



CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE MINUTES

August 7 2024

Approved as Amended 09/04/224

VISION – QUIETER SKIES FOR OUR COMMUNITIES

MISSION – CACNR WILL BRING TOGETHER AIRPORT, COMMUNITY, FAA, AND AVIATION INDUSTRY REPRESENTATIVES TO COLLABORATIVELY IDENTIFY AND DISCUSS NOISE ISSUES AT CENTENNIAL AIRPORT AND RECOMMEND COURSES OF ACTION THAT COULD REDUCE NOISE OVER AFFECTED COMMUNITIES.

Chair: Chris Eubanks **Vice Chair:** Pam Thompson **Treasurer:** Andy Jones **Secretary:** Alison Biggs

1. **CALL TO ORDER, ROLL CALL, and QUORUM:** The meeting was called to order at 6:35 p.m. by Chair Chris Eubanks. The following were in attendance, and a quorum was present:

Arapahoe County:	Leslie Summey	Foxfield:	Pam Thompson
Douglas County:	Dan Avery	Greenwood Village:	Donna Johnston
Douglas County:	Alison Biggs	Lone Tree:	Mike Anderson
Aurora:	Brad Pierce	ACPAA:	Michael Fronapfel
Castle Pines:	Chris Eubanks	AOPA:	John Hirshman
Centennial:	Don Sheehan	CABA:	Don Kuskie

Others in attendance were Ron Cole, Alternate Representative from Castle Pines; Amy Tharp, Alternate Representative from Centennial; and ACPAA staff Matt Frenette, Zach Gabehart, and Lauren Wiarda. There were 6 members of the public in attendance and 3 online.

Those absent were: Arapahoe County: Vacant/Vacant Parker: Ashley Chasez/Bryce Matthews
Castle Rock: Laura Cavey/Sandy Vossler CDOT Aeronautics Div: Todd Green/Vacant
Cherry Hills Village: Robert Eber/Randy Weil Wings Over the Rockies: Bill Wasmund

2. **CONSENT AGENDA:** The Consent Agenda included the Draft CACNR Minutes from June 5, 2024; a Treasurer's Report from August 2, 2024, showing a balance of \$24,782.88; and the Noise Reports from May and June 2024. Request was made to ask a question about something on the Noise Reports without moving it to Agenda Item #3. Request granted. It was noted that the complaints received during the nighttime hours had increased – 22 in January, 58 in February, 116 in March, 45 in April, 142 in May, and 375 in June. What was happening to cause the increase? Was it because there were more complaints from further east? Response was there are more flights during the morning hours as it gets lighter earlier, thus more opportunity for complaints. Question was asked how staff dealt with the 375 complaints in June. Response was they had been investigated and about 25 had required some communication due to pilots flying outside the recommended flight path. Staff was thanked for that information. On the motion of Mike Anderson, duly seconded, the Consent Agenda was approved.

The May 2024 Noise Report included the following information:

May Local Operations:	15,701	May Total Operations:	29,567
Year to Date Local Operations:	75,603	Year to Date Total Operations:	140,922

29,567 Total Operations in May resulted in 1,410 complaints from 96 households.

May Noise Events:

<u>May Total:</u>		<u>May 60 – 69 db:</u>		<u>May 70 – 79 db:</u>		<u>May 80 – 89 db:</u>	
Golf Course	12,914	Golf Course	7,875	Golf Course	4,655	Golf Course	373
Meridian	9,040	Meridian	7,160	Meridian	1,803	Airport East	426
State Park	2,795	Parker	2,184	State Park	896	Meridian	72
Airport East	2,661	Portable Station	2,162	Airport East	696	State Park	40
Portable Station	2,555	State Park	1,859	Portable Station	377	Portable Station	15
Parker	2,404	Grandview Estates	1,544	Parker	214	Castle Rock	14
Grandview Estates	1,724	Airport East	1,491	Grandview Estates	175	Greenwood Village	09
Greenwood Village	1,309	Greenwood Village	1,180	Greenwood Village	120	Hunters Hill	08
Castle Rock	1,055	Lone Tree	932	Hunters Hill	69	Parker	06
LoneTree	1,001	Castle Rock	909	Lone Tree	66	Grandview Estates	04
Hunters Hill	743	Hunters Hill	666	Castle Rock	65	Lone Tree	03
Castle Pines	270	Castle Pines	250	Sagebrush Park	21	Castle Pines	00
Sagebrush Park	177	Sagebrush Park	156	Castle Pines	20	Sagebrush Park	00

May Noise events in the 90+ decibel range: Castle Rock – 67 Airport East – 48 Golf Course – 11 Meridian – 05 Grandview Estates – 01
Portable Station – 01

May Noise Complaints	and	Numbers of Households:	YTD Complaints	and	Number of Households:
(1,410)		(95)	(5,208)		(173)
Unincorporated Arapahoe County	606 (43%)	UAC 42 (44%)	UAC 2,390		UAC 59
Greenwood Village	351 (25%)	GV 26 (27%)	GV 1,658		GV 50
Other	183 (13%)	Other 09 (09%)	Centennial 445		Other 21
Centennial	145 (10%)	UDC 08 (85%)	Other 260		UDC 11
UDC	63 (04%)	Aurora 02 (02%)	UDC 196		Centennial 06
Denver	39	Centennial 02	Denver 151		Lone Tree 06
Aurora	08	Lone Tree 02	Castle Rock 45		Parker 05
Castle Rock	07	Parker 02	Parker 24		Aurora 04
Lone Tree	04	Castle Rock 01	Aurora 19		Castle Rock 04
Parker	04	Denver 01	Lone Tree 12		Highlands R 03
Castle Pines	00	Castle Pines 00	Highlands R 05		Castle Pines 02
Cherry Hills Village	00	CHV 00	Castle Pines 03		Denver 02
Highlands Ranch	00	Parker 00	CHV 00		CHV 00

Year to Date, the top five households complaining were:

Household #1 847	Unincorporated Arapahoe County	Household #4 353	Unincorporated Arapahoe County
Household #2 684	Greenwood Village	Household #5 344	Greenwood Village
Household #3 494	Centennial		

In May, 130 responses were requested from 1,410 noise complaints, with 112 of those requests made by email (86%), and 18 made by telephone (14%).

In May, 1,268 complaints were made about daytime flights (7:00 a.m. – 9:59 p.m.) – 90%.

142 complaints were made about nighttime flights (10:00 p.m. – 6:59 a.m.) – 10%.

In May, props accounted for 89% of the complaints by aircraft type; jets accounted for 10% of the complaints, and helicopters caused 1%.

In May, training was responsible for 68% of the complaints, departures were responsible for 21% of the complaints, and arrivals were responsible for 11% of the complaints.

The May Complaint Map and a May Radar Track Density Map were provided.

The June 2024 Noise Report included the following information:

June Local Operations:	14,810	June Total Operations:	29,644
Year to Date Local Operations:	90,413	Year to Date Total Operations:	170,566

29,644 Total Operations in June resulted in 1,639 complaints from 114 households.

June Noise Events:

June Total:		June 60 – 69 db:		June 70 – 79 db:		June 80 – 89 db:	
Golf Course	11,737	Golf Course	7,220	Golf Course	4,050	Airport East	539
Meridian	8,480	Meridian	6,655	Meridian	1,763	Golf Course	288
Airport East	3,171	Parker	2,016	Airport East	913	Meridian	59
State Park	2,642	State Park	1,782	State Park	851	Portable Station	16
Parker	2,241	Portable Station	1,670	Portable Station	397	Hunters Hill	10
Portable Station	2,085	Airport East	1,668	Parker	218	Castle Rock	09
Grandview Estates	1,555	Grandview Estates	1,395	Grandview Estates	154	State Park	08
Greenwood Village	989	Greenwood Village	913	Greenwood Village	71	Parker	07
Castle Rock	937	Castle Rock	859	Hunters Hill	59	Grandview Estates	06
Lone Tree	787	Lone Tree	741	Castle Rock	49	Greenwood Village	05
Hunters Hill	578	Hunters Hill	509	Lone Tree	42	Lone Tree	04
Castle Pines	267	Castle Pines	248	Castle Pines	19	Castle Pines	00
Sagebrush Park	151	Sagebrush Park	140	Sagebrush Park	11	Sagebrush Park	00

June Noise events in the 90+ decibel range: Golf Course – 179 Airport East – 51 Castle Rock – 20 Meridian – 03
Portable Station – 02 State Park – 01

June Noise Complaints	and	Numbers of Households:	YTD Complaints	and	Number of Households:
(1,639)		(114)	(6,847)		(217)
Unincorporated Arapahoe County	754 (46%)	UAC 51 (48%)	UAC 3,144		UAC 78
Greenwood Village	381 (23%)	GV 28 (25%)	GV 2,039		GV 62
Other	245 (15%)	UDC 10 (09%)	Centennial 591		Other 23
Centennial	146 (10%)	Other 09 (08%)	Other 505		UDC 14
UDC	57 (04%)	Lone Tree 04 (03%)	UDC 253		Lone Tree 09
Denver	34	Centennial 03	Denver 185		Centennial 07
Lone Tree	07	Aurora 02	Castle Rock 51		Parker 06
Castle Rock	06	Denver 02	Parker 25		Aurora 05
Aurora	05	Highlands R 01	Aurora 24		Castle Rock 04
Highlands Ranch	02	Castle Pines 01	Lone Tree 19		Highlands R 04
Castle Pines	01	Castle Rock 01	Highlands R 07		Denver 03
Parker	01	Parker 01	Castle Pines 04		Castle Pines 03
Cherry Hills Village	00	CHV 00	CHV 00		CHV 00

Year to Date, the top five households complaining were:

Household #1	927	Unincorporated Arapahoe County	Household #4	448	Other (Elizabeth)
Household #2	622	Centennial	Household #5	378	Greenwood Village
Household #3	567	Unincorporated Arapahoe County			

In June, 156 responses were requested from 1,639 noise complaints, with 141 of those requests made by email (90%), and 15 made by telephone (10%).

In June, 1,264 complaints were made about **daytime flights** (7:00 a.m. – 9:59 p.m.) – 77%.
375 complaints were made about **nighttime flights** (10:00 p.m. – 6:59 a.m.) – 23%.

In June, props accounted for **88% of the complaints by aircraft type; jets** accounted for **11% of the complaints**, and **helicopters caused 1%**.

In June, training was responsible for 71% of the complaints, **departures** were responsible for 20% of the complaints, and **arrivals** were responsible for 9% of the complaints.

The June Complaint Map and a June Radar Track Density Map were provided.

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

4. **CACNR STUDY GROUP COMMITTEE:** Brad Pierce, Study Group Committee Chair reported the group was gathering data on flights in and out of the practice boxes. In addition, data was being gathered on the effect of the changes which have been made since the formation of this group. There will be monthly comparisons with similar information from the prior year. The second quarterly report would be coming out, but no precise date had been set for that.

Reference was made to the April 6, 2023 letter from Grady Stone, and a draft response which would be discussed later in the agenda.

5. **PART 150 STUDY UPDATE/PROGRESS:** Representatives from Mead and Hunt were present to provide an update on the Part 150 study, and to continue CACNR's Noise 101 educational session by bringing answers to questions which had been raised at the prior Noise 101 session.

Material presented during the Part 150 (Centennial Airport Noise Compatibility Study) update report had been presented to the Study Group Committee earlier in the day and would be provided on the website. www.apa150noisestudy.com There were two components to the first presentation – aircraft noise and land use. There were also two phases – noise exposure maps (existing and forecast conditions) and noise compatibility programs (measures to address incompatible land use).

Following the first part of the presentation, question was asked if the presentation materials and data could be available sooner than waiting for the next quarterly report from the Study Group. Response was the data was revised after every meeting, so it was difficult to provide anything sooner. Question was asked if the baseline for the Part 150 study could be something sooner than 2023, as an earlier date might show quite different results. Explanation was given as to why 2023 had to be used. There was discussion of the use of fleet mix numbers from various years, and the numerous components involved with looking at current land use, and forecasting that involved with already planned community development.

There was a request for future presentation materials to be provided to CACNR in enough time for Representatives to study them before the meeting, as getting so much data and information during the meeting prevented any kind of intelligent consideration and development of questions. Questions were encouraged, and could be asked at any time using the website address provided above.

The continuation of the Noise 101 component provided information about the main Federal legislation which governs anything related to the air industry and its related components, including noise. What is allowed and by whom was covered, including many of the things that would positively effect the noise problems for residents around Centennial Airport, but which are not 654 allowed by the FAA. What noise mitigation measures that are available were discussed, and how to be eligible for Federal assistance with mitigation measures.

A member of the public from the Franktown area who could not stay longer at the meeting provided input on behalf of herself and her older relatives. They shared many concerns, including the constant flights over their homes, and the safety factor of those who cut their engines while over residential areas. There are grinding sounds over the houses in the area, and many tall trees over which the planes fly too closely, and which provide no logical place to land if an airplane does develop a problem or cannot restart an engine. It appeared the flight schools were making money while hurting residents in the area. The constant flights – as many as 15 flights in just 20 minutes. They cannot enjoy their five acres outside because of the planes over and over and over. It does not seem right to continue the noise and the safety issues. Could not things be moved to a more sensible location?

Question was asked if the noise metric might be changed to something beside the 65 dnl. It was being looked at by the FAA, and when it asked, the FAA received over 4,000 responses which are currently being sorted through. A timeline for completion of the Part 150 study was provided.

6. **EXECUTIVE COMMITTEE:**

A. ACPAA Meeting – A copy of Pam Thompson's report to the June ACPAA meeting had been provided. She indicated ACPAA seemed to be noticing the number of complaints coming from the Franktown area, and also noted that the number of flights over any one area could be tracked. These had not been discussed during recent ACPAA meetings.

B. Retreat Priorities – A copy of these had been provided and would specifically be looked at again at the next meeting.

7. **REPRESENTATIVES' COMMENTS:**

A. Provide Food for CACNR Meetings – Following discussion and clarification that airport staff was being taken care of before CACNR meetings, there was general agreement that food did not otherwise need to be provided for CACNR.

Brad Pierce noted that Emily Tranter, N.O.I.S.E. Executive Director, would be presenting at the September meeting.

Dan Avery noted the noise report seems to show the extensive use of the training box over the Franktown area. A considerable amount of time had been spent to develop additional training boxes which were not being used by the flight schools. They can be shown to go to the closest box in Franktown. Questions were asked if the noise exposure map could be expanded to show the Franktown area. This was possible. There needed to be some attention given to this during meetings with the flight schools.

Chris Eubanks noted the Castle Pines mayor had been getting numerous noise complaints. Staff indicated it could do a comparison of the number of flights over the area from last year to this, and could possibly also do a comparison of the number of complaints between the years.

8. **OTHER REGULAR REPORTS:**

A. DIRECTOR'S REPORT – Mike Fronapfel reported the Perfect Landing restaurant had reopened following a fire which had disclosed the need to update some functional aspects of the space.

He also reported July operations were down 5% from July of last year, and year-to-date operations were up 0.2% from last year.

The state legislature had passed legislation which will require Centennial Airport to update its Noise Abatement Guidelines in order to be eligible for any state funding. This will now have to occur earlier than anticipated in relation to the Part 150 study, and ideas will be coming to a future meeting.

The hotel on airport property will be reopening in the next couple months. Upgrading fencing and the parking lot were occurring, and Sky Harbor has begun construction of 10 new hangars. The taxiway is being rehabbed, but should not effect noise concerns.

Numerous events were coming up, including the BMW PGA golf tournament. Fronapfel had been told this event frequently results in a 10-15% increase in jet traffic, so might have some effect on the area's noise. There were also numerous charity events scheduled at various areas of the airport, so all were encouraged to see if any related to their interests and to participate accordingly.

B. CHART SUPPLEMENT UPDATE – The Southeast U.S. Chart Supplement is a pilot's manual that contains data on various airports in the area, weather data sources, communications, etc. Effort had been made to add a Special Notice to it to better describe the voluntary Noise Abatement Procedures at Centennial Airport. In June, Bill Wasmund had been designated to work with staff on behalf of CACNR, and CACNR was listed as having worked in conjunction with airport staff to develop the notice. The old as well as new language was provided, as was a proposed section special graphic notice that the airport planned to have published in the Chart Supplement as well. The proposed changes had already been approved by the FAA Airports District Office and had been submitted for publication in the September 2, 2024 edition of the SW US Chart Supplement.

9. **OLD BUSINESS:** The 2024-2025 CACNR Attendance Record was briefly considered. There was general agreement to review the record on a quarterly basis, and to place it in the Consent Agenda category.

10. **NEW BUSINESS:**

A. Response Letter to FAA Administrator Stone – Grady Stone, Regional Administrator, Northwest Mountain Region, FAA, US Department of Transportation, had written a letter to CACNR on April 6, 2023 which referenced questions resulting from a CACNR meeting on February 1, 2023. Several FAA representatives had attended that meeting, and his letter purported to answer the 31 resulting questions which had been submitted by CACNR and the public for the FAA's responses.

A draft response to the Grady letter, to be sent on behalf of CACNR, was provided for review and approval. It primarily focused on achieving clarification of seemingly vague or contradictory statements related to sequencing aircraft in the pattern and the staggered use of runways. Following discussion, including the nature of the answers to several other questions, it was agreed to add an indication that CACNR might be submitting additional questions related to the Grady letter in the future.

On the motion of Brad Pierce, duly seconded, the response letter to Grady Stone was approved as amended.

11. **PUBLIC COMMENT:** At this point, the Chair indicated the meeting would be 30 minutes to allow those who had signed up to speak to be able to do so.

A. RECEIVED BY CACNR – Bette Todd provided a letter she had been given, with the request it be provided to CACNR and read into CACNR's record:

Thank you for providing a platform that feedback can be heard and viewed.

This upcoming Monday, August 12, 2024, school starts for Cherry Creek School District. It is a time in which we need to act upon providing an education in a safe, healthy environment for our children.

Unfortunately, low flying training planes are continually flying training planes are continually fly (sic) over High Plains Elementary School. It is almost as if the pilots use the school and playground as a landmark to make a turn.

The noise from the airplanes can be heard loudly on the playground and still audible in the classrooms. There is an outdoor space created that teachers can use for educational purposes, though it has not been used partly because of the distraction of airplane noise.

Moreover, the leaded fuel of the training planes sprays the playground equipment, playground, grass, benches and walkways with lead.

Lead is extremely harmful to everyone, especially children. As a former art teacher in the district, I had to be diligent to order materials that had NO traces lead (sic), even pencils, because of the health risk.

I understand that you are working hard to solve many issues concerning the low flying training planes. However, this needs attention. As adults, we must be responsible citizens and take care of the innocent children in our community, they cannot wait. Thank you again for your effort,

B. ATTENDEES/VIRTUAL/TELEPHONE – Greenwood Village, Unincorporated Douglas County, Unincorporated Arapahoe County, Elizabeth, and Louviers were represented. Comments included more about schools opening with the planes flying so closely overhead. Appreciation was expressed to Dan Avery for trying to help with the noise problem in the Franktown area caused by the flight schools.

From three miles northwest of the airport, concern was expressed about Navy aircraft which had taken off with full burner and full power, doing a left turn directly over a neighborhood at approximately 3,000 feet. Why did the tower allow this? As the tower is controlled by the FAA, that question would have to be directed there. Incursion into the airspace of DIA and Buckley must be avoided by planes flying out of or into Centennial Airport. Suggestion was made that flights take off over Cherry Hills Reservoir where there are no residents. It was noted that such a recommendation had been made to the FAA during the last Part 150 study, and the FAA had turned it down. However, that concept may be revisited during the current Part 150 study, as changes in technology may make it more appealing to the FAA this time.

An Elizabeth resident who lives under a training box commented on the constant flights under 500 feet directly over her home. Some seem to turn off their engines, which raises serious safety concerns. It seems the planes' and pilots' rights cannot be limited, but what about the people on the ground whose rights are being violated by the actions of the planes and pilots? Question was asked what can be done to get them under control? A foot must be put down with the flight schools, as their behavior could almost be considered harassment. The apprehensions multiply with the increased development coming into the area and its corresponding increase in the number of schools.

It was noted there would be a meeting with the flight schools next week, and the concerns expressed throughout this meeting would be shared at that meeting. There should also be clarification from the FAA as to the appropriateness of turning off engines over neighborhoods, and clarification from the schools as to what they think can be done about the concerns.

Concerns from the Louviers area indicated there had been multiple flights lower than 1,000 feet, although there were not as many directly over Louviers. The number of flights had also decreased since the Quarry Fire. Request was made better show Louviers on the radar track density map.

Another Elizabeth resident indicated flights were non-stop over her house. The maps do not seem to show what flight school planes were actually doing and the number of people hurt by their actions. Although new practice area boxes had been opened, they were apparently not being used. It seems pilots do whatever they want, whenever they want and wherever they want.

Question was asked if staff could look at what has been happening with the utilization of the training boxes. Response was yes. Mike Fronapfel also indicated what schools have used which boxes could also be shown.

12. **NEXT MEETINGS:**

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|----------------------------------|---|---|
| A. CACNR – | September 4, 2024 | 6:30 p.m. 7565 South Peoria Street, Englewood, CO 80112 |
| | October 2, 2024 | 6:30 p.m. 7565 South Peoria Street, Englewood, CO 80112 |
| | November 6, 2024 | 6:30 p.m. 7565 South Peoria Street, Englewood, CO 80112 |
| | December 4, 2024 | NO MEETING |
| B. ACPAA – | August 8, 2024 | 3:00 p.m. 7565 South Peoria Street, Englewood, CO 80112 |
| | September 12, 2024 | 3:00 p.m. 7565 South Peoria Street, Englewood, CO 80112 |
| | October 10, 2024 | 3:00 p.m. 7565 South Peoria Street, Englewood, CO 80112 |
| | November 14, 2024 | 3:00 p.m. 7565 South Peoria Street, Englewood, CO 80112 |
| | December 12, 2024 | 3:00 p.m. 7565 South Peoria Street, Englewood, CO 80112 |
| C. PART 150 MEETING DATES | When and What Meetings, When Available from APA Staff | |

13. **ADJOURNMENT:** The meeting was adjourned at 8:59 p.m.

Alison Biggs, Secretary