



**CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE
MINUTES**

November 3, 2021

Approved 12/01/21

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:** Andy Jones **Secretary:** Alison Biggs

1. **CALL TO ORDER, ROLL CALL, and QUORUM:** The meeting was called to order at 6:34 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:	Donna Johnston
Douglas County:	Dan Avery	Highlands Ranch Metro District:	Andy Jones
Douglas County:	Alison Biggs	Lone Tree:	Mike Anderson
Aurora:	Brad Pierce	ACPAA:	Mike Fronapfel
Castle Pines:	Melissa Coudeyras	AOPA:	Bob Doubek
Castle Rock:	Sandy Vossler (virtual)	CABA:	Don Kuskie
Centennial:	Candace Moon	Wings Over the Rockies:	Bill Wasmund

Others in attendance were Arapahoe County Alternate Representative Bill Skinner; new Lone Tree Alternate Representative Chuck Darnell, introduced by Mike Anderson and welcomed by all; past Centennial Alternate Representative Andrea Suhaka; and ACPAA staff Jay Clark, Gina Conley, and Rachel Keller.

Those absent were:

Cherry Hills Village:	Al Blum/Afshin Safavi	FAA APA Control Tower:	Kurt Carpenter/Ron Curry
Parker:	Amy Holland/Todd Hendreks	FAA District Office:	John Bauer/John Sweeney
CDOT Aeronautics Div:	Todd Green/Vacant	FAA TRACON:	Steve Martin/Bill Dunn

2. **PUBLIC COMMENT:**

A. **VIRTUAL/IN-PERSON MEETING ATTENDEES** – Randy Johnson of Louviers, had no comment.

Andrea Suhaka indicated she had reviewed the preliminary content of the Orientation Manual, and suggested the maps might have more detailed labeling. The suggestion was appreciated.

James Slaggert of Orchard Hills #1 in Greenwood Village reported there were still unacceptable levels of noise in his area. He noted he lives very close to a noise monitor, so there is data available about the noise levels he must tolerate. Flight school traffic still presents a problem. Mike Fronapfel indicated the airport would be assisting more actively with the meetings with the flight schools.

Slaggert then asked why it was taking so long for placement of the second noise abatement sign. Bill Wasmund responded that a new run-up area was planned at the airport, which had to be approved by the FAA and finalized. Once that is accomplished, it is planned for the sign to be placed there, where it will be visible to a majority of the training traffic.

B. **FROM CACNR EMAIL ADDRESS** – None. It was requested that the CACNR email address and website be added to the airport’s website home page under the listings for the Roundtable’s meetings. Rachel Keller stated this would be done.

3. **CONSENT AGENDA:** The Consent Agenda included the October 6, 2021, draft minutes; a Treasurer’s Reports dated October 29, 2021 which showed a balance of \$5,134.08; the September Noise Report; the CACNR report to the October 14, 2021 ACPAA meeting from Brad Pierce; and NAC Agenda of October 19, 2021 from Brad Pierce. Following a question from Candace Moon, Alison Biggs moved to remove the October minutes from the consent agenda. Motion was seconded and carried. On the motion of Carrie Warren-Gully, duly seconded, the remainder of the Consent Agenda was approved.

A summary of the September Noise Report follows:

Total Local Operations:	Sept. – 13,547	Aug. – 12,181	July – 12,151	June – 12,974	May – 9,243	April – 13,579
Total Operations:	Sept. – 30,309	Aug. – 29,544	July – 29,468	June – 30,148	May – 22,855	April – 27,444

Year To Date Total Operations: Sept. – 236,820 Aug. – 206,511 July – 176,967 June – 147,499 May – 117,351 April – 94,496

Noise Events: Sept. – 31,664 August – 30,170 July Total – 30,495 June total – 34,335 May Total – 28,869

Noise Events Recorded at Each Noise Monitor:

<u>Sept. Totals:</u>	<u>Sept. 60 – 69 db:</u>	<u>Sept. 70-79 db:</u>	<u>Sept. 80-89 db:</u>
9,902 Golf Course	5,835 Golf Course	3,838 Golf Course	587 Airport East
7,839 Meridian	5,971 Meridian	1,799 Meridian	224 Golf Course
3,144 State Park	2,238 State Park	910 Airport East	67 Meridian
2,983 Airport East	1,883 Parker	892 State Park	14 State Park
2,129 Parker	1,413 Airport East	244 Parker	11 Grandview Estates
1,551 Grandview Estates	1,372 Grandview Estates	167 Grandview Estates	4 Hunters Hill
1,180 Greenwood Village	1,059 Greenwood Village	119 Greenwood Village	4 Lone Tree
1,070 Castle Rock	1,024 Castle Rock	83 Hunters Hill	2 Greenwood Village
827 Lone Tree	757 Lone Tree	66 Lone Tree	2 Parker
630 Hunters Hill	543 Hunters Hill	44 Castle Rock	1 Castle Rock
222 Castle Pines	199 Castle Pines	23 Castle Pines	0 Castle Pines
187 Sagebrush Park	172 Sagebrush Park	15 Sagebrush Park	0 Sagebrush Park

Sept. noise events in the 90+ decibel range were:

Airport East – 73 Golf Course – 5 Meridian – 2 Castle Rock – 1 Grandview Estates – 1

Noise Complaints and Numbers of Households: Sept – 1,618 & 55 August – 1,497 & 67 July – 1,562 & 112 June – 1,476 & 145

<u>September Complaints:</u>	<u>September Households:</u>
594 U Douglas County (37%)	95 Centennial (6%)
367 Greenwood Village (23%)	50 Aurora (3%)
200 U Arapahoe County (12%)	30 Highlands Ranch (2%)
140 Other (9%)	6 Lone Tree (.4%)
136 Castle Rock (8%)	
	14 U Arapahoe County (25%)
	11 U Douglas County (20%)
	9 Greenwood Village (16%)
	7 Other (13%)
	4 Lone Tree (7%)
	3 Aurora (6%)
	3 Centennial (6%)
	2 Castle Rock (4%)
	2 Highlands Ranch (4%)

Comparatively, in September 2021, there were 1,618 complaints from 30,309 operations. In August 2021, there had been 1,497 complaints from 29,544 operations. In July 2021, there had been 1,562 complaints from 29,468 operations; in June 2021, there had been 1,476 complaints from 30,148 operations.

Year to Date, at the end of September 2021, there had been 10,903 complaints from 339 households:

<u>Complaints:</u>	<u>Households:</u>
3,129 U Arapahoe County (29%)	165 Highlands Ranch (1.5%)
2,972 U Douglas County (27%)	86 Parker (0.8%)
1,597 Greenwood Village (15%)	41 Lone Tree (0.4%)
1,029 Centennial (9%)	34 Castle Pines (0.3%)
919 Castle Rock (8%)	34 Denver (0.3%)
553 Other (5%)	1 Cherry Hills Village (0.009%)
370 Aurora (3%)	
	106 U Arapahoe County (31%)
	80 Greenwood Village (24%)
	35 U Douglas County (10%)
	26 Other (8%)
	25 Centennial (7%)
	16 Denver (5%)
	12 Lone tree (4%)
	11 Aurora (3%)
	8 Highlands Ranch (2%)
	7 Castle Pines (2%)
	6 Castle Rock (2%)
	6 Parker (2%)
	1 Cherry Hills Village (0.3%)

September had 139 noise complaint responses requested, 71 by mail (51%) and 68 by telephone (49%). August had 113 noise complaint responses requested, with 37 of those made by email and 76 made by phone. **Year to date** at the end of September 2021, there had been **1,099 responses requested**, with 588 requests made by email and 511 by telephone (the latter figure has been corrected from that shown on page 7 of the September Noise Report).

1,503 of the 1,618 complaints in September were about flights during **day hours** (93%); 115 were about **night flights** (7%)

Year to date at the end of September, the **top five complaining households** were in:

2,076 Unincorporated Douglas County (19%)	1,235 Unincorporated Arapahoe County (11%)
1,283 Unincorporated Arapahoe County (12%)	1,167 Greenwood Village (11%)
	882 Castle Rock (8%)

Props accounted for 76% of the complaints by aircraft type in September, while **jets accounted for 22% of the complaints**, and **2% were about helicopters**. These figures do not include complaints made by the top complaining household.

Departures were responsible for **58%** of the complaints in September. **Arrivals** were responsible for **20%** of the complaints, and **Training** was responsible for **22%** of the complaints in September. Again, these figures do not include complaints made by the top complaining household.

The graph showing the 13-month relationships between airport operations and the numbers of complaints with and without the top complaining household removed was again provided.

The September and Year to Date complaint maps continued to show the **largest cluster of complaints** located north and slightly west of the airport’s north-south runway. In September, there had been 2 complaining households from outside the map boundaries: Elizabeth, and Littleton. Year to date by the end of September, there had been 27 households located outside the map area,. In August, there had been 26 complaining household from outside the map boundaries: Blackhawk – 1; Boulder - 3; Broomfield – 1; Colorado Springs – 2; Denver – 3; Elizabeth – 1; Franktown – 2; Golden – 1; Littleton – 7; Morrison – 2; Parker – 1; Sedalia – 1; and Thornton – 1. The location of the additional household noted in September was not available as of the meeting date. A July 2021 Radar Track Density Map was included.

4. **ITEMS REMOVED FROM CONSENT AGENDA:** Following discussion, the October 6, 2021 minutes were amended on page three, 5.D. to read "...Candace Moon indicated the committee had met to consider the request..."

It was noted there had apparently been a transmission problem in the second paragraph of 5.D., on page 3, resulting in some of the text being garbled. The last sentence was intended to read "The initiation of another FAA Part 150 study (Title 14 Code of Federal Regulations (CFR) Part 150, Airport Noise Compatibility Planning) was also being considered by ACPAA, and Mr. Reindel might be available as part of that again." The problem would be handled in the amended version of the minutes.

On the motion of Donna Johnston, duly seconded, the October 6, 2021 minutes were approved as amended.

5. **COMMITTEE REPORTS:**

1. **EXECUTIVE /WORK PLAN COMMITTEES** – 1. On the motion of Alison Biggs, duly seconded, the Chair's appointment of Andy Jones to fill the unexpired term of Treasurer Tom Dougherty was approved.

2. Draft Bylaws amendments to address the problem of establishing a quorum and the lack of a Chair if both the Chair and Vice Chair are absent from any meeting were presented. On the motion of Andy Jones, duly seconded, the Bylaws were adopted as amended.

3. A different approach will be attempted for meetings with the flight schools, due to the continuing difficulty in getting the group together. This may entail meeting individually with each school.

4. The Town of Parker had requested an educational session about CACNR, and Brad Pierce and Melissa Coudeyras would be doing that on November 8th. The updated power point presentation would be utilized.

B. **COMMUNITY OUTREACH** – Melissa Coudeyras reported the committee had not met.

C. **FLY QUIET** – Bill Wasmund had provided a written report for the committee, which was included in the email packet. Since that report was written, the committee had met again and would consider other approaches to recognizing pilots who fly quietly, as there were too many factors involved for consistent and fair implementation of an incentive program. It was hoped a new approach might be ready for consideration at the December meeting. The committee's work on other projects continues.

D. **NOISE MONITORS** – Candace Moon indicated the committee had met and learned more about the workings of the noise monitors, which would be reported later in the meeting. A site had been found in Highlands Ranch for one of the two portable noise monitors. Question was asked how long it could stay there. Response was until it was needed elsewhere; placement is a first come, first placed basis, but there has not been much call for the portables lately.

E. **WORK PLAN** – The committee had not met, but exploration was being done about the mechanics of designating a place on the website for the orientation information. There may be need for some 'outside' assistance with this. A draft of the information to be placed there had again been shared, and Representatives again asked to provide feedback on the content.

6. **FAA REPORTS:**

A. **CENTENNIAL (APA) AIR TRAFFIC CONTROL TOWER** – Mike Fronapfel reported Jeff Holmes was the new Manager here. Fronapfel had shared with him how helpful CACNR found it when Ron Curry had been able to attend meetings.

7. **OTHER REGULAR MONTHLY REPORTS:**

A. **ACPAA** – Bob Doubek had no report. Brad Pierce had represented CACNR at the October 14 meeting and indicated there had been interest in progress on the flight school meeting. It was noted ACPAA would be holding a public hearing on its 2022 budget on December 9, 2021

B. **AIRPORT DIRECTOR'S REPORT** – Mike Fronapfel was congratulated on his appointment as the new Executive Director of Centennial Airport. He reported the airport was busy, although the latest numbers were not yet available. Fuel sales in August had been the highest ever, even though avgas sales had been lower due to pandemic restrictions. DIA traffic is more normal, which does have an effect on Centennial. Upon request, Fronapfel provided a history of the Denver Metroplex Project and ACPAA's involvement with it, and its lawsuit against the FAA. Some areas report noticing a difference in flight patterns and resulting noise. Staff would be doing an analysis of recent flight tracks, and updating the heat maps, which would be shared when completed.

Fronapfel further reported he was getting a positive reaction from the FAA about federal grant monies being made available for another Part 150 study for ACPAA in 2023. Although this would likely be a lengthy process (hopefully not as long as the last one), this could certainly be an opportunity to look at the impact of Metroplex here, as well as training traffic, and might eventually lead to a Part 161 review as well. He noted there had been twelve recommendations from the last Part 150; these had been provided with the meeting materials for the October CACNR meeting along with the FAA's ruling on each one. Naples, Florida has been the only place in the US which has gone through a successful Part 161 to date; that review relates to airport noise and access restrictions, and information about it had also been provided to CACNR in October. Various processes need to be accomplished in relation to both Part 150 and Part 161, but the results could affect noise ordinances and land use referrals.

8. **OLD BUSINESS:**

A. **2021 MEETING SCHEDULE FOR CACNR & ACPAA, INCLUDING CACNR REPRESENTATIVES TO ACPAA** – The 2021 meeting schedule was provided. No one from CACNR was available to attend the November ACPAA meeting, so the Secretary would provide a written report.

B. **CONGRESSIONAL QUIET SKIES CAUCUS** – no report

C. **ACTION ITEMS FROM PRIOR CACNR MEETINGS** – There was consideration of the list of Items for Follow-Up from previous meetings. Those items considered completed were from February 3 - #1; May 5 - #1; September 1 - #3; and October 6 - #7 and #9.

9. **NEW BUSINESS:**

A. **PRESENTATION ON NOISE MONITORS** – Mike Fronapfel discussed the 2 portable and 12 permanent noise monitors in use, with six permanent monitors each in Arapahoe and Douglas Counties. Originally, the cost was approximately \$35,000 per site, although that would likely be higher now. The system will accommodate the addition of other monitors. He briefly discussed the challenges in selecting all the sites, and the pros and cons of each. Question was asked how the data is used. Response was in responding to complaints primarily. The monitors have a life cycle of about twenty years, with these activated in about 2013 or 2014. They are checked for accuracy on an annual basis. Ambient noise levels may be measured more often than annually if changes become noticeable. Staff was asked to provide CACNR with the current ambient noise levels for each monitor.

Rachel Keller discussed the various classes of airspace and how flights to and from Centennial Airport are held down by the priorities given to Denver International Airport. She noted the 1,000 foot altitude requirement does not apply for landings and take-offs, which result in many of the noise problems affecting those who reside in the CACNR communities surrounding the airport. Flights transitioning to the unofficial practice areas are uncontrolled and manage themselves, so all must rely on the willingness of pilots and instructors to fly quiet while doing so. The rather abrupt altitude changes around the airport also require pilot attention and accommodation. Air traffic is also affected considerably by 'outside' events, such as when the Broncos are playing at home, or when there is a Presidential visit to the area.

There was agreement information on the air space classifications and other informational material needs to be made more easily available to the public.

B. **INFORMATION SHARING** – Information about the FAA Part 150 and Part 161 had been provided. ACPAA is looking into doing another FAA Part 150 study. It is apparently too late to request funding to begin the study in 2022; a request for funding will need to be made in 2022, so it can be included in the 2023 budget.

10. **PUBLIC COMMENT:** None

11. **NEXT MEETINGS:**

A. **CACNR** – December 1, 2021 6:30 p.m. 7565 S Peoria Street, Unit 9D, Englewood, CO

B. **ACPAA** – Nov 12, 2021 3:00 p.m. 7565 S Peoria Street, Unit 9D, Englewood, CO (2nd Friday, not usual Thursday)
Dec 9, 2021 3:00 p.m. 7565 S Peoria Street, Unit 9D, Englewood, CO

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

Alison Biggs, Secretary