachel Keller

7. FAA REPORTS:

- A. DISTRICT OFFICE – John Bauer/John Sweeny
- B. CENTENNIAL AIRPORT AIR TRAFFIC CONTROL TOWER – Melissa Booth/Ron Curry
- C. TRACON – Steve Martin/Bill Dunn

8. OTHER REGULAR REPORTS:

- A. ARAPAHOE COUNTY PUBLIC AIRPORT AUTHORITY – Feb 11, 2021, Bob Doubek; Candace Moon for CACNR
- B. AIRPORT DIRECTOR'S REPORT – Robert Olislagers
 - 1. Airport Activity
 - 2. Legislative
 - 3. Litigation/Metroplex
 - 4. Other
- C. CDOT AERONAUTICS DIVISION – Todd Green
- D. NEXTGEN ADVISORY COMMITTEE (NAC) – Brad Pierce
- E. N.O.I.S.E. – Brad Pierce

9. OLD BUSINESS:

- A. UC DAVIS AVIATION NOISE AND EMISSIONS SYMPOSIUM
- B. 2021 MEETING SCHEDULE FOR CACNR AND ACPAA with CACNR REPRESENTATIVES TO ACPAA
 - 1. CACNR Representatives needed for March 11, May 13, and beyond
- C. CONGRESSIONAL QUIET SKIES CAUCUS
- D. ACTION ITEMS FROM PRIOR CACNR MEETINGS

10. NEW BUSINESS:

- A. ELECTION OF OFFICERS – Chair, Vice Chair, Treasurer, Secretary
- B. INFORMATION SHARING
 - 1. Reports of aircraft noise rise in Highlands Ranch – Elliott Wenzler/ewenzler@coloradocommunitymedia.com

11. PUBLIC COMMENT: (3 minutes per person time limit):

12. NEXT MEETINGS:

- A. CACNR –
 - April 7, 2021 6:30 p.m. virtual meeting
 - May 5, 2021 6:30 p.m. virtual meeting
 - June 2, 2021 6:30 p.m. virtual meeting
- B. ACPAA –
 - March 11, 2021 3:00 p.m. probable virtual meeting
 - April 8, 2021 3:00 p.m. probable virtual meeting
 - May 13, 2021 3:00 p.m. probable virtual meeting
 - June 10, 2021 3:00 p.m. probable virtual meeting

13. ADJOURN

CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE
MINUTES

February 3, 2021

DRAFT

VISION – QUIETER SKIES FOR OUR COMMUNITIES

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

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

1. **CALL TO ORDER, ROLL CALL, and QUORUM:** The virtual meeting via Zoom was called to order at 6:33 p.m. by Chair Brad Pierce. The following were in attendance and a quorum was present:

Arapahoe County	Carrie Warren-Gully	Foxfield:	Pam Thompson
Arapahoe County:	Paul Krier	Greenwood Village:	Tom Dougherty
Douglas County:	Dan Avery	Lone Tree:	Mike Anderson
Douglas County:	Alison Biggs	Parker:	Todd Hendreks
Aurora:	Brad Pierce	ACPAA:	Mike Fronapfel
Castle Pines:	Melissa Coudeyras	AOPA:	John Hirshman
Centennial:	Candace Moon	FAA APA Control Tower:	Ron Curry

Others in attendance were Arapahoe County Alternate Representative Bill Skinner; Aurora Alternate Representative Karen Hancock; Fly Quiet Committee Member Bill Wasmund; and ACPAA staff Gina Conley, Deborah Grigsby, Rachel Keller, and Noah Yarborough.

Those absent were:

Castle Rock:	Jason Gray/Vacant	CDOT Aeronautics Div:	Todd Green/Vacant
Cherry Hills Village:	Al Blum/Afshin Safavi	FAA District Office:	John Bauer/John Sweeney
CABA:	Don Kuskie/Mike Straka	FAA TRACON:	Steve Martin/Bill Dunn

New Representatives to CACNR were introduced and asked to share something about themselves. Carrie Warren-Gully now represents Arapahoe County, and is newly elected as an Arapahoe County Commissioner. She grew up here, and was most recently a member of the Littleton Public School Board.

Todd Hendreks has lived in Parker for seventeen years, and is newly elected to the Parker City Council. His background is in Information Technology, data analytics and business intelligence. He will be Parker's Alternate Representative.

Both were warmly welcomed to the roundtable.

2. **APPROVAL OF AGENDA:** Alison Biggs noted the dates shown under Agenda Item 9.B. should be March 11 and May 13. On the motion of Tom Dougherty, duly seconded, the revised agenda was approved.

3. **PUBLIC COMMENT:** David Adams, Aurora; Randy Johnson, Louviers; Andrea Suhaka, Past Centennial Alternate Representative; and Janice Wright, Castle Pines Village, were all in attendance.

David Adams indicated he was from a small area of Aurora called Inspiration; it is part of Aurora, but is in Douglas County rather than Arapahoe County. He has been there about two years, and has noticed a change in night flights. As an example, in a recent 17-day period, there were 13 noisy flights between 10:00 p.m. and 7:00 a.m. A portable noise monitor had just been placed on his property. Suggestion was made that the flight path changes from the Denver Metroplex Project might be the cause of the noisy night flights, but he indicated the Metroplex changes took effect in March 2020 and these noisy flights had only happened in the last 2-3 months, so perhaps Metroplex was not the cause. Adams was thanked for agreeing to have a noise monitor on his property.

As had been noted at the last meeting, a noise monitor had been placed in Castle Pines Village for a second time, this one in November. Janice Wright indicated they were still awaiting that report. Rachel Keller responded the report had been sent to Robert Olislagers for his determination about its release. She indicated she would follow up about it. Wright stated they were still being unduly bothered by air traffic. She also reported seeing two paragliders in the area who looked to be perilously close to planes over her area and were of considerable concern.

Ron Curry informed CACNR that the control tower at Centennial Airport had been partially closed for the last two weeks, with only a skeleton crew operating during the day; two of the air traffic controllers had worked six ten-hour days in a row. Traffic had been slowed accordingly for safety, and with the tower closed at night, Centennial Airport traffic had then been operating uncontrolled, as do those smaller airports which do not have an air traffic control tower. The closures had been due to problems caused by coronavirus exposures. Staffing was beginning to improve.

In relation to the possible paraglider incident, Curry suggested the gliders could probably have been further from the aircraft than it might have appeared. The viewing angle can sometimes make it difficult to discern how close objects are, but no incidents had been reported involving paragliders to his knowledge. There are rules for where such pilots are allowed, and he had heard of none which had gotten close enough to Centennial Airport traffic to be a problem. If one did and presented a safety issue, the control tower would contact the Flight Standards District Office (FSDO), which is the enforcement branch of the FAA. If a pilot appears to have broken Federal Aviation Regulations or safety rules, FSDO is the office that does the investigations that might lead to discipline. If the Centennial Control Tower thinks a pilot is breaking the Federal Aviation Regulations or being unsafe, it is reported to FSDO and that office handles it. Curry noted the FSDO budget has not kept up with the workload over the years, and many of

the personnel are working in the field, so it is sometimes difficult to reach anyone at that office, but messages can be left. Their web site has a contact phone number (800-847-3808), a link to email them, their physical address and other info:

https://www.faa.gov/about/office_org/field_offices/fsdo/den/contact/ It was agreed this would be appropriate information to have on the CACNR website.

4. **CONSENT AGENDA:** The Consent Agenda included the January 6, 2020 draft minutes, and a Treasurer's Report dated January 28, 2021 which showed a balance of \$10,102.48.

On the motion of Alison Biggs, duly seconded, the draft minutes were moved to Agenda Item #5. On the motion of Alison Biggs, duly seconded, the remaining Consent Agenda was approved.

5. **ITEM(S) REMOVED FROM CONSENT AGENDA:** Alison Biggs reported Andrea Suhaka, past CACNR Alternate Representative from Centennial had been present at the January 6, 2021 meeting, and her name should be added to those present.

Biggs also reported Agenda Item 4 of the January 6, 2021 CACNR draft minutes should be corrected to read "The Consent Agenda included the December 2, 2020 draft minutes, and a Treasurer's Report dated December 30, 2020 which showed a balance of \$10,277.48. On the motion....". On the motion of Alison Biggs, duly seconded, the January 6, 2021 minutes were amended accordingly. On the motion of Mike Anderson, duly seconded, the amended minutes were approved.

6. **COMMITTEE REPORTS:**

A. **EXECUTIVE COMMITTEE** – 1. Virtual Meeting with Jason Schwartz – Brad Pierce reported the committee, in combination with the Work Program Committee, had met with Jason Schwartz. The work pertinent to the Work Plan Committee was discussed later in meeting, under 6.E.

2. Initial Summary Report/Task Overview of Meetings with All Committees – Jason Schwartz had provided a summary of his meetings with each committee, which had been provided with this meeting's materials. Pierce indicated each section of the summary would be discussed by the respective committees during their reports.

3. On January 12, 2021, Centennial Airport had received an overview of the FAA Aircraft Noise Policy and Research Efforts/Noise Annoyance Survey Results (also known as the "Neighborhood Environmental Survey"), which had been in process for several years and which would be released for publication in the Federal Register, probably on January 13. The overview had been forwarded to CACNR. There would be a sixty-day comment period, ending March 15th. Unfortunately, no general aviation airports had been involved in the study. As usual with FAA materials, this report is lengthy (451 pages). The Executive Committee agreed CACNR needs to respond, and determined it would probably be most useful to see if N.O.I.S.E. would share its observations about the document for ideas which would be appropriate for CACNR to also highlight in its response. Brad Pierce will communicate with N.O.I.S.E. Anyone on CACNR who had observations was asked to let Brad Pierce know, so they could be included in CACNR's response, and all were encouraged to share the report with their jurisdictions or organizations, for their response directly to the FAA.

4. Communications between Douglas County Commissioner and CACNR Representative Abe Laydon, Dan Avery, his Alternate Representative, and Brad Pierce, CACNR Chair, were shared and discussed. Generally, Commissioner Laydon had asked for exploration of holding some type of meeting between CACNR and the flight school operators. The purpose would be to see if the Noise Abatement Guidelines should be updated, and whether they could/should be more formally incorporated into the best practices which airport staff communicates to the flight schools semi-annually.

Mike Fronapfel indicated he and Robert Olislagers had met with Commissioner Laydon recently to discuss Laydon's concerns. As would be seen further in the agenda, this basic idea seemed to fit with items discussed during the committee meetings with Jason Schwartz. It was agreed the idea might be rolled into the Work Program, and had possibilities also in relation to the frequently discussed idea of incentives or recognitions to those who are good neighbor pilots or businesses. Brad Pierce indicated he would work to coordinate these kinds of efforts, perhaps starting with a look at updating the Noise Abatement Guidelines.

5. The invoice from ABCx2, LLC for the services of Jason Schwartz for Phase I for the work on the 2021-2022 CACNR Work Program had been received and shared with CACNR in a special mailing. The invoice reflected the cost factor approved when the consulting proposal had been agreed to in December 2020, and provided a breakdown of its use. It also reflected a client discount, provided by ABCx2, LLC, to assure the invoice met the agreed upon budget. Schwartz had provided a summary of his meetings with the committees, with a full report to follow. Following brief discussion, Alison Biggs moved CACNR pay the invoice in full. Motion was duly seconded and carried. Rachel Keller was asked to see that payment was made from CACNR's account.

B. **COMMUNITY OUTREACH** – Melissa Coudeyras noted the committee had reported on its meeting with Jason Schwartz at the last CACNR meeting. It had met again immediately prior to this meeting. Using Schwartz's brief, she indicated continued attention to the CACNR website was the committee's #1 priority, followed by that of promoting FAA participation/support of the roundtable. An idea about asking the FAA to provide a briefing(s) on specific topics had been suggested. That kind of information/education sharing with communities could be positive for both CACNR and the FAA. It was noted the information Ron Curry brings to CACNR is useful and appreciated. Curry responded with thanks, but noted he brings the perspective of the APA tower only, and should not be considered an official FAA representative.

The focus of the priority to expand outreach to elected officials would likely begin with determining if elected officials were taking information back to their jurisdictions, and bringing questions and concerns back to the roundtable, and building from there.

The priority of leveraging social media as a tool for community outreach would likely take the most time to work on, and might not be accomplished quickly.

C. **FLY QUIET** – Bill Wasmund reported for this committee. He indicated he has visited some of the flight schools regarding their curricula; the effort to obtain support for the Noise Abatement Guidelines is ongoing. On the list of priorities identified during the meeting with Jason Schwartz, it seemed the first could also include the type of thing Commissioner Laydon had requested. He commented on the remaining items in the list including doing some follow-up with manufacturers of composite propellers and helping to get information to the pilot community about their pros and cons. This committee had considered establishing an incentive program for pilots.

D. **NOISE MONITORS** – Candace Moon reported the committee had met with Jason Schwartz on January 14. At her request, Tom Dougherty reviewed the four points included in the Schwartz preliminary report. One addition to second bullet, already shared with Schwartz which will be included in his final summary report was “Development of fly quiet incentives for pilots and/or companies.” This was an example of overlap with some of the other committees, as was obtaining more information about the noise complaint process and how complaints are handled by the airport and shared with CACNR. Dougherty noted one approach to this overlap might be for the Noise Monitor Committee to obtain and analyze data which could then be utilized by the Fly Quiet Committee in establishing the parameters of an incentive program. It was also noted that the entire CACNR looks at noise monitor data every month, and perhaps needs to develop enhanced information sharing with the public.

The December and Year End noise reports were reviewed. They showed there had been **25,427 Total Operations** in December, up from 24,677 Total Operations in November. There had been **12,187 Local Operations** in December, up from 11,752 local operations in November. For the year **2020, Total Operations** were **334,965**, and **Total Local Operations** had been **166,394**.

During December, there were **24,867 noise events** at the 12 noise monitors. Noise events at each monitor were:

- 9,243 events at the **Golf Course** monitor on airport property (5,412 in the 60-69 decibel range)
- 5,207 events at the **Meridian** monitor (4,049 in the 60-69 decibel range)
- 2,878 events at the **Airport East** monitor on airport property (1,553 in the 60-69 decibel range)
- 1,986 events at the **State Park** monitor (1,567 in the 60-69 decibel range)
- 1,570 events at the **Parker** monitor (1,681 in the 60-69 decibel range)
- 1,162 events at the **Grandview Estates** monitor (1,022 in the 60-69 decibel range)

- 892 events at the **Castle Rock** monitor (838 in the 60-69 decibel range)
- 736 events at the **Greenwood Village** monitor (652 in the 60-69 decibel range)
- 471 events at the **Lone Tree** monitor (429 in the 60-69 decibel range)
- 401 events at the **Hunter’s Hill** monitor (367 in the 60 – 69 decibel range)
- 187 events at the **Castle Pines** monitor (175 in the 60-69 decibel range)
- 134 events at the **Sagebrush Park** monitor (121 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 –	3,051	Greenwood Village –	84
Meridian –	1,125	Castle Rock –	54
Airport East –	796	Lone Tree –	40
State Park –	414	Hunters Hill -	33
Parker –	179	Castle Pines and Sagebrush Park –	12 each
Grandview Estates –	131		

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

Golf Course –	644	Grandview Estates –	09
Airport East –	476	State Park –	05
Meridian –	32	Greenwood Village and Lone Tree –	02 each
Parker –	10	Hunters Hill and Sagebrush Park –	01 each

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

Golf Course -	136	Airport East -	53	Meridian –	01
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In December, there had been **598 complaints from 22 households**. Of the **598 complaints**:

Unincorporated Arapahoe County –	238 (40%)	Greenwood Village –	18 (3%)
Centennial –	125 (21%)	Aurora –	9 (1.5%)
Castle Rock –	101 (17%)	Highlands Ranch –	5 (0.8%)
Unincorporated Douglas County –	63 (11%)	Lone Tree and Other –	2 (0.3%) each
Parker –	35 (6%)		

For the 2020 Year, there had been 10,401 complaints:

Unincorporated Arapahoe County –	2,748 (28%)	Highlands Ranch –	245 (2.4%)
Centennial –	2,262 (21.7%)	Other –	158 (1.5%)
Greenwood Village –	1,892 (18.2%)	Lone Tree –	88 (0.8%)
Unincorporated Douglas County –	1,420 (13.7%)	Denver –	18 (0.18%)
Parker –	560 (5.4%)	Castle Pines –	16 (0.15%)
Castle Rock –	456 (4.4%)	Cherry Hills Village –	0.05%
Aurora –	295 (2.8%)		

Comparatively, there had been a total of 5,915 complaints in 2019.

Of the **22 households complaining in December:**

Unincorporated Arapahoe County – 5 (22.7%)	Aurora, Lone Tree, Parker and Other – 2 (9%) each
Highlands Ranch, Unincorporated Douglas Co. – 3 (13.6%) each	Castle Rock, Centennial, Greenwd Village – 1 (4.5%) each

For the 2020 Year there had been 382 complaining households:

Unincorporated Arapahoe County – 124 (32.5%)	Lone Tree – 13 (3.4%)
Greenwood Village – 62 (16.2%)	Aurora – 10 (2.6%)
Unincorporated Douglas County – 45 (11.8%)	Castle Pines and Denver – 9 (2.4%) each
Centennial and Other – 38 (10%) each	Castle Rock and Parker – 8 (2.1%) each
Highlands Ranch – 15 (3.9%)	Cherry Hills Village – 3 (0.78%)

Comparatively, there had been a total of 280 complaining households in 2019.

In December 2020, 49 complainers had **requested responses** from the airport, with 10 of those requests made by email, and 39 by telephone. Year-to-date, 859 complainers had requested responses, 347 by email, and 512 by telephone.

Of the 598 December 2020 **complaints**, 563 (94%) were about **daytime flights** and 35 (6%) were about **nighttime flights**.

In December 2019, there had been 676 complaints, compared to 598 complaints in December 2020.

With the top complaining household removed, **props accounted for 66% of the complaints by aircraft type** in December, while **jets accounted for 30% of the complaints, 3% were about helicopters and 1% were unknown. Departures were responsible for 48% of the complaints by operation type, training was responsible for 28%, arrivals were 23%; and 1% were unknown.**

For the year 2020, props had accounted for 73% of the complaints by aircraft type, with jets at 24%, helicopters at 1%, and 2% had been unknown. Also, in 2020, Departures had been responsible for 37% of the complaints by operation type, training caused 26%, arrivals were responsible for 24%, and 13% had been unknown.

For the year 2020, the **top 5 household complainers were** households in Centennial – 2,156 (20.7%); Greenwood Village – 1,492 (14.3%); Unincorporated Arapahoe County – 1,404 (13.5%); Unincorporated Douglas County – 1,173 (11.3%); and Unincorporated Arapahoe County – 691 (6.6%). The remaining 3,485 (33.5 %) were scattered throughout the area affected by the airport.

Graphs showing the relationship between airport operations and the numbers of complaints with and without the top complaining household removed were provided, for both the current 12-month trend, and the previous 13-month trend. The highest numbers of both operations and complaints had occurred in September 2020.

A graph showing the previous 35 years of operations and the number of noise complaints during that time was also provided.

The December complaint map showed the household locations of the complaints, with 1 being outside the map boundaries, in Elizabeth. For the year to date, there had been 39 complaining households outside the map area. The **largest cluster of complaints** was again located north and slightly west of the airport's north-south runway, both in December and for the entire year.

A December 2020 radar track density map was provided, as well as two similar maps showing both the flight tracks for DIA and Centennial Airport pre- and post-the implementation of the Denver Metroplex Project. The differences between the two Metroplex related maps was quite striking. It was noted that the noise pain appeared to have been spread out over the area pre-Metroplex, but post-Metroplex implementation, it is now concentrated along the remaining flight paths. CACNR has historically opposed simply moving noise from over one jurisdiction to another, which Metroplex has demonstrably done.

Question was asked why areas of density related to Centennial Airport showed on the December 2020 APA only map, and not on the others. Response was by increasing the geographic area covered to accommodate DIA, finer aspects get diluted and therefore are not reflected in as much detail.

E. **WORK PLAN** – Combined with the Executive Committee, report above. In relation to the summary of the committee work with Schwartz, some items noted by other committees had also appeared here, in addition to the 'traditional' responsibilities of this committee. The idea of restructuring meeting agendas to provide more focus on activities related to CACNR's mission, vision, and work program had been explored.

CACNR Member Representatives were asked to consider how/what the organization might do differently as noted above, and to share ideas with the Chair. Representatives were also asked to carefully consider the draft summary of the committees' work, and provide any suggestions to the Chair. The goal was to have a draft Work Program ready for consideration and adoption at the March meeting.

F. **ADDITION OF NEW REPRESENTATIVES TO COMMITTEES** – Brad Pierce suggested the two new Representatives. think about with what committees they might like to become involved. Todd Hendreks indicated he would like to join the Community Outreach Committee. Carrie Warren-Gully asked to be assigned, so Pierce placed her on the Fly Quiet Committee.

7. **FAA REPORTS:**

A. **DISTRICT OFFICE** – None

B. **Centennial (APA) AIR TRAFFIC CONTROL TOWER** – In addition to what he had previously reported, Ron Curry indicated that, over the last several years, APA had usually been #20 or #23 in the country in terms of total operations. That

included Airport Operations which are takeoffs plus landings, and Tower Operations which are airport operations plus the aircraft that pass through Centennial airspace and are controlled by the tower but don't land at the airport. When the pandemic started, all air traffic really dropped, but APA traffic has come back quicker than most airports, particularly where major airlines still have far fewer daily flights than they had previously. APA is now running about its normal traffic and has been for several months.

So, for calendar year 2020, APA was the #10 airport in Tower Operations and #8 in Airport Operations. Since the APA airspace is small, it doesn't control as many overflights passing through without landing as some of the bigger places do, so APA Tower Operations aren't much more than its Airport Operations. The two airports APA is ahead of in Airport Operations but not in Tower Operations are Las Vegas and Phoenix. In Airport Operations, APA is between Los Angeles International and Las Vegas. The only other airport besides APA that has no major airlines that shows up in this list of the top 10 is Deer Valley, basically the Centennial of the Phoenix metro area. Numbers of aircraft do not reflect numbers of passengers; APA will never be in the same league as the airports with major airlines whose jets have 100+ people on them, while APA's jets might have 5.

Pre-pandemic, APA often had a day or two each month when it would be in the top 5 or 6 or 7 in the country and have more traffic than DIA for that day. During the pandemic, there were many more days when APA was the busiest airport in Colorado. For the entire month of May 2020, APA was #2 in the country.

APA traffic has moved up relative to major airports most probably because corporate executives want to avoid the crowds at airports and on airplanes during the COVID pandemic, so they use a company plane or charter. Executives like living in Colorado and want an easily accessible airport for their private jets. (Vanity Fair recently moved its headquarters here and now has several jets at APA.) Even more than usual, much of the business of Denver is passing through APA instead DIA; the salesmen that work a multistate territory may fly out of DIA, but the CEO, flies out of APA. It is why they put their offices in the Denver Tech Center area.

Curry has additional data about the various airports included in the rankings, to those interested, and was sincerely thanked.

C. TRACON – None

8. OTHER REGULAR MONTHLY REPORTS:

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

B. AIRPORT DIRECTOR'S REPORT – Mike Fronapfel reported for Robert Olislagers. Generally, there had been 334,000 operations in 2020, down 6% from that number in 2019. Fuel revenue had decreased 15%, although it was coming back up recently. Training traffic and related complaints had increased in 2020; whether those related items will decrease in 2021 remains to be seen. As had been regularly mentioned, people working from home were more likely to notice and complain about airport noise than when they were away at their jobs. There was nothing new legislatively at the Federal or State levels. There would be nothing new related to the Denver Metroplex Project lawsuit until after February 18th. The FAA Aircraft Noise Policy and Research Efforts/Noise Annoyance Survey Results may be useful in the follow-up next steps by the airport.

C. CDOT AERONAUTICS DIVISION – None

D. NEXTGEN ADVISORY COMMITTEE (NAC) – Brad Pierce reported the next meeting would be March 18th. He provided a background about this group and his role with it in terms of community engagement. He and Emily Tranter from N.O.I.S.E. had followed up with their earlier requests for more attention on the agenda to that topic followed up with their earlier requests for more attention on the agenda to that topic, and anticipated the coming meeting will see that occur.

E. N.O.I.S.E. – Brad Pierce indicated the next N.O.I.S.E. meeting would again be held in conjunction with the National League of Cities (NLC), which would restrict attendance at N.O.I.S.E. to only those registered for the NLC meeting. However, N.O.I.S.E. did intend to hold its own meeting in March, which will be open to anyone interested.

F. 4TH QUARTER LAND USE REVIEW – Rachel Keller presented this report. There were 21 referrals reviewed during the 4th quarter of 2020. Of those, 11 had been subject to comment from the airport, 3 were approved as submitted, and 7 were not recommended. A map had been provided showing the locations of those referrals which had not been recommended; of the seven not recommended, five were in Centennial, and 2 were in Unincorporated Douglas County.

Three of those in not recommended Centennial were referrals for the Trails at Green Acres proposed development, a 190-unit townhome community that is located within the Restricted Development Area (RDA) and the Buffer Zone (BZ) of the Airport Influence Area (AIA). All are located north of County Line Road, between S. Chambers Road and S. Jordan Road, partially within the 55 DNL Noise Contours, and less than one mile from runway 10/28.

The **other 2 proposed development referrals not recommended** from Centennial were for Embrey Multifamily (Parcels 8 and Parcels 6 & 7) in the Jones District. Both were for 305-unit multifamily apartments, located within the BZ of the AIA. Parcels 6 & 7 are at the southwest corner of the intersection of E. Mineral Avenue and S. Dayton Street; Parcel 8 is at the northeast corner of E. Mineral Avenue and S. Chester Street. Both parcels are a little over one mile west of runway 17R and would likely be impacted by the touch and go traffic on that runway.

In Unincorporated Douglas County, **one of the not recommended referrals** was for Meridian International Business Center Planned Development, 17th Amendment. It is located south of E470, on the northeast corner of Lansing Circle and Meridian boulevard, east of Jamaica Street. The development would be single-family homes, with the lot sizes reduced from the standard 5,000 square ft. to 4,000 square ft., to increase density. It would be within the RDA of the AIA, and would be partially within the 65 DNL. It is only ½ mile SW of runway 17L and will be highly impacted by the Touch and Go traffic on runway 17R

The **other not recommended referral** in Unincorporated Douglas County was for the Meridian International Business Center North Filing 1, 3rd Amendment. It is located north of E470, east of I25, and southwest of Jamaica Street. The development is within the RDA of the AIA, is a little over ½ mile W of runway 17R, is within the 60 DNL Noise Contours, and will be highly impacted by the touch and go traffic on runway 17R. This was for a Plat lot line vacation with a note on it saying it was being concurrently filed with a Site Plan for a 208-unit multifamily development which Centennial Airport was not referred on, and upon request for a referral, was denied. Denial was based on the fact that the original Meridian International Business Center Planned Development was approved by Douglas County with essentially “full authority” to build whatever was within that Planned Development without referral, besides changes to Plats and other such things that involved the County. Centennial Airport was frustrated by being effectively cut out of the referral process.

Question was asked if the airport was ever able to acquire land in such troublesome locations. Response was that this had happened in the past, but such action was very expensive, so there was no particular plan to do so. Question was asked what a non-recommended rating actually accomplishes. Response was the airport has no authority to stop any of these developments which encroach on its designated restricted areas or buffer zones or areas of questionable safety with potential for excessive noise in its vicinity. The involved jurisdictions carry all the control of what to approve where and what to tell potential residents. Question was asked if Meridian had approval for such residential development, and apparently Douglas County had given Meridian a blank check in that regard. Apparently, this was related to the arrival of the light rail system. Douglas County’s overlay map for residential development in the area is different than that of the airport. It was noted that, from an air traffic control standpoint, these latter two developments were horrible. It was recognized that growth is inevitable, but in such areas, growth for offices and businesses was much more appropriate than residential.

There was discussion that aviation easements, and disclosures to potential residents long before closings should both be essential in such locations. It was noted Lone Tree has such a sensitive area being developed in the Ridgeway area south of Meridian and east of I-25, along the ILS, and was working with developers with those easements and disclosures in mind.

9. **OLD BUSINESS:**

A. **UC DAVIS AVIATION AND EMISSIONS SYMPOSIUM** – Seven CACNR Representatives had registered for this virtual conference, being held virtually February 23 – 26.

B. **2021 MEETING SCHEDULE FOR CACNR & ACPAA, INCLUDING CACNR REPRESENTATIVES TO ACPAA** – The 2021 meeting schedule was provided. There were no volunteers for either the March ACPAA meeting, or any of the meetings from June through the rest of the year. The needs will be addressed at the March CACNR meeting.

C. **CONGRESSIONAL QUIET SKIES CAUCUS** – Still pending.

D. **ACTION ITEMS FROM PRIOR CACNR MEETINGS** – To be addressed at the next meeting.

10. **NEW BUSINESS:**

A. **REQUEST FROM WINGS OVER THE ROCKIES** – A request for Advisory Member status with CACNR had been received from Keith Palmer of Wings Over the Rockies. That request, along with the appropriately signed MOU form, and the background information about how such a request would be handled per the MOU, had been provided with this meeting’s materials. On the motion of Alison Biggs, duly seconded, CACNR Advisory Membership status was granted to Wings Over the Rockies.

B. **INFORMATION SHARING** – Items provided with the mailing of this meeting’s materials were noted. DIA is planning on adding its 7th runway, with completion estimated in late 2028, to accommodate expanding operations by at least the two largest carriers at the airport. A federal environmental study would be part of the work needed to be done before ground-breaking could occur.

11. **PUBLIC COMMENT:** Janice Wright from the Castle Pines Village asked when the results from the second portable noise monitor that had been placed in the CPV area last year might be available. They were extremely interested in the results. Residents are still reporting bothersome noise levels. Response was that the report had gone to Robert Olislagers, who would decide when it would be released to those involved. Rachel Keller indicated she would follow-up.

Randy Johnson noted his area was still noticing an increase in training traffic. He appreciated the clarification about the differences between heat map which showed Centennial Airport only, and that which showed both Centennial and DIA.

12. **NEXT MEETINGS:**

A. **CACNR** – March 3, 2021 6:30 p.m. virtual meeting
April 7, 2021 6:30 p.m. virtual meeting
May 5, 2021 6:30 p.m. virtual meeting

B. **ACPAA** – February 11, 2021 3:00 p.m. probable virtual meeting
March 11, 2021 3:00 p.m. probable virtual meeting
April 8, 2021 3:00 p.m. probable virtual meeting
May 13, 2021 3:00 p.m. probable virtual meeting

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

Alison Biggs, Secretary

CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE		2021 BUDGET AS OF FEBRUARY 25, 2021		
(Considered a place holder year until the pandemic circumstances have evolved)				
		CACNR 2021 BUDGET	ACTUAL TO DATE	NOTES
INCOME:				
CARRY OVER FROM 2020		\$ 10,277.48	\$ 10,277.48	carry over from 2020
ACPAA		\$ -		
CACNR REGULAR MEMBERS		\$ -		
TOTAL INCOME:		\$ 10,277.48	\$ 10,277.48	
EXPENDITURES:				
WORK PROGRAM:				
COMMUNITY OUTREACH				
Website		\$ 700.00		Website updating and maintenance
		\$ 500.00		Place holder for projects tbd
FLY QUIET		\$ 500.00		Place holder for projects tbd
NOISE MONITOR		\$ 500.00		Place holder for projects tbd
WORK PLAN		\$ 500.00		Place holder for projects tbd
EDUCATION				
2 Reps to UC Davis Symposium**		\$ 500.00	\$ 175.00	Conference registration fees for seven CACNR members to attend Virtual February 23rd-26th UC Davis Symposium at \$25 per person
2 Reps to 2 N.O.I.S.E. Conferences**		\$ -		**2021 conferences will be virtual; no registration fee
CONSULTATION/ TASK SUPPORT		\$ 3,000.00	\$ 2,250.00	Pilot project with Jason Schwartz-invoice received 2/3/21 and submitted for payment 2/4/21, due 3/5/21
MEMBERSHIP DUES		\$ 1,000.00		N.O.I.S.E.
ADMINISTRATIVE		\$ 200.00		Zoom Pro Account - assumes need to continue virtually
TOTAL EXPENDITURES AS OF 02-25-21:		\$ 7,400.00	\$ 2,425.00	Actual to be determined at the end of 2021
CARRY OVER TO 2022 AS OF 02-25-21		\$ 2,877.48	\$ 7,852.48	Actual to be determined at the end of 2021
** Usually includes registration, travel, ground transportation, lodging, meals. 2021 meetings will be held virtually				
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 IMPACTS OF THE CORONAVIRUS PANDEMIC. IT IS ANTICIPATED THE SECOND YEAR OF THE FUNDING STRUCTURE OUTLINED ABOVE WILL BE RESUMED FOR 2022				



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

TO: CACNR
FROM: Combined Executive and Work Program Committees
DATE: for March 3, 2021 CACNR Regular Meeting
RE: 2021-2022 Draft CACNR Work Program

The attached is the draft 2021-2022 Work Program that is the result of the work each committee did with Jason Schwartz, ABCx2. Due to the restrictions caused by the global pandemic, it had been agreed to focus on a limited number of select priority tasks for inclusion in this Work Program until things can return to a more normal way of meeting and functioning.

Accordingly, this draft looks rather different than its predecessor (also attached.) You will note that the following sections are not provided for comparative purposes as is our usual procedure:

- 2019 Priority Tasks
- 2019 Priority Tasks Identified at the 2018 Retreat
- For Future Consideration
- Ongoing Activities from Prior Work Programs (for each committee, and for CACNR as a whole)

BUT that merely means the committees are being requested to consider their material in the above-mentioned sections from the 2019-2020 Work Program, when possible, and to determine:

- What 2019-2020 tasks have been completed, not completed, should be carried over into the present draft plan, or have been otherwise resolved?
- Can any of the other items be combined?
- Are any of the other items no longer appropriate?

The items in the “For Future Consideration” section and the “Ongoing Activities” section are the products of work on many Work Programs over the years, starting back at the very first public hearings CACNR held in its formative years. They have been considered important enough to not lose, but any observations about their continued usefulness or appropriate placement would also be helpful.

We realize this work may take some time under the present circumstances, and that is why the named sections are not included in the 2021-2022 Work Program presented for adoption today. It is anticipated they could be amended back into the document as deemed appropriate.

Discussion is welcomed!

#

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Centennial Airport Community Noise Roundtable

(CACNR or Roundtable)

~~2019—2020~~ 2021-2022 Work Program

Adopted March 6, 2019

DRAFT 3

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

Town of Parker

Aircraft Owners and Pilots Association

Arapahoe County Public Airport Authority

Colorado Aviation Business Association

Colorado Department of Transportation

Aeronautics Division

FAA Centennial Airport Control Tower

FAA District Office

FAA TRACON

Wings Over the Rockies

The Mission, Vision, and Values of the Centennial Airport Community Noise Roundtable (page 10 2) are implemented, in part, through the efforts of its CACNR's committees, as described on the following pages.

(This material has been moved from the previous location on page 10 – no content has been changed)

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

(from Work Planning and Prioritization Summary Report)

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
- ~~5. Establish New Representative Training / Orientation – Identified as Work Plan Committee Task~~
(this has been moved to the Work Plan Committee's section, and will not show up here in this document when it is adopted)
- ~~6. Publish Annual Reports – Identified as Work Plan Committee Task~~ (this has been moved to the Work Plan Committee's section, and will not show up here in this document when it is adopted)

FLY QUIET COMMITTEE

Don Kuskie, Chair

Karen Blilie; Robert Doubek; Bill Skinner; Mike Straka; Bill Wasmund; Carrie Warren-Gully

2021 – 2022 PRIORITY TASKS

(from Work Planning and Prioritization Summary Report)

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

(from Work Planning and Prioritization Summary Report)

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 worked 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

(from Work Planning and Prioritization Summary Report)

1. Update CACNR Work Program biennially
2. Develop annual reports (The wording “Publish Annual Reports” from the Community Outreach Committee section seems to be covered by the language already included here)
3. Establish a roundtable training program (The wording of “Establish New Representative Training / Orientation” from the Community Outreach Section seems to be covered by the language already included here)
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

#

#

Centennial Airport Community Noise Roundtable 2019 – 2020 Work Program

Adopted March 6, 2019

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

Town of Parker

Aircraft Owners and Pilots Association

Arapahoe County Public Airport Authority

Colorado Aviation Business Association

Colorado Department of Transportation

Aeronautics Division

FAA Centennial Airport Control Tower

FAA District Office

FAA TRACON

The Mission, Vision, and Values of the Centennial Airport Community Noise Roundtable (page 10) are implemented, in part, through the efforts of its committees, as described on the following pages.

COMMUNITY OUTREACH COMMITTEE

Melissa Coudeyras, Chair

Liia Koiv-Haus, Work Plan Committee Liaison

Mike Anderson; Mike Acree; Jennifer Drybread; Brett Ford; Amy Holland; Ryan McGee; Maureen Shul; Sandy Vossler

2019 PRIORITY TASKS:

1. Maintain the CACNR website to update the public about CACNR work and accomplishments. CACNR meeting agendas and minutes will be maintained here. The website will also include articles and information about significant issues related to airport noise that may interest the public.
2. Community Outreach Committee members will work with the airport staff to create press releases when necessary to give to CACNR Representatives to share with their municipalities.
3. Ensure that CACNR Representatives have information that comes to CACNR relating to airport noise, such as Metroplex updates, to share with their municipalities/counties/organizations.
4. Provide committee members to visit Member municipalities and present CACNR updates or answer question about CACNR information when requested.

2019 PRIORITY TASKS IDENTIFIED AT THE 2018 RETREAT:

1. Develop community outreach program.
2. Develop/update community outreach materials (i.e. reports, brochures, pamphlets, social media, etc., and the CACNR website) for a variety of audiences.
3. Share information about the roundtable's work and accomplishments.
4. Develop engagement strategy for working more effectively with city and county governments.
5. Engage local land-use planning authorities to collaborate on Improve transparency of airport influence areas (or Increase availability of information about the airport's influence area) through real-estate disclosure, home-buyer education and outreach, and the use of social media outlets. coordination in local land-use planning and zoning. *(Also see #1 in For Future Consideration in the Work Plan Committee).*

FOR FUTURE CONSIDERATION:

1. CACNR Website
 - A. Include information that supports public awareness of significant issues including such things as:
 - i. aircraft overflight and noise impacts in neighborhoods and future development areas
 - ii. the Airport's *((maybe ACPAA would be the better reference here, as that group has the ultimate responsibility for running the airport))* plans and projections for operations and facilities growth
 - iii. sound Mitigation techniques in residential construction.

2. Continue to provide opportunities for public comment and input at meetings, as stated in the CACNR Bylaws.
3. Coordinate outreach efforts between CACNR and Airport staff.
4. Follow up noise complaints with an email or other response that includes a link to the CACNR website.

ONGOING COMMUNITY OUTREACH COMMITTEE ACTIVITIES from PRIOR WORK PROGRAMS:

1. Follow up noise complaints with an email or other response that includes a link to the CACNR website.
2. Ensure CACNR communications efforts and activities accurately reflect the working relationship between CACNR and the airport.
3. Utilize and evaluate established plans for regular communication to/with the public.
4. Provide information regarding the noise hot line to the public (On website).
5. Continue to update and improve the CACNR website materials and functionality (See Priority Task #2 above).
6. Include Fly Quiet information on the CACNR website (On website).

FLY QUIET COMMITTEE

Don Kuskie, Chair

Brad Pierce, Work Plan Committee Liaison

Thad Bagnato; Karen Blilie; Kathleen Conti; Robert Doubek; Dave Goddard; Mike Straka; Bill Wasmund

2019 PRIORITY TASKS IDENTIFIED BY THE COMMITTEE:

1. Have NBAA Noise Abatement Program URL/Link be added to the CACNR website.
- 2.
3. Consider putting up signs on the airport entry gates about Airport Noise Abatement Guidelines. This is in line with attempting to inform all Pilots flying out of Centennial Airport. In addition to signs, the plan is to install our posters in the Self-Service fueling facility on TacAir ramp.
4. Develop a process to continue visiting Flight Schools urging them to add the noise abatement training to their curriculums with a check off box for completion.
5. Work with FAA airspace designers to promote the LOOOP departure procedure using the STAPP waypoint on north bound departures to help ease NW turns over noise sensitive areas for all hours of operation.
6. Continue renewed efforts to incorporate the Whispertrack program into pilots' i-Pads for a quick reference to learn of the noise guidelines for APA airport as well as many U S airports.
7. Study Night time operations(10pm-6am) and determine if there are problems which could be mediated.
8. Review the noise hotline calls to understand fully how they are processed and resolved.
9. Develop a "Letter of Commitment," subscribing to the Centennial Airport Noise Abatement Guidelines by Aircraft Owners, Pilots, Flight Schools, Flying Club Members and Support Personnel and develop incentives for subscribing to such.
10. Research noise silencing exhausts used on piston aircraft.

2019 PRIORITY TASKS IDENTIFIED AT THE 2018 RETREAT:

1. Develop engagement strategy to increase collaboration with the airport, FAA, aircraft operators, flight schools and flying clubs. See #8 above
2. Explore voluntary restrictions on flight training and nighttime.
3. Establish Letter of Commitment to encourage awareness and participation in Fly Quiet Program. See #8 above
4. Explore improvements in noise abatement procedures for both fixed-wing and helicopter operations.

FOR FUTURE CONSIDERATION:

1. Monitor and evaluate the effectiveness of helicopter routes with the noise monitoring equipment.
2. Work with helicopter operators to utilize established routes, including to and from fueling stations and to encourage climbs and descents on Airport property when possible.

3. Develop a program to effectively reach pilots not based at Centennial Airport for fly quiet information (potentially to include such items as Whispertrack).
4. Develop and implement incentives for voluntary use of Fly Quiet Procedures.
5. Require noise abatement as a mandatory part of training at Centennial Airport.
6. Reduce night-time noise events between 10 p.m. and 7 a.m. through *(see Priority Task #5 above)*:
 - A. establishment of a voluntary operations curfew, including night-time training traffic and helicopter operations;
 - B. development of voluntary late-night departure procedures; and
 - C. development of other measures as determined appropriate.
7. Investigate implementation of a night time fee structure, based on weight, if flying between 11 p.m. and 7 a.m. *(see Priority Task #5 above)*.
8. Consider investigation of other locations for training over less populated areas and encourage their use. This can be explored with Flight Schools.
9. Develop a “letter of commitment” to use Fly Quiet Procedures and seek its approval and implementation by based-aircraft owners, pilots, flight schools, flying club members, and support personnel.
10. Examine how hotlines are handled at other airports, including what information is being collected and how it is used.
11. Determine what information is desired from hotline calls and assure questions asked will provide that information.

ONGOING FLY QUIET COMMITTEE ACTIVITIES from PRIOR WORK PROGRAMS:

1. Identify noisy general aviation types. Work with operators of these aircraft with targeted noise abatement education campaign. *(see Priority Task #2 above)*.
2. Investigate specific causes and times of late-night aircraft noise *(see Priority Task #6 above)*.

NOISE MONITOR COMMITTEE

Bette Todd, Chair

Jamie Hartig, Work Plan Committee Liaison

Jim Dawkins; Tom Dougherty; Dave Goddard; John Hirshman; Candace Moon; Andrea Suhaka; Randy Weil

2019 PRIORITY TASKS IDENTIFIED BY THE COMMITTEE:

1. Request airport briefing describing the airport noise monitoring, operations system, and noise complaint process including the data that is available through the system and reporting capabilities.
2. Identify potential data sources for expanded reporting and community engagement.
3. Monitor status of RNAV development in the region. Work with airport staff and FAA to understand proposed Metroplex routes and their potential impacts to the community.
4. Develop a methodology to correlate aircraft noise events and complaints to identify relations to specific aircraft operations, overall trends, and appropriate follow-up actions.

To the extent possible, specific correlation objectives should include consideration of:

- type of aircraft operation (VFR, IFR, training, commercial, military, itinerant, touch-and-go, etc.);
- flight tracks (arrival, departure, heading, etc.);
- aircraft altitude;
- aircraft origin/destination (i.e. Centennial versus DIA or other airports);
- location of relevant noise monitor;
- time and recorded noise level associated with aircraft noise event; and
- number of associated noise complaints and their location(s).

This task will include consideration of how to optimally gather and analyze relevant data through existing airport data acquisition and analysis processes as well as the potential acquisition and use of appropriate software programs.

2019 PRIORITY TASKS IDENTIFIED AT THE 2018 RETREAT:

1. Request airport briefing describing the airport noise monitoring and operations system including the data that is available through the system and reporting capabilities.
2. Identify potential data sources for expanded reporting and community engagement.
3. Request airport briefing on noise complaint process.
4. Monitor status of RNAV development in the region. Work with airport staff and FAA to understand proposed Metroplex routes and their potential impacts to the community.

FOR FUTURE CONSIDERATION:

In consultation with the Roundtable and Centennial Airport Noise Office:

1. Develop noise and additional reports on monthly, quarterly, and annual basis for provision to the Roundtable, community, member jurisdictions, and others as appropriate.

Examples of information for possible inclusion in the noise reports: Number of operations; number, percentage and directions of arrivals and departures, and types of flight operations including itinerant, touch and go, helicopter, late night, day time, VFR/IFR; number of operations; noise events at each monitor; and flight track data for subcategories of aircraft, arrivals departures., etc.
2. Determine appropriate criteria for development and presentation of data, information and analysis.
3. Develop a method to determine the impact of north, northwest, south, southwest, and late-night arrivals and departures on neighboring communities for reporting to Roundtable and others as appropriate.
4. Investigate specific causes and times of both daytime and late-night aircraft noise events and report to Roundtable and others as appropriate.
5. Investigate speed and altitude control over the ILS including RNAV procedures for reporting to Roundtable and others as appropriate.
6. Develop flight track maps as needed to demonstrate frequency and location of overflights and which depict residential density and non-residential uses, etc.
7. Identify and establish “gates” (delineated airspace) of interest and collect and correlate data related to flight paths, noise, complaints, altitude, and other characteristics, and report to Roundtable and others as appropriate.
8. Work with the Fly Quiet Committee to develop reports and information to improve the Fly Quiet Program.
9. Analyze helicopter routes and flight tracks and determine percent of compliance, noise complaints, and effectiveness of routes for reporting to Roundtable and others as appropriate.
10. Approach aircraft operators whose flights cause frequent complaints, requesting consideration of voluntarily being better neighbors.
11. Look at what information other airports collect and how they use it.
12. Explore what type of computer programs or other resources are available which can correlate noise events at the noise monitors with noise complaints from the related jurisdictions.
13. Explore what type of computer programs or other resources are available which can track if a single aircraft had generated multiple complaints from different locations.
14. Research historical patterns of noise events at each monitor.
15. Determine the feasibility of becoming more proactive in letting citizens know of the availability of the portable noise monitors, particularly in areas when there has been an increase in complaints.
16. Consider doing some type of follow-up with those who have previously had a portable monitor at their locations.

Work Plan Committee

Alison Biggs, Chair

Jamie Hartig; Liia Koiv-Haus; Robert Olislagers; Brad Pierce

2019 PRIORITY TASKS IDENTIFIED BY THE COMMITTEE:

1. Establish training program for roundtable representatives and key stakeholders.
2. Develop an updated strategic plan (work program) based on priorities identified during the retreat.
3. Prepare 2017 & 2018 Annual Reports.

2019 PRIORITY TASKS IDENTIFIED AT THE 2018 RETREAT:

1. Establish training program for roundtable representatives and key stakeholders.
2. Develop an updated strategic plan (work program) based on priorities identified during the retreat.
3. Finalize the memorandum of understanding.

FOR FUTURE CONSIDERATION:

1. Monitor the timing and need for creation of a Land Use Committee (10-a) to include evaluation of *(Also see Priority Tasks 4 & 5 in Community Outreach Committee)*:
 - A. Potential role in supporting Airport land use referral recommendations regarding noise compatibility,
 - B. Potential engagement with local jurisdictions to address compatibility between Airport operations and land use through updates to master plans and relevant land use regulations.

ONGOING WORK PLAN COMMITTEE ACTIVITIES FROM PRIOR WORK PROGRAMS:

1. Monitor and obtain updates on action items formerly shown under Strategic Planning Policy, CACNR and Land Use Committees, as described below, for significant change in circumstances that affect the Roundtable's adopted Mission and require consideration by the Roundtable:
 - A. Monitor implementation of CFR Part 150 planning process by Airport staff, inclusive of the following steps:
 - i. Development of updated CFR Part 150 Noise Compatibility Plan,
 - ii. Updating of noise contour lines,
 - iii. Studying of existing aircraft operational information,
 - iv. Continuing work on noise compatibility,
 - v. Review and evaluation of what Aircraft Operating Restrictions might accomplish (14 Code of Federal Regulations, Part 161),
 - vi. Updating of the Airport's zone of influence.

- B. Monitor progress on the designation and use of alternate arrival, departure, and training routes including:
 - i. Workable flight tracks away from residential communities, inclusive of RNAV Alternative 2 (LOOP SID), which will be modeled for Federal Aviation Administration (FAA) approval,
 - ii. Preferential departure/arrival routes established through the Part 150 update,
 - iii. Collaboration with the Airport, Air Traffic Control (ATC), and pilot groups.
 3. Monitor Federal legislation in cooperation with N.O.I.S.E, inclusive of the law which prohibits scheduled passenger service at airports having more than 300,000 operations per year (0-Seat Law) and provide feedback.
 4. Monitor implementation of CFR Part 150 planning process by Airport staff, including creation of future noise exposure maps.
 5. Annually review and revise the Work Program as stated in the CACNR bylaws.
 6. Work with other Committees on implementation of the Work Program as needed.
-

STUDY GROUP

Brad Pierce, Chair

Alison Biggs; Katy Brown; Andrea Suhaka

Priority Task from Retreat

1. Finalize the Memorandum of Understanding
-

ONGOING CACNR ACTIVITIES

1. Continue the Community Noise Roundtable.
2. Keep CACNR up to date with State and Federal legislation and current events which affect the airport, airport users, and residents.
3. Utilize CACNR Bylaws, Mission, Vision, and Values in relation to/fulfillment of the responsibilities of the CACNR Officers, Members and Members' Representatives and Alternate Representatives.
4. Continue to engage with the Airport Authority Board through presentations at Board meetings, personal contact, and tracking of their activities, and improve effectiveness of communications with the Board.
5. Develop a method for providing effective input to the Board on its agenda topics which affect the mission and work of CACNR.
6. Become acquainted with Board members and familiar with Board protocols and activities.

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:

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- Mutual respect for all opinions, questions and responses
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- Continual learning and education
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- Foster an environment which encourages creative thought and implementation
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N.O.I.S.E. DRAFT RESPONSE
Re FAA Noise Annoyance Survey Results
(Neighborhood Environmental Study – NES)

On behalf of the National Organization to Insure a Sound-Controlled Environment (N.O.I.S.E.), we thank the FAA for the opportunity to provide comment on the historic, long awaited Neighborhood Environmental Study (NES), released in January, 2021.

N.O.I.S.E. has served for over five decades as America’s only nationwide, community-based organization committed to reducing the impact of excessive aviation noise on local communities. Our member communities are diverse in size and geography, but are all dedicated to working with their residents, airports and the FAA to find reasonable solutions to the impacts of aviation noise. We believe the release of this study and its finding, that an increased percentage of people are highly annoyed by aviation noise, is a vital first step in that important task.

Our organization has long supported NextGen and its goal of modernizing the air traffic control system. We understand the need to improve the efficiency and capacity of the national airspace while decreasing emissions and the impact on our environment. However, with increased air traffic volume over the last decade as well as the enhance navigational capabilities that enable aircraft to fly more precisely, the resulting concentrated traffic corridors have a more noticeable effects on the ground that must be considered thoroughly and as a priority concern.

Aviation noise impacts are a health and an economic issue. In order to adequately understand and address the impacts of aviation noise on residents, the FAA must first establish adequate metrics to measure those impacts. N.O.I.S.E. has maintained that DNL does not represent and account for additional factors resulting from today’s aircraft operations that add to annoyance. Thus it appears that residents today are more sensitive to average noise (as measured by DNL) when in reality they are also reacting to new annoying factors. The recently released NES supports this assertion in the strongest terms.

N.O.I.S.E. would like to offer considerations for the types of metrics that should be evaluated to adequately measure true noise impacts.

As DNL is an average and humans do not perceive noise in averages but rather as individual events, we believe it is time to investigate alternative metrics that could measure impacts such as:

- The psychological impact of concentrated, extended noise
- The physiological /cardiovascular impact of infrequent, significant noise spikes during nighttime hours
- Impact of less audible low frequency noise who’s vibration induces audible noise
- The length of each period of frequent, regular noise spikes “rush hours” due to over-flights
- The number of rush hours per day
- The average dB of a rush hour’s noise—not day-night average

- The intensity of spikes above the ambient dB during rush hour noise
- The intensity and number of spikes above the ambient, for non-rush hours from 10 PM to 7 AM

Investigating a more appropriate metric to measure aviation noise impacts is crucial and will supplement efforts to greater engage the community to understand their concerns. We believe the FAA has taken strong measures to improve community engagement when implementing NexGen and other NAS changes. This culture should extend to each regional office and control tower in the most robust manner. In relation to the next steps of this study, this public comment period should represent the first step in a public engagement process. We know that the FAA sees value in communicating with airport noise roundtables and we also have long advocated for the establishment and support of functioning roundtables. We believe the FAA should invest resources and transparent communication practices with healthy roundtables and empower communities to create frameworks that represent the real needs of their unique local dynamics and experiences. This sets up the FAA-Community engagement efforts to become successful.

We know our National Airspace System is very large and complex and understand that the study, testing, and implementation of new metrics to measure noise impact is a large-scale, expensive undertaking. We do not ask lightly that this be a main focus of the FAA over the next decade and beyond because we believe that now is time to shape the next 50 years of federal policy that includes noise mitigation and abatement as a strong pillar. The stakeholder community should not miss this opportunity to address this very serious need.

Our members and Board wish to be an ally and partner to the FAA in this endeavor. We believe that communication and transparency will only aid this effort, not slow it down. We understand and are ready to advocate to Congress to fully fund the study and use of new metrics and look forward to a meaningful partnership as the FAA contends with the next steps of this policy change.

Combined Report for CACNR for January 6, 2021 and February 3, 2021

January meeting was opened by Brad Pierce, Chair at 6:30pm. The meeting was held via Zoom and a quorum was present.

The agenda was approved.

Persons present for Public Comment – Mike Coffman, Mayor, Aurora, Colorado; Donna Johnson, Castle Pines City Council, Barbara Ariss, Manager for Centennial Property Services for HOAs in Unincorporated Arapahoe County; Randy Johnson, Louviers, Jan Wright from Village at Castle Pines and Missy Luisg. Of those guests present, Randy Johnson expressed concern about Web-Track not working properly because he was not able to obtain data from flights he tracked. Rachel Keller explained that it is a 24 hour sequence to see data appear. Ms. Keller is to follow up with Mr. Johnson. Ms. Wright and Ms. Johnson requested a noise monitor report from the noise monitor that was placed in December in the Village. Both stated the noise has increased over the past six months. Ms. Keller advised a report would be forthcoming later as the report was not yet complete.

Committee reports were made from all committees.

The Executive Committee, Chair Pierce, reported all committees would have their meetings with Jason Schwartz, consultant with abcx2, before the end of January and prior to the February CACNR meeting. The Executive Committee would be the last to meet with him and would combine with the Workplan Committee. Community Outreach committee already met with Jason Schwartz. The web-site is undergoing a page by page review. Fly Quiet committee reported no interim meeting. However, a meeting with Jason Schwartz is being planned. Nate Henry was to attend the CACNR meeting but canceled. Mr. Henry noted in an email that Centennial is one of the top three airports where students want to learn to fly. Fly Quiet is looking for additional members. Noise Monitor committee reported the committee would meet with Jason Schwartz on January 14 and would discuss a recognition program, correlating complaints with data from noise monitors and the use of noise monitor data to assist in noise reduction efforts. Workplan committee reported they are observing the process for committee meetings with Jason Schwartz. All committee meetings with Jason Schwartz will be virtual.

Ms. Keller presented the November Noise Report. Total operations were down from October, September, August and July. Noise events were up which may be attributed to more people in their homes due to Covid-19 restrictions. The monitors recorded noise decibels at 70 at the lowest to 90+ at the highest. There were 437 complaints about daytime flights and 34 complaints about night-time flights. However, the total number of complaints were less than the 480 complaints in November 2019. The top households who filed complaints were in Centennial, Greenwood Village, Unincorporated Arapahoe County, Unincorporated Douglas County. Propeller driven aircraft were identified as the main cause of the complaints; followed by jet engines and helicopters. Training flights received the majority of the complaints followed by departures and arrivals. Noise complaints from Castle Pines were noted.

APA Traffic Control Tower – Melissa Booth was introduced. She was reassigned by the FAA from Denver Center in Longmont to Centennial.

ACPAA report was made by Bob Doubek. The 2021 budget was approved. Centennial Airport is listed as #10 in tower operations. Ramada Inn is 100 percent empty. Approvals were given to Jet East and Mobile Aviation LLC.

Airport Director's Report was made by Mike Fronapel. The airport operations for November 2020 is down somewhat. Fuel sales were decreased. He reported no updates about the related Denver Metroplex lawsuit were received. An article appeared in Your Hub Denver Post, about the new administration building.

Brad Pierce reported a Next Meeting would occur in March. Attendees for the virtual UC Davis Aviation and Emissions Symposium are – Mike Anderson, Dan Avery and Karen Hancock. Anyone else who was interested was to contact Ms. Keller prior to January 14. Mr. Pierce will work with Emily Tranter, N.O.I.S.E., on getting our congressional delegation involved.

New Business – The Rocky Mountain Metropolitan Airport Community Noise Roundtable has been formed.

Meeting ended at 8:30pm.

February 3, 2021, CACNR Meeting The meeting was opened at 6:30pm by Brad Pierce, Chair. The meeting was held via Zoom and a quorum was present.

Carrie Warren-Gully Arapahoe County Commissioner for District 1 and Todd Hendricks, Parker, City Councilmember were introduced. Ms. Warren-Gully was assigned to the Fly Quiet Committee and Mr. Hendricks was assigned to the Community Outreach Committee.

The agenda for the meeting was approved.

Public comment was made by David Adams, Aurora and Janice Wright, Village at Castle Pines. Mr. Randy Johnson was also present. Mr. Adams expressed concern about the increase of night flights. He reported 13 disturbances in the last 17 days between 10pm and 7am. He is receptive to a portable sound monitor placement in his backyard. He wants a resolution to the disturbances. Ms. Wright asked if there are results from the Castle Pines monitor. Rachel Keller responded to Mr. Adams that a monitor will be deployed and data will be reviewed once the data is obtained. She also responded that Mr. Olislagers is reviewing the Castle Pines noise monitor data. Brad Pierce responded that the FAA has changed flight patterns in and out of Centennial airport (APA). Paul Krier thanked Mr. Adams for his proactive stance in working with the CACNR. Ms. Wright also reported that for the past two nights, she observed para gliders and airplanes in close proximity to each other. She was unable to explain their location other than Douglas County. Ron Curry, APA Tower, explained that air space is controlled by the FAA. He provided the number for the Flight Standards District Office (800 – 847-3803) to report safety concerns. Mr. Johnson was concerned about training flights in the Chatfield training area using the C-470 corridor.

Administrative changes to the January minutes were noted and the minutes were approved as corrected to note the public comment of A. Suhaka, treasurer report and correction to December meeting minutes.

Committee reports were made by all committees. All committees met with Jason Schwartz, consultant, abc x 2. Mr. Schwartz recommendations were accepted, and all committees have agreed with the priorities. He submitted a detailed invoice which will be sent to Ms. Keller to arrange payment with the airport financial office.

Noise Report was made by Ms. Keller who provided the summary for December. She informed the CACNR that with the new heat map reports concentration of flights in the Denver Metroplex are more easily observed. CACNR members noted the heat maps differences from pre-metroplex reportings to current post metroplex reporting, as it can be observed that there is more concentrated traffic over DIA. Ms. Keller provided a chart which showed 35 year operations from 1985 to 2020. Noise complaints are up in 2020 although the number of flights is decreased from a higher number of flights in 1985. CACNR noted that the increase in noise complaints is due to higher population numbers.

Brad Pierce reported that the FAA Neighborhood Environment Survey (NES, Noise Survey) report has a 60 day comment period that ends March 15. He asked all CACNR members to read and submit comments to him. He reported Dan Avery had sent an email that requested members of the roundtable plan a workshop with flight schools to discuss best practices. Mike Fronapel commented that he met with Commissioner Laydon and advised him that Centennial Airport reminds flight schools to use the C-470 corridor.

FAA report – Mr. Ron Curry informed CACNR that the tower has been closed from 10pm-6am for the last two weeks due to Covid-19 exposure and quarantine by air traffic controllers. Two controllers have worked 10 hour days during the last two weeks and APA operated as an uncontrolled airport after hours from 10pm - 6am. The airport tower should resume normal 24 hours operation shortly, as people recover from Covid-19, exposure, quarantine and return to work.

Mr. Curry reported traffic operations were higher in the 1990's than now and noted that noise complaints are higher now due to rising population. APA is #10 for air traffic. With Covid-19, private corporate jets are doing more take off's and landings.

Airport Director's report was made by Mike Fronapel. Operations remain strong; however, operations are 6 percent lower than in 2019. Revenue from fuel is down 15 percent although an uptick is noted in January 2021. There is an increase in training traffic and the noise from props is driving complaints. With the result of job-evaporation from Covid-19, training may be affected. The FAA submittal is pending response and nothing is expected from the FAA until summer of 2021. General airports were not included in the FAA NES, but it may help in the fight against metroplex.

Next Gen Advisory Committee will be March 18, 2021 and Brad Pierce will attend. The meeting will include community engagement on noise. The N.O.I.S.E. meeting will be March 7-10 as part of NLC which will be virtual.

Land Use Report – Rachel Keller reported that there were 21 referrals of which 3 were approved; 11 subject to comment and 7 not recommended. An explanation was given of the airport's authority where cities' plans were not recommended. It was also mentioned that in cases of residential development; counties and cities can be less restrictive than airports.

UC Davis Aviation and Emissions Symposium will be February 23. Six members of the CACNR will attend and a link will be forthcoming. Registrants need to contact Brad if they have not received information.

Wings Over the Rockies (WoR) will be added as an advisory member to CANCR. Bill Wasmund and Heidi Carlson will represent WoR.

Denver Post reported on the addition of a 7th runway at DIA and the FAA environmental study.

Report to ACPAA for January and February will be made by Candace Moon, Councilmember, Centennial.

The next CACNR meeting is March 3rd. Meeting ended at 8:30 pm.

Candace Moon

CACNR Report to ACPAA 2/11/21 (in slide deck for meeting)

January CACNR Meeting Notes ♣

7 Persons present for Public Comment ♣

All committees will have meetings with Consultant Jason Schwartz with abc2, before the end of January and prior to the February CACNR meeting. ♣

APA Traffic Control Tower – the new Air Traffic Manager, Melissa Booth was introduced. ♣

Brad Pierce reported a Next Meeting would occur in March. Attendees for the virtual UC Davis Aviation and Emissions Symposium are – Mike Anderson, Dan Avery and Karen Hancock. ♣

New Business – The Rocky Mountain Metropolitan Airport Community Noise Roundtable has been formed. Candace Moon Centennial Airport Community Noise Roundtable

February CACNR Meeting Notes ♣ Welcome our new members: Carrie Warren-Gully Arapahoe County Commissioner for District 1 and Todd Hendricks, Parker, City Councilmember ♣

Ms. Warren-Gully was assigned to the Fly Quiet Committee and Mr. Hendricks was assigned to the Community Outreach Committee ♣ Public comment was made by 4 residents ♣

Committee Reports were presented by all Committees ♣

Brad Pierce reported that the FAA Neighborhood Environment Survey (NES, Noise Survey) report has a 60 day comment period that ends March 15 ♣

FAA report presented by Mr. Ron Curry, Air Traffic Control Supervisor

UC Davis Aviation and Emissions Symposium will be February 23. Six members of the CACNR will attend. ♣

Next Gen Advisory Committee will be March 18, 2021 and Brad Pierce will attend. The meeting will include community engagement on noise. The N.O.I.S.E. meeting will be March 7-10 as part of NLC which will be virtual. ♣

Wings Over the Rockies (WoR) will be added as an advisory member to CACNR. Bill Wasmund and Hetty Carlson will represent WoR. ♣

Denver Post reported on the addition of a 7th runway at DIA and the FAA environmental study.

ACPAA BOARD MEETING NOTES – FEBRUARY 11,2021

Robert Doubek, Treasurer

In accordance with the Authority's By-Laws, the Airport Board of Commissioners elect officers every two years at the regular meeting in February.

A motion to nominate was made and approved for the following officer positions to be held for the next two years.

Chair(man):	Nancy Sharpe
Chair(man) Pro-Tem:	Thad Bagnato
Clerk:	Jeff Baker
Treasurer:	Robert Doubek
Assistant Clerk:	Bill Holen

Members of the Personnel Committee confirmed for the next two years include:

Nancy Sharpe	Member ,Chair
Bob Doubek	Member
John Seiber	Member
Jeff Baker	Member

The Executive Committee, comprised of six members, is as follows:

- The three Douglas County Commissioners
- The three Arapahoe County Commissioners
- Members of the Board .

The Consent Agenda contained 15 items that were generally routine and passed without discussion.

Jurisdiction was established to proceed with a public Hearing. Consequently a development plan was presented to construct an office/hangar by Floors and Doors 2.0 LLC. They propose to construct a private 28,600 square foot aircraft storage hangar with 38,300 square foot of attached office. The facility will be located south of the crosswind runway on the Sunborne leasehold. The development plan was approved with several conditions to be met.

On 12/10/20, the Voting Members of the Board were provided a 30 day notice of proposed revisions to its By-Laws and such revisions will require an affirmative vote of 4/5ths of the voting Members at the 2/11/21 Board meeting. No comments were received, and Staff recommended approval of the revised By-Laws.

The Public Hearing was closed.

rjd 2/25/2021

Rachel Keller

From: Aviation N.O.I.S.E. <contact@aviation-noise.org>
Sent: Wednesday, February 24, 2021 4:27 PM
To: info@centennialairportnoise.com
Subject: ALERT -- N.O.I.S.E. Meeting - DC Congresswoman and Quiet Skies Caucus Chair Eleanor Holmes Norton to Speak at March 3rd NOISE Meeting



N.O.I.S.E.

National Organization to Insure A Sound Controlled Environment

Alert: Congressional Quiet Skies Caucus Chair Congresswoman Eleanor Holmes Norton to Address NOISE Meeting-March 3rd, 2021

Dear N.O.I.S.E. members and friends:

As a reminder, The N.O.I.S.E. Board will be hosting a Virtual Meeting March 3rd from 2-4 PM Central to discuss long-awaited Neighborhood Environmental Survey (NES) and the opportunity for public comment. In addition to discussing the NES, we are excited to announce that the Chair of the Congressional Quiet Skies Caucus, D.C. **Congresswoman Eleanor Holmes Norton will be joining us** to speak about her role as the Quiet Skies Caucus chair and issues upcoming in the 117th Congress on aviation and airport noise.

Please see below for the zoom link information and look for an agenda later this week!

ejtranter@locklaw.com is inviting you to a scheduled Zoom meeting.

Topic: N.O.I.S.E. Community Workshop

Time: Mar 3, 2021 03:00 PM Eastern Time (US and Canada)

Join Zoom Meeting

<https://locklaw.zoom.us/j/84167046935?pwd=RytTRWtENndCbVFEWjhCMGJ4dEp6QT09>

Meeting ID: 841 6704 6935

Passcode: A*iET2Bf

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Passcode: 98038314

Find your local number: <https://locklaw.zoom.us/u/kcBKnN68gR>

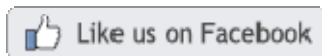
Thank you!

Emily Tranter

Executive Director

N.O.I.S.E.

[Visit the N.O.I.S.E Website](#)



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Summary of Symposium Day 2

During the first session ***Aircraft Noise and Overflight Dispersion: Opportunities and Challenges***, sponsored by **Envirosuite**, we heard from Jim Allerdice, Daniele Gardon, Michele Cruz-Murner, and Beth White regarding the problems and potential solutions to concentrated noise and overflights.

- Jim Allerdice discussed the use of PBN Procedures to create track variability at two representative airports.
- Daniele Gardon's presentation highlighted Charlotte Douglas' aircraft dispersion patterns, detailing the challenges and benefits associated with implementing dispersion patterns at an Airport.
- Michele Cruz-Murner & Beth White discussed ongoing issues with the dispersion of flight paths and analyzed the specific language included in Section 175.

In the second session, ***Doubling Down: Implementing Noise Reductions During Recovery***, sponsored by **Crawford, Murphy & Tilly (CMT)**, speakers Steve Alterman, Lynae Craig, and Rich Swayze discussed how COVID-19 has impacted noise work, highlighting recent accomplishments and near-term goals in reducing noise through fleet makeup and operational improvements.

- Steve Alterman provided an interesting prospective on the aviation supply chain and the cargo airline industry.
- Lynae Craig discussed noise abatement programs and ongoing industry changes, pulling from her 25+ years of airport and airline experience.
- Rich Swayze highlighted the FAA's recent work and future goals, detailing the successes and challenges from a operations, safety, and security standpoint.

*We hope you enjoyed today's presentations and conversations.
We're looking forward to another incredible day of programing tomorrow!*

Summary of Symposium Day 3

During the session ***The Direct and Indirect Impacts of Aviation on Human Health***, Susan Averett, Neelakshi Hudda, and Mathias Basner provided a holistic view on the impact of aviation on human health, presenting studies from both air quality and noise standpoints.

- Susan Averett presented her research between aviation noise and birth outcomes, discussing NextGen policy, the correlation between noise levels and low birth weight babies, and the policy implications at play.
- Neelakshi Hudda's presentation provided an overview of her research into preterm birth rates among mothers exposed to ultrafine particles from jet exhaust, emphasizing the public health concern for UFP exposures.

- Mathias Basner reflected on his decades of work as a public health researcher, addressing the obstacles in the translation from research results to noise policy and regulation.

In the second session, ***How will Advanced Air Mobility (AAM) benefit communities?***, we heard from Yolanka Wulff, Alex Gertsen, Tim Middleton, and Danielle Rinsler regarding the integration of advanced air mobility, transportation planning and case studies of GA airports incorporating AAM.

- Yolanka Wulff discussed the development, implementation, and management of mission-driven programs, diving into standards and regulations, industry development, and current market challenges.
- Alex Gertsen provided insight regarding the importance and challenges of aviation noise and community engagement, airport advocacy, and access to airports.
- Tim Middleton discussed how to plan and prepare for new entrants to airports, including the steps to facilitate community engagement and collaborative development in the future.
- Danielle Rinsler, as the Head of Aviation Policy for Uber Technologies, contributed interesting insight on advanced air mobility integration, presenting on the opportunities for AAM to provide enhanced services to nearby communities.

We hope you enjoyed another wonderful day of presentations and discussions.

Summary of Symposium Day 4

During the session ***Climate Change and Aviation: Opportunities in the Midst of Adversity***, Marilyn Bastin, Erin Cooke, Tim Johnson, and Tim Pohle discussed how airports and the aviation industry are continuing to find opportunities to pursue and address ongoing climate change.

- Marilyn Bastin discussed how COVID-19 has impacted European air traffic and how the sector is planning for a sustainable future, highlighting operational improvements and short, mid, and long term carbon neutrality targets.
- Erin Cooke's presentation highlighted SFO's Strategic Plan Goal to become the world's first net zero energy, net zero carbon and zero waste airport campus.
- Tim Johnson presented on civil society expectations for a green recovery, reviewing current industry targets, carbon pricing, and the potential for consumers and investors to have greater leverage over airline behavior.

- Tim Pohle highlighted the airline industry's strong commitment towards recovery and resilience, noting the progress made on infrastructure, operations, and technology, including Sustainable Aviation Fuel (SAF).

In the second session, ***Aviation Emissions: Reduction Efforts and Current Research***, we heard from Christiane Voigt, Chris Dorbian, and Robbie Gross regarding their individual efforts and research geared towards understanding and reducing aviation-related emissions.

- Christiane Voigt presented new research which directly probed engine emissions and contrail formation at cruise altitudes, discussing the climate impact and mitigation strategies.
- Chris Dorbian's presentation on FAA aircraft technology research for reduced fuel, emissions, and noise, provided an overview of the FAA CLEEN Program, including past successes and future plans.
- Robbie Gross presented recommendations for air quality monitoring studies near airports, providing guidance to increase the impact of ongoing studies and research.

We hope you enjoyed another wonderful day of presentations and discussions.

Reminder: Recordings will be available until July

All Symposium sessions and presentations were recorded. These recordings will be available for viewing **until July 31st**, with the exception of Christiane Voigt's presentation today, *Reducing emissions, contrails and climate impact from aviation – Highlights from recent aircraft campaigns*, which will only be available **until March 14th**.

Presentations from Tuesday and Wednesday are now available to re-watch through Pheedloop. Simply visit the session you are interested in and press play on the video embedded into the website.

Reminder: Tomorrow's Schedule

Day 5: Friday, February 26th- Last Day of Symposium!

8:00 AM PT	Welcome
8:05 AM PT	Session 7: Aircraft Noise and Emissions Legislation in the Next Congress: Priorities, Perspectives, and Predictions
9:20 AM PT	Break with Exhibitors
10:00 AM PT	Session 8: Community Groups and Organizations Workshop: A Conversation with the Authors of A Guide to U.S. Aircraft Noise Regulatory Policy (open to all attendees)
11:15 AM PT	Small group breakout discussions
12:00 PM PT	Symposium Concludes

CACNR/ACPAA 2021 MEETING SCHEDULES

CACNR REPRESENTATIVES TO 2021 MEETINGS OF THE ARAPAHOE COUNTY PUBLIC AIRPORT AUTHORITY

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

Or virtually, depending on circumstances prior to each meeting

<u>CACNR MEETING</u>	<u>ACPAA MEETING</u>	<u>CACNR REPRESENTATIVE</u>	<u>REPORT DUE DATE</u> (To rkeller@centennialairport.com)
January 06	Not Meeting		combine with February report.
February 03	February 11	Candace Moon	February 05 (see above)
March 03	March 11		March 5
April 07	April 08	Melissa Coudeyras	limited time to write.
May 05	May 13		May 07
June 02	June 17		June 10
July 07	Not Meeting		combine with August report.
August 04	August 12		August 06 (see above)
September 01	September 09		September 03
October 06	October 14		October 08
November 03	November 12 (2 nd Friday)		November 05
December 01	December 09		December 03