



CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE

January 4, 2023
6:30 p.m. – 8:30 p.m.

Centennial Airport, 7565 S. Peoria Street, Unit D9, Englewood, CO 80112

Members' Representatives and Alternate Representatives are requested to attend all meetings in person
Members of the public may attend meeting in person, or virtually

AGENDA

CACNR 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 AND DETERMINATION OF QUORUM:**

Arapahoe County: Carrie Warren-Gully/Vacant
Paul Krier/Evan Colvin

Douglas County: Abe Laydon/Dan Avery
Alison Biggs/Mark Adams

Aurora: Brad Pierce/Jeanine Rustad

Castle Pines: Chris Eubanks/Ben Price

Castle Rock: Laura Cavey/Sandy Vossler

Centennial: Candace Moon/Don Sheehan

Cherry Hills Village: Al Blum/Afshin Safavi

Foxfield: Pam Thompson/Frank Lawrence

Greenwood Village: Donna Johnston/Libby Barnacle

Highlands Ranch Metro Dist. Andy Jones/Renee Anderson

Lone Tree: Mike Anderson/Chuck Darnell

Parker: Todd Hendreks/Vacant

ACPAA: Michael Fronapfel/Vacant

AOPA: John Hirshman/Vacant

CABA: Don Kuskie/Mike Straka

CDOT Aeronautics Div: Todd Green/Vacant

FAA APA Control Tower: Jeff Lawton/Ron Curry

FAA District Office: John Bauer/John Sweeney

FAA TRACON: Steve Martin/Bill Dunn

Wings Over the Rockies: Bill Wasmund/Vacant

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

A. MEETING ATTENDEES

B. FROM CACNR EMAIL ADDRESS

3. **CONSENT AGENDA:** (items here may be moved to Agenda Item #4, on the request of any CACNR Representative)

1. DRAFT MINUTES, December 7, 2022 – Alison Biggs, Secretary

2. TREASURER'S REPORT, End of Year 2022 – Andy Jones, Treasurer

3. NOISE REPORT, November 2022 – Samantha Blymyer, ACPAA Staff

4. **ITEMS REMOVED FROM CONSENT AGENDA:**

5. **COMMITTEE REPORTS:**

A. EXECUTIVE/WORK PLAN COMMITTEE – Brad Pierce, Chair

1. Status of Follow Up Items

2. Other

B. COMMUNITY OUTREACH – Mike Anderson

1. Status of Follow Up Items

2. Other

C. FLY QUIET – Bill Wasmund, Chair

C. 1. Status of Follow Up Items

2. Other

D. NOISE MONITORS – Candace Moon, Chair

1. Status of Follow Up Items

2. Other

6. **FAA REPORTS:**

1. CENTENNIAL AIRPORT AIR TRAFFIC CONTROL TOWER – Jeff Lawton/Ron Curry

2. FAA DISTRICT OFFICE – John Bauer/John Sweeney

3. FAA TRACON – Steve Martin/Bill Dunn

4. FAA DENVER DISTRICT GENERAL MANAGER – Michael Valencia
5. FAA NORTHWEST MOUNTAIN REGION/ALASKAN REGION COMMUNITY ENGAGEMENT OFFICER – Justin Biassou
6. FAA SENIOR ADVISOR, OFFICE OF THE REGIONAL ADMINISTRATOR, NORTHWEST MOUNTAIN REGION – Leslie Lardie

7. **OTHER REGULAR REPORTS:**

- A. ACPAA – December 2022, Donna Johnston for CACNR
- B. AIRPORT DIRECTOR'S REPORT – Mike Fronapfel
 1. Community Related Activity
 2. Flight School Activity
 3. Other Airport Activity
 4. Legislative
 5. Status of Follow Up Items
 6. Other
- C. FLIGHT SCHOOLS:
 1. Aspen Flying Club – Justin Mazza
 2. ATP – John Herman
 3. Flights Inc. – Mike Underriner
 4. Independence Aviation – Ian Howells

8. **OLD BUSINESS:**

- A. CONGRESSIONAL QUIET SKIES CAUCUS

9. **NEW BUSINESS:**

- A. INFORMATION SHARING

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

11. **NEXT MEETINGS:**

- | | | |
|-------------------|--------------------------|---|
| A. CACNR – | February 1, 2023 | 6:30 p.m. 7565 S. Peoria Street, Unit 9D, Englewood, CO |
| | March 1, 2023 | 6:30 p.m. 7565 S. Peoria Street, Unit 9D, Englewood, CO |
| B. ACPAA – | No Meeting, January 2023 | |
| | February 9, 2023 | 3:00 p.m. 7565 S Peoria Street, Unit 9D, Englewood, CO |
| | March 16, 2023 | 3:00 p.m. 7565 S. Peoria Street, Unit 9D, Englewood, CO |

12. **ADJOURN**



CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE MINUTES

December 7, 2022

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:** Paul Krier **Treasurer:** Andy Jones **Secretary:** Alison Biggs

1. **CALL TO ORDER, ROLL CALL, and QUORUM:** The meeting was called to order at 6:30 p.m. by Chair Brad Pierce. The following were in attendance, and a quorum was present:

Arapahoe County:	Paul Krier	Greenwood Village:	Donna Johnston
Douglas County:	Dan Avery	Lone Tree:	Mike Anderson
Douglas County:	Alison Biggs	ACPAA:	Mike Fronapfel
Aurora:	Brad Pierce	AOPA:	John Hirshman
Centennial:	Candace Moon	CABA:	Don Kuskie (virtual)
Foxfield:	Pam Thompson	Wings Over the Rockies:	Bill Wasmund

Others in attendance were Nancy Shore, ACPAA Chair; and ACPAA staff Samantha Blymyer and Lauren Wiarda.

Those absent were:

Arapahoe County:	Carrie Warren-Gully/Vacant	Parker:	Todd Hendreks/Vacant
Castle Pines:	Chris Eubanks/Ben Price	CDOT Aeronautics Div:	Todd Green/Vacant
Castle Rock:	Laura Cavey/Sandy Vossler	FAA APA Control Tower:	Jeff Lawton/Ron Curry
Cherry Hills Village:	Al Blum/Afshin Safavi	FAA District Office:	John Bauer/John Sweeney
Highlands Ranch:	Andy Jones (virtual)	FAA TRACON:	Steve Martin/Bill Dunn

2. **CONSENT AGENDA:** The Consent Agenda included the Draft CACNR Minutes from November 2, 2022; the Treasurer's Report from December 5, 2022, showing a balance of \$23,962.15; and the October 2022 Noise Report. On the motion of Mike Anderson, duly seconded, the Consent Agenda was approved.

The October 2022 Noise Report included the following information:

October Local Operations:	14,103	October Total Operations:	29,926
Year to Date Local Operations:	111,013	Year to Date Total Operations:	256,368
29,926 Total Operations in October gave rise to 440 complaints from 53 households.			

October Noise Events:

(Golf Course, Noise Monitor #1, was missing data due to a calibration error.)

Sept. Totals:	Sept. 60 – 69 db:	Sept. 70 – 79 db:	Sept. 80 – 89 db:
9,079 Meridian	7,356 Meridian	1,672 Meridian	651 Airport East
3,665 Airport East	2,172 Parker	1,157 Airport East	51 Meridian
2,569 State Park	1,892 State Park	669 State Park	47 Greenwood Village
2,424 Parker	1,806 Airport East	298 Grandview Estates	40 Grandview Estates
2,000 Grandview Estates	1,662 Grandview Estates	247 Parker	27 Castle Rock
1,278 Greenwood Village	1,061 Greenwood Village	130 Grandview Estates	8 State Park
1,235 Castle Rock	981 Castle Rock	170 Greenwood Village	5 Parker
786 Lone Tree	737 Lone Tree	58 Hunters Hill	1 Castle Pines
556 Hunters Hill	497 Hunters Hill	49 Lone Tree	1 Hunters Hill
161 Sagebrush Park	150 Sagebrush Park	14 Castle Pines	0 Lone Tree
151 Castle Pines	136 Castle Pines	11 Sagebrush Park	0 Sagebrush Park
0 Golf Course	0 Golf Course	0 Golf Course	0 Golf Course

October Noise events in the 90+ decibel range: Airport East – 51 Castle Rock – 2

October Noise Complaints(440) and Numbers of Households (53):

YTD Complaints & Number of Households:

Noise Complaints:	Number of Households:	Noise Complaints:	Households:
118 Greenwood Village (27%)	14 UAC (26%)	1,241 Greenwood Village	62 UAC
107 Centennial (24%)	10 Greenwood Village (19%)	1,059 Centennial	42 Greenwood Village
87 Unincorporated Arapahoe County (20%)	9 Other (17%)	940 UAC	26 Other
64 Castle Rock (15%)	6 UDC (11%)	572 Castle Rock	22 UDC
36 Unincorporated Douglas County (8%)	4 Lone Tree (8%)	250 UDC	15 Lone Tree
12 Other	3 Castle Rock	213 Other	11 Centennial
5 Aurora	2 Centennial	136 Aurora	10 Denver

4 Lone Tree
3 Highlands Ranch
2 Cherry Hills Village
2 Denver
0 Castle Pines
0 Parker

2 Denver
1 Aurora
1 Cherry Hills Village
1 Highlands Ranch
0 Castle Pines
0 Parker

77 Highlands Ranch
44 Lone Tree
34 Denver
29 Parker
18 Castle Pines
2 Cherry Hills Village

7 Aurora
7 Parker
6 Castle Rock
5 Highlands Ranch
4 Castle Pines
1 Cherry Hills Village

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

Greenwood Village – 941 (20%)

UAC – 389 (9%)

Centennial – 835 (18%)

UAC – 181 (4%)

Castle Rock – 506 (11%)

In **October**, **45 responses were requested from 440 noise complaints**, with 30 of those requests made by email (66%), and 15 made by telephone (33%).

In **October**, 411 complaints were made about **daytime flights** (7:00 a.m. – 9:59 p.m.) – 93%.
29 complaints were made about **nighttime flights** (10:00 p.m. – 6:59 a.m.) – 7%.

In **October**, **props** accounted for **70% of the complaints by aircraft type**; **jets** accounted for **27% of the complaints**, and **helicopters caused 3%**.

In **October**, **departures** were responsible for **32% of the complaints**. **Arrivals** were responsible for **36% of the complaints**, and **Training was responsible for 32% of the complaints**.

The October Complaint Map and an October Radar Track Density Maps were provided.

3. **ITEMS REMOVED FROM THE CONSENT AGENDA:** None

4. **NEW BUSINESS:** A Settlement and Release Agreement with Higbee and Associates related to the use of a photograph on the CACNR website had been provided to the Members' Representatives and Alternates prior to the meeting; the requested settlement amount was \$711. On the motion of Alison Biggs, duly seconded, expenditure of the \$711 was authorized.

5. **PUBLIC/COMMUNITY/FAA DISCUSSION:** CACNR Chair Brad Pierce welcomed everyone and commented on his Presidency of the National Organization to Insure a Sound Environment (N.O.I.S.E.), and membership on the FAA's NextGen Advisory Committee. He noted everyone who wished to speak would be given the opportunity, and in order to accommodate that, there would be little if any dialogue with CACNR, ACPAA, or FAA representatives, all of whom were there to listen to community concerns.

Nancy Sharpe, Chair of the Arapahoe County Public Airport Authority Board of Commissioners (ACPAA) also thanked the members of the public for coming and noted ACPAA shared their concerns. She further noted appreciation to the Federal Aviation Administration (FAA) personnel who were attending by phone, as so many of the public's concerns fall solely within the FAA's jurisdiction.

Centennial Airport/Arapahoe County Public Airport Authority CEO Mike Fronapfel reported on the airport's efforts to move toward the use of unleaded fuel. He indicated the FAA is expected to produce a final finding on the topic sometime in 2023, and he wanted Centennial Airport to be a leader in the area.

FAA personnel on the telephone included Michael Valencia, Denver District General Manager; Justin Biassou, NW Mountain Region/Alaskan Region Community Engagement Officer; and Leslie Lardie., Senior Advisor NW Mountain Region. They indicated they were in attendance primarily to listen to the public's concerns, and there would be some sharing of that information with the regional office.

Those providing comment/in attendance were from Greenwood Village/Sundance Hills; Englewood; Centennial; Highlands Ranch; Louviers; Elizabeth; and Cherry Creek Vista South. (The sign-in sheets are available, but the Secretary could not read many of the signatures and did not want to massacre names, so did not attempt to list individuals by name here.)

Many residents commented on how long they had lived in their homes, and how their quality of life had changed in recent years, and had changed even more dramatically after the FAA had unilaterally altered flight paths following the mid-air collision in May 2021. Numerous examples were given about how quality of life had been negatively affected in a vast number of ways, as well as the effect constant noise has on one's mental health.

In no particular order, observations, questions, and requested actions included:

- Return flight paths, particularly for flight schools, back to the previous pattern.
- What are the plans for future growth at the airport, and how can the public have a say about that?
- Who monitors adherence to the noise abatement guidelines, and how?
- Who can the public turn to for help about untenable noise matters?
- What rights do homeowners have compared to pilots who fly over homes?

- The airport and ACPAA are trying to get too many planes in the air – few airports of this size allow touch and goes, and Centennial should not either.
- Has there been any investigation as to why public hearings were not held before the FAA changed the flight paths after the mid-air collision? If not, why not? Public reaction should be given attention.
- Following the money, where do the profits from the airport go?
- How will the public get answers to the questions being asked tonight?
- There should be a formal noise abatement program here, not just voluntary guidelines.
- There is a safety problem here, both with the use of leaded gasoline, and with the increased flights over homes since the mid-air collision.
- Leaded gasoline for cars has been banned for years, why not for aircraft?
- Noise monitors and voluntary guidelines do not mitigate noise, they only provide lip-service.
- The noise problem here is well known and well documented – action to solve the problem needs to be taken now. (The plea/demand for action to be taken immediately was echoed numerous times during the evening.)
- Residents are in a fight now, having seen no improvement, and with the airport in the middle of a residential neighborhood and planning to expand, residents apparently have not recourse.
- Find another location for the airport, and redevelop the current land to benefit the neighborhoods.
- It was quiet here until 2016. Now there has been no public comment opportunity or environmental assessment done regarding airport expansion or changes in flight paths.
- Some residents are specifically tracking offending aircraft and providing that information to the airport – what is being done to 'discipline' them or to seek better cooperation?
- Airport and FAA need to re-evaluate what activities are a priority for the airport and eliminate everything else.
- Who really controls the flight patterns here, the FAA or the air traffic control tower?
- Safety of residents should be a priority – flight schools seem to get to do whatever they want.
- Without the FAA getting involved, the pilots won't change anything. There seems to be retaliation by pilots against those who complain, and there is negative rhetoric on social media .
- The training areas have been created with no input from affected neighborhoods.
- Who will pay mortgage if homeowner becomes so ill from constant noise?
- CEO of Aircraft Owners and Pilots Association shares concern over leaded gasoline, and it is a #1 priority for that organization. The pilot community understands the problems and wants to work with communities for resolve the issues.
- Changes to flight patterns won't always solve the problem – don't shift it to poorer areas.
- Does the FAA have restrictions on the numbers of flight schools and number of flights allowed by them on a daily basis?
- Why had it taken so long, and for the situation to disintegrate to this level, to get the attention of the FAA and get someone to show up at a CACNR meeting?
- A caller from Massachusetts indicated residents around Bedford Airport have similar problems to those expressed here, including harassment by pilots against those who had complained. Those there have been trying to get the attention of the FAA for 23 years, and have been left with the impression the FAA has no concern for residents.

Mike Fronapfel provided a follow-up to making the Noise Abatement Guidelines mandatory. This had not been allowed by the FAA during the last Part 150 study. The airport is beginning the process of having another such study done, and hopes to achieve attention to many of the concerns expressed at this meeting. Unfortunately, those studies take a long time, and it was recognized that citizens want action now.

The FAA representatives present by phone indicated they had taken copious notes, and hoped to establish more trust with those who provided comments. A commitment was made to look into all of the complaints and bring back information on them at some point in the future. There was a commitment for the FAA to participate in future CACNR meetings on a regular basis.

Request was made for the FAA to take the responsibility to do something to fix the flight path problem quickly. Response was that there were so many stakeholders involved that any change needed to be methodical. Question was asked since the change was made so quickly following the mid-air collision, why a change could not be made back just as quickly. Response again was that all stakeholders had to be taken into account. Mike Fronapfel asked if there would be a response to his latest letter coming soon. Response was the draft was written, but it was awaiting approval from higher up.

There being no further on-site or virtual attendees who wished to speak, all were thanked for providing their comments during the meeting, and welcomed to attend future CACNR and ACPAA meetings. The remainder of the meeting's agenda was postponed until the January 2023 meeting

6. NEXT MEETINGS:

A. CACNR –	January 4, 2023	6:30 p.m. 7565 S. Peoria Street, Unit 9D, Englewood, CO
	February 1, 2023	6:30 p.m. 7565 S. Peoria Street, Unit 9D, Englewood, CO
	March 1, 2023	6:30 p.m. 7565 S. Peoria Street, Unit 9D, Englewood, CO

- B. **ACPAA** – December 8, 2022 3:00 p.m. 7565 S. Peoria Street, Unit 9D, Englewood, CO
No Meeting, January 2023
February 9, 2023 3:00 p.m. 7565 S Peoria Street, Unit 9D, Englewood, CO
March 16, 2023 3:00 p.m. 7565 S. Peoria Street, Unit 9D, Englewood, CO

10. **ADJOURNMENT:** The meeting was adjourned at 8:17 p.m.

Alison Biggs, Secretary

CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE				2022 BUDGET - Approved October 6, 2021
				updated to reflect carryover from 2021
		CACNR 2022 BUDGET	ACTUAL TO DATE	NOTES
INCOME:			as of 12/30/2022	
CARRY OVER FROM 2021		\$ 4,765.75	\$ 4,765.75	carry over from 2021
ACPAA		\$ 10,000.00	\$ 10,000.00	
CACNR REGULAR MEMBERS		\$ 13,250.00	\$ 13,250.00	
TOTAL INCOME:		\$ 28,015.75	\$ 28,015.75	
EXPENDITURES:				
WORK PROGRAM:				
COMMUNITY OUTREACH		\$ 2,000.00	\$ 1,059.15	Website maintenance and various projects tbd
FLY QUIET		\$ 1,000.00	\$ -	Various Projects tbd
NOISE MONITOR		\$ 1,000.00	\$ -	Various Projects tbd
WORK PLAN		\$ 500.00	\$ -	Orientation manual, annual report, other projects tbd
EDUCATION				
2 Reps to UC Davis Symposium		\$ 5,000.00	\$ 2,180.45	Symposium to be at UC Davis; estimate based on prior on-site symposiums
2 Reps to 2 N.O.I.S.E. Conferences		\$ 4,000.00	\$ -	Based on prior years' on-site conferences
			\$ -	
CONSULTATION/ TASK SUPPORT		\$ 2,000.00	\$ 525.00	Projects with Jason Schwartz
MEMBERSHIP DUES		\$ 1,000.00	\$ 1,000.00	N.O.I.S.E.
ADMINISTRATIVE		\$ 1,000.00	\$ -	Part time secretarial assistance
		\$ 1,000.00	\$ -	Legal
RESERVE		\$ 9,515.75	\$ -	for presently unidentified and unanticipated expenses and/or additional CACNR activities consistent with the approved Work Plan.
TOTAL EXPENDITURES:		\$ 28,015.75	\$ 4,764.60	
CURRENT BALANCE			\$ 23,251.15	
CARRY OVER TO 2023		\$ -	\$ 23,251.15	Actual to be determined at the end of 2022
** Usually includes registration, travel, ground transportation, lodging, meals.				
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 IMPACT OF THE CORONAVIRUS PANDEMIC. IT IS ANTICIPATED THE SECOND YEAR OF THE FUNDING STRUCTURE OUTLINED ABOVE WILL BE RESUMED FOR 2022				



Centennial Airport Monthly Noise Report



18. November 2022

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1 Definitions

A-weighted Sound Level – A measure of sound level with weighted frequency characteristics that correspond to human subjective response to noise.

Arrival – The act of an aircraft approaching and landing at an airport.

Ambient Noise Level – The level of noise that is all-encompassing within a given environment for which a single source cannot be determined. It is usually a composite of sounds from many and varied sources near to and far from the noise monitor.

Community Noise Event Level (CNEL) – The average sound level over a 24-hour period, with a penalty of 10dB for nighttime hours between 10:00 PM and 7:00 AM.

Day Night Average Sound Level (DNL) – A measure of the average noise level over a 24-hour day. It is the 24-hour, logarithmic (or energy) average, A-weighted sound pressure level with a 10-decibel penalty applied to the nighttime event levels that occur between 10:00 PM and 7:00 AM.

Decibel (dB) – A logarithmic quantity reflecting the ratio of the sound pressure of the source to a reference pressure. This results in a sound pressure level of about 0 dB for the quietest sounds that we can detect and sound pressure levels of about 120 dB for the loudest sounds that can be heard without pain.

Departure – The act of an aircraft taking flight and leaving the airport.

Energy-Averaged Sound Pressure Level (Leq) – The value or level of a steady, non-fluctuating sound that represents the same sound energy as the actual time-varying sound evaluated over the same time period.

Flight Track – The path along the ground followed by an aircraft in flight.

Instrument Flight Rules (IFR) Rules and regulations established by the FAA to govern flight under conditions in which flight by outside visual reference is not safe. IFR flight depends upon flying by reference to instruments, and navigation is accomplished by reference to electronic signals. It is also a term used by pilots and controllers to indicate the type of flight plan an aircraft is flying, such as an IFR or VFR flight plan.

Local Operations – Operations in the local traffic pattern or within sight of the airport; flight in local practice areas within a 20 mile radius; execute simulated instrument approaches or low airport passes.

Maximum Noise Level (L_{max}) – The peak noise level for a single noise event.

Noise Exposure – The cumulative sound energy affecting a person over a specified period of time.

Overflight – Aircraft flight originating and terminating outside the area that transits the airspace without landing.

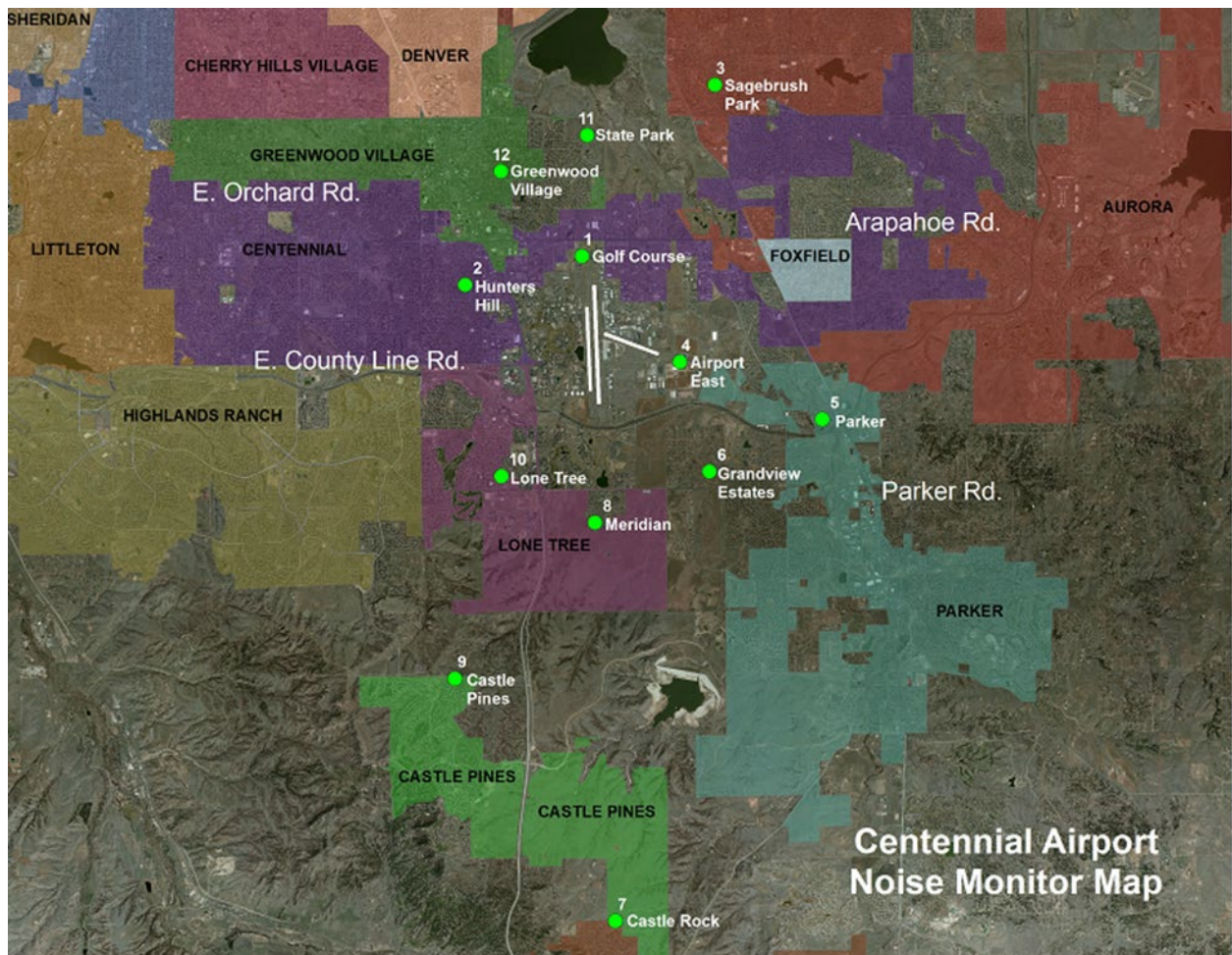
Visual Flight Rules (VFR) – A set of regulations under which a pilot operates an aircraft in weather conditions generally clear enough to allow the pilot to see where the aircraft is going. A flight plan is not required when the pilot is operating under Visual Flight Rules.

Sound Exposure Level (SEL) – The total energy in the A-weighted sound level measured during a transient noise event. SEL accounts for both the duration and the loudness of a noise event.

Overview

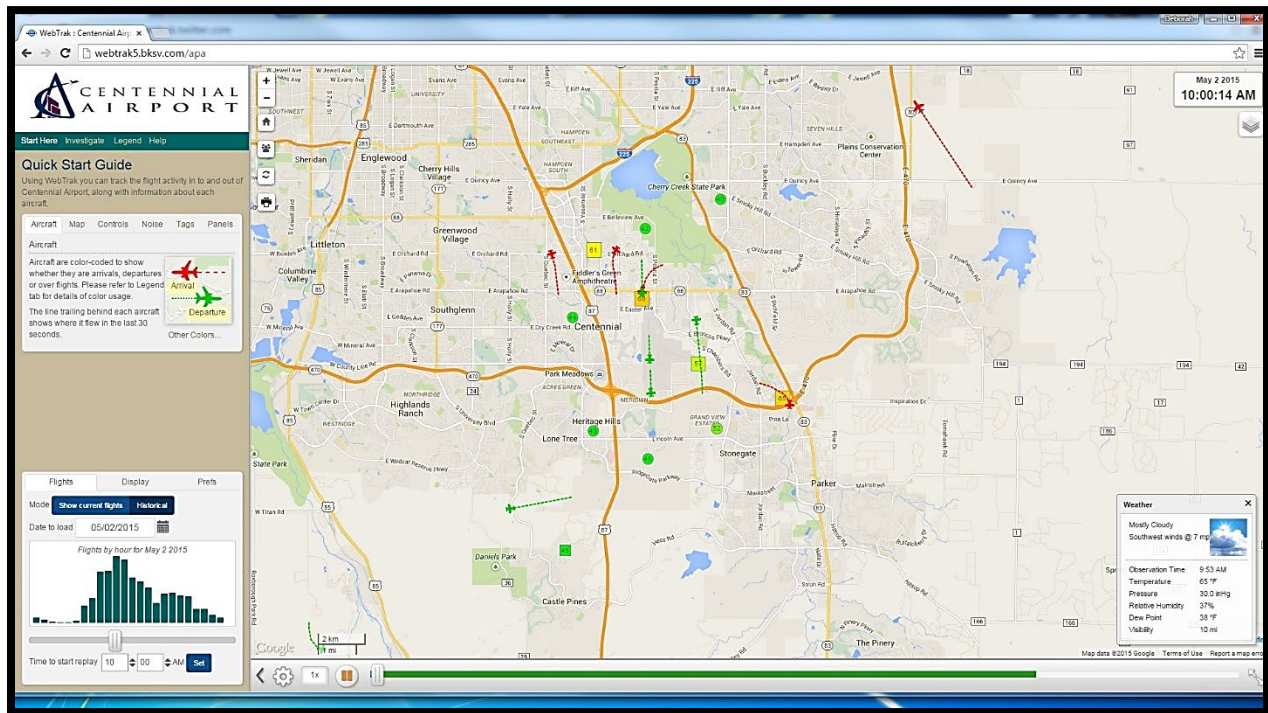
3 ABOUT APA'S NOISE MONITORING PROGRAM

Centennial Airport's (KAPA) Noise and Operations Monitoring System (ANOMS) is a new state of the art system that enables the Arapahoe County Public Airport Authority to monitor and better understand aircraft noise in the vicinity of Centennial Airport. This system is comprised of 12 fixed noise monitoring terminals in the community, as well as 2 portable monitors that are available for short term monitoring anywhere in the community.



4 ABOUT WEBTRAK™

As part of an ongoing program, Centennial Airport now offers an online tracking system for the movement of flights and air traffic patterns within the Denver Metro area. **WebTrak** Flight Tracking and Noise Information System allows concerned individuals to research data about flights to and from Centennial Airport, Denver International Airport, Rocky Mountain Metropolitan Airport, Front Range Airport and Buckley Air Force Base, as well as any transitional air traffic through the region.



How to participate

The general public may use **WebTrak** to investigate a noise or flight that occurred near their location. The system also simplifies the process of filing a noise complaint, offering an easy, online option for residents to register concerns regarding noise levels at the following web addresses:

APA WebTrak:

https://webtrak.emsbk.com/apa?fbclid=IwAR1xnXwQ2sVwisSZ_szUAIHFtyYBNI_ZTACOI1PF7ZSH8PPbBxORnnaidUUE

Centennial Airport Website: <http://www.centennialairport.com>

In addition, noise complaints can also be submitted on our noise hotline:

APA Noise Hotline:

303-790-4709

5 OPERATIONS STATISTICS

	IFR ITINERANT				VFR ININERANT				LOCAL		
	AIR TAXI	G.A.	MILITARY	TOTAL INTINERANT	AIR TAXI	G.A.	MILITARY	TOTAL	G.A.	MILITARY	TOTAL LOCAL
January	2,494	3,405	114	6,013	1,133	5,391	88	6,612	9,190	78	9,268
February	2,396	3,396	98	5,890	1,247	5,624	105	6,976	9,863	38	9,901
March	2,741	4,129	170	7,040	1,330	5,922	90	7,342	10,435	50	10,485
April	2,425	3,440	191	6,056	1,220	5,502	106	6,828	10,611	35	10,646
May	2,655	3,439	235	6,329	1,315	5,930	134	7,379	12,556	18	12,574
June	2,660	3,881	190	6,731	1,227	6,808	158	8,193	10,608	71	10,679
July	2,552	4,039	169	6,760	1,172	7,545	126	8,843	15,221	46	15,267
August	2,726	3,985	176	6,887	1,113	7,567	183	8,863	14,500	43	14,543
September	2,710	3,892	143	6,745	989	7,207	129	8,325	3,531	16	3,547
October	2,772	3,586	181	6,539	1,163	7,793	156	9,112	14,076	27	14,103
November	2,445	3,076	94	5,615	926	5,692	99	6,717	9,692	21	9,713
December				0				0			0
Y-T-D Totals	28,576	40,268	1,761	70,605	12,835	70,981	1,374	85,190	120,283	443	120,726

	IFR OVERFLIGHTS				VFR OVERFLIGHTS					TOTAL OPERATIONS
	AIR TAXI	G.A.	MILITARY	TOTAL INTINERANT	AIR TAXI	G.A.	MILITARY	TOTAL		
January	2	2	1	5	41	98	11	150	January	22,048
February	1	2	0	3	38	132	17	187	February	22,957
March	4	4	1	9	46	115	11	172	March	25,048
April	6	7	1	14	38	144	11	193	April	23,737
May	2	6	0	8	47	156	6	209	May	26,499
June	1	9	1	11	47	132	7	186	June	25,800
July	3	5	3	11	38	159	11	208	July	31,089
August	1	3	0	4	36	97	25	158	August	30,455
September	3	5	2	10	54	119	9	182	September	18,809
October	1	8	2	11	44	104	13	161	October	29,926
November	3	8	0	11	32	73	8	113	November	22,169
December				0				0	December	
Y-T-D Totals	27	59	11	97	461	1,329	129	1,919	Y-T-D Totals	278,537

Definitions

Air Taxi – A company that operates aircraft that carry cargo or mail, or passengers on an on demand or charter basis.

General Aviation (G.A.) – All civil aviation operations other than scheduled air services and non-scheduled air transport operations for remuneration or hire.

Local – Operations are performed by aircraft which operate in the local traffic pattern or within sight of the airport; flight in local practice areas located within a 20-mile radius of the airport; execute simulated instrument approaches or low passes at the airport.

IFR Itinerant – Operations other than local operations conducted under Instrument Flight Rules.

VFR Itinerant – Operations other than local operations conducted under Visual Flight Rules.

Overflight – Operation performed by aircraft that transit the area and did not originate or did not terminate within the airspace.

6 NOISE MONITOR REPORTS

The following data displays the amount and associated decibel level of aircraft noise events at a given monitor. An aircraft noise event must contain the following characteristics:

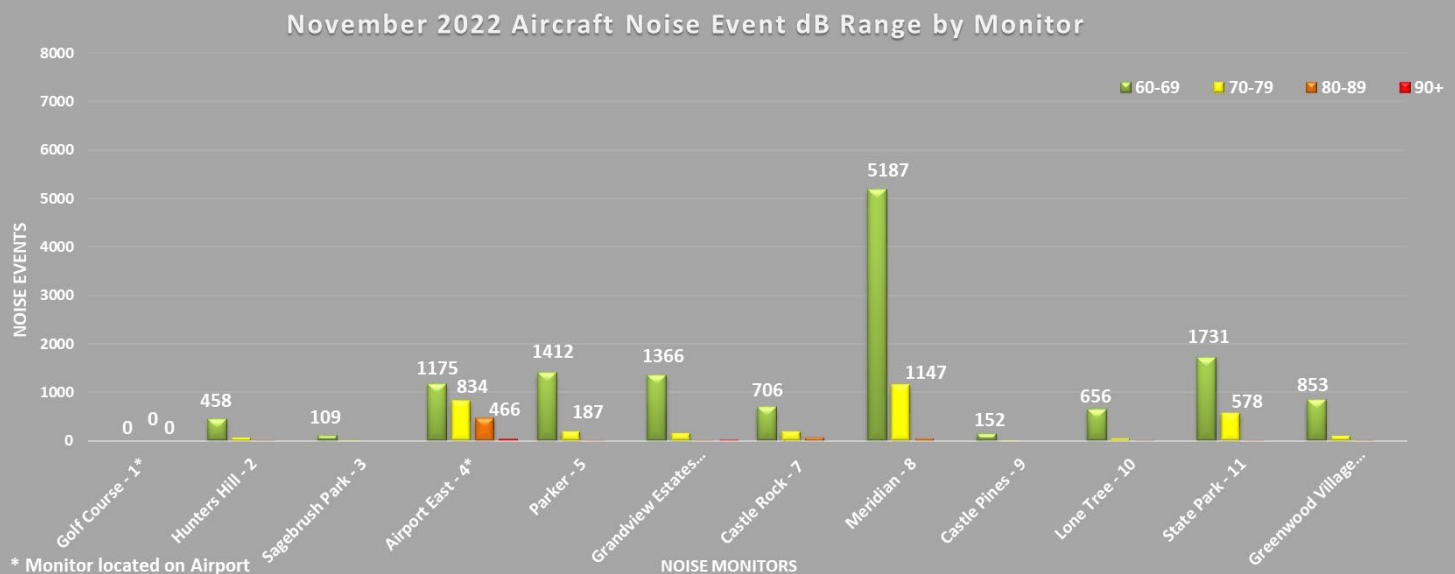
First, the noise event must exceed the ambient noise level. This number varies at every monitor, but is generally greater than 50-55db. Secondly, the noise event must last longer than 5 seconds. Lastly, using radar data, the system must correlate an aircraft with the noise event. This ensures that the sound is not associated with a 'community noise event' such as a lawn mowers or emergency sirens.

The information below reflects only aircraft noise events as described above.

November 2022 Aircraft Noise Event Decibel Range By Monitor					
Monitor	60-69	70-79	80-89	90+	Totals
Golf Course- 1*	0	0	0	0	0
Hunters Hill- 2	458	62	1	0	521
Sagebrush Park- 3	109	14	0	0	123
Airport East- 4*	1175	834	466	38	2513
Parker- 5	1412	187	4	0	1603
Grandview Estates- 6	1366	167	4	9	1546
Castle Rock- 7	706	194	75	0	975
Meridian- 8	5187	1147	47	0	6381
Castle Pines- 9	152	10	0	0	162
Lone Tree- 10	656	46	2	0	704
State Park- 11	1731	578	7	0	2316
Greenwood Village- 12	853	108	3	0	964
Totals	13805	3347	609	47	17808

NMT 1 missing data due to terminal shortage

*Monitor located on Airport



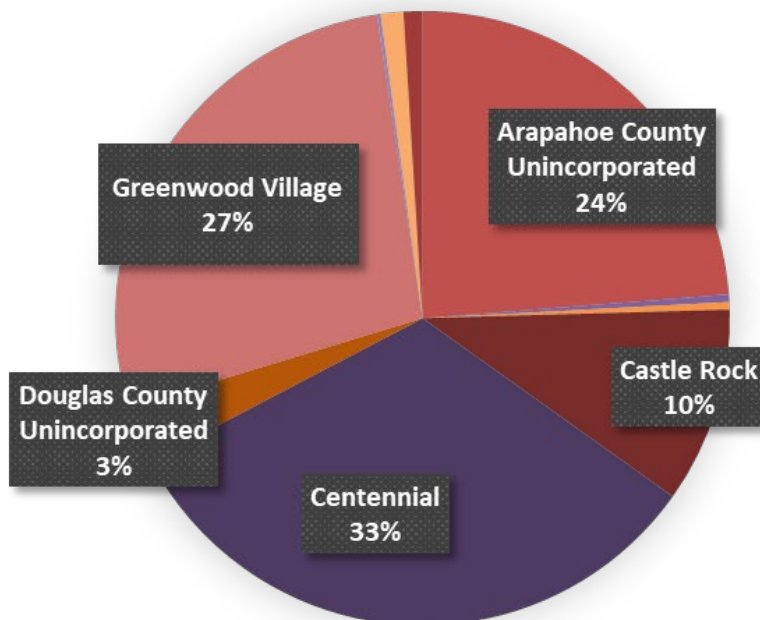
7 NOVEMBER 2022 NOISE COMPLAINT STATISTICS

In November, Centennial Airport received 505 complaints from 43 households.

November Noise Complaints			YTD		Population
Municipality	Complaints	Households	Complaints	Households	Census 2018
Arapahoe County Unincorporated	120	15	1060	67	83,764
Aurora	2	1	138	7	374,114
Castle Pines	2	1	20	4	10,507
Castle Rock	52	2	624	6	64,827
Centennial	164	4	1223	11	110,831
Cherry Hills Village	0	0	2	1	6,650
Denver	0	0	34	10	716,492
Douglas County Unincorporated	15	3	265	22	100,536*
Greenwood Village	138	8	1379	43	15,801
Highlands Ranch	1	1	78	5	105,264
Lone Tree	6	3	50	16	14,653
Parker	0	0	29	7	55,636
Other	5	5	218	26	UNK
Total	505	43	5120	224	1,659,075

*Douglas County Unincorporated Population with Highlands Ranch Removed

Complaints per Municipality



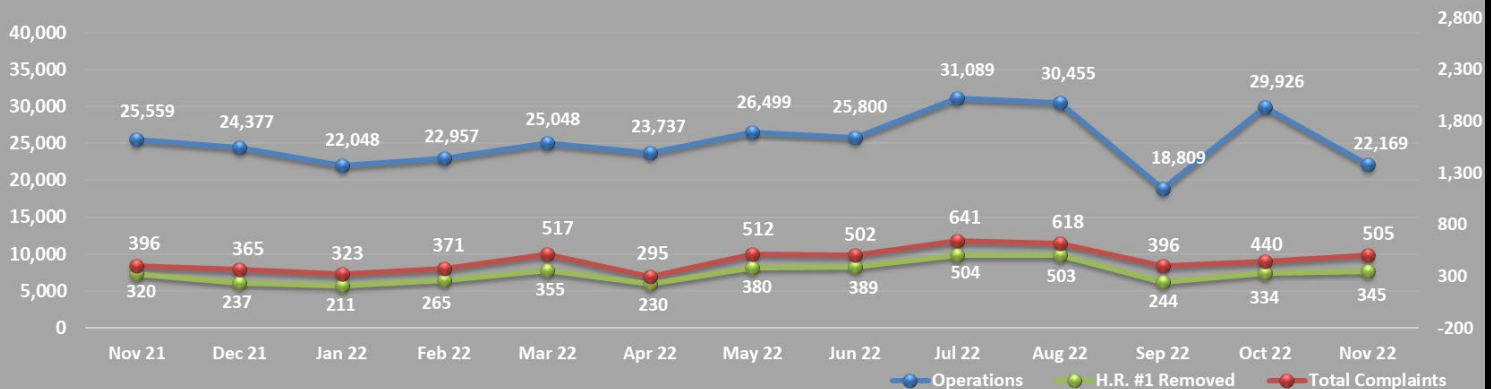
November 2022 Noise Complaint Responses Completed	
Email	39
Phone	13
Total	52

Time Complaint Received	Nov
Day Hours (7:00 am - 9:59pm)	468
Night Hours (10:00 pm - 6:59 am)	37
TOTAL	505

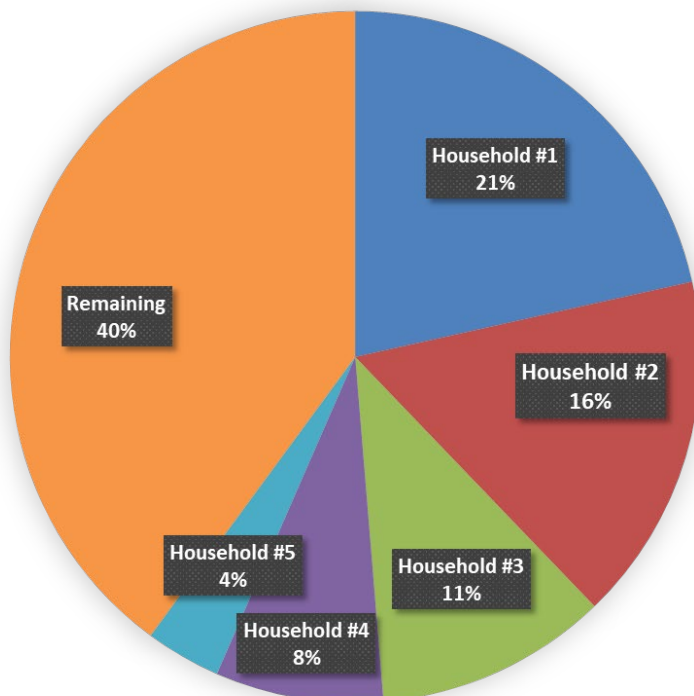
Current 12 Month Trend



Previous Year 13 Month Trend

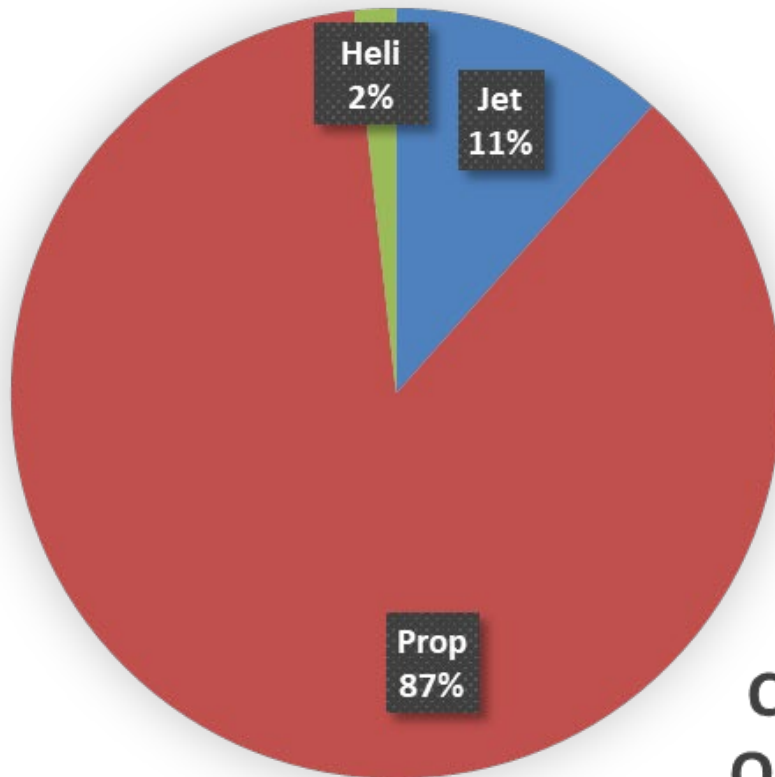


Top 5 Household Complaints YTD



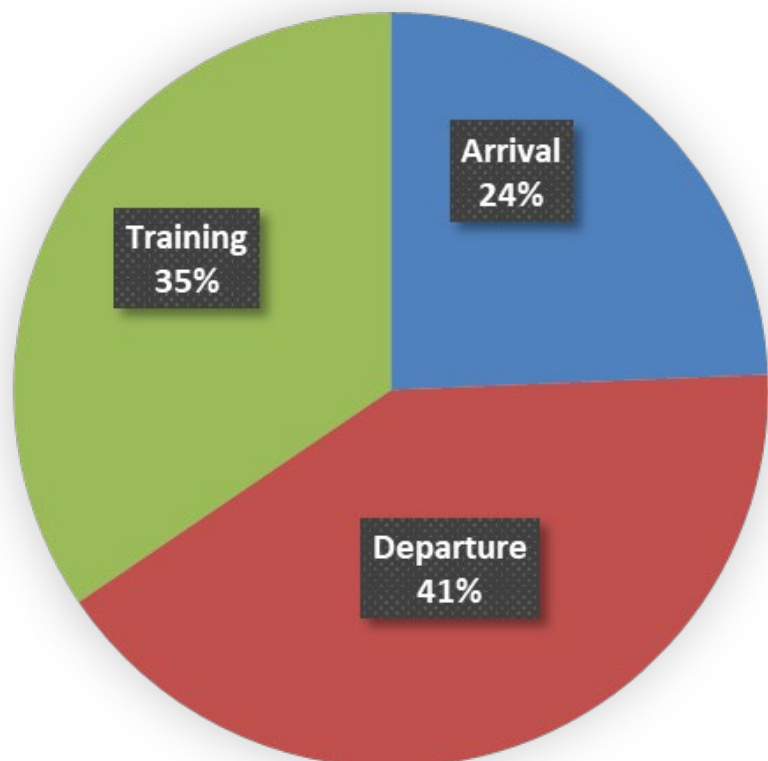
Top 5 Household Complaints YTD		
Household	Complaints	Households
Household #1	1,101	Centennial
Household #2	835	Greenwood Village
Household #3	557	Castle Rock
Household #4	403	Arapahoe County Unincorporated
Household #5	181	Arapahoe County Unincorporated
Remaining	2,043	
Total	5,120	

Complaints by Aircraft Type

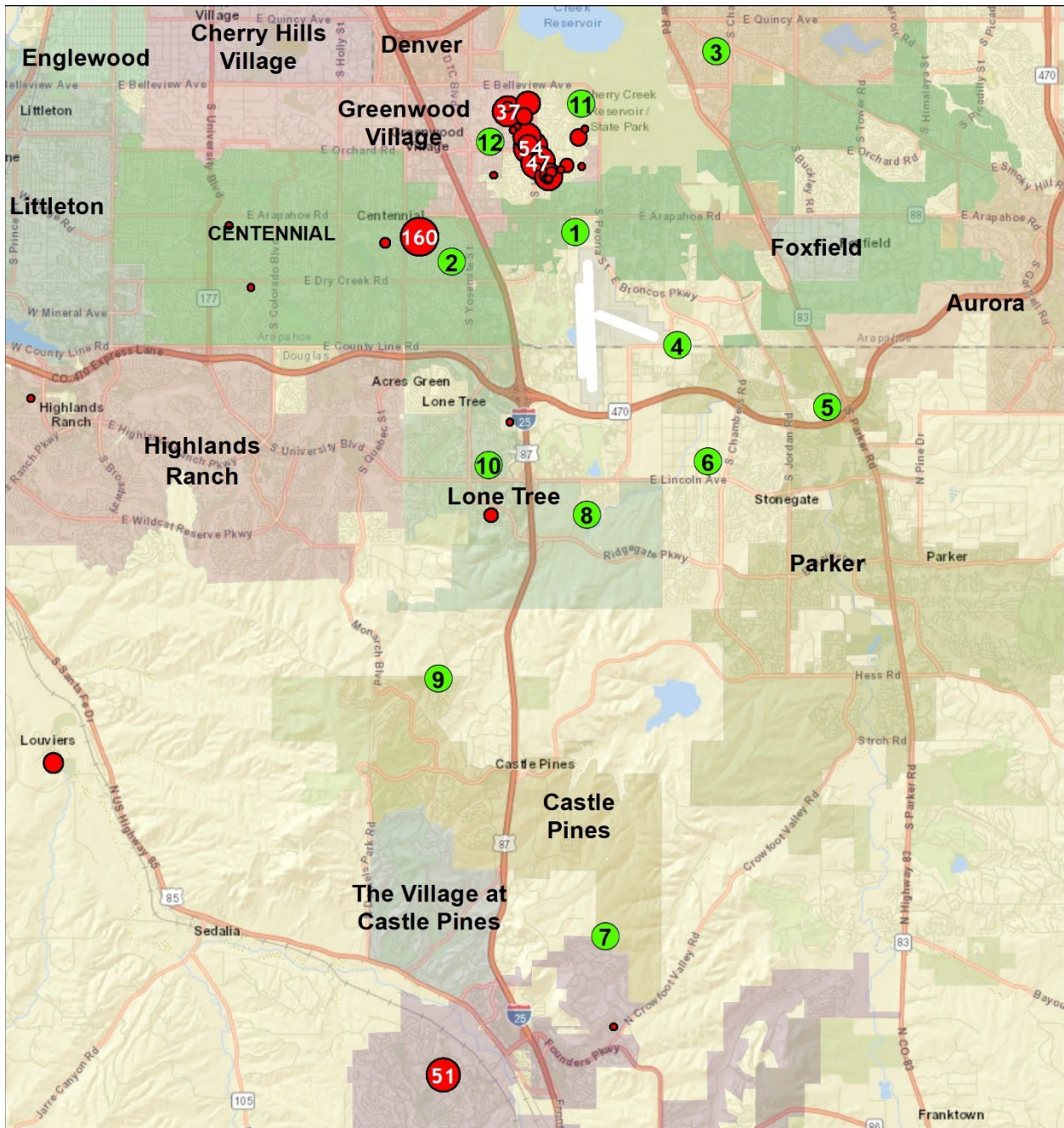


*#1
Household
Removed

Complaints by Operation Type



8 CENTENNIAL AIRPORT COMPLAINT MAP



November 2022 Complaints

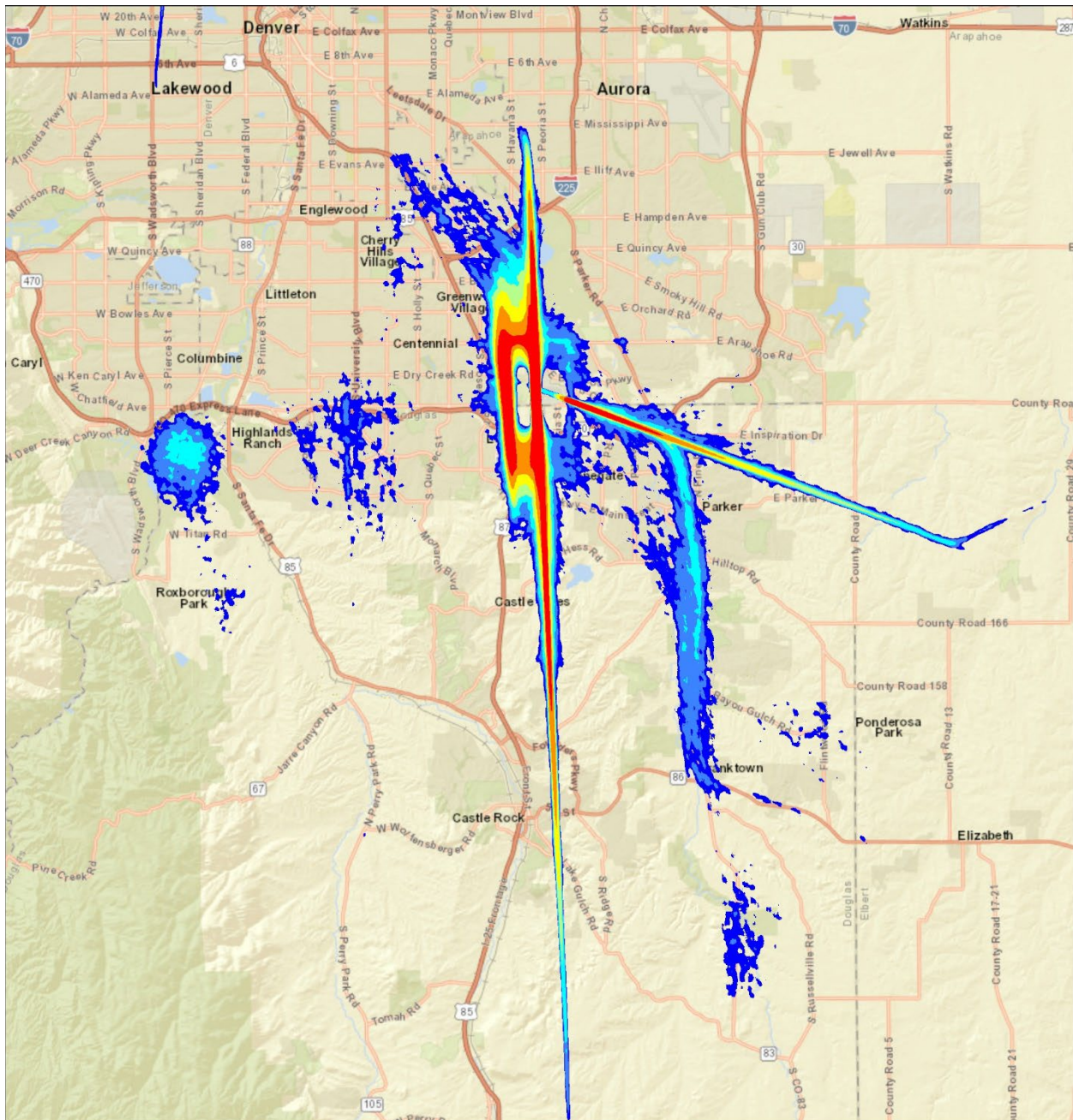


**Larger dots equate to more complaints for that particular households

9 CENTENNIAL AIRPORT RADAR TRACK DENSITY MAP

The following maps take all of the flight track data for the given time period and create a line density plot. This enables everyone to have a better understanding of where the flight tracks are at, while allowing for historical comparisons. Dark red in the middle of the picture shows the highest density of flight tracks over the runways. The colors gradually move out to blue as the least dense.

November 2022 Flight Tracks associated with Centennial Airport



Lower Density Traffic

Higher Density Traffic

10 NOTES AND DISCLAIMER

This report is for informational use only. Every effort has been made to ensure the accuracy of this data; however, the material may be altered as new information is added or updated in the system.

Centennial Airport disclaims any responsibility or liability for any direct or indirect damages resulting from the use of this data. We hope this information provides you with a valuable tool in which to review noise data and characteristics in your area. If you have questions or concerns, please contact the Centennial Airport Noise office at **303-790-0598**.



Noise Hotline: 303-790-4709

www.centennialairport.com

FOLLOW UP ITEMS FOR EXECUTIVE/WORK PLAN COMMITTEE and INDIVIDUALS

From 2021-2023 Work Program for Executive/Work Plan Committee

2021-2023 PRIORITY TASKS

These two committees work together for the purpose of developing and seeing to the implementation of the Work Program.

1. Update CACNR Work Program biennially [In process for 2023-2025](#)
2. Develop annual reports [needs to be done for 2022 \(and earlier if possible\)](#)
3. Establish a roundtable training program [in process](#)
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

EXECUTIVE AND WORK PLAN COMMITTEES from CACNR MEETING MINUTES

EXECUTIVE COMMITTEE

1. More meetings to be held with flight schools (one held). Information being gathered from flight schools to see if there is any consistency. **EC with Fly Quiet/Airport Staff** [05/05/21](#) [airport has taken the lead; three meetings have been held](#)

WORK PLAN COMMITTEE

1. Continue work on CACNR Orientation materials for placement on CACNR website. **Work Plan and Community Outreach Committees** [06/02/21](#) [ongoing](#)
2. Review maps to be used in Orientation materials, to provide more detail as appropriate **WP/Staff** [11/03/21](#)
3. Consider possible need for 'outside' assistance in such things as getting the orientation material on the website **WP and Community Outreach Committees** [11/03/21](#) [pending update of the website](#)
4. Contact Jurisdictions to inform them they would not be invoiced for 2023, and provide a report of how 2022 budget had been spent. [10/05/22](#) [should be accomplished by end of 2022](#)
5. Adjust agendas to provide an in-depth focus on the work on Fly Quiet in November, Noise Monitors in December, Community Outreach in January, and the Executive Committee in February. [10/05/22](#) [see #8](#)
6. Adjust the 2023 meeting schedule to eliminate the July and December meetings. [10/05/22](#) [completed](#)
7. In February 2023, lead discussion of overall plan for 2023-2025 Work Program adjustment, including activities pertinent to the Executive/Work Plan Committee. [10/05/22](#) [see #8](#)
8. Replace #5 with planning for a retreat before March 1, 2023 meeting, to gather input about what has been done and what is desired for the next Work Program. [11/02/22](#) [planning pending](#)
9. Contact Jason Schwartz to determine availability to facilitate the retreat and possible dates. [11/05/22](#) [pending](#)

INDIVIDUALS from CACNR MEETING MINUTES

1. Follow up to be done with Jason Crow re Congressional Quiet Skies Caucus. **Brad Pierce/Emily Tranter (N.O.I.S.E.)** [03/03/21, 06/01/22](#) [In progress](#) [contact established](#)
2. Provide link to the report from the U.S. Department of Transportation, Office of Inspector General to Colorado members of Congressional Quiet Skies Caucus. **Brad Pierce/Emily Tranter** [05/05/21](#)
3. Provide information re the town of Elizabeth becoming CACNR member to Kim Hellweg **Brad Pierce** [12/01/21](#)

4. Make additional appointment to committees. **Brad Pierce** 04/06/22 [completed](#)
5. Donna Johnston putting together something about Centennial Airport for Greenwood Village – Donna to work with Mike Fronapfel (could share with all??) **Donna Johnston** 06/01/22 [ongoing](#)
6. Brad Pierce and Paul Krier to follow-up with Congressman Crow's staff about issues discussed during their September meeting; share some of the public's concerns about airport noise. 10/05/11 [contact established](#)

ALL COMMITTEES

1. Review recommendations from the Flight Schools Engagement Summary Report and Recommendations to see how they mesh with each committee's current work; outline how to proceed. 04/06/22
2. See if any jurisdiction has any technological expertise it might 'donate' to CACNR. 04/06/22
3. Review and address items on this list – it is getting too long. 04/06/22 and 09/07/22
4. Get ideas for updating NAG to Samantha – 07/06/22
5. Submit in writing what each has done regarding its responsibilities in the current Work Program and the follow-up items from this year's meeting, by December 28, 2022; that information to be shared at the January 4, 2023 meeting and used to build the next Work Program at the retreat. 11/02/22 [partially completed](#)

OTHER

1. Follow-up possibly making the Good Neighbor Procedure an official procedure. **Liam Clark** 05/05/21
2. Determine feasibility and cost of adding a permanent monitor to the system. 10/06/21
3. Ask control tower to attend the meeting under development and referenced in #7 above (*CACNR to determine what, if any, additional information about noise and its effect on the public the public would like to regularly receive, and how that would be used; explore capabilities of current noise monitor system to generate that information; explore capabilities and costs of other systems if appropriate.*) 04/07/21
4. Request was made for a completion date to be added for each item, so CACNR needs to identify its expectations in that regard. Dates need to be established at the time needed action is identified. **ALL**
5. Could NAG be formally incorporated into flight school best practices – consult with flight schools. 02/03/21
6. Include the impacts of flight noise in immediate proximity to the airport. 04/07 21 (From the minutes, during discussion of the training areas – “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.”)

FOLLOW UP ITEMS FOR FLY QUIET COMMITTEE

From 2021-2023 Work Program for Fly Quiet Committee

2021-2023 PRIORITY TASKS

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*

FLY QUIET COMMITTEE (From CACNR Meeting Minutes)

1. Continue work to identify location of 2nd noise abatement sign. **Fly Quiet Committee 08/04/21** A new runup area between taxiways A6/A8 under AIP grant 56 has been approved. The project has been scheduled for Spring 2023 and will take 30 days to complete. A planned noise abatement sign will be installed at that location.
2. Continue exploring incentives for voluntary use of fly quiet procedures; **Fly Quiet Committee 09/01/21** In November 2022, The Fly Quiet and Noise Monitor committees presented a proposal to observe Noise Monitors 11 and 12 once per quarter for 30 days to determine how many noise incidents above 60 decibels are recorded. Monitoring noise data would include type of aircraft, tail number of aircraft and duration. The goal of the monitoring experiment is to recognize those flight schools who adhere to fly quiet rules. Possible award to be presented by the CACNR to the flight school with the least amount of noise incidents for that month. This award could possibly be a plaque and mention on the CACNR website.
 - a. Exploring incentives and how hotline information is collected and used at other airports - During the months of October and November, the following airport noise procedures were identified and reviewed.

Atlanta, GA	Dekalb-Peachtree
Orlando, FL	Executive
Oakland, CA	Oakland International
Tampa, FL	Peter O Knight Field
Torrance, CA	Zamperini Field
LA , CA	Van Nuys Airport

Items from Dekalb-Peachtree, Oakland International, and Van Nuys Airport were selected as possible procedures to implement at KAPA.
 - b. Possibly pursue inviting those high on the complaint list to learn more about how their actions affect the communities.
3. If appropriate, share information about carbon fiber composite materials and how propeller upgrades might take advantage of reduced power settings, resulting in less noise, weight reduction, longer service life, and possibly increased cruise speed with pilots and with flight schools. **10/06/21** In April 2022, Fly Quiet reported on climb vs cruise prop technology. Research was also completed as to which flight schools utilize which prop configuration.
4. Fly Quiet reconsidering approach to recognizing pilots who fly quiet. **Fly Quiet Committee 11/03/21** See item #2
5. See if Noise Abatement Guidelines (NAG) should be updated **Fly Quiet Committee 02/03/21** Fly Quiet Committee submitted recommendations to ACPAA August 2022.
6. Staff updates awaited for adding Noise Abatement Guidelines to Whispertrack's electronic tablet application. **Fly Quiet Committee with Rachel Keller now Mike Fronapfel and/or Samantha Blymyer 6/02/21**
7. Follow up on electronic sign noise abatement messages with Chris Thompson, KAPA Manager of Communications – **06/01/22** Phase I completed July 2022. Additional message ideas submitted to CACNR Executive Committee for review November 2022.

8. Create other messages for placement on the electronic sign so there will be something new to catch the attention of the public as well as pilots 08/03/22 [Additional message ideas submitted to CACNR Executive Committee for review November 2022.](#)
9. In cooperation with the Noise Monitor Committee and airport staff, explore how to close the loop between complaints and the available data. 08/03/22

Increase CACNR's knowledge of what is done with complaints and how they are (or not) linked with offending aircraft.
What might be done about communicating with offending aircraft so pilots can know if they are causing problems for those on the ground.
Are complainers satisfied when they have asked for a response to their complaints, etc.
Can there be more specific information provided to CACNR comparing complaints with the location involved.
10. Chair of Fly Quiet Committee to meet with chair of Noise Monitor Committee to identify/consider areas of mutual interest 08/03/22 [3 Meetings complete. 2 with Noise Monitor Committee and 1 with Noise Monitor Committee and ACPAA staff. See item #2 and #4 for detail.](#)
11. Consider if any noise management practices from Van Nuys (VNY) and Oakland (OAK) might be employed at KAPA 10/05/22 [See item #2a for detail](#)
12. Lead Discussion of Fly Quiet deep dive at November CACNR meeting 10/05/22

ALL COMMITTEES

1. Review recommendations from the Flight Schools Engagement Summary Report and Recommendations to see how they mesh with each committee's current work; outline how to proceed. 04/06/22
2. See if any jurisdiction has any technological expertise it might 'donate' to CACNR. 04/06/22
3. Review and address items on this list – it is getting too long. 04/06/22

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Centennial Airport Community Noise Roundtable (CACNR)
Noise Monitors Committee Report

December 28, 2022

Committee Members Candace Moon, Chair; Mark Adams, Dan Avery, John Hirschman, Paul Krier, Alison Biggs, Frank Lawrence, Samantha Blymer

2021-2022 Priority Tasks for the Noise Committee were established at the 2021-2022 Work Program and adopted on 03 03 2021. Per instruction this is now referenced as the 2021-2023 Work Plan. Those tasks and actions taken are listed below.

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.
ACTION – September 14, 2021, the Noise Committee met with airport staff Michael Fronapel, Rachel Keller and Jenna Conley. This meeting covered the history of the noise monitors and the location of the 12 monitors. Additionally, information was shared by airport on the use of portable monitors to test aircraft in noise in the western part of Highlands Ranch. It was decided if warranted, based on the data of the portable monitor, Highlands Ranch could have a noise monitor. Ms. Keller provided an explanation of DNL and parallel runways patterns as a result of the midair collision affecting air traffic north of Arapahoe, Greenwood Village, Centennial, and unincorporated Arapahoe County. The possibility of a new Part 150 study and noise exposure map was discussed for update in 2023. Committee members worked with Highland Ranch Metro District to decide where to place the noise monitor. Gene Rydell was identified as a point of contact person for monitor capabilities. However, his cost may be prohibitive. Ms. Keller offered to provide this information. On October 6, 2021, Ms. Keller gave a presentation to members of the CACNR on ANOMS, location and life span of noise monitors and gates. On November 1, 2021, another presentation was made to members of the CACNR on a higher level of explaining ANOMS, airspace, altitude restrictions because of Denver International Airport air space; as well as the impact of the 1000 feet altitude requirement that does not apply for landings and take-offs which result in many of the of the noise problems affecting those communities surrounding the airport. Discussion about Noise Monitors 11 and 12 (Cherry Creek State Park and Greenwood Village) for in-depth monitoring for 30 days. At this meeting CACNR recommended that Noise and Fly Quiet Committees work together on the development of a quarterly award to flight schools. At a December 2022 meeting with Fly Quiet committee chair and airport staff, the feasibility of adding additional noise monitors was discussed.
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. ACTION: Due to airport staffing changes, data from the noise monitors was not distributed to communities. The Noise Committee submitted a request to have the website updated to reflect that warmer weather would result in more flights and more noise. During the November 1 meeting, airport staff informed CACNR that special events such as Broncos games, and presidential visits will result in an increase in air traffic. At the November 1 meeting airport staff were asked by CACNR to provide the current ambient noise levels for each monitor. This request was answered by airport staff in March 2022(?). In conjunction with the Fly Quiet Committee and airport staff, meetings are held with flight training schools to establish dialogue about the voluntary fly quiet rules. At the November meeting, CACNR and airport staff agreed information on air space classification and informational material needs to be made available to the public. Due to airport staffing changes this is still pending. At a December 2022 meeting community engagement with residents of Greenwood Village was discussed and the growing frustrations of residents over noise and leaded gas use. Airport staff have applied to receive unleaded gas that is estimated to be available in 2023.
3. Development of Fly Quiet Incentives for pilots and/or companies. Leverage noise monitor data in support of Fly Quiet Incentives. ACTION: In October, November and December of 2022, the Noise Committee Chair

and Fly Quiet Committee Chair began meeting to discuss how this could be developed. At the December 2022 meeting, the committee chairs met with airport staff. The committee chairs are considering using ANOMS for ID for flight schools. This may be limited however because some flight schools move aircraft in and out of Centennial to other states. Airport staff will continue their meeting with Fly Quiet committee chair to measure flight school interest in incentive program engagement. It is being discussed as to whether CACNR can provide monetary incentives to flight schools to upgrade their fleets to reduce noise.

4. Noise complaint processing should include correlating complaints with specific noise events and identify specific/single events resulting in multiple complaints. ACTION: This is continuing to be addressed since airport staffing changes are resolved and training is complete. There are concerns of personal information being safe guarded as privacy issues are to be considered. Discussion has centered on case style reporting. During public comment at CACNR meetings residents have brought their concerns to the CACNR.



Summary of CACNR Meeting, 12/7/2022
Donna Johnston reporting for CACNR
To 12/8/22 ACPAA Meeting

Approximately 25 members of the public attended in person; an additional 30 people called in.

Nancy Sharpe, chair of the Arapahoe County Public Authority (ACPAA), thanked the public for coming, said the Authority shares their concerns and thanked the FAA for attending. She indicated a lot of these issues fall within the FAA's jurisdiction. She also mentioned she is term limited and tomorrow's meeting would be her last Airport Authority meeting.

Three FAA representatives participated by phone: Michael Valencia, Justin Biassou, who represented community engagement, and Leslie Lardie from the regional office who reports to Grady Stone, the regional administrator for the FAA Northwest Mountain Region.

Mike Fronapfel reported on Centennial Airport's efforts to move towards unleaded fuel. He said the FAA is expected to produce a final finding sometime in 2023 and he wants Centennial Airport to be a leader in this area.

The FAA indicated it was there to listen to the public's concerns. About a dozen people spoke, representing Greenwood Village Englewood, Centennial, Elizabeth and Louviers. Quality of life issues were mentioned frequently. The primary requests/concerns are as follows:

- FAA needs to revert flight school pattern back to the way it was before the mid air crash to stop noise, prevent crashes and reduce harm from leaded aviation fuel in heavily populated residential areas;
- FAA needs to reduce flight school traffic and eliminate touch and goes – reckless and dangerous over neighborhoods. There are too many aircraft; not enough air space;
- FAA must make noise abatement guidelines mandatory (Mike Fronapfel said he agreed.)
- Airport Authority should have public hearings for changes that impact heavily populated residential areas;
- Environmental assessment and public input need to be part of the decision making, whether its FAA or ACPAA; Residents should be considered an important stakeholder;
- Public feels they have no recourse. Many have been calling in noise complaints and trying to address issues for years without resolution. Airport already has the information it needs about noise and traffic over residential areas through ANOMS so why should they have to report?
- One person asked what the CACNR has accomplished. It's supposed to mitigate/reduce noise, but the noise and air traffic have only gotten worse.
- Leaded gas was raised as a big concern.

FAA concluded the meeting indicating it heard the public, took detailed notes, and promised to participate in CACNR meetings going forward. It said it had already drafted a response to Mike Fronapfel's letter, but that it was waiting for review/approval from higher ups.

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CENTENNIAL AIRPORT
ARAPAHOE COUNTY PUBLIC AIRPORT AUTHORITY
7565 South Peoria Street, Unit D9
Englewood, Colorado 80112
main: 303.790.0598
fax: 303.790.2129
www.centennialairport.com

October 19, 2022

Jeff P. Lawton
Air Traffic Manager
Centennial ATCT (APA)
7800 S. Peoria Street
Englewood, CO 80112

RE: Complaints and Concerns from Greenwood Village Residents

Dear Mr. Lawton,

I am writing this letter as a follow-up to our meeting on September 23rd. As you know, on September 13th airport staff held a meeting with approximately 30 Greenwood Village (GWV) residents.

In that meeting, GWV residents expressed concerns on several issues including: changes in how the traffic pattern is managed, increases in training traffic, military traffic, continued growth and increased traffic at the airport, concerns about the use of 100LL fuel, an increase in their exposure to aircraft noise and the safety of the operations in the airspace above their homes.

As you are aware, we were able to demonstrate with our Airport Noise and Operations System (ANOMS) that there has been an increase of both flight tracks/operations and aircraft noise events at the GWV noise monitor located near the intersection of Dayton Street & Orchard Road. See the attached information.

Data collected by our ANOMS system shows that staggering of aircraft in the training pattern with aircraft on approach for the main runway has resulted in the training pattern being expanded more frequently. By expanding the training pattern more aircraft inevitably fly over the residential areas north/northwest of the airport and has resulted in an increase in the number noise and safety complaints the airport receives related to aircraft operations. The GWV Residents are very concerned about the significant increase in traffic and noise over their homes as a result of this change. It has also resulted in a very agitated and frustrated community that is threatening to pursue legal action against the FAA. We understand the intent of staggering the aircraft is to reduce the likelihood of another mid-air collision occurring. However, since Centennial Airport opened, out of 16.2 million operations there has been one mid-air collision.

In order to provide some relief to our community we would like to recommend and request the following actions be taken by the FAA as soon as possible:

1. Review the recent changes to how the pattern traffic is being managed to see if it is possible to keep the training pattern aircraft south of Arapahoe Road, east of I-25 and north of Lincoln Avenue whenever possible. (Per our voluntary noise abatement guidelines)
2. Utilize the 010 or Stapp departure procedure for all aircraft that are capable and equipped to perform the departure during the nighttime hours (10pm to 7am). (Per recommendations from our last Part 150 Study completed in 2008)
3. Test out implementation of the 010/Stapp departure procedure during the day for all aircraft that are capable and equipped to perform the departure. (Per recommendations from our last Part 150 Study completed in 2008)
4. Provide FAA representation at our monthly Community Noise Roundtable Meetings to help answer and address technical questions.
5. Explore ways to reduce the noise exposure from arriving and departing military aircraft.

We hope to receive a FAA AIP grant in 2023 to begin a new Part 150 Noise and Land Use Compatibility Study, however the community has expressed demands for immediate relief and they're unlikely to wait for the completion of the Part 150 Noise Study.

Please let us know how the airport and community can partner with the FAA to implement these actions as soon as possible. Also, let us know if there are any other departments or individuals within the FAA or government that we should reach out to in order to help expedite this process.

Sincerely,

A handwritten signature in blue ink, appearing to read "Mike Fronapfel".

Mike Fronapfel
Executive Director/CEO
Centennial Airport
Arapahoe Count Public Airport Authority

Cc Centennial Airport Community Noise Roundtable



U.S. Department
of Transportation
**Federal Aviation
Administration**

Northwest Mountain Region
Office of the Regional Administrator

2200 S. 216th Street
Des Moines, Washington 98198

December 16, 2022

Mike Fronapfel
Executive Director/CEO
Centennial Airport
Arapahoe County Public Airport Authority
7565 South Peoria Street, Unit D9
Englewood, CO 80112

Dear Mr. Fronapfel:

Subject: Complaints and Concerns from Greenwood Village Residents

Thank you for your letter dated October 19, 2022, to Jeff Lawton, Air Traffic Manager, regarding flight procedures at Centennial Airport (KAPA) and recommendations from Greenwood Village residents.

Air Traffic Control (ATC) is tasked with the safe, orderly, and expeditious flow of air traffic—preventing aircraft collisions is their primary purpose. Following the 2021 mid-air collision at KAPA, air traffic controllers were directed to use more active control when managing pattern traffic with arriving aircraft.

Airport traffic pattern procedures are designed to enhance safety and improve the flow of traffic at an airport. At airports with an operating airport traffic control tower, pattern traffic is generally sequenced around other aircraft, especially aircraft that are on an instrument approach procedure or a straight-in approach to a runway. Extending either the upwind or downwind of traffic in the pattern to Runway 17R results from sequencing traffic or an increased volume in the touch-and-go pattern and, as such, cannot be confined for noise abatement. If there is no conflicting traffic—which often allows the pilot to determine the timing of the crosswind or base—it falls to the pilot to follow the voluntary noise abatement guidelines.

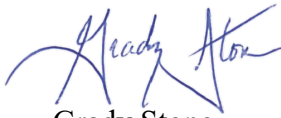
In your letter, you asked that a 010-degree heading or the STAPP departure procedure be used for all aircraft that are capable and equipped to perform the departure between 10 p.m. and 7 a.m., as well as during the day for all aircraft that are capable and equipped to perform the departure. The Federal Aviation Administration (FAA) will review both options to assess the feasibility, risks, and impacts of this change.

We will need additional information about your specific concerns regarding noise exposure from military aircraft. In addition, please note that private airports can determine their own set of operating rules related to who may and may not use the airport and at what times. Public airports, like KAPA, are restricted by laws enacted by Congress from unilaterally banning certain types of flight activity, including pilot flight training, military operations, and enforcing mandatory curfews. The FAA does not control the number or frequency of military operations and is unable to release any information regarding those flights.

The FAA attended the December 7th Centennial Airport Community Noise Roundtable meeting and welcomes the invitation to attend future meetings. If the FAA is asked to attend a meeting to provide technical information, including responses to questions, we kindly request that a maximum of 3 questions be submitted in writing no less than 30 days in advance of the meeting.

Thank you for this opportunity to review and respond to your concerns.

Sincerely,



Grady Stone
Regional Administrator
Northwest Mountain Region

The Arapahoe County Public Airport Authority is aware of the community's concern regarding the use of leaded aviation fuel and is already working with our Fixed Based Operators (FBOs) and flight schools to discuss transitioning to one of the FAA-approved alternative unleaded fuels at Centennial Airport.

Our hope is to be among the leaders in addressing this issue in a safe and timely manner and working with the FAA and EPA in transitioning to unleaded aviation fuel nationwide so that whether an aircraft originates from Centennial Airport or not, everyone can be assured that only unleaded fuels are being utilized.

Mike Fronapfel
Executive Director – CEO
Centennial Airport/Arapahoe County Public Airport Authority



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Rep. Crow & Sens. Bennet & Hickenlooper Press FAA on Noise Complaints Near Centennial Airport

December 15, 2022

Press Release

CENTENNIAL – Congressman Jason Crow (CO-06) was joined by US Senators Michael Bennet (D-CO) and John Hickenlooper (D-CO) in pressing the Federal Aviation Administration (FAA) to consider community concerns about noise complaints near the Centennial Airport. In a letter to Acting Administrator Billy Nolen, the Members requested that the FAA do more to engage with the community on their concerns and engage in a good-faith discussion about potentially changing the flight pattern at Centennial.

“We encourage in-person attendance, to the greatest extent possible, by an FAA representative at each of the monthly meetings to engage with community members on their concerns and to hear from Centennial Airport officials on areas where there is a need for greater coordination and support,” wrote the Members.

“A fundamental piece of this engagement should be a good faith discussion on revisiting changes made by the FAA to the air traffic pattern. We also encourage the FAA to commit to a written response to the community’s concerns,” they continued.

After two small planes collided on May 12, 2021, over Cherry Creek State Park while attempting to land at Centennial Airport, the FAA shifted the air traffic pattern for the area without consulting the airport or the community. That change has resulted in increased traffic over residential areas.

Residents have relayed concerns related to this traffic pattern change, including those from noise pollution and potential lead pollution due to the leaded fuel used by single-engine planes. Other concerns include an increase in flight school flights, specifically noise attributable to repeated touch-and-go operations, and anticipated growth in flights out of this airport.

See the full text of the letter [here](#) and below.

Dear Acting Administrator Billy Nolen,

We write to you today regarding the Centennial Airport in Arapahoe County, Colorado and several issues raised by Centennial Airport's Executive Director and CEO Mike Fronapfel and residents living within noise-affected communities.

As you know, two small planes collided on May 12, 2021, over Cherry Creek State Park while attempting to land at Centennial Airport. In response, the FAA shifted the air traffic pattern for the area without consulting the airport or the community, resulting in increased traffic over residential areas.

Residents have relayed concerns related to this traffic pattern change, including those from noise pollution and potential lead pollution due to the leaded fuel used by single-engine planes. Other concerns include an increase in flight school flights, specifically noise attributable to repeated touch-and-go operations, and anticipated growth in flights out of this airport.

The Centennial Airport regularly meets with the Centennial Airport Community Noise Roundtable (CACNR) and residents of noise-affected communities. Centennial Airport and the Arapahoe County Public Airport Authority Board of Commissioners have engaged with local FAA representatives by phone, email, and an official letter in recent months. This outreach includes the FAA's Denver District General Manager and the Regional Administrator for the FAA Office of the Northwest Mountain Region. At this time, they are still awaiting an official response to their letter.

We appreciate the FAA's Denver District General Manager's recent virtual attendance at the December 7, 2022, CACNR meeting. We encourage in-person attendance, to the greatest extent possible, by an FAA representative at each of the monthly meetings to engage with community members on their concerns and to hear from Centennial Airport officials on areas where there is a need for greater coordination and support. A fundamental piece of this engagement should be a good faith discussion on revisiting changes made by the FAA to the air traffic pattern. We also encourage the FAA to commit to a written response to the community's concerns.

Thank you for your attention to this matter.

Sincerely,

###

Congress of the United States
Washington, DC 20515

December 1, 2022

Acting Administrator Billy Nolen
Federal Aviation Administration
800 Independence Avenue, SW
Washington, DC 20591

Dear Acting Administrator Billy Nolen,

We write to you today as the Quiet Skies Caucus to express our ongoing concerns about aviation noise issues.

We appreciate the Federal Aviation Administration's (FAA) efforts to address aviation noise concerns, including the FAA Neighborhood Environmental Survey (NES) Study results from January 2021. However, our caucus found this report filled with outdated data and unreliable metrics.¹ In response to the inaccurate results, the FAA brought on the Federal Mediation & Conciliation Service (FMCS) to assist with designing a better system.² However, in the 635 days that have passed since the NES Study results were released and 395 days since the IAA was finalized, there has been no noise-policy briefing nor any updates from the FAA. Further, to our knowledge, there has been no inclusion of substantially affected communities during this process.

The Aviation-Impacted Communities Alliance (AICA) informed us that they had obtained a copy of the FAA/FMCS Interagency Agreement³ (IAA) regarding the FAA's Noise Policy Review from August 4, 2022, as well as a modified FAA/FMCS IAA document entitled "Modification One"⁴. They shared the agreement with us to review.

In reviewing the IAA, we found that the FAA continues to systemically exclude aviation noise impacted communities as "key external stakeholders." It is our understanding that no aviation noise impacted community's representatives have been included in the FMCS interviews or contacted for such interviews. The IAA, Article 5, Task 1A, describes how the "FMCS will conduct background research on, and interviews of, key external stakeholders, key agency staff to assist FAA/AEE with identifying internal decision-makers, influencers, stakeholders, and those with responsibility for carrying out leadership direction." To exclude these deeply impacted communities highlights the flawed engagement process, which distorts all subsequent

¹ <https://norton.house.gov/media-center/press-releases/norton-quiet-skies-caucus-send-letter-to-faa-on-aircraft-noise>

² <https://aviationimpactedcommunities.org/wp-content/uploads/2022/10/2021-05-10-Dickson-to-Lynch-QSC.pdf>

³ <https://aviationimpactedcommunities.org/wp-content/uploads/2022/10/FOIA-2022-00051-AGREEMENT.pdf>

⁴ <https://aviationimpactedcommunities.org/wp-content/uploads/2022/11/FAA-FOIA-response-to-9-20-22-2nd-request.pdf>

Tasks in the IAA. Through the IAA “Modification One”, we saw that the tasks were said to be completed without a written report and without community engagement.

One solution to this exclusion of impacted communities would be to create an aviation noise policy advisory committee comprised of members of aviation noise impacted community groups. Therefore, **we request that the FAA establish such an advisory committee within 30 days** to serve as a national committee commensurate to other “key external stakeholders” as part of the FAA Noise Policy Review. The creation of this committee will best represent the realities of the impact of airport noise by having those effected be able to voice their concerns directly to the FAA.

As we are still unsatisfied with the lack of information and communication about the review process, **we also request the FAA answer the following questions from the AICA:**

1. Given the FAA’s statement, “...designing an inclusive and participatory policy review framework and process that prioritizes input from substantially affected stakeholders, including local communities. The FMCS will also facilitate these internal and external stakeholder dialogues. This will not be a short, simple, or superficial undertaking. It will be robust, data-driven, and inclusive.” (May 10, 2021 letter)
 - a. Did the FAA give the FMCS their two letters to the Congressional Quiet Skies Caucus (May 10, 2021, and June 30, 2022) as direction to the FMCS for the FAA Noise Policy Review Process expectations and background as part of Task 1A Background research?
 - b. Please comment on how the FAA “prioritizes input from ‘substantially affected’ stakeholders, including local communities” when there has been no public evidence of local communities having commensurate inclusion on par with other key external stakeholders nor informed of the FAA noise policy review process since the IAA was signed over one year ago?
 - c. Who are the “external stakeholders” that have or will be interviewed? How were they selected?
 - d. Who is responsible for the adequate representation and inclusion of substantially affected communities as key stakeholders?
 - e. Explain how directly and substantially affected communities are adequately included as key stakeholders in each of the Tasks of the IAA?
2. Have any of the Task deadlines changed from the original IAA? (Article 6, Section A. and B. requires documentation of mutual agreements on schedule changes). If yes, please provide an updated timeline.
3. Please provide us with copies of the FMCS monthly reports on the status (Article 6, Section C.) and final written products (Article 6, Section D).
4. Please explain how 10 deliverables have been completed but there are no written documents about these Task conclusions.
5. Are there written notes or other types of documents that record the “verbal” monthly reports by FMCS? If so, please provide us with copies.
6. Please provide us with subsequent IAA Modification versions in a timely fashion so that FOIA requests are not required to receive meaningful updates on the FAA Noise Policy Review.

Aircraft noise can be substantially harmful to the health and wellbeing of our impacted constituents. It is the FAA's responsibility to serve not only the aviation industry but also everyday Americans who are harmed by collateral impacts of the aviation industry.

Sincerely,



Stephen F. Lynch
Member of Congress
Quiet Skies Caucus Co-Chair



Eleanor Holmes Norton
Member of Congress
Quiet Skies Caucus Co-Chair



Mike Quigley
Member of Congress
Quiet Skies Caucus Vice Chair



Thomas R. Suozzi
Member of Congress
Quiet Skies Caucus Vice Chair



Karen Bass
Member of Congress



Seth Moulton
Member of Congress



Donald S. Beyer Jr.
Member of Congress



Ed Case
Member of Congress



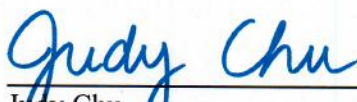
Jamie Raskin
Member of Congress



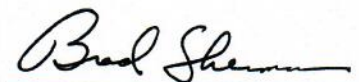
Jason Crow
Member of Congress



Grace Meng
Member of Congress



Judy Chu
Member of Congress



Brad Sherman
Member of Congress



Henry C. "Hank" Johnson, Jr.
Member of Congress



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Member of Congress



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Jackie Speier
Member of Congress



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(/)

PARKER CHRONICLE

Residents demand changes at Centennial Airport

FAA to review issues with noise, lead, fuel



(/uploads/original/20221:

Members of the Centennial Airport Community Noise Roundtable, including local elected officials in Arapahoe County and Douglas County, listened to Centennial Airport.

BY TAYLER SHAW

Posted Monday, December 12, 2022 2:36 pm

Tayler Shaw (http://coloradocommunitymedia.com/detail.html?sub_id=928c8e2931)
tshaw@coloradocommunitymedia.com

Paul Cucci has lived in the Sundance Hills neighborhood of Greenwood Village for 32 years, and for most of that time, living near the airport. However, things changed over a year ago, Cucci said, describing the volume of planes and flight patterns as incessant.

"I can rarely step outside and not hear a plane," Cucci said.

Now, he and other residents are actively working to demand changes be made to address safety concerns and reduce air traffic at the airport.

On Dec. 7, Cucci and a large group of residents gathered at the airport to express concerns to the Centennial Airport Community Advisory Board. Cucci attended the meeting virtually.

The Centennial Airport, located at 7565 S. Peoria St., is a general aviation airport. According to the Federal Aviation Administration (https://www.faa.gov/airports/runway_safety/videos/apa/) (FAA), it is one of the 25 busiest airports in the U.S. and averages 1,000 aircraft operations per day.

The noise roundtable, created in 2009, aims to work with the airport to reduce and mitigate the impact of aircraft noise on surrounding communities. The roundtable's website (<https://centennialairport.com/noise-roundtable>).

Members of the roundtable include local elected officials in Arapahoe and Douglas counties, airport staff, the FAA, CDOT and airport contractors.

During the public comment portion of the meeting, where residents could speak one-by-one for three uninterrupted minutes to the board, many of whom live in Greenwood Village.

Residents shared stories of airplane noise interrupting their daily lives and creating mental health concerns. A few invited officials testified at the meeting.

Others described training planes repeatedly circling over their homes. Several people asked the airport to no longer permit touch-and-go landings, which is when a plane lands and takes off again without coming to a full stop — a common practice in flight training.

They also expressed concern about lead in the fuel of planes flying overhead, and the dangers it poses to their health.

Some asked for the airport to reduce the number of flights that occur, saying they don't want the air traffic problem to be redirected to other airports.

Given these concerns, a group of residents formed "Quiet Skies Over Arapahoe County." The group has a website, bit.ly/quiet skies, to inform community members about resident concerns and action, updates on progress, and opportunities to get involved.

Responding to the concerns, Mike Fronapfel, executive director and CEO at Centennial Airport, said, "We're going to work as quickly as we can to explore fuel options out here when we can, and then hopefully we can partner with the FAA to help them reduce the size of that pattern traffic."



(/uploads/original/20210621-183040-48da001b8f.jpg)

Why are more planes flying over neighborhoods?

After two planes collided in mid-air (<https://centennialcitizen.net/stories/plane-emergencies-have-varied-causes-airport-says,37726> 2021, the FAA Control Tower changed how it manages the pattern of traffic, now sequencing the aircraft as they come in on parallel

The goal of this change is to enhance safety, he said.

"However, it's — the result of it has been more aircraft flying out over the neighborhoods," Fronapfel said.

Typically, these types of significant changes require the FAA to go through an environmental process.

"Because this was a reaction to that mid-air, I think they just implemented it without doing that process," he said. "So, our recommendation is to maybe revert back to the old way they managed it."

On Oct. 19, Fronapfel sent a letter to Jeff Lawton, an air traffic manager for the Centennial control tower, with recommendations of the issues the community raised.

For example, one of the requests included asking the FAA to see if it is possible to keep the training pattern aircraft south of Arapa Avenue whenever possible.

"We understand the intent of staggering the aircraft is to reduce the likelihood of another mid-air collision occurring. However, since the change in operations there has been one mid-air collision," Fronapfel said in the letter.

He wrote Greenwood Village residents are "very concerned about the significant increase in traffic and noise over their homes as it is threatening to pursue legal action against the FAA."

During the Dec. 7 meeting, Fronapfel asked if he can expect to see a response to the letter, to which one of the FAA representatives



(uploads/original/20221212-143057-ACO:DCO 1215 Airport_2.jpeg)

Officials highlight need for FAA involvement

There were three representatives from the FAA who virtually attended the Dec. 7 meeting, which residents and members of the no

"This is the first meeting that we've had recently that the FAA has been able to attend, and so we really need them at the table. Be able to control the pattern traffic, they control what the aircraft do within that airspace," Fronapfel said. "We need them to be a stakeholder."

Centennial councilmember Candace Moon said it had been a while since the FAA had last attended a noise roundtable meeting.

"I miss seeing them in our meetings," Moon said. "I think they've been very slow to address this issue."

One of the requests in Fronapfel's letter is that there be FAA representation at the monthly noise roundtable meetings to help answer

In response to the concerns expressed on Dec. 7, Michael Valencia, general manager of the FAA Denver District, said he wrote five spokes.

"I will say that we heard you," he said. "We look forward to partnering and to working together."

Justin Biassou, an FAA community engagement officer for the Northwest Mountain and Alaskan Regions, said, "We not only hear notes.

"And we have subject matter experts that are going to take down much of what you've shared with us tonight and look into some of Greenwood Village councilmember Donna Johnston said she is thankful the FAA attended the meeting, but she would prefer them

"Most importantly, it does seem that they have a large responsibility to make — affect change. And we're not gonna wait a year, or problem," Johnston said.

"We're not asking for much," she said. "Please consider doing more quickly."

When asked if the FAA can get things done more quickly, Valencia said there are many stakeholders involved and any immediate to be methodical in its decision making.

"We are not going to sit on our hands and not do anything," he said. "We're going to build some trust, and you're going to get to know



(/uploads/original/20191217-122011-SMT 1219 Metroplex update photo for web.

Centennial Airport to start new study

During the meeting, some residents expressed confusion about who they should be talking to in order to get changes made. They FAA and were told they should be speaking with the airport instead, and vice versa.

When asked what his response was to this, Fronapfel said, "Yeah, it's a frustrating scenario because the FAA controls the traffic at they have the local airports be the ones to address the noise issues."

For example, Fronapfel said the airport has voluntary noise abatement guidelines, and if those were followed all the time, it would "But they can't be followed all the time if the FAA is controlling traffic in such a way that it doesn't follow those guidelines," he said. do without going through a Part 150 process which they approve and sign off on."

Part 150 refers to a voluntary program called Airport Noise Compatibility Planning, according to the FAA (<https://www.faa.gov/new>:

The process involves someone looking at the existing traffic and the forecast for future traffic, and then they do a computer model said.

Noise contours are a series of lines on a map that show existing or potential areas of significant aircraft noise exposure, according items/what-are-noise-contours/).

Through doing this computer model, people can see whether the noise contours are expanding or contracting. From there, community abatement that will eventually go to the FAA for review and approval, Fronapfel said.

Fronapfel said the airport has a new Part 150 (<https://centennialairport.com/f/request-for-qualifications-for-part-150-study>) study it "We're overdue to have a new Part 150 study," he said, explaining the last study was in 2008.

The nature of the air traffic and the noise was different back then, he said, as it was driven by jet aircraft. Now, it is driven by the propellers. According to the November noise report (<https://drive.google.com/file/d/1UvAbNVG8ilPaKKRKgiKMDhtFx-7f7ryE/view?usp=share>).

Another aspect of the Part 150 study is looking at the land use around the airport and recommending certain types of uses and densities. After the study is done, he hopes to go to the different county and city jurisdictions to have them implement the land use recommendations, as those are used to help determine where to build houses.

"We want everybody, kind of, on the same page," he said.



(/uploads/original/20210204-141041-d280dd1d17.jpg)

Efforts to eliminate lead

According to the FAA's website

(<https://www.faa.gov/about/initiatives/avgas#:~:text=Avgas%20remains%20the%20only%20transportation,Lead%2C%20also%20fuel most commonly used in piston-engine aircraft and is the only transportation fuel in the U.S. to contain lead.>)

Fronapfel shared a statement with Colorado Community Media that says, "The Arapahoe County Public Airport Authority is aware of leaded aviation fuel and is already working with our Fixed Based Operators (FBOs) and flight schools to discuss transitioning to unleaded aviation fuel at Centennial Airport."

"Our hope is to be among the leaders in addressing this issue in a safe and timely manner and working with the FAA and EPA (Environmental Protection Agency) to eliminate leaded aviation fuel nationwide so that whether an aircraft originates from Centennial Airport or not, everyone can be assured that the fuel is safe."

In February, the FAA announced an initiative to eliminate the use of leaded aviation fuel by the end of 2030 "without adversely affecting aviation safety," the FAA administration said in a news release (<https://www.faa.gov/newsroom/faa-industry-chart-path-eliminate-lead-emissions-general-aviation>).

During the Dec. 7 meeting, one of the people who spoke during public comment was Brad Schuster, the northwest mountain region director of the Northwest Mountain Region Association.

"We represent 9,000 pilots in the Colorado region and over 250,000 nationwide," Schuster said. "I want to say that our CEO and I are concerned about the safety of those in the audience that have expressed the concerns of lead."

He said the Centennial Airport is "committed to expeditiously moving to only recently available unleaded fuels."

"And between the next 12 to 36 months, that process is happening. It's a matter of not only formulation, but production and distribution notwithstanding the fact that it doesn't make it any better for the people in attendance today, so we understand that."

In an interview after the meeting, Fronapfel pointed out that on Oct. 7, the EPA proposed an endangerment finding for lead emissions.

"When it comes to our children the science is clear, exposure to lead can cause irreversible and life-long health effects," said EPA (https://www.epa.gov/newsreleases/epa-proposes-endangerment-finding-lead-emissions-aircraft-engines-operate-lead-fuel). "A ban on lead emissions to air in the country. Today's proposal is an important step forward as we work to reduce lead exposure and protect children."

According to the news release, the EPA's consideration of endangerment is "a first step toward application of EPA's authority to address lead emissions."

"That was just two months ago," Fronapfel said. "And since then, we've been trying to address this issue with the local FAA, trying to change the traffic pattern, to keep it soft over Arapahoe Road whenever possible."

Fronapfel said the Centennial Airport reached out to all of its fixed-base operators, which are organizations that provide fueling at the airport. "We're willing to transition to an unleaded fuel source, and they all said they're open to it."

"I think we have a lot of stakeholders that are moving in the right direction," Fronapfel said.

Next steps

Brad Pierce, the chair of the noise roundtable, highlighted the importance of setting up another time for the officials to respond to the meeting.

"We need to figure out a way after the meeting or some other time to respond, and that includes the FAA folks on the line," he said.

The following day, Dec. 8, the Arapahoe County Public Airport Authority Board of Commissioners held a meeting at Centennial Airport.

During the meeting, Nancy Sharpe, an Arapahoe County commissioner and the chair of the board whose term expires in February, held the meeting with the noise roundtable, the board members, airport leadership and the FAA to address the resident questions.

"I am definitely committed to asking someone who will be on this board, and the others I've mentioned, for us to sit down, you know, and go through all of the things and the concerns that were expressed, and be more specific about who is going to do what, and when."

Keywords

Centennial Airport, FAA, Centennial Airport Community Noise Roundtable, Douglas County, Arapahoe County, Greenwood Village, aircraft noise

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PARKER CHRONICLE

UPDATED: FAA responds to Centennial Airport noise concerns

Officials highlight importance of FAA involvement



An airplane takes off from Centennial Airport.
COURTESY OF CENTENNIAL AIRPORT

Posted Monday, December 19, 2022 5:15 pm

Tayler Shaw (http://coloradocommunitymedia.com/detail.html?sub_id=928c8e2931)
tshaw@coloradocommunitymedia.com

Nearly two months after the Centennial Airport Executive Director and CEO Mike Fronapfel sent a letter to the Federal Aviation Administration, the administration responded in a letter received by the airport Dec. 19.

Centennial Airport, located at 7565 S. Peoria St., is a general aviation airport. According to the FAA, it is one of the 25 busiest airport landings per day.

Some residents have been demanding action be taken (<https://coloradocommunitymedia.com/stories/residents-demand-changes-address-safety-concerns-and-reduce-air-traffic-and-noise-even-forming-a-group-quiet-skies-over-arapahoe-county>). The group has formed "Quiet Skies Over Arapahoe County" (<https://bit.ly/quietskies>).

U.S. Rep. Jason Crow and U.S. Senators Michael Bennet and John Hickenlooper signed a letter Dec. 14 (<https://coloradocommunitymedia.com/stories/hickenlooper-ask-faa-to-address-centennial-airport-concerns-410919>) asking the FAA to address concerns. They also referenced the FAA's response.

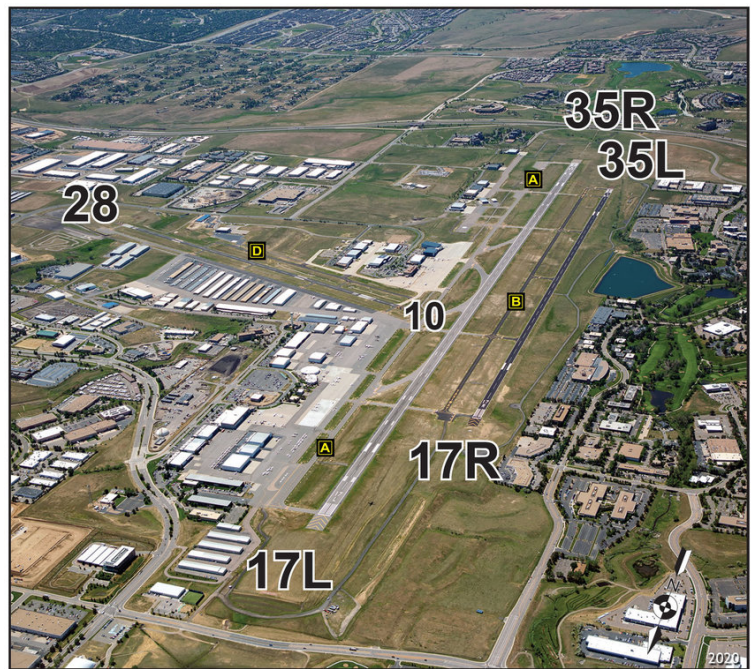
On Oct. 19, Fronapfel sent a letter (<https://drive.google.com/file/d/1i5CYb78spZfVnsgwg4LnrlvYkxEn4heO/view>) to Jeff Lawton, a representative of the community, with recommendations of actions for the FAA to take to help address some of the issues the community raised.

Grady Stone, the regional administrator of the FAA's northwest mountain region, responded in a letter dated Dec. 16.

Addressing traffic changes

In Stone's letter, he said following a 2021 mid-air collision (<https://centennialcitizen.net/stories/plane-emergencies-have-varied-causing-air-traffic-controllers-were-directed-to-use-more-active-control-when-managing-pattern-traffic-with-arriving-aircraft>) air traffic controllers "were directed to use more active control when managing pattern traffic with arriving aircraft."

Fronapfel previously told Colorado Community Media (<https://coloradocommunitymedia.com/stories/residents-demand-changes-address-safety-concerns-and-reduce-air-traffic-and-noise-even-forming-a-group-quiet-skies-over-arapahoe-county>) that changes made in how it manages the pattern of traffic at the airport resulted in "more aircraft flying out over the neighborhoods."



(/uploads/original/20221220-191547-ACO:DCO 1229 Airport Letter.jpeg)

In a Dec. 20 email, Chris Thompson, the public information officer and manager of communications at Centennial Airport, confirmed the flight pattern for Runway 17R/35L.

"The general consensus is that the mid-air collision was the deciding factor to extending the flight pattern for the touch-and-go run staggered operation on the runways (i.e. plane lands on 17R and then next plane is on 17L) instead of concurrent landings."

In Fronapfel's letter, he asked the FAA to review the recent changes to how the pattern traffic is being managed and see if it is possible to move the airport's operations east of Interstate 25 and north of Lincoln Avenue.

Stone's letter said pattern traffic is "generally sequenced around other aircraft" at airports with a traffic control tower.

He said, in the letter, extending the upwind or downwind of traffic in the pattern to Runway 17R “results from sequencing traffic or ; and, as such, cannot be confined for noise abatement.”

“If there is no conflicting traffic — which often allows the pilot to determine the timing of the crosswind or base — it falls to the pilot Stone wrote.

FAA to review using STAPP departure

One of Fronapfel’s recommendations in his letter is for the FAA to utilize something called a “010” or “STAPP” departure procedure as well as during the day for all capable aircraft.

This type of departure procedure is for takeoffs to the north where aircraft would fly at a heading of 10 degrees, Thompson said in Creek State Park instead of adjoining neighborhoods, he said.

Stone said, in his letter, the FAA will review these options “to assess the feasibility, risks, and impacts of this change.”

Military aircraft noise

In response to Fronapfel’s letter asking the FAA to explore ways to reduce noise from military aircraft, Stone said more information noise exposure.

Stone noted the Centennial Airport is restricted by law from “unilaterally banning certain types of flight activity, including pilot flight mandatory curfews.

“The FAA does not control the number or frequency of military operations and is unable to release any information regarding those

FAA asks for questions 30 days in advance

Local officials have expressed the importance of FAA involvement in addressing resident concerns related to the airport.

Crow told Colorado Community Media in a Dec. 15 interview the first step he’d like to see the FAA take is to attend in person at the

Fronapfel asked, in his letter, for the FAA to have representation at the Centennial Airport Community Noise Roundtable’s monthly

In his letter, Stone said the FAA “welcomes the invitation to attend future meetings.”

“If the FAA is asked to attend a meeting to provide technical information, including responses to questions, we kindly request that ; writing no less than 30 days in advance of the meeting,” Stone said in the letter.

The noise roundtable typically meets on the first Wednesday of each month at 6:30 p.m., according to the airport’s website (https:/ of the public can attend the meetings virtually or in person.

Keywords

Centennial Airport, FAA, Quiet Skies, Arapahoe County, Douglas County

Comments

0 comments



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Other Items That May Interest You

Overcoming the challenges of Moebius Syndrome (/stories/overcoming-the-challenges-of-moebius-syn

CACNR/ACPAA 2023 MEETING SCHEDULES

CACNR REPRESENTATIVES TO 2023 MEETINGS OF THE ARAPAHOE COUNTY PUBLIC AIRPORT AUTHORITY

CACNR meets at 6:30 p.m., 7565 South Peoria Street, Englewood, CO 80112

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

<u>CACNR MEETINGS</u>	<u>CACNR REPRESENTATIVE</u>	<u>REPORT DUE DATE</u>	<u>ACPAA MEETINGS</u>
(To sblymyer@centennialairport.com)			
January 04		combines with February report	NO ACPAA MEETING
February 01		February 03	February 09
March 01		March 10	March 16 (note 3 rd Thursday)
April 05		April 07	April 13
May 03		May 05	May 11
June 07		June 07/08 if possible, or verbal June 08	
July 05 - NO CACNR MEETING	---	----	NO ACPAA MEETING
August 02		August 04	August 10
September 06		September 08	September 14
October 04		October 06	October 12
November 01		November 03	November 09
Dec 06 – NO CACNR MEETING	---	---	December 14

ATTENDANCE RECORD for 2022 - 2023 CACNR MEETINGS		2022 APR	2022 MAY	2022 JUNE	2022 JULY	2022 AUG	2022 SEPT	2022 OCT	2022 NOV	2022 DEC	2023 JAN	2023 FEB	2023 MAR	MEMBER %	REPRESENTED TOTAL %
ARAPAHOE COUNTY	Carrie Warren-Gully	X	X	absent	X	X	absent	X	X	absent				67%	67%
	Vacant	-	-	absent	-	-	absent	-	-	absent				0%	
	Paul Krier	X	X	X	-	X	X	X	X	X				89%	100%
	Evan Colvin	X	-	X	X	X	X	X	X	-				78%	
X															
DOUGLAS COUNTY	Abe Laydon	-	-	-	absent	-	absent	-	-	-				0%	78%
	Dan Avery	X	X	X	absent	X	absent	X	X	X				78%	
	Alison Biggs	X	X	absent	X	X	X	X	X	X				89%	89%
	Mark Adams	-	-	absent	-	-	-	-	-	-				0%	
AURORA	Brad Pierce	X	X	X	X	X	X	X	X	X				100%	100%
	Karen Hancock/JeannineRustad	-	-	X	-	X	-	-	-	-				22%	
CASTLE PINES	Chris Eubanks	X	X	X	absent	X	X	X	absent	X virtual				78%	78%
	Ben Price	-	-	-	absent	-	-	-	absent	-				0%	
CASTLE ROCK	Laura Cavey	absent	absent	absent	X	X	absent	absent	absent	absent				22%	33%
	Sandy Vossler	absent	absent	absent	-	-	absent	absent	absent	X virtual				11%	
CENTENNIAL	Candace Moon	X	X	absent	X	X	X	X	X	X				89%	89%
	Don Sheehan	-	-	absent	-	-	-	-	-	-				0%	
CHERRY HILLS VILLAGE	Al Blum	absent	absent	absent	absent	absent	absent	absent	absent	absent				0%	0%
	Afshin Safavi	absent	absent	absent	absent	absent	absent	absent	absent	absent				0%	
FOXFIELD	Pam Thompson	X	X	absent	absent	X	X	absent	X	X				67%	67%
	Frank Lawrence	-	-	absent	absent	-	-	absent	-	-				0%	
GREENWOOD VILLAGE	Donna Johnston	X	X	X	absent	X	X	X	X	X				89%	89%
	Libby Barnacle	-	-	-	absent	-	-	-	-	-				0%	
HIGHLANDS RANCH	Andy Jones	X	absent	absent	X	X	absent	-	X	absent				44%	56%
METROPOLITAN DISTRICT	Renee Anderson	-	absent	absent	-	-	absent	X	-	absent				11%	
LONE TREE	Mike Anderson	X	X	X	X	X	X	X	X	X				100%	100%
	Chuck Darnell	-	-	-	-	-	-	-	-	-				0%	
PARKER	Amy Holland/Todd Hendreks	absent	absent	absent	-	-	-	-	absent	absent				0%	33%
	Carson Byerhof/Vacant	-	absent	absent	absent	X	X	X	absent	absent				33%	
ACPAA	Mike Fronapfel	X	X	X	X	X	X	X	X	X				100%	100%
	Vacant	-	-	-	-	-	-	-	-	-				0%	
AOPA	Robert Doubek/John Hirshman	-	X	X	X	X	X	absent	X	X				78%	89%
	John Hirshman/Vacant	X	X	X	X	-	-	absent	-	-				44%	
CABA	Don Kuskie	X	X	X	X	X	X	X	X	X				100%	100%
	Mike Straka	-	-	-	-	-	-	-	-	-				0%	
CDOT AERONAUTICS DIVISION	Todd Green	absent	absent	absent	absent	absent	absent	absent	absent	absent				0%	0%
	Vacant	-	-	-	-	-	-	absent	absent	absent				0%	
FAA APA CONTROL TOWER	Jeff Holmes/Jeff Lawton	absent	-	absent	absent	absent	absent	absent	absent	absent				0%	11%
	Ron Curry	absent	X	absent	absent	absent	absent	absent	absent	absent				11%	
FAA DISTRICT OFFICE	John Bauer	absent	absent	absent	absent	absent	absent	absent	absent	absent				0%	0%
	John Sweeney	absent	absent	absent	absent	absent	absent	absent	absent	absent				0%	
FAA TRACON	Steve Martin	absent	absent	absent	absent	absent	absent	absent	absent	absent				0%	0%
	Bill Dunn	absent	absent	absent	absent	absent	absent	absent	absent	absent				0%	
WINGS OVER THE ROCKIES	Bill Wasmund	absent	X	X	X	absent	X	X	X	X				78%	78%
	Keith Palmer/Vacant	-	-	-	-	-	-	-	-	-				0%	
CACNR BYLAWS ADOPTED NOVEMBER 3, 2021:															
ARTICLE III.c. Members' Representatives and/or Alternates are expected to attend all regular and special meetings. If a Regular Member's Representative or Alternate does not attend at least 75% of such meetings annually in the period from April 1 through March 31, the Regular Member will be notified for potential appointment of a replacement(s).															
12/9/2022															