

CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE
MINUTES

April 7, 2021

Approved May 5, 2021

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 6:38 p.m. by Chair Brad Pierce. The following were in attendance and a quorum was present:

Arapahoe County	Carrie Warren-Gully	Greenwood Village:	Tom Dougherty
Arapahoe County:	Paul Krier	Lone Tree:	Mike Anderson
Douglas County:	Dan Avery	Parker:	Todd Hendreks
Douglas County:	Alison Biggs	ACPAA:	Robert Olislagers
Aurora:	Brad Pierce	AOPA:	Robert Doubek
Castle Pines:	Melissa Coudeyras	CABA:	Don Kuskie
Centennial:	Candace Moon	Wings Over the Rockies:	Bill Wasmund
Foxfield:	Pam Thompson		

Others in attendance were Aurora Alternate Representative Karen Hancock; ACPAA Alternate Representative Mike Fronapfel; and ACPAA staff Gina Conley, Deborah Grigsby, Rachel Keller, and Kristen Pollien.

Those absent were:

Castle Rock:	Jason Gray/Vacant	FAA APA Control Tower:	Melissa Booth/Ron Curry
Cherry Hills Village:	Al Blum/Afshin Safavi	FAA District Office:	John Bauer/John Sweeney
CDOT Aeronautics Div:	Todd Green/Vacant	FAA TRACON:	Steve Martin/Bill Dunn

2. **APPROVAL OF AGENDA:** On the motion of Tom Dougherty, duly seconded, the agenda was approved.

3. **PUBLIC COMMENT:** Public members present included: Andrea Suhaka, past Centennial Alternate Representative; Dave Adams, Inspiration area in Southeast Aurora; Renee Anderson and Andy Jones, Highlands Ranch Metropolitan District; Kim Hellweg, Elizabeth; John Kocon, Estates of Buffalo Ridge in Castle Pines; Jim Slaggert, Orchard Hills 1 in Greenwood Village, and Sue Santos, Sterling Ranch.

David Adams from the Inspiration area in southeast Aurora indicated there had been as many as 37 recent nighttime disturbances in his area. Of these, there had been at least 18 props, and most were southbound departures which turned almost immediately over his house. He questioned why they could not fly further south where there were no people and turn there instead of over populated areas such as his. Robert Olislagers indicated he would need more specific information, but would work with Mr. Adams after the meeting, and Adams agreed to call him.

Inquiries had come to the CACNR email address from a resident of the area at I-25 and University, about a small plane making loops between 7:00 p.m. and 9:00 p.m. The plane had also been seen during the day. At the request of Brad Pierce, Rachel Keller had been communicating with the resident. She reported on her efforts and communications with the resident, who lives outside the Centennial Airport airspace, and indicated she had also received a similar complaint from someone else in the resident's general area. The plane did not show up on any of the tracking sites, so it may be filtered out by the FAA for some reason, or the plane did not have the equipment to transmit its location by radar. The Centennial Air Traffic Control Tower had also been unable to identify anything useful about the aircraft. The resident had been asked to see if the aircraft's tail number could be obtained, which could then be submitted with an inquiry to the Flight Standards District Office.

John Kocon from the northwest area of Castle Pines, east of Daniels Park, commented he had lived in the area for about 15 years, and the increase in noise from small jets and props in the last one-to-two years had been remarkable. There seemed to be a dramatic change in flight paths affecting the area. Brad Pierce suggested at least some of that might be attributed to the changes brought about by Metroplex. It was agreed Mr. Kocon would provide more information to airport staff for further exploration of the situation.

Jim Slaggert from Orchard Hills in Greenwood Village indicated he had been in the area for about nine years and had lodged complaints during that time, including speaking with airport staff. There is a noise monitor about 150 yards from his house. He expressed frustration that there were always excuses for the noise, but nothing ever seemed to be done about it. The area gets many training flights, and the pattern is expanded far too often. He felt there was no excuse for flights to get precedence over people. People have stopped complaining because nothing is done, and they have been told lodging too many complaints will lower their property values if they try to sell their homes.

He further inquired why the airport is not more proactive with its fly quiet program and why certain measures were not made mandatory as at some other airports in the country. With all the noise monitor data, residents should not have to complain. He suggested if a pilot violated the fly quiet program, the plane should be met upon landing, and the pilot disciplined. He also requested more public accountability for the flight schools. The lack of FAA participation with CACNR was noted as an indication that the FAA does not care about the public and the effect aircraft noise has on people.

Brad Pierce explained some of the current and ongoing efforts with the flight schools, as well as some of the FAA constraints on making a fly quiet program mandatory.

Kim Hellweg agreed with the previous speaker, but noted the flight schools may set limits for their students, but that the pilots need to police their behavior as well. However, with no repercussions for offending behavior, she questioned what the general public could do.

Ron Jones introduced Sue Santos from the Sterling Ranch area. This is a large development near Highlands Ranch, and it has been working with Highland Ranch on areas of mutual interest.

4. **CONSENT AGENDA:** The Consent Agenda included the March 3, 2021 draft minutes, and a Treasurer's Report dated April 1, 2021 which showed a balance of \$7,803.94.

On the motion of Melissa Coudeyras, duly seconded, the Consent Agenda was approved.

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

6. **COMMITTEE REPORTS:**

A. **EXECUTIVE /WORK PLAN COMMITTEES –**

1. A draft response to the FAA re its Neighborhood Environmental Survey (NES) had been provided. Following discussion, motion was made by Alison Biggs, duly seconded, to fix any typographical errors and approve the draft for submission to the FAA via the Federal Register, signed by Chair Brad Pierce. Motion carried. All were encouraged to get their jurisdictions to submit comments on the NES, as well as to provide comments personally. It would be important for the FAA to know the public cares about the issues raised in this Survey. The link for providing comments was provided in one of the N.O.I.S.E. reports provided later in the agenda.

2. Jason Schwartz had provided an initial Phase 2 Initial Work Plan related to CACNR's 's Work Program. There was general agreement Task 1 and Task 2 should receive the first attention, and Schwartz would be asked to provide a cost estimate for those two portions of Phase 2. It was understood the committees could and should proceed with giving the other tasks in their portions of the Work Program attention as well, if they were able to do so.

3. A sample agenda for May had been provided. It showed what the agenda might look like with the Approval of the Agenda category was removed, and those reports which were usually received in writing were all placed on the Consent Agenda. Members would be responsible for reading the reports before the meeting, and if anyone wished to discuss anything contained in a report, it could be moved to the next Agenda item. Reasons for trying this approach were discussed, including a more productive use of CACNR discussion time, and the ability to focus more on the progress being made on the CACNR Work Program or other matters requiring CACNR attention or action.

4. Input was solicited to determine the interest in/willingness to resume in-person CACNR meetings. Discussion included where the meetings might be held. Carrie Warren Gully indicated Arapahoe County might be ready to resume letting CACNR use its previously used meeting room by mid-summer; she would inquire and let us know when. Robert Olislagers indicated what ACPAA was doing with regards to safety and disinfecting procedures at its new headquarters building, and noted good audiovisual mechanisms were also available. The meeting room could handle 29 individuals, with temperature checks, masks, and social distancing. By consensus, it was agreed to hold a hybrid meeting in May, with those who wished to attend in person going to the ACPAA building, and those wishing to attend virtually using the Zoom system that had been in place since 2020. Committees should continue meeting as they have been before the CACNR meeting, or as otherwise desired. Brad Pierce will coordinate the virtual arrangements with airport personnel, and on request, Robert Olislagers agreed to provide a map to the new location of the airport headquarters building.

B. **COMMUNITY OUTREACH –** Melissa Coudeyras noted the committee had met prior to this meeting. She thanked Mike Renshaw from the Highlands Ranch Metropolitan District for his assistance in getting the CACNR's website link to WebTrak fixed. The committee continues to work on its priority tasks, and is currently updating the generally asked questions section of the website, and the answers to those questions. She noted Andy Jones had indicated the Highlands Ranch Metropolitan District, had supported becoming a CACNR Member, with formal action to be taken by it at the end of April.

C. **FLY QUIET –** Bill Wasmund reported for this committee which had also met before this meeting. A written report was provided and shown on the zoom screen. The committee is proceeding with possibly updating the Noise Abatement Guidelines, and implementation of the meeting previously suggested by Douglas County Commissioner Abe Laydon, with Dan Avery. An agenda for that meeting will be forwarded to Mike Fronapfel and Rachel Keller.

It was noted the link previously mentioned for submission of NES comments did not work. The information would be sent to all by Rachel Keller.

D. **NOISE MONITORS –** The committee had met before this meeting, and requested CACNR be provided with a regular redacted or summarized report from airport staff, which would contain information about the numbers and types of complaints or requests for information related to airport noise issues that the airport had received, and the information provided to the complainers. It was noted there are reportedly systems available which can provide extensive information without utilizing considerable staff time, such as correlating noisy flights with numbers of complaints about them, and more. Such systems could be expensive, so CACNR would need to identify what kind of additional information it would like to receive, and its use, see if the

system the airport currently has can provide that information, and if not, then explore the capabilities and costs of other systems. Knowledge of what the public is asking for would help address this topic.

The February Noise Report was reviewed. It showed there had been **19,343 Total Operations in February**, down from **23,799** in January, **25,427** in December 2020 and **24,677** in November 2020. There had been **8,624 Local Operations in February**, down from **10,701** in January, **12,187** in December 2020, and **11,752** in November 2020.

During February, there were **23,166 noise events** at the 12 noise monitors. Noise events at each monitor were:

- 9,115 events at the **Golf Course** monitor on airport property (4,372 in the 60-69 decibel range)
- 4,724 events at the **Meridian** monitor (3,731 in the 60-69 decibel range)
- 2,181 events at the **Airport East** monitor on airport property (1,182 in the 60-69 decibel range)
- 1,661 events at the **State Park** monitor (1,233 in the 60-69 decibel range)
- 1,388 events at the **Parker** monitor (1,140 in the 60-69 decibel range)
- 1,059 events at the **Castle Rock** monitor (1,011 in the 60-69 decibel range)

- 965 events at the **Grandview Estates** monitor (855 in the 60-69 decibel range)
- 879 events at the **Greenwood Village** monitor (759 in the 60-69 decibel range)
- 491 events at the **Lone Tree** monitor (441 in the 60-69 decibel range)
- 464 events at the **Hunter's Hill** monitor (405 in the 60 – 69 decibel range)
- 154 events at the **Castle Pines** monitor (147 in the 60-69 decibel range)
- 88 events at the **Sagebrush Park** monitor (76 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 –	3,567	Parker –	241	Castle Rock –	47
Meridian –	949	Greenwood Village –	115	Lone Tree –	47
Airport East –	561	Grandview Estates –	106	Sagebrush Park –	11
State Park –	412	Hunters Hill –	56	Castle Pines –	6

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

Golf Course –	1,001	Parker –	7	Greenwood Village –	2
Airport East –	393	Grandview Estates –	4	Sagebrush Park –	1
Meridian –	43	Hunters Hill –	3	Castle Rock –	1
State Park -	15	Lone Tree –	3	Castle Pines –	1

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

Golf Course –	175	Airport East -	45	Meridian –	1	State Park –	1
---------------	-----	----------------	----	------------	---	--------------	---

In February, there had been **802 complaints from 45 households**:

- Unincorporated Arapahoe County – 425 (53%) complaints.....from 13 households (29%)
- Unincorporated Douglas County ----114 complaints (14%)from 8 households (18%)
- Centennial – -----85 complaints (11%).....from 5 households (11%)
- Castle Rock – -----53 complaints (07%).....from 2 households (4%)
- Highlands Ranch -----48 complaints (06%)from 5 households (11%)
- Aurora -----26 complaints (03%).....from 4 households (9%)
- Greenwood Village -----24 complaints (03%).....from 4 households (9%)
- Parker -----23 complaints (03%).....from 1 household (2%)
- Other -----03 complaints (0.4%)from 2 households (4%)
- Lone Tree -----01 complaint (0.1%).....from 1 household (2%)

Year to Date, there had been **1,681 complaints from 62 households**:

- Unincorporated Arapahoe County – 810 (48%) complaints.....from 17 households (27%)
- Unincorporated Douglas County ----193 complaints (11%)from 11 households (18%)
- Centennial – -----180 complaints (10%).....from 5 households (8%)
- Castle Rock – -----165 complaints (09%).....from 2 households (3%)
- Greenwood Village -----151 complaints (08%).....from 7 households (11%)
- Aurora -----65 complaints (03%).....from 4 households (6%)
- Parker -----52 complaints (03%).....from 2 households (3%)
- Highlands Ranch -----50 complaints (02%) from 5 households (8%)
- Other -----07 complaints (0.4%)from 4 households (6%)
- Lone Tree -----04 complaints (0.2%)... from 2 households (3%)
- Denver-----03 complaints (0.17%)... from 2 households (3%)
- Cherry Hills Village-----01 complaint (0.05%).....from 1 household (1.6%)

In February, 112 complainers had **requested responses** from the airport, with 82 requests made by email, and 30 by telephone. Year to date, there had been 193 **responses requested**, with 139 made by email and 54 made by telephone.

Of the 802 February **complaints**, 734 (92%) were about **daytime flights** and 68 (8%) were about **nighttime flights**.

Comparatively, in **February 2021** there were 802 complaint resulting from 19,343 operations and in **February 2020**, there had been 747 complaints resulting from 22,708 operations.

Year to date, the **top five complaining households** were:

Unincorporated Arapahoe County 368 (22%)

Unincorporated Arapahoe County 318 (19%)

Centennial 174 (10%)

Unincorporated Douglas County 166 (10%)

Castle Rock 160 (10%)

Remaining (29%)

With the top complaining household removed, **props accounted for 80% of the complaints by aircraft type** in February 2021, while **jets accounted for 18% of the complaints**, and **1% were about helicopters**. **Departures were responsible for 41% of the complaints by operation type, training was responsible for 33%, and arrivals were 25%.**

A graph showing the 13-month relationships between airport operations and the numbers of complaints with and without the top complaining household removed were provided. There were no higher numbers than those which occurred in September 2020.

The February complaint map showed the household locations of the complaints, with 1 being outside the map boundaries, in Sedalia. The **largest cluster of complaints** was again located north and slightly west of the airport's north-south runway.

The Year-to-Date complaint map was also provided, with 5 households located outside the map area, in Littleton, Northglenn, Littleton, Sedalia and two from Franktown.

The January 2021 radar track density map was again provided.

Question was asked if the complaint numbers from Highlands Ranch bleed over into Unincorporated Douglas County? Response was no. Question was asked why the February operations number had decreased by over 4,000 flights? Response was probably a combination of the pandemic, colder weather, and a decrease in corporate flights.

E. **WORK PLAN** – Combined with the Executive Committee, report above.

7. **FAA REPORTS:**

A. **DISTRICT OFFICE** – None

B. **CENTENNIAL (APA) AIR TRAFFIC CONTROL TOWER** – None

C. **TRACON** – None

8. **OTHER REGULAR MONTHLY REPORTS:**

A. **ARAPAHOE COUNTY PUBLIC AIRPORT AUTHORITY** – Robert Doubek had provided his report from the March ACPAA meeting, and the CACNR report to that meeting was also available. Data comparing the airport's operations and fuel sales from 2019 and 2020 had been provided; overall, airport revenue declined 10.5% in 2020, but expenses had been reduced by 16.34%, resulting in a net airport income of \$2,648,78.

Brad Pierce reported there had been a good discussion with ACPAA about the flight school noise situation.

B. **AIRPORT DIRECTOR'S REPORT** – Robert Orlislagers noted he was doing more study on what could be done with the FAA in relation to the request from Abe Laydon regarding the flight schools. He stated such requests should come to CACNR before ACPAA. In the past there had been interest in addressing noise at the source, and there is a position that noise should not just be moved from one location to another.

Orlislagers indicated oral arguments regarding ACPAA's legal action against the Denver Metroplex Project had been scheduled for May 6, 2021.

At the last meeting, a map showing the practice areas southeast and southwest of Centennial Airport had been provided, which referenced training boxes. Question had been asked when those areas and boxes had been established and by whom. Orlislagers indicated he had learned there were also seven boxes established by the Air Force Academy right up against the Chatfield ones. Those in the both the Southwest and Southeast practice areas had been set up by the flight schools, not the FAA or the airport. There will be more attention given to their purpose.

All were again encouraged to provide comments regarding the FAA's NES as had been discussed earlier in the meeting.

Comment was made that In addition to working with the flight schools and attention to the training boxes, the impacts of flight noise in the immediate proximity to the airport should not be lost, and perhaps should be included in the discussions. It was also noted the FAA's APA control tower should be asked to participate in any such meeting as well.

C. **CDOT AERONAUTICS DIVISION** – None

D. **NEXTGEN ADVISORY COMMITTEE (NAC)** – Brad Pierce had provided the agenda from the March 18th NAC meeting. There had been discussion, which had included N.O.I.S.E., about the current noise metric, and the FAA's efforts with community engagement. It was hoped such discussions and inclusions would continue.

E. **N.O.I.S.E.** – N.O.I.S.E. had linked its professional staffing services with Primacy Strategy Group, with its Executive Director Emily Tranter now on that staff. N.O.I.S.E. membership invoices would now be received from that group. A N.O.I.S.E. mailing had been shared which included the news that the FAA had extended its NES public comment period until April 14. As noted earlier, the link for submission of a comment was not accurate and Rachel Keller would send that information.

F. **1ST QUARTER LAND USE REVIEW** – This review contained eight referrals, with one approved and the other seven subject to comment. None had been not recommended. It had been heard there was something in the works right next to the airport, but any referral about it had not yet been received.

9. **OLD BUSINESS:**

A. **2021 MEETING SCHEDULE FOR CACNR & ACPAA, INCLUDING CACNR REPRESENTATIVES TO ACPAA** – The 2021 meeting schedule was provided. Melissa Coudeyras would cover the April meeting. Opportunities exist for the ACPAA meetings from May through the rest of the year.

B. **CONGRESSIONAL QUIET SKIES CAUCUS** – None

C. **ACTION ITEMS FROM PRIOR CACNR MEETINGS** – A list of Items for Follow-Up from previous meetings had been provided. Suggestions were solicited for future content type and format. Including the names of those responsible for the various items was suggested.

10. **NEW BUSINESS:**

A. **INFORMATION SHARING** – News articles provided with this meeting's materials were noted. They included: D.C. Attorney General Urges FAA to Change Airport Noise Policy, from *Washington Top News*; Quieter Planes Creating Far More Noise Complaints, from *AvWeb*; and Sky Harbor Group to Build Private Hanger Campus at Centennial Airport, from *Aviation Pros*.

11. **PUBLIC COMMENT:** Andy Jones commented the public needs to know why the demand for flight training has increased, and would likely increase even more by the end of Summer or early Fall. Robert Olislagers noted that United Airlines had announced it would need 5,000 new pilots by 2030, and the needs of other airlines would likely be going up in a similar fashion.

12. **NEXT MEETINGS:**

A. CACNR – May 5, 2021	6:30 p.m. combination in-person and virtual meeting
June 2, 2021	6:30 p.m. meeting location to be determined.
July 7, 2021	6:30 p.m. meeting location to be determined.
August 4, 2021	6:30 p.m. meeting location to be determined

B. ACPAA – April 8, 2021	3:00 p.m. probable virtual meeting
May 13, 2021	3:00 p.m. probable virtual meeting
June 17, 2021	3:00 p.m. probable virtual meeting
July 2021	Not Meeting
August 12, 2021	3:00 p.m. probable virtual meeting

13. **ADJOURNMENT:** The meeting was adjourned at 8:34 p.m.

Alison Biggs, Secretary