



CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE MINUTES

October 5, 2022

Approved 11 02 22

VISION – QUIETER SKIES FOR OUR COMMUNITIES

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

Chair: Brad Pierce **Vice Chair:** Paul Krier **Treasurer:** Andy Jones **Secretary:** Alison Biggs

1. **CALL TO ORDER, ROLL CALL, and QUORUM:** The meeting was called to order at 6:36 p.m. by Chair Brad Pierce. The following were in attendance, and a quorum was present:

Arapahoe County:	Carrie Warren-Gully	Greenwood Village:	Donna Johnston
Arapahoe County:	Paul Krier	Highlands Ranch Metro:	Renee Anderson
Douglas County:	Dan Avery	Lone Tree:	Mike Anderson
Douglas County:	Alison Biggs	Parker:	Carson Byerhof
Aurora:	Brad Pierce	ACPAA:	Mike Fronapfel
Castle Pines:	Chris Eubanks	CABA:	Don Kuskie
Centennial:	Candace Moon	Wings Over the Rockies:	Bill Wasmund

Others in attendance were Arapahoe County Alternate Representative Evan Colvin; and ACPAA staff Samantha Blymyer, Chris Thompson, and Lauren Wiarda.

Those absent were:

Castle Rock:	Laura Cavey/Sandy Vossler	CDOT Aeronautics Div:	Todd Green/Vacant
Cherry Hills Village:	Al Blum/Afshin Safavi	FAA APA Control Tower:	Jeff Lawton/Ron Curry
Foxfield:	Pam Thompson/Frank Lawrence	FAA TRACON:	Steve Martin/Bill Dunn
AOPA:	John Hirshman/vacant	FAA District Office:	John Bauer/John Sweeney

2. **PUBLIC COMMENT:**

A. **VIRTUAL/IN-PERSON MEETING ATTENDEES** – Randy Johnson of Louviers reported 207 noisy flights in September, and provided the numbers he had been able to link to the various flight schools. He had filed 16 complaints and showed examples of several repetitive flights over his home. Mike Fronapfel suggested those could be shared with the flight schools, and Brad Pierce suggested determining exactly when and whose flights were involved. It was noted there was a difference between watching and hearing v. seeing low and hearing loud. Fronapfel indicated there should be no training over residential areas, so training areas need to be adjusted. The increased number of homes in areas such as Sterling Ranch also leaves fewer locations for training to occur. The times of low and loud flights also can present challenges; 5:40 a.m. will likely cause more problems for those on the ground than later ones. Request was made to overlay satellite views of the area with the flight paths that are causing problems so more readily identifiable landmarks can be seen.

Susan Canham from south of the west end of Cherry Creek Reservoir indicated she had lived there for 28 years and was now having trouble with noise from planes at night, even though many of them do not show up on WebTrack. She understood the lack of information about military and emergency flights, but noted there are more flights which do not stay within the boundaries as designated in the Noise Abatement Guidelines (NAG). There may be as many as 20-25 such flights per hour. She also expressed concerns about the effect all the planes using the new hangers being built will have on noise. She asked how she could help keep things from getting more out of hand.

Responding, Mike Fronapfel noted work will continue to have flights over the water. The new hangers are mainly for jets, with the newer ones being more quiet. There is excess capacity now, but unknown how long that will last. WebTrack does filter out flights per determination of the FAA. Actual noise levels are recorded on the noise monitors, even though information about such flights has been filtered from the public.

Discussion continued about what are considered bothersome noise levels. Although they of course differ from individual to individual, the FAA has designated 65 decibels in the daytime, and 75 dB at night, averaged over a year. There has been controversy over these designations for some time, with many communities wanting them set lower, and the observation that the yearly average does not really serve a useful purpose for communities bothered by daily noise.

Concern about the violations of the NAG continues, with notation that the FAA's direction since the mid-air collision has exacerbated the situation. The airport staff has and is communicating with the FAA about this and the effect it has had on the communities.

Canham was thanked, and encouraged to continue to be involved.

Kimberly Hellweg from the Elizabeth area, close to the Douglas County line, reminded CACNR she is in the middle of 5 training areas, and if CACNR wants documentation and pictures similar to those of Randy Johnson, she has them. She gets flight school noise continually for 3-4 hours at a time. She believes the things the flight schools say they do are not followed by their pilots. She wondered if there were any tangible results from the flight school meetings, and when the FAA was going to get involved.

Mike Fronapfel indicated he would be following up regarding the use of the training areas. He wants to meet with the FAA about the kinds of issues continually being raised at these meetings, and has asked the FAA to be more present with CACNR. The new tower manager is apparently temporary, only until the end of the year, but the request has been made for the involvement of someone from any of the three FAA entities which are supposed to be Advisory Members of CACNR and which have not attended for some time. The exception has been the very occasional but very helpful attendance by Ron Curry, the Alternate Representative from the Control Tower.

It appeared there needed to be another meeting with the flight schools to follow-up with the kinds of things brought up at this meeting, and Fronapfel indicated that might occur in October. Follow-up also needs to be done with the FAA, to get its representatives to listen to concerns which should not have to wait until another Part 150 study is conducted. The FAA needs to become engaged in finding solutions now.

James Slaggert, Orchard Hills in Greenwood Village, indicated he agreed with all the prior concerns, and he thanked Donna Johnston and Brad Pierce for their earlier meeting. The absence of the flight schools at these meetings was noted, and he felt they needed to hear what is said at them. He further indicated he felt airport personnel should meet offending flights when they land, to inform them of their offense and to tell them to cease such behavior. After three such contacts, the offenders should be barred from the airport. Slaggert mentioned Van Nyes Airport has best practices which should be considered for adoption here, and pilots must be held accountable.

It was noted that Van Nuys had certain practices in place before the enactment of the Aircraft Noise and Capacity Act of 1990 [ANCA] and which were "grandfathered" in at that time. However, ANCA shifted responsibility for noise abatement away from local governments and airport sponsors, and granted the FAA preemptive authority over the setting of noise levels and the imposition of noise and capacity restrictions at airports. This prevents Centennial Airport from enacting or enforcing many of the restrictions which CACNR would like to have imposed to better control noise. The rising concerns about noise here, and the airport's inability to enact many of the suggested/ requested practices have led to the request for another FAA voluntary FAA 14 Code of Federal Regulation (CFR) Part 150 Noise Compatibility Plan (Part 150 Study) to analyze and examine community noise impacts from Centennial Airport aircraft operations. It is hoped that study might begin in 2023.

In the meantime, Mike Fronapfel noted the touch and go runway had now reopened, which might help some residents. He also indicated the Van Nuys best practices would be examined to see if any would be useful here, although they would likely have to be placed on a voluntary basis due to ANCA.

B. **FROM CACNR EMAIL ADDRESS** – None

3. **CONSENT AGENDA:**

- A. **DRAFT MINUTES**, September 7, 2022. On the motion of Alison Biggs, duly seconded and passed, the draft minutes were moved to agenda item 4.
- B. **TREASURER'S REPORT**, showing a balance of \$23,962.15 as of September 30, 2022.
- C. **NOISE REPORT** – August 2022

On the motion of Carrie Warren-Gully, duly seconded, the Consent Agenda, minus the Draft September 7, 2022 Minutes was approved.

The September 2022 Noise Report included the following information:

August Total Operations:	30,455	August Total Local Operations:	14,543
Year to Date Total Operations:	207,633	Year to Date Local Operations:	93,363

618 Complaints from 30,455 Total Operations in August

August Noise Events:

<u>Aug. Totals:</u>	<u>Aug. 60 – 69 db:</u>	<u>Aug. 70 – 79 db:</u>	<u>Aug. 80 – 89 db:</u>
8,410 Meridian	6,421 Meridian	4,722 Golf Course	630 Airport East
8,273 Golf Course	3,251 Golf Course	1,920 Meridian	271 Golf Course
3,023 State Park	1,975 State Park	1,022 State Park	60 Meridian
3,018 Airport East	1,732 Parker	1,019 Airport East	18 State Park
1,972 Parker	1,437 Grandview Estates	238 Parker	14 Greenwood Village
1,625 Grandview Estates	1,323 Airport East	180 Grandview Estates	10 Castle Rock
1,177 Castle Rock	1,094 Castle Rock	135 Greenwood Village	8 Grandview Estates
1,173 Greenwood Village	1,024 Greenwood Village	72 Castle Rock	7 Lone Tree
864 Lone Tree	789 Lone Tree	68 Lone Tree	4 Hunters Hill
628 Hunters Hill	576 Hunters Hill	48 Hunter Hill	2 Parker
246 Castle Pines	238 Castle Pines	8 Castle Pines	- Castle Pines
161 Sagebrush Park	157 Sagebrush Park	4 Sagebrush Park	- Sagebrush Park

August Noise events in the 90+ decibel range were Airport East – 46 Golf Course – 29 Meridian – 9 State Park – 8 Castle Rock – 1

August Noise Complaints(618) and Numbers of Households (88):

("Other" complaints and numbers of households come from Boulder, Englewood, and Littleton)

YTD Complaints & Number of Households:

<u>Noise Complaints:</u>	<u>Number of Households:</u>	<u>Noise Complaints:</u>	<u>Households:</u>
159 Greenwood Village (26%)	31 UAC (35%)	1,104 Greenwood Village	58 UAC
145 Unincorporated Arapahoe Cnty (24%)	19 Greenwood Village (22%)	795 Centennial	35 Greenwood Village
120 Centennial (19%)	9 UDC (10%)	774 UAC	18 Other
87 Castle Rock (14%)	5 Lone Tree (5.7%)	432 Castle Rock	17 UDC
33 Unincorporated Douglas County (5%)	5 Other (5.7%)	188 Other	12 Lone Tree
30 Aurora (4.85%)	4 Castle Rock (4.5%)	177 UDC	9 Centennial
18 Highlands Ranch (3%)	4 Centennial (4.5%)	126 Aurora	9 Denver
13 Other (2%)	4 Denver (4.5%)	71 Highlands Ranch	7 Parker
6 Denver (1%)	2 Aurora (2%)	36 Lone Tree	6 Aurora
5 Lone Tree (0.8%)	2 Highlands Ranch ((2%)	31 Denver	6 Castle Rock
1 Castle Pines (0.16%)	1 Castle Pines (1%)	29 Parker	5 Highlands Ranch
1 Parker (0.16%)	1 Parker (1%)	16 Castle Pines	3 Castle Pines

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

Greenwood Village – 835 (22%)	UAC – 317 (8%)
Centennial – 683 (18%)	UAC – 173 (5%)
Castle Rock – 375 (10%)	

In August, **60 responses were requested from 618 noise complaints**, with 30 of those requests made by email (50%), and 30 made by telephone (50%).

In August, 574 complaints were made about **daytime flights** (7:00 a.m. – 9:59 p.m.) – 93%.
44 complaints were made about **nighttime flights** (10:00 p.m. – 6:59 a.m.) – 7%.

In August, **props** accounted for **62% of the complaints by aircraft type**; **jets** accounted for **38% of the complaints**.

In August, **departures** were responsible for **49% of the complaints**. **Arrivals** were responsible for **33% of the complaints**, and **Training was responsible for 18% of the complaints**.

The August Complaint Map and the August Radar Track Density Maps were provided. Samantha Blymyer was thanked for the return of these two helpful tools for CACNR's use.

4. **ITEMS REMOVED FROM CONSENT AGENDA:** The September 7, 2022 draft minutes were considered. It was noted Dan Avery had been in attendance virtually, and there was a typographical error in the second sentence of 2.A., to read "There have been twin engine flights which can be heard for a long time, and it seemed there was no effort to ~~say~~ **stay** in the designated areas."

A sentence was added to 5.C., to read "The committee reviewed Fly Quiet brochures from other airports and recommended staff use the Oakland Airport Fly Quiet brochure as a guide."

The first paragraph of 7.B.1. was reworded: "Airport Activity: Mike Fronapfel thanked CACNR for its enthusiastic attendance at the airport tour earlier today. ~~Tours have been done for Lone Tree and Greenwood Village, and one was being scheduled for the City of Lone Tree.~~ A tour has been done for Lone Tree, and Greenwood Village City Council and staff are interested in one but it has not yet been scheduled. Those who participated thanked Fronapfel and staff for the tour and indicated there had been much good information shared during it."

By consensus, the September 7, 2022 minutes were approved as amended above.

5. **COMMITTEE REPORTS:**

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

1. Items considered during the September 27, 2022 meeting of this combined committee were presented. The 2023 Draft Budget was submitted. As it was anticipated there would be a reasonable amount of carry-over from 2022, the draft budget included the traditional \$10,000 amount from ACPAA, but the jurisdictions would not be invoiced for 2023. An explanation about this would be provided to the jurisdictions with the report of CACNR's activities during the year. There was discussion about such things as a suggested media outreach project, educating the public about the proposed FAA Part 150 study, and whether the amounts in some categories would be enough. It was noted the budget included a reserve which would likely accommodate needed flexibility, and the actual amount of 2022 carry would not be determined until the end of the year. Following discussion, 2023 CACNR budget was approved by consensus.

In looking at a focus for future meetings, the Committee suggested that there be an opportunity for everyone to contribute to ideas about the work of each committee. This would also help with crafting the 2023-2025 Work Program. It was suggested the CACNR agendas could accommodate Community Outreach in November, Fly Quiet in December, Noise Monitors in January and Executive/Work Plan in February, with review of the completed Work Program in March. As the Community Outreach Committee had just had several new members appointed, it was agreed to shift the schedule to start with Fly Quiet in November, Noise Monitors in December, and Community Outreach in January.

Resources provided for this project included the current Work Program, and information about the Work Planning and Prioritization Project begun in 2021 with Consultant Jason Schwartz. It was noted that the report of Phase I had been sent in place of Phase 2, so Phase 2 would be sent to everyone following this meeting. Both were recommended resources.

A few recent suggestions to decrease the number of CACNR meetings had been explored. There had previously been such consideration, with a concern that fewer meetings might put the importance of CACNR's work on a "back burner" for many, given the stresses of the current work climate. The possibility of a Part 150 study in 2023 also made it difficult to predict what months might be best to eliminate. May and December were suggested, but the proximity of July 4 to the usual CACNR meeting date that month made July seem more reasonable. Accordingly, it was agreed by consensus to skip the July and December meetings for 2023.

The Work Program for 2023-2025 had been discussed during the focus on the committees as reported above. That schedule should make the review and revision for the next Work Program quite reasonable.

Brad Pierce reminded CACNR that he would not be running for Chair during the next election of officers in March 2023. In the interest of succession planning, Paul Krier had indicated a willingness to move up into that position, which would leave a vacancy in the position of Vice Chair. All were reminded that every office would be up for election in March 2023, and anyone interested in serving in any of the four offices should feel free to put forth her/his name at that time. Duties of all offices are provided in Appendix II of the CACNR Bylaws and were provided with this meeting's advance materials.

B. **COMMUNITY OUTREACH** – On behalf of the committee, Mike Anderson again expressed thanks for the new members on the committee. There had been a copyright issue regarding the website, and Trish Coberly had removed the photo in question. Further exploration of the issue would be done for the future.

C. **FLY QUIET** – Bill Wasmund had submitted a report, included with the advance mailing for this meeting. He noted the continuing project of looking at materials from other airport's fly quiet efforts. There apparently was a new practice in use by at least one flight school, directly east of Kiowa. Request was made to have this on the agenda at the next flight school meeting. Kristine Chipman who had been helpful with her flight school information was no with Aspen Flying Club. There was a rumor the Chatfield practice area was to close, but it would be likely that training flights from areas other than Centennial Airport would continue to use it. The effort to get a second "fly quite" focused sign at the airport continued.

D. **NOISE MONITORS** – Candace Moon reported she and Bill Wasmund had met about the overlap of items between the two committees, and will be looking at programs where joint efforts would be useful, such as rewards for flight schools or others who do fly quiet. They will meet again to continue such discussions. The committee would like to analyze the high number of complaints from certain noise monitors areas; the ambient noise levels would be involved. Request was again made for the most recent ambient noise levels for all the monitors to be shared with CACNR. Mike Fronapfel indicated staff would provide these to everyone.

6. **FAA REPORTS:**

A. **CENTENNIAL (APA) AIR TRAFFIC CONTROL TOWER** – No report..

7. **OTHER REGULAR MONTHLY REPORTS:**

A. **ACPAA** – Paul Krier reported the September 8th ACPAA meeting had been basically not held due to another commitment of the board, so he would be presenting reports of both our September 7th and this meetings to the October 7, 2022 ACPAA meeting.

B. **AIRPORT DIRECTOR'S REPORT** –

1. Airport Activity: Mike Fronapfel reported the touch and go runway had just reopened. There was some work still to be done, but that would occur at night and should not interfere with any operations. Operations were running very close to the numbers from last year, and fuel sales were currently above last year's, though they would probably be very similar by the end of the year.

Fronapfel further noted there had been a meeting with residents of Greenwood Village, which was challenging but good. He considered it might even be a wake-up call for several things to occur. For example, even though the number of noise complaints was down, the public was not happy. From the last Part 150 study, many remembered flights were to go over the state park, which all too frequently was not being done. Fronapfel reported he had spoken with the tower about this, both for day and night flights, and about the extension of the flight path. There was understanding of the need for safety, but as Centennial has a good safety record, there was question of whether the FAA needed to be so rigid about runway use since it causes so much additional noise for the community. He indicated he would write a follow-up letter including these and other points that were made at the meeting, and will continue attempting to address the public's concerns

Greenwood Village Representative Donna Johnston thanked Fronapfel for attending the meeting and seeing the anger shown there. She noted the FAA needed to have been there as well. The community does not expect miracles, but does expect some attention to be paid to the problems FAA policy causes the public. She feels the community sees the need to put pressure on those who make public policy. It was felt waiting for the results of the next Part 150 study would take too long. It was noted there needs to be a collaborative relationship between the public, the airport, and the FAA, and even though the FAA has a noise program, much of what is said and published at the national level does not seem to filter down to the local level.

C. **FLIGHT SCHOOLS** – None of the flight schools listed on the agenda had sent a representative, so there were no reports. They are always welcome at CACNR meetings, and will continue to have a place on the agenda.

8. **OLD BUSINESS:**

A. **TO REPRESENT CACNR AT 2022 ACPAA MEETINGS** – Paul Krier volunteered to do November 10, and Donna Johnston volunteered to do December 8.

B. **CONGRESSIONAL QUIET SKIES CAUCUS** – Brad Pierce and Paul Krier had a good meeting with Congressman Jason Crow's staff, discussing CACNR and N.O.I.S.E. and the Caucus. Staff seemed to focus on what we might need from the Federal level. The need for some encouragement from Congressman Crow to the FAA for the FAA to be more involved with CACNR was advanced. Pierce and Krier will write a follow-up letter reiterating the discussion. It was suggested some of the comments we get from the public should be shared with the Congressman and his staff, so he would get a more clear sense of the kinds of concerns his constituents have.

9. **NEW BUSINESS:**

A. **INFORMATION SHARING** – In relation to CACNR recognizing those who fly quiet, it was suggested looking at those whose flights exceeded 80 dB over community areas as well, for a different kind of recognition.

It was noted that the Lone Tree Art Center event program lists contributions, and CACNR is included for its contribution in memory of long time CACNR Chair Harold Anderson.

Samantha Blymyer provided some information from the portable noise monitor that had been placed in Highlands Ranch, and thanked Renee Anderson for assistance with that. In September, there had been 420 propeller aircraft flight paths within one mile of the portable monitor, 193 jets, 8 helicopters and 70 unknown, for a total of 770. There were 143 Centennial related noise events at the portable monitor during the month. The 24-hour average sound level had been 32 dB, while the average peak noise level for a single aircraft noise event had been 64.8 dB. Request was made for data from any portable monitor which is in place for any length of time to be routinely included in the monthly meeting material packet.

Renee Anderson indicated at one time she had not been aware the public could complain about aircraft noise, and noted one cannot unhear noise when it is so incessant. Props are the biggest problem in her area. Inquiry was made if a complaint is captured when someone does not have a specific time. Blymyer says she can sometimes track flights if a general time frame is provided and air traffic was light. If so, she will add it to the data.

10. **PUBLIC COMMENT:** None

11. **NEXT MEETINGS:**

A. CACNR –	November 2, 2022	6:30 p.m. 7565 S. Peoria Street, Unit 9D	Paul Krier representing CACNR
	December 7, 2022	6:30 p.m. 7565 S. Peoria Street, Unit 9D	Donna Johnston representing CACNR
B. ACPAA –	October 13, 2022	3:00 p.m. 7565 S. Peoria Street, Unit 9D	– Paul Krier for CACNR
	November 10, 2022	3:00 p.m. 7565 S. Peoria Street, Unit 9D	
	December 8, 2022	3:00 p.m. 7565 S. Peoria Street, Unit 9D	

12. **ADJOURNMENT:** The meeting was adjourned at 8:46 p.m.

Alison Biggs, Secretary