



CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE

REVISED AGENDA

March 1, 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 meetings in person, or virtually**

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:**

<i>Arapahoe County:</i>	Leslie Summey/Vacant Paul Krier/Evan Colvin	<i>Highlands Ranch Metro Dist.</i>	Andy Jones/Renee Anderson
<i>Douglas County:</i>	Abe Laydon/Dan Avery Alison Biggs/Mark Adams	<i>Lone Tree:</i>	Mike Anderson/Chuck Darnell
<i>Aurora:</i>	Brad Pierce/Mindy Parnes	<i>Parker:</i>	Ashley Chasez/Vacant
<i>Castle Pines:</i>	Chris Eubanks/Ben Price	<i>ACPAA:</i>	Michael Fronapfel/Vacant
<i>Castle Rock:</i>	Laura Cavey/Sandy Vossler	<i>AOPA:</i>	John Hirshman/Vacant
<i>Centennial:</i>	Candace Moon/Don Sheehan	<i>CABA:</i>	Don Kuskie/Mike Straka
<i>Cherry Hills Village:</i>	Robert Eber/Randy Weil	<i>CDOT Aeronautics Div:</i>	Todd Green/Vacant
<i>Foxfield:</i>	Pam Thompson/Frank Lawrence	<i>Wings Over the Rockies:</i>	Bill Wasmund/Jordan Ashley
<i>Greenwood Village:</i>	Donna Johnston/Libby Barnacle	<i>FAA APA Control Tower:</i>	Mike Sackett/Ron Curry
		<i>FAA District Office:</i>	John Bauer/John Sweeney
		<i>FAA TRACON:</i>	Steve Martin/Bill Dunn

2. **SPECIAL PRESENTATION:** Dan Reimer, Principal, Daniel S. Reimer LLC

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

1. DRAFT MINUTES, February 1, 2023 – Alison Biggs, Secretary
2. TREASURER'S REPORT, February 2023 – Andy Jones, Treasurer
3. NOISE REPORT, January 2023 – Samantha Blymyer, ACPAA Staff

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

5. **EXECUTIVE COMMITTEE:**

- A. CACNR Election of Officers - Chair, Vice Chair, Secretary, Treasurer; Terms to run from April 2023 through March 2024
- B. CACNR Representative to ACPAA Meeting on March 16, 2023
- C. Draft Work for Preparation and Adoption of 2023-2025 CACNR Work Program

6. **REPORT OF FEBRUARY 28, 2023 MEETING WITH FLIGHT SCHOOLS:** Mike Fronapfel, ACPAA

7. **FAA RESPONSES TO 12/31/22 and 1/16/23 QUESTIONS:** Michael Valencia, FAA Denver District General Manager

8. **RESPONSES BY DAN REIMER TO QUESTIONS SUBMITTED UNDER AGENDA ITEM #2:**

9. **PUBLIC COMMENT/DISCUSSION:** 3 minutes per person time limit

10. **COMMITTEE REPORTS:**

- A. EXECUTIVE/WORK PLAN COMMITTEE – Brad Pierce, Chair
- B. COMMUNITY OUTREACH – Mike Anderson
- C. FLY QUIET – Bill Wasmund, Chair
- D. NOISE MONITORS – Candace Moon, Chair

11. **FAA REPORTS:**
 1. CENTENNIAL AIRPORT AIR TRAFFIC CONTROL TOWER – Mike Sackett/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
12. **OTHER REGULAR REPORTS:**
 - A. ACPAA – February 9, 2023, Donna Johnston representing 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
13. **OLD BUSINESS:**
 - A. CACNR REPRESENTATIVES TO ACPAA MEETINGS: April 13 and beyond
 - B. 02 28 23 NEXTGEN ADVISORY COMMITTEE AGENDA – Brad Pierce
14. **NEW BUSINESS:**
 - A. INFORMATION SHARING
15. **PUBLIC COMMENT:** (3 minutes per person time limit):
16. **NEXT MEETINGS:**

A. CACNR – April 5, 2023	6:30 p.m. 7565 S. Peoria Street, Unit 9D, Englewood, CO
May 3, 2023	6:30 p.m. 7565 S. Peoria Street, Unit 9D, Englewood, CO
June 7, 2023	6:30 p.m. 7565 S. Peoria Street, Unit 9D, Englewood, CO
July 2023	NO MEETING
August 2, 2023	6:30 p.m. 7565 S. Peoria Street, Unit 9D, Englewood, CO
B. ACPAA – March 16, 2023	3:00 p.m. 7565 S. Peoria Street, Unit 9D, Englewood, CO
April 13, 2023	3:00 p.m. 7565 S. Peoria Street, Unit 9D, Englewood, CO
May 11, 2023	3:00 p.m. 7565 S. Peoria Street, Unit 9D, Englewood, CO
June 8, 2023	3:00 p.m. 7565 S. Peoria Street, Unit 9D, Englewood, CO
July 2023	NO MEETING
August 10, 2023	3:00 p.m. 7565 S. Peoria Street, Unit 9D, Englewood, CO
17. **ADJOURN**



CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE MINUTES

February 1, 2023

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 6:35 p.m. by Chair Brad Pierce. The following were in attendance, and a quorum was present:

Arapahoe County:	Leslie Summey	Foxfield:	Pam Thompson
Arapahoe County:	Paul Krier	Greenwood Village:	Donna Johnston
Douglas County:	Dan Avery (virtual)	Lone Tree:	Mike Anderson
Douglas County:	Alison Biggs	Parker:	Ashley Chasez
Aurora:	Brad Pierce	ACPAA:	Mike Fronapfel
Castle Pines:	Chris Eubanks	AOPA:	John Hirshman
Castle Rock:	Laura Cavey (virtual)	CABA:	Don Kuskie
Centennial:	Candace Moon	Wings Over the Rockies:	Bill Wasmund

Others in attendance were Arapahoe County Alternate Evan Colvin; Greenwood Village Alternate Libby Barnacle (virtual); Lone Tree Alternate Representative Chuck Darnell; and ACPAA staff Samantha Blymyer and Lauren Wiarda.

Those absent were:

Cherry Hills Village:	Robert Eber/Randy Weil	FAA APA Control Tower:	Jeff Lawton/Ron Curry
Highlands Ranch:	Andy Jones/Renee Anderson	FAA District Office:	John Bauer/John Sweeney
CDOT Aeronautics Div:	Todd Green/Vacant	FAA TRACON:	Steve Martin/Bill Dunn

Local officials attending included: ACPAA Board Chair & Arapahoe County Business Representative Thad Bagnato; ACPAA Board Member & Arapahoe County District 5 Commissioner; Robert Doubek, ACPAA Board Member & Arapahoe County Citizen Representative; Jessica Campbell-Swanson ACPAA Board Member & Arapahoe County District 2 Commissioner; and Ruby Dixon, District 37, Colorado House of Representatives. Greenwood Village Mayor George Lantz and City Attorney Tonya Davidson were also in attendance.

The FAA was represented in person by Michael Valencia, Denver District General Manager, and virtually by the following: Joseph Bert, Team Manager, Environmental/Community Involvement/Correspondence/NAS Analytics; Justin Biassou, Community Engagement Officer; and Leslie Lardie, Senior Advisory, Northwest Mountain Region.

Press coverage was provided by CBS and Colorado Community Media.

2. **CONSENT AGENDA:** The Consent Agenda included the Draft CACNR Minutes from January 4, 2022; the Treasurer's Report from January 27, 2023, showing a balance of \$23,251.15; and the December 2022 Noise Report. On the motion of Donna Johnston, duly seconded, the Consent Agenda was approved.

The December 2022 Noise Report included the following information:

December Local Operations:	11,300	December Total Operations:	24,123
Year to Date Local Operations:	132,026	Year to Date Total Operations:	302,660

24,123 Total Operations in December resulted in 590 complaints from 45 households.
302,660 Total Operations in 2022 resulted in 5,710 complaints from 243 households.

December Noise Events:

(Golf Course, Noise Monitor #1, was missing data due to battery damage.)

December Totals:	Dec. 60 – 69 db:	Dec. 70 – 79 db:	Dec. 80 – 89 db:
6,736 Meridian	5,514 Meridian	1,181 Meridian	388 Airport East
2,681 State Park	1,923 State Park	783 Airport East	103 Castle Rock
2,678 Airport East	1,776 Parker	748 State Park	38 Meridian
1,965 Parker	1,458 Airport East	186 Parker	10 State Park
1,580 Grandview Estates	1,426 Grandview Estates	168 Castle Rock	3 Greenwood Village
802 Greenwood Village	757 Lone Tree	154 Grandview Estates	3 Parker
790 Lone Tree	715 Greenwood Village	84 Greenwood Village	1 Lone Tree
764 Castle Rock	479 Castle Rock	42 Hunters Hill	0 Castle Pines
398 Hunters Hill	356 Hunters Hill	32 Lone Tree	0 Grandview Estates
165 Sagebrush Park	151 Sagebrush Park	14 Sagebrush Park	0 Hunters Hill
134 Castle Pines	126 Castle Pines	8 Castle Pines	0 Sagebrush Park
0 Golf Course	0 Golf Course	0 Golf Course	0 Golf Course

December Noise events in the 90+ decibel range: Airport East – 49 Castle Rock – 14 Meridian – 3

December Noise Complaints and Numbers of Households:

(590)

(45)

Noise Complaints:

330 Greenwood Village (56%)
151 Unincorporated Arapahoe County (26%)
55 Centennial (9%)
27 Unincorporated Douglas County (5%)
17 Castle Rock (3%)
4 Other
2 Lone Tree
1 Aurora
1 Castle Pines
1 Highlands Ranch
1 Parker
0 Cherry Hills Village
0 Denver

Number of Households:

16 UAC (35%)
15 Greenwood Village (33%)
2 Castle Rock (4%)
2 Centennial (4%)
2 UDC (4%)
2 Lone Tree
2 Other
1 Aurora
1 Castle Pines
1 Highlands Ranch
1 Parker
0 Cherry Hills Village
0 Denver

YTD Complaints & Number of Households:

(5,710)

(243)

Noise Complaints:

1,709 Greenwood Village
1,278 Centennial
1,211 UAC
641 Castle Rock
292 UDC
222 Other
139 Aurora
79 Highlands Ranch
52 Lone Tree
34 Denver
30 Parker
21 Castle Pines
2 Cherry Hills Village

Households:

74 UAC
50 Greenwood Village
27 Other
22 UDC
17 Lone Tree
12 Centennial
10 Denver
8 Parker
7 Aurora
6 Castle Rock
5 Highlands Ranch
4 Castle Pines
1 Cherry Hills Village

In December, the top five complaining households were in:

Greenwood Village – 56%
UAC - 26%
Centennial - 9%

UDC – 5%
Castle Rock - 3%

Year to Date, the top five complaining households were in:

Centennial – 1,155
Greenwood Village – 835
Castle Rock - 573

Unincorporated Arapaho County – 421
Greenwood Village - 342

In December, 46 responses were requested from 590 noise complaints, with 36 of those requests made by email (78%), and 10 made by telephone (22%).

In December, 554 complaints were made about **daytime flights** (7:00 a.m. – 9:59 p.m.) – 94%.

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

Year to Date, 5,369 complaints had been made about **daytime flights** – 94%

Year to Date, 341 complaints had been made about **nighttime flights** – 6%

In December, props accounted for **85% of the complaints by aircraft type**; **jets** accounted for **13% of the complaints**, and **helicopters** caused **2%**.

In December, arrivals were responsible for 37% of the complaints; **training** was also responsible for 37% of the complaints, and **departures** were responsible for **26% of the complaints**.

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

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

4. **EXECUTIVE COMMITTEE:**

A. CACNR Election in March 2023 – This served as the official notice of the election of officers, to be held at the March, 2023 meeting. A copy of the responsibilities of each office had been provided.

B. CACNR Attendance at UC Davis Noise and Emissions Symposium, May 1-3, UC Davis Campus – Ashley Chasez and Chris Eubanks volunteered to attend the symposium for CACNR. Samantha Blymyer would submit their early bird registrations.

C. CACNR Representative to ACPAA Meeting on February 9, 2023 – Donna Johnston volunteered to attend this meeting representing CACNR. Her report would need to cover both the January and February CACNR meetings, as ACPAA did not meet in January.

D. Timetable for Preparation and Adoption of 2023-2025 CACNR Work Program – The CACNR Bylaws call for review of the CACNR Work Program every two years, with that to be completed in March. As activity during the last three meetings had precluded that review from being done, motion was made by Alison Biggs to delay adoption of the 2023-2025 CACNR Work Program until a date no later than the May, 2023 CACNR meeting. Motion was seconded and carried.

Motion was made by Alison Biggs that all committees provide draft anticipated goals for 2023-2025 to the Secretary no later than February 20, 2023. Following discussion and clarification that these would be compiled as an initial draft, with opportunity for further work to be done in the coming months, the motion was seconded and carried.

E. Mike Fronapfel provided a summary of the January 25, 2023 meeting with the flight schools. Examples of repetitive flight patterns over communities, which had been presented at previous CACNR meetings, had been shared at that meeting with the schools. One school had recognized its involvement with one of the examples, and indicated attention would be given to the

problem. Discussion included such topics as spacing and options to extending patterns, actions as determined by orders from the FAA air traffic controller, and the use of leaded v. unleaded fuel. One school had invited airport staff to come for further discussion. There was recognition of the need to continue these meetings.

Fronapfel noted an email had been received from an anonymous pilot which discussed several germane points, including support for the use of unleaded fuel, and support for a variety of practices which could help decrease noise in the problem areas. It recognized returning to the previous pattern of operations was solely within the jurisdiction of the FAA, but the current practice was felt to place flights dangerously over residential areas and increased time in the pattern resulting in increased noise below.

4. **PUBLIC/COMMUNITY/FAA DISCUSSION:** CACNR Chair Brad Pierce welcomed everyone, and introduced FAA Denver District General Manager Michael Valencia who was attending the meeting in person. There were approximately 45 community members in attendance, and 75 on-line, many of whom wished to speak.

Donna Johnston, CACNR Representative from Greenwood Village introduced that City's Mayor George Lantz and the City Attorney Tonya Davidson. She recognized members of her community who had been working diligently to express their concerns about aircraft noise over their homes, and to document the reasons for that noise. She recommended the FAA take decisive action, with a date certain, to stop the incessant flight school traffic overhead.

In addition to Mr. Valencia's on site attendance, Leslie Lardie, FAA Senior Advisor NW Mountain Region virtually introduced Joseph Bert, FAA Team Manager, Environmental/Community Involvement/Correspondence/NAS Analytics; and Justin Biassou, FAA Community Engagement Officer.

Valencia noted the district he manages includes the states of Wyoming and Colorado, and parts of four other states; he considers Denver his home. Because this district includes DIA, Buckley, Colorado Springs, and all of the other many airports in the surrounding areas, no other district in the country has as many operations in a day as this district does. The mid-air collision in May of 2021 had been fortunate to not have had any passengers, and to have resulted in no deaths. He stated the FAA's #1 priority is to prevent collisions, so after the mid-air collision, there had been a determination to 'tighten things up' and to make sure the air traffic controllers were maintaining positive control of aircraft.

Mr. Bert provided a traffic pattern briefing and indicated traffic in the area was 23.7% higher in 2022 than it had been in 2019; over Greenwood Village, it was 74.9% higher in '22 than in '19. He discussed how VFR counts are done by the FAA and how air traffic controllers manage the separation of flights. Question was asked about the safe distance between aircraft; response was no exact distance because it depended on the type of aircraft, the speeds involved, weather conditions, etc.

Question was asked about what solutions to the problem might be, rather than just reviewing the whys of the problem. Why could not there be changes in the numbers of planes in the pattern? Observation was made that the FAA would likely never limit the number of planes in the sky. Biassou stated the FAA was following a Congressional mandate and therefore would not change. Valencia again noted that after the mid-air, air traffic controllers had had to be retrained.

It was mentioned the airport shows operations here are down from many previous years, yet complaints about noise have increased. Lardie asked what happened to increase the noise and what needs to be done to help the people who live here. Question was what change in procedure caused the 23.7% increase. Bert indicated all change was due to increased volume. Fronapfel indicated a difference of opinion that all change was due to increased volume, as the airport's numbers do not agree with those being used by the FAA. Regardless, the airport would like the old pattern management to be returned, as the current system was not safe.

Some disagreement continued between the FAA and the airport about how numbers of operations are counted and by whom/what. Airport staff would be doing further study of the date, pattern traffic, etc. and clarity would be sought.

Regardless of how things were counted, at this point many questions were asked, and comments made. Many of both were essentially things which had been discussed at prior CACNR meetings, and it was appreciated that personnel from the FAA were present in person and virtually to discuss them. They included:

- Why were there so many loud aircraft over Greenwood Village in particular?
- Even though there is purportedly a strong demand for pilots, isn't there somewhere else they could train? Response was this is where it is convenient for the customers of the schools.
- Could there be some compromise between the needs of the schools and the needs of the community?
- If traffic is 23.7% higher overall, why is it 74.9% higher over Greenwood Village?
- What has made so many more flights go north of Arapahoe Road when this did not happen previously?

Valencia stated the FAA would not put student pilots in dangerous situations, as the FAA has the responsibility for safety in the air. It did make the decision to retrain the air traffic controllers after the mid-air, and they were told to stagger flights more, but he stated no change in flight patterns was put in place. Patterns may be elongated to accommodate up to 10 flights, but a safe limit would be determined by the individual controller.

- It was observed that the patterns seemed to be at a saturation point now, so what could be done to not only reduce the numbers, but to at least keep things from getting worse.
- There continued to be pleas for finding solutions to the problem, sooner rather than later.
- It was felt FAA professionals must have some idea of how to fix this, and if not, then the problem was bigger than originally thought.
- The FAA personnel present continued to stress that no changes had been made to the flight paths or patterns following the mid-air collision. If there is increased demand, then things have to adjust to that demand.
- Question was asked that with all the concern about safety in the air, does the FAA ever give thought to safety on the ground under its flights. Response was its job was to control flights to prevent collisions which does protect lives on the ground.
- Question was again asked if the FAA ever considers or cares about the communities on the ground at all – the current problems with noise and lead in gasoline do not make it appear that it does. This topic was brought up several times with those present seeming to feel clear answer had not been forthcoming.

Thought was expressed that perhaps there might have been an overcorrection on what the controllers had been told to do during the retraining following the mid-air collision, and was there a way to correct that overcorrection by allowing a return to the way things had been before. Could/would the FAA reconsider its actions which have put communities at risk?

Observation was made that it did not seem the FAA was actually answering the three questions which had been submitted on December 31. It was hoped the FAA was taking notes, and would indeed answer the questions directly. There seemed to be a lack of trust that nothing positive was being offered, but only explanatory excuses were being given when fixing the problem was what was needed.

Question was asked if the implementation of Metroplex might also have contributed to the concentration of noise over one area. It seemingly pushes planes unsafely too close together, and one observation of an apparently near crash had occurred just today. Mr. Bert was thanked for showing the problems faced by the community, but there was a need for analytics of an output model. Question was asked, as it had been at meetings before, as to why flight schools are or seem to be so privileged. The skies actually do have a safe capacity limit, so why can't it be treated like a stadium or a theater or a golf course when that limit is reached, instead of continually trying to cram more flights in where they do not safely fit?

Regarding leaded gasoline, it was noted that leaded paint is no longer used, and leaded gasoline for cars has been banned since 1996, so why does the FAA still allow the use of leaded gasoline for airplanes? The FAA needs to require all to stop using it. Another idea expressed was to tax leaded fuel to the extent that its use would no longer be attractive.

Articles about the impact of airplane noise on both mental and physical health were noted. One member of the public reported an autistic son who is triggered by sound, and as so many, his family's quality of life has been degraded, yet the FAA will seemingly not take any responsibility for what its protect planes are causing. Retaliation by pilots against those who have complained about noise was reported as it had been at previous meetings. Question was asked who tells the pilots to go north of Arapahoe Road at 4:30 a.m. when there are few planes in the pattern? Question was also asked why representatives of the flight schools were not in attendance at meeting such as this.

The elected officials in attendance were thanked as were the FAA personnel. Although there was disappointment the FAA had presented no answers, it was noted that just complaining will not necessarily result in change. This demonstrated community involvement may present an opportunity for collaboration and compromise, if there can be understanding of constraints on both sides. But, there must be more than one side willing to collaborate and compromise. Mike Fronapfel reported the airport was working with an attorney who is well versed in airport law, to obtain an up-to-date and clear understanding of what it can and cannot do under the Airport Noise and Capacity Act (ANCA), FAA's rules and regulations, and its Grant Assurances.

Additional questions, prefaced by the statement that the public was not going away until there was some resolution to the problem, included why did the FAA put citizens in this situation, and does the airport have to 'toe the line' to get grant funds?

Valencia was again invited to come to Greenwood Village at any time convenient for him, to see and hear what the community deals with. When asked, he committed to having answers in writing to all of the questions which had been submitted to the FAA on December 31, 2022, and January 16, 2023. He indicated it had been worth it to be here and listen to the community, as the stakes are very high; he knew there was a satisfactory solution someplace. He was asked if he could be 'on our side and be our advocate?' Response was that he was here, and hoped to be here again next month.

The remainder of the meeting's agenda was postponed again.

6. **NEXT MEETINGS:**

- | | |
|--------------------------------------|---|
| A. CACNR – April 5, 2023 | 6:30 p.m. 7565 S. Peoria Street, Unit 9D, Englewood, CO |
| May 3, 2023 | 6:30 p.m. 7565 S. Peoria Street, Unit 9D, Englewood, CO |
| June 7, 2023 | 6:30 p.m. 7565 S. Peoria Street, Unit 9D, Englewood, CO |
| July 2023 | NO MEETING |
| August 2, 2023 | 6:30 p.m. 7565 S. Peoria Street, Unit 9D, Englewood, CO |
|
B. ACPAA – March 16, 2023 |
3:00 p.m. 7565 S. Peoria Street, Unit 9D, Englewood, CO |
| April 13, 2023 | 3:00 p.m. 7565 S. Peoria Street, Unit 9D, Englewood, CO |

May 11, 2023	3:00 p.m. 7565 S. Peoria Street, Unit 9D, Englewood, CO
June 8, 2023	3:00 p.m. 7565 S. Peoria Street, Unit 9D, Englewood, CO
July 2023	NO MEETING
August 10, 2023	3:00 p.m. 7565 S. Peoria Street, Unit 9D, Englewood, CO

7. **ADJOURNMENT:** The meeting was adjourned at 10:20 p.m.

Alison Biggs, Secretary

(Secretary's Note – not all issues raised in previous CACNR meetings in relation to aircraft noise and its effect on mental and physical health were covered in this meeting. Interested individuals are referred to the CACNR Minutes of December 7, 2022 and January 4, 2023, which can be found on the CACNR website - centennialairportnoise.com - or by contacting the Secretary through info@centennialairportnoise.com)

CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE		2023 BUDGET - Approved October 5, 2022; Updated as of 2/22/23		
		BUDGET	ACTUAL	
INCOME:			as of 01/27/23	NOTES
CARRY OVER FROM PRIOR YEAR		\$ 23,000.00	\$ 23,251.15	estimated carry over from prior year - exact amount to be determined
ACPAA		\$ 10,000.00		
CACNR REGULAR MEMBERS		\$ -		Members not invoiced for 2023 due to amount of carry over available
TOTAL INCOME:		\$ 33,000.00		
EXPENDITURES:				
WORK PROGRAM:				
COMMUNITY OUTREACH		\$ 2,000		WebsiteUpdating and Maintenance
		\$ 5,000		MediaOutreach Project
FLY QUIET		\$ 1,000		Placeholder for Projects tbd
NOISE MONITOR		\$ 1,000		Exploration of desired data and software for 2024
EXECUTIVE/WORK PLAN		\$ 500		Orientation Manual, Annual Report
EDUCATION				
2 Reps to UC Davis Symposium		\$ 5,000		Symposium to be at UC Davis; estimate based on prior symposiums
2 Reps to 2 N.O.I.S.E. Conferences		\$ 4,000		based on prior years on-site conferences
CONSULTATION/ TASK SUPPORT		\$ 3,000		Projects with Jason Schwartz
MEMBERSHIP DUES		\$ 1,000		N.O.I.S.E.
ADMINISTRATIVE		\$ 1,000		Part time secretarial assistance
		\$ -		Legal
RESERVE		\$ 9,500.00		for presently unidentified and unanticipated expenses and/or work CACNR activities consistent with the approved Work Plan.
TOTAL EXPENDITURES:		\$ 33,000.00		
CARRY OVER TO 2024		\$ -		Actual to be determned at the end of 2023
** Usually includes registration, travel, ground transportation, lodging, meals.				
FRAME OF REFERENCE: The MOU Funding Structure adopted 12/13/2018 called for an initial two-year funding mechanism. "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."				



Centennial Airport Monthly Noise Report



26. January 2023

1 TABLE OF CONTENTS

2	Definitions.....	2
3	About APA’s Noise Monitoring Program	3
4	About WebTrak™	4
5	Operations Statistics	5
6	Noise Monitor Reports.....	6
7	Noise Complaint Statistics.....	7-9
8	Complaint Map	10
9	Radar Track Density Map	11
10	Notes and Disclaimer	12

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.

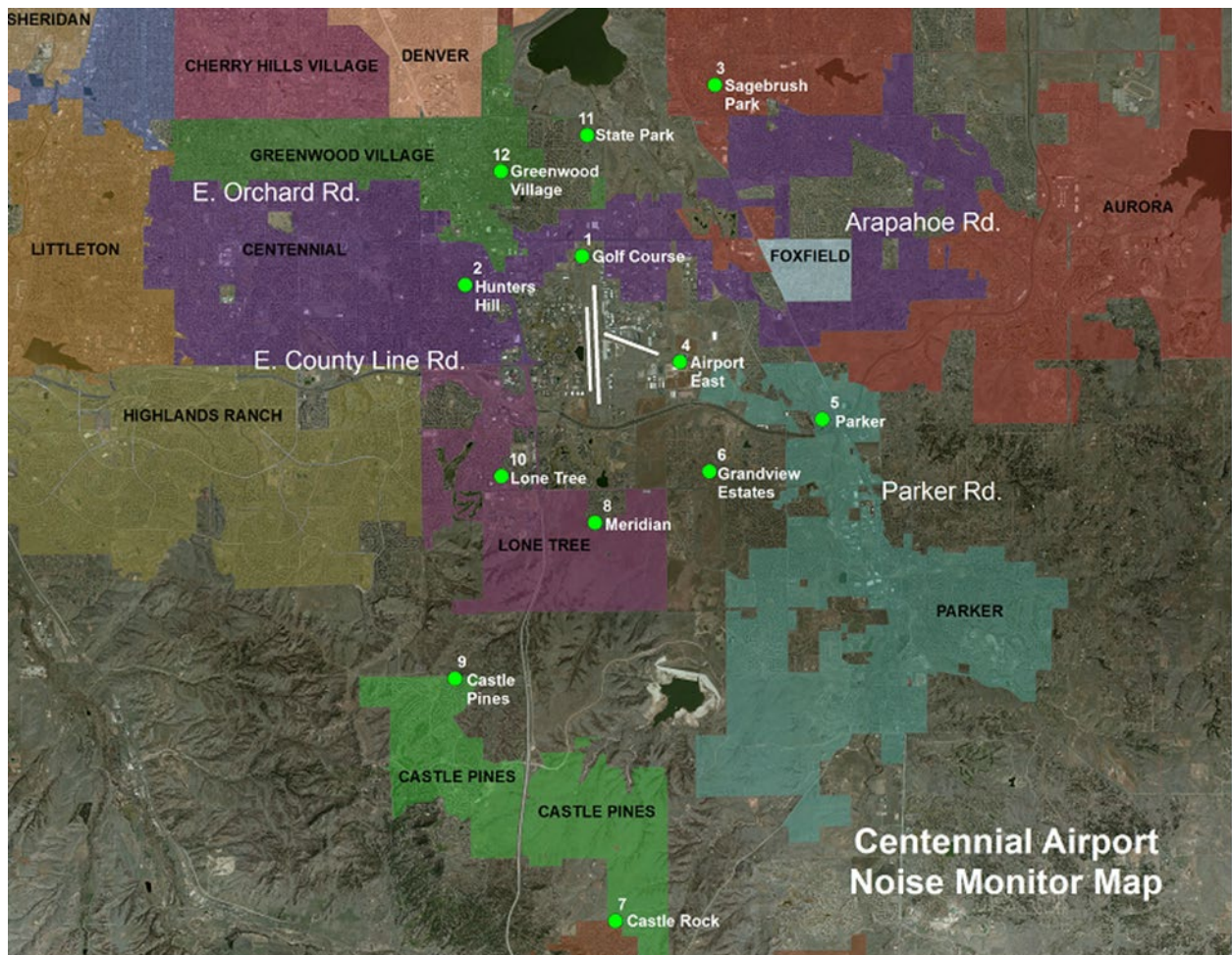
Visual Flight Rules (VFR) – A set of regulations under which a pilot operates an aircraft in weather conditions generally clear enough to allow the pilot to see where the aircraft is going. A flight plan is not required when the pilot is operating under Visual Flight Rules.

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

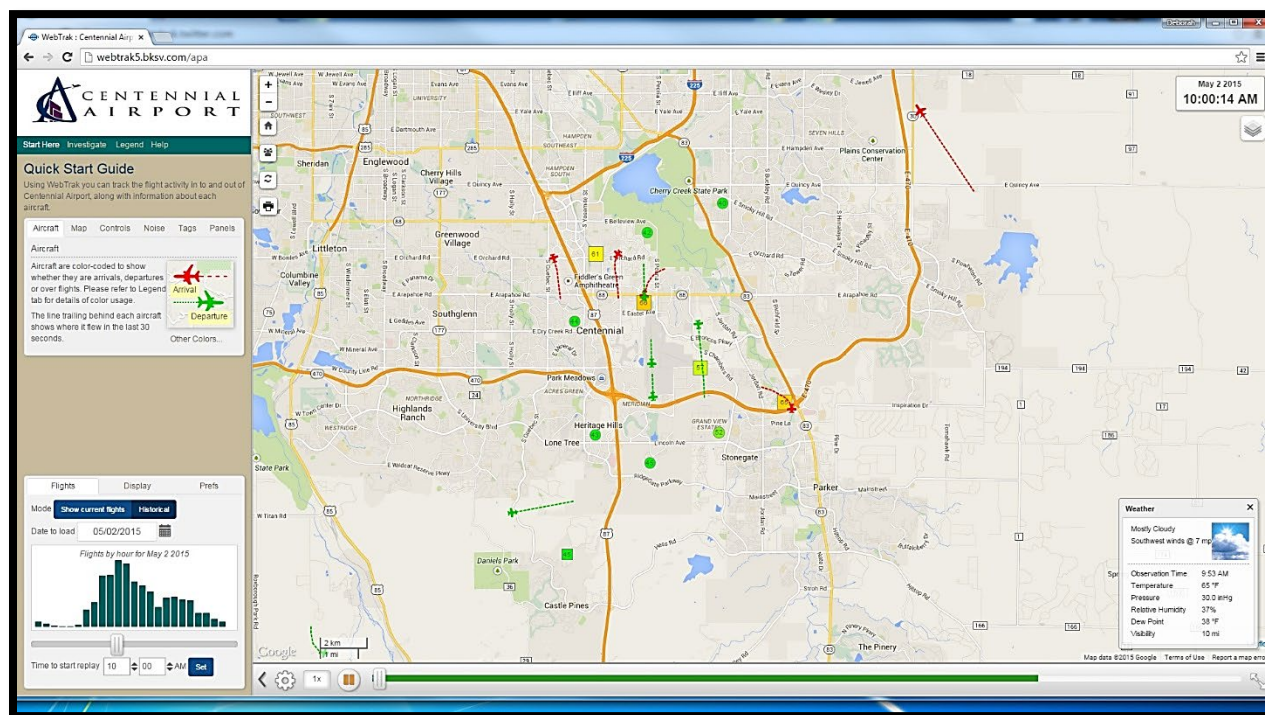
3 ABOUT APA'S NOISE MONITORING PROGRAM

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	2,304	3,055	99	5,458	896	5,213	69	6,178	11,936	25	11,961
February				0				0			0
March				0				0			0
April				0				0			0
May				0				0			0
June				0				0			0
July				0				0			0
August				0				0			0
September				0				0			0
October				0				0			0
November				0				0			0
December				0				0			0
Y-T-D Totals	2,304	3,055	99	5,458	896	5,213	69	6,178	11,936	25	11,961

	IFR OVERFLIGHTS				VFR OVERFLIGHTS					TOTAL OPERATIONS
	AIR TAXI	G.A.	MILITARY	TOTAL INTINERANT	AIR TAXI	G.A.	MILITARY	TOTAL		
January	2	4	4	10	43	73	11	127	January	23,734
February				0				0	February	
March				0				0	March	
April				0				0	April	
May				0				0	May	
June				0				0	June	
July				0				0	July	
August				0				0	August	
September				0				0	September	
October				0				0	October	
November				0				0	November	
December				0				0	December	
Y-T-D Totals	2	4	4	10	43	73	11	127	Y-T-D Totals	23,734

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

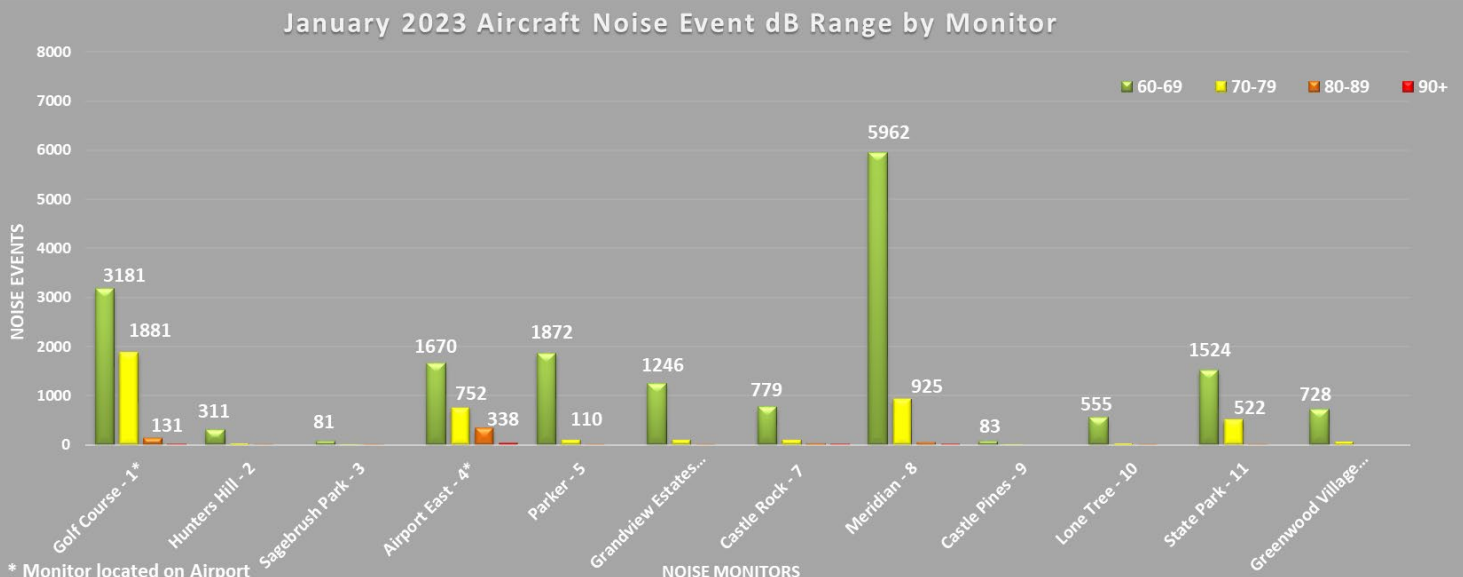
The following data displays the amount and associated decibel level of aircraft noise events at a given monitor. An aircraft noise event must contain the following characteristics:

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.

January 2023 Aircraft Noise Event Decibel Range By Monitor					
Monitor	60-69	70-79	80-89	90+	Totals
Golf Course- 1*	3181	1881	131	2	5195
Hunters Hill- 2	311	26	1	0	338
Sagebrush Park- 3	81	2	1	0	84
Airport East- 4*	1670	752	338	22	2782
Parker- 5	1872	110	4	0	1986
Grandview Estates- 6	1246	105	2	0	1353
Castle Rock- 7	779	94	24	2	899
Meridian- 8	5962	925	40	3	6930
Castle Pines- 9	83	4	0	0	87
Lone Tree- 10	555	26	1	0	582
State Park- 11	1524	522	5	0	2051
Greenwood Village- 12	728	67	0	0	795
Totals	17992	4514	547	29	23082

*Monitor located on Airport



7 JANUARY 2023 NOISE COMPLAINT STATISTICS

In January, Centennial Airport received 774 complaints from 67 households.

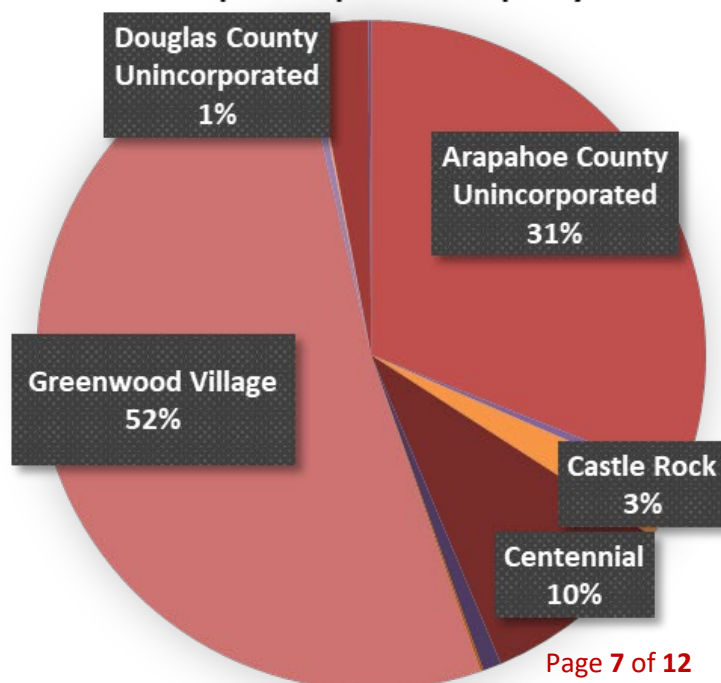
January Noise Complaints			Population
Municipality	Complaints	Households	Census 2018
Arapahoe County Unincorporated	240	32	83,764
Aurora	4	2	374,114
Castle Pines	0	0	10,507
Castle Rock	20	2	64,827
Centennial	74	2	110,831
Cherry Hills Village	0	0	6,650
Denver	0	0	716,492
Douglas County Unincorporated	8	4	100,536*
Greenwood Village	400	16	15,801
Highlands Ranch	4	2	105,264
Lone Tree	1	1	14,653
Parker	1	1	55,636
Other	22	5	UNK
Total	774	67	1,659,075

*Douglas County Unincorporated Population with Highlands Ranch Removed

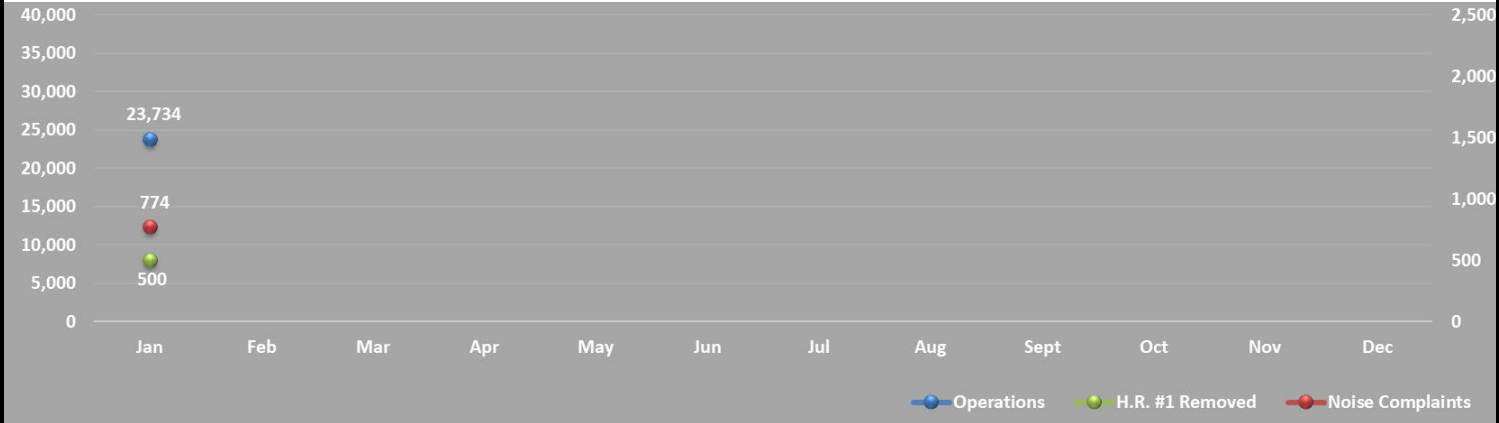
January 2023 Noise Complaint Responses Completed	
Email	44
Phone	16
Total	60

Time Complaint Received	Jan
Day Hours (7:00 am - 9:59pm)	707
Night Hours (10:00 pm - 6:59 am)	67
TOTAL	774

Complaints per Municipality



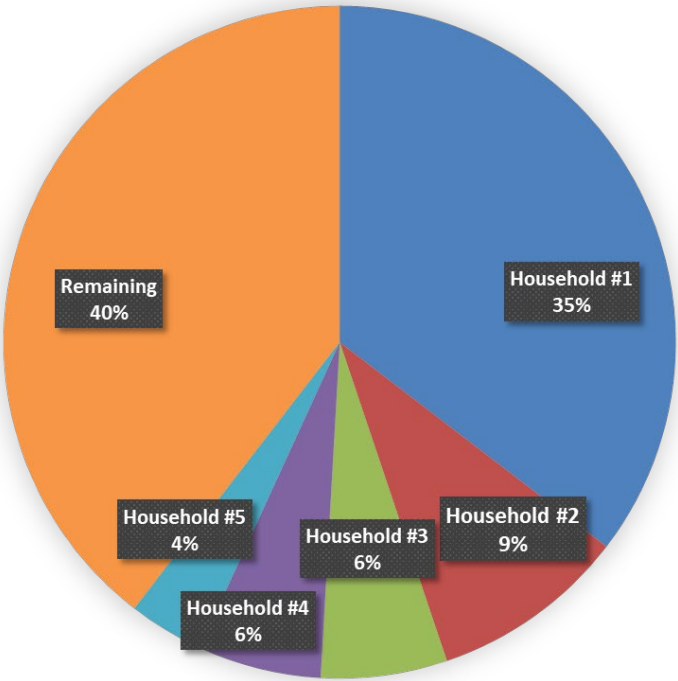
Current 2023 Trend



Previous Year 13 Month Trend



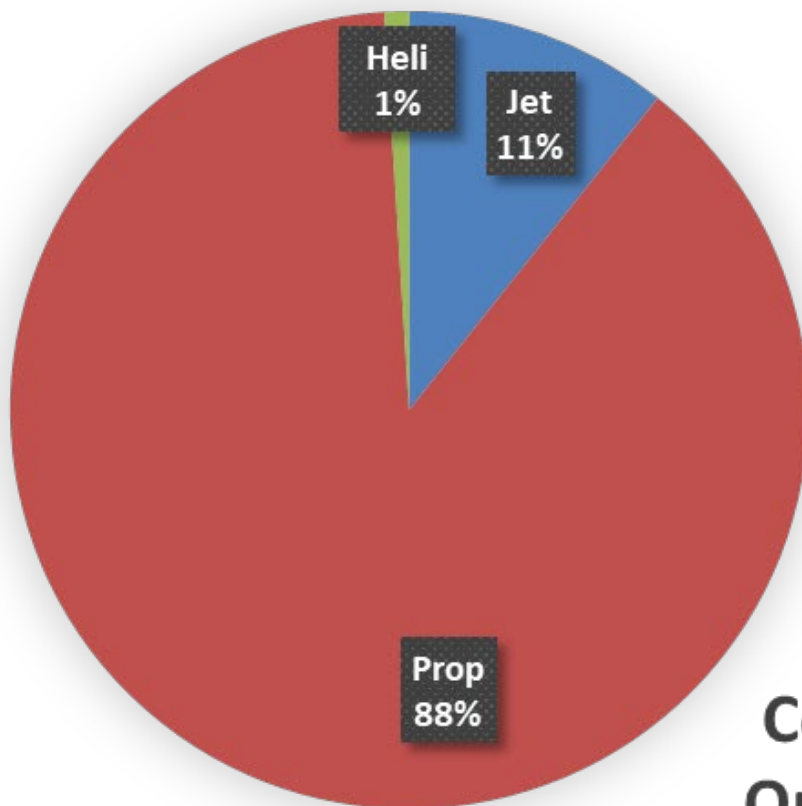
Top 5 Household Complaints YTD



Top 5 Household Complaints		
Household	Complaints	Households
Household #1	274	Greenwood Village
Household #2	73	Centennial
Household #3	47	Arapahoe County
Household #4	46	Arapahoe County
Household #5	28	Arapahoe County
Remaining	306	
Total	774	

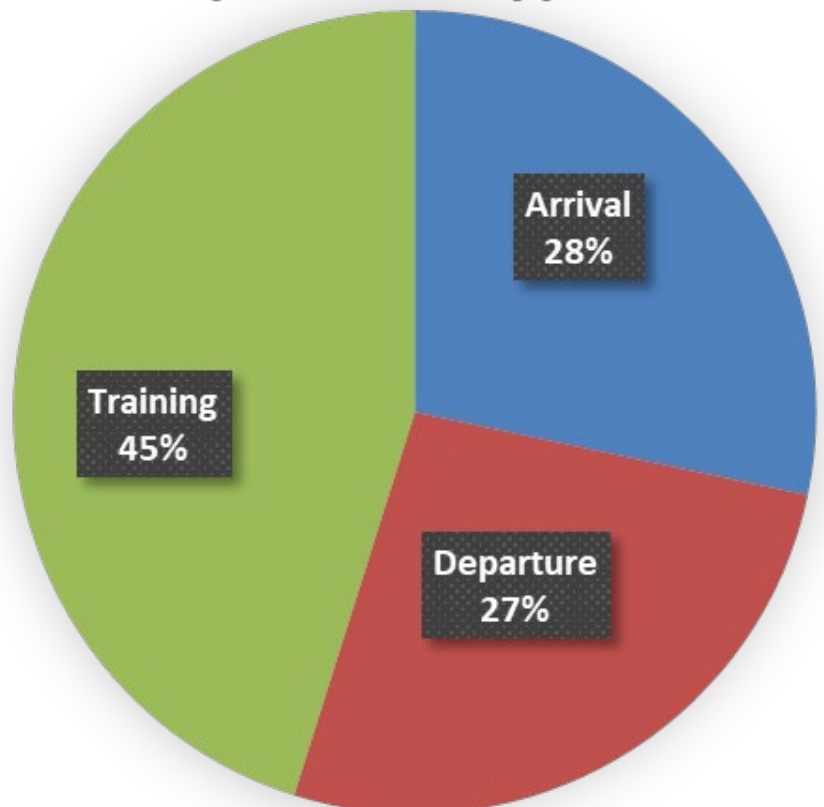
Complaints by Aircraft Type

January 2023

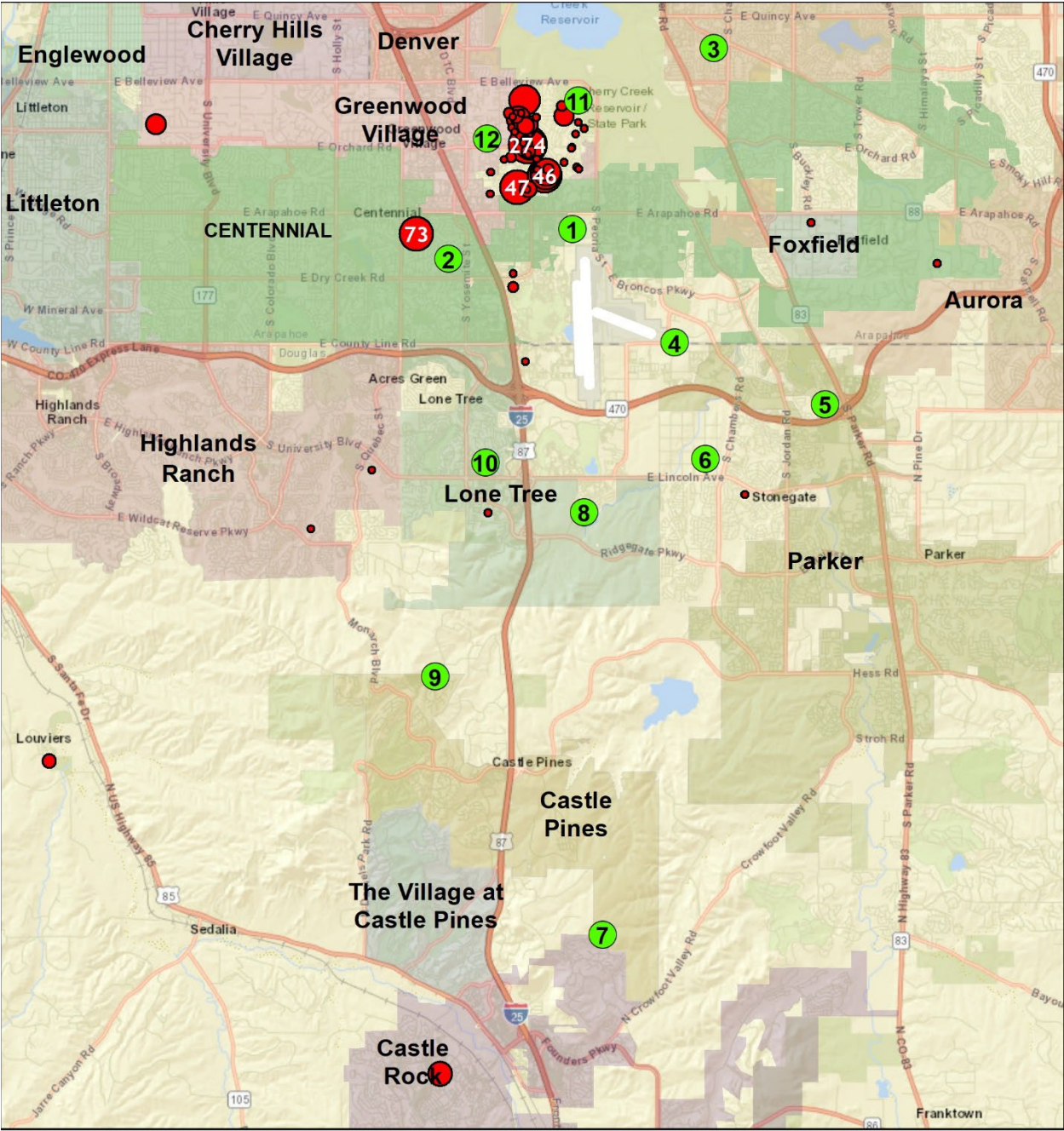


*#1
Household
Removed

Complaints by Operation Type



8 CENTENNIAL AIRPORT COMPLAINT MAP



January 2023 Complaints

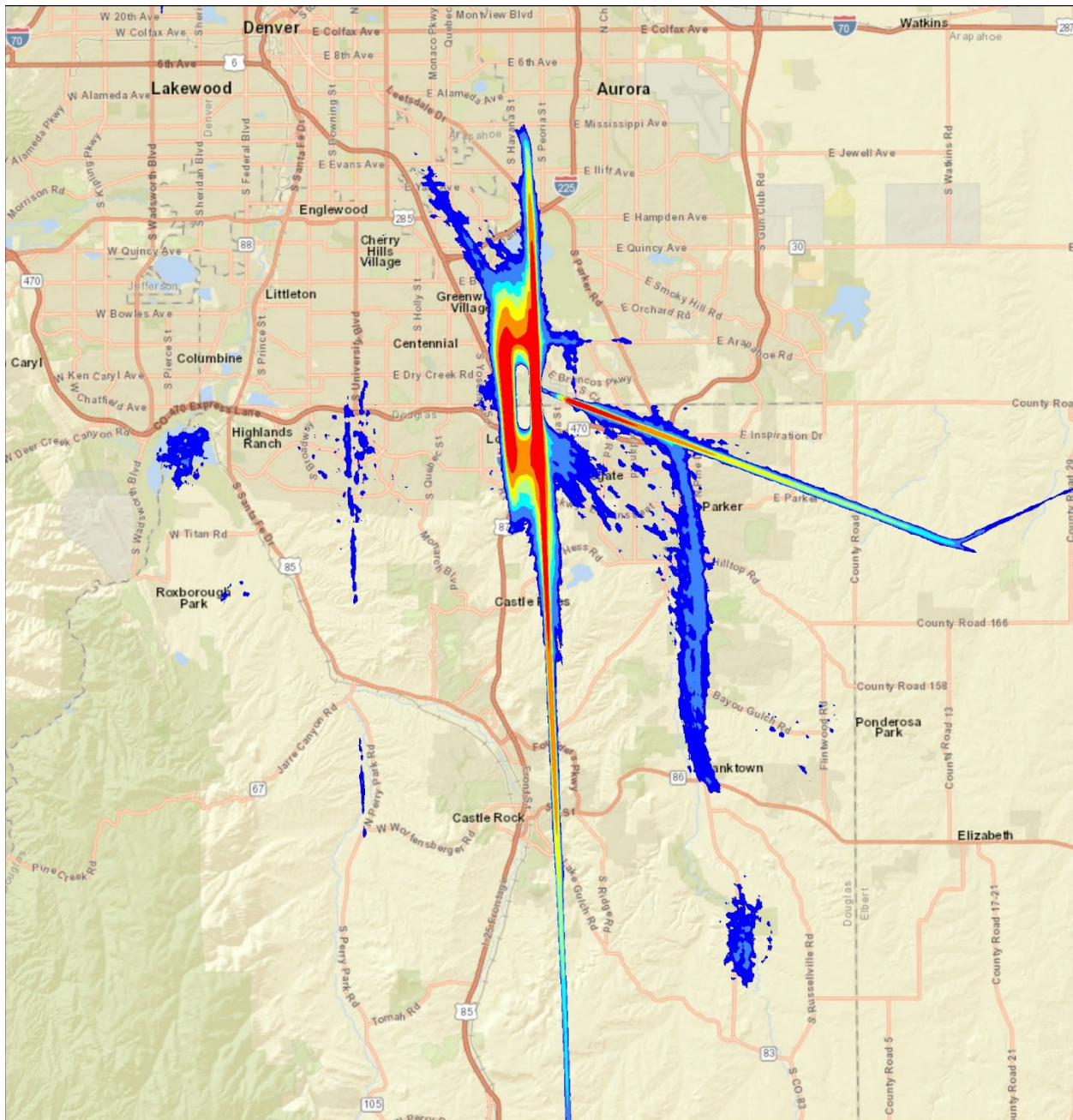


**Larger dots equate to more complaints for that particular households

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.

January 2023 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

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	Donna Johnston	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



Centennial Airport Community Noise Roundtable
Summary of January 4, 2023 and February 1, 2023 Meetings
CACNR Represented by Donna Johnston, Greenwood Village

In January, the meeting was abasically given over to hearing from the public about the increased noise in communities surrounding the airport, and the issue of the use of leaded gas was emphatically raised. There were 74 members of the public involved, with about 48 of them by telephone.

Two representatives from the FAA joined the meeting by phone, with the stated intend of just listening to residents. Many comments from the community were reiterations of those concerns presented in December. Much stress was placed on the need for action by the FAA. The FAA's limit of three questions from CACNR to the FAA per month was challenged, and eventually it was determined all questions could be submitted, but only the three which ha been sent on December 31, 2022 would be addressed in February.

The FAA offered a formal presentation on leaded fuels, and Michael Valencia FAA Denver District General Manager indicated he would attend the February CACNR meeting in person. He further stressed the FAA had made no changes in flight patterns following the mid-air collision.

In February, CACNR representatives were officially notified the election of officers would occur in March as called for in the bylaws. Brad Pierce reminded everyone he plans to step down as Chair. A delay in the adoption of the 2023-2025 Work Program was approved, and CACNR committees were asked to submit draft ideas so work could begin on developing its content.

Michael Fronapfel reported on a recent meeting with flight schools where they discussed resident's concerns and agreed an updated Fly Quiet brochure would be helpful. A meeting with pilots is planned to discuss the voluntary noise guidelines, and more meetings with the flight schools will be planned.

Four people from the FAA participated in the meeting: Michael Valencia (in person), Leslie Lardie, Justin Biassou and Joseph Bert. The FAA did not clearly answer the three questions submitted by Mike Fronapfel in December, which had been the previous agreement, nor the questions submitted by the community last month. The FAA committed to respond to all questions, in writing, for the March meeting.

The FAA spokespeople also insisted they did not make any change in the pattern or sequence of traffic after the midair crash over Cherry Creek State Park. Although they were continually pressed on the issue, they repeatedly said their job is to ensure safety in the skies by 1) preventing air collisions, 2) separating aircraft, 3) ensuring air traffic controllers are doing their job correctly -- no changes had been made other than to tighten up how controllers were doing their jobs.

Joseph Bert from FAA presented a Traffic Pattern Briefing that showed:

- Air traffic in and out of Centennial Airport up 23.7% from 2019 to 2022.
- A 74.9% increase in traffic over Greenwood Village from 2019 to 2022.
- 63,275 planes in and out of Centennial Airport in 2019; 65,889 planes in and out of airport in 2022 according to total VFR Flight Tracks (info tracked by control tower).
The airport disagreed with the FAA's volume numbers.
- Also, the average flight school turn from the north was 1.2 miles away (likely Arapahoe Road) in 2019; in 2022 it was 2.5 miles away (likely Orchard Road).

Mike Fronapfel said there are 7 air traffic control positions at Centennial and only 4 of those are filled.

About 150 residents, elected officials and reporters attended the meeting (75 online). They asked why the FAA couldn't revert the pattern/sequence of traffic to the way it was before the crash, but the FAA continued to say it didn't make any change so there was nothing it could do.

Residents also asked: why flight schools get special treatment; who is in charge of safety on the ground; and who is in charge of handling the volume of traffic in and out of Centennial and throughout the state. They asked the airport to manage capacity like a golf course does with scheduled tee times. They expressed concern about planes using lead-based fuel and asked the airport to impose a fee on leaded gas as well as impose landing fees to reduce the number of flight schools/planes flying overhead.

It was reported the airport board would be briefed on what it can and cannot legally do under current Federal law and FAA regulations and that information would subsequently be shared with the public. The FAA committed to continue working with CACNR and APAA, and the citizen group indicated it was not going away until resolution to the noise and lead problems was achieved.

#

Donna Johnston

Centennial Airport Community Noise Roundtable

27. January & February Roundtable Updates



Donna Johnston

Centennial Airport Community Noise Roundtable

APA



Summary of our January 4th meeting

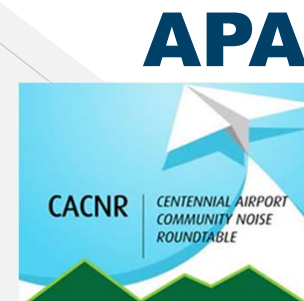
- In January, the meeting was abasically given over to hearing from the public about the increased noise in communities surrounding the airport, and the issue of the use of leaded gas was emphatically raised. There were 74 members of the public involved, with about 48 of them by telephone.
- Two representatives from the FAA joined the meeting by phone, with the stated intend of just listening to residents. Many comments from the community were reiterations of those concerns presented in December. Much stress was placed on the need for action by the FAA The FAA's limit of three questions from CACNR to the FAA per month was challenged, and eventually it was determined all questions could be submitted, but only the three which ha been sent on December 31, 2022 would be addressed in February.
- The FAA offered a formal presentation on leaded fuels, and Michael Valencia FAA Denver District General Manager indicated he would attend the February CACNR meeting in person. He further stressed the FAA had made no changes in flight patterns following the mid-air collision.

Donna Johnston

Centennial Airport Community Noise Roundtable

Summary of our February 1st meeting

- CACNR representatives were officially notified the election of officers would occur in March as called for in the bylaws
- Michael Fronapfel reported on a recent meeting with flight schools
- There were roughly 45 members of the public in attendance in person, and 75 on the telephone.
- Four people from the FAA participated in the meeting: Michael Valencia (in person), Leslie Lardie, Justin Biassou and Joseph Bert.
- The FAA spokespeople also insisted they did not make any change in the pattern or sequence of traffic after the midair crash over Cherry Creek State Park.
- Joseph Bert from FAA presented a Traffic Pattern Briefing
- Public Comment/Questions
- It was reported the airport board would be briefed on what it can and cannot legally do under current Federal law and FAA regulations and that information would subsequently be shared with the public. The FAA committed to continue working with CACNR and APAA, and the citizen group indicated it was not going away until resolution to the noise and lead problems was achieved.



DRAFT

DRAFT

DRAFT

DRAFT

DRAFT

DRAFT

DRAFT

2023 – 2025 CACNR WORK PROGRAM

COMMUNITY OUTREACH COMMITTEE

Mike Anderson, Chair; Pam Thompson, Chris Eubanks, Evan Colvin

2023 PRIORITY TASKS

1. Promote FAA participation and engagement with the CACNR
Develop a sustainable relationship with the FAA built on common goals, collaboration, and public education.
2. CACNR Website – Further improvements in content.
Evaluate public/stakeholder friendly content enhancements.
- ~~3. Document/publish CACNR accomplishments (Annual Report)~~
4. Establish social media Public outreach
Develop CACNR consensus on platforms, topical content, resources, and management

DRAFT

DRAFT

DRAFT

DRAFT

DRAFT

DRAFT

DRAFT

2023 – 2025 CACNR WORK PROGRAM

FLY QUIET COMMITTEE

2023-2025 Priorities Projects and Goals

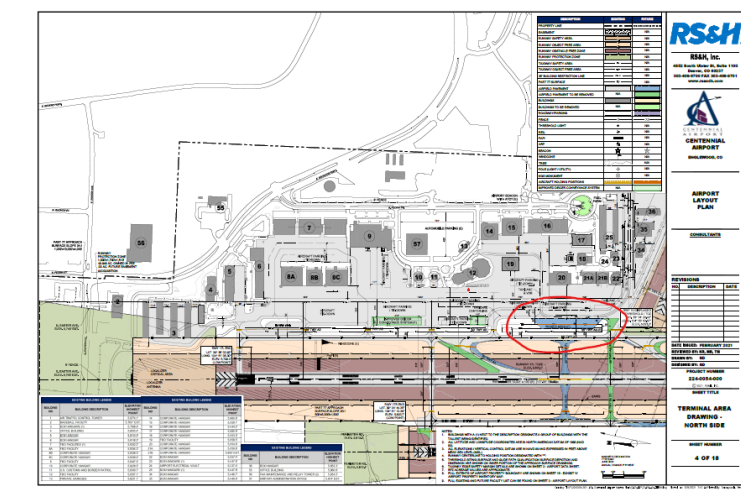
Expand industry engagement efforts to encourage awareness and support of the APA Fly Quiet Program. Fly Quiet briefings for key stakeholder groups to include air traffic control, flight schools, and pilots.

Creation of Videos for the CACNR web Site. Use [FlySMCFriendly.com](https://www.flysmcfriendly.com) as a template. The goal would be for all of our pilots to utilize a Friendly Approach toward our neighbors and residents. Help minimize noise impact by flying the CACNR published voluntary noise abatement procedures. Familiarize pilots with the voluntary flight procedures through a series of 4K videos. Available for Centennial Airport and possibly others, the short videos would offer an informative look at the airports' best ways to arrive and depart as well as pattern flying.

In conjunction with Wings Over The Rockies EOF facility, offering simulated KAPA traffic pattern flights in order to give the public a pilot/instructor perspective to the noise issues around the airport. Goal is to provide an understanding as to what the flight schools can and cannot do to reduce ground noise.

Continuing to look at similar airports to KAPA and how ideas from those airports can benefit KAPA noise reduction efforts.

Complete the installation of sign #2 at new run-up area between A6 and A8



Addition of additional electronic sign noise abatement message ideas to the executive committee. Discussions and approvals will need to be occur before submittal to ACPAA

Work with Colorado Pilots Association and Flight Schools. Provide assistance to establish and document new SE practice areas.

Continue to identify overlap of duties between Fly Quiet and Noise Monitors.

- Overlap in priority task - Pilot incentive program
- Identify aircraft configuration - Prop, engine, etc.
- Discuss with ACPAA how to fairly evaluate the program
- Determine the maximum dB an aircraft could produce in order to be considered quiet and be eligible for an incentive.
- How ANOMS would record the dB of the aircraft along with a data and time stamp
- How ANOMS would report the data
- What noise monitor location would produce the best results for a noise reading
- Discuss what incentives are acceptable and appropriate from the airports perspective: Gas card, License plate cover, plaque, website recognition

DRAFT

DRAFT

DRAFT

DRAFT

DRAFT

DRAFT

DRAFT

2023 – 2025 CACNR WORK PROGRAM

NOISE MONITOR COMMITTEE

2023-2025 Priorities Projects and Goals

The Noise Monitor Committee has 4 priority tasks identified. In this report the 4 tasks are identified, and action taken is noted in each task.

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 — On September 14, 2021, Noise Committee Members met with Centennial Airport staff and discussed the history and location of the 12 noise monitors placed throughout the South Metro Airport Influence Area. This information was presented to CACNR on October 6, 2021. On October 28, 2021, members of the Noise Committee met with Centennial Airport Staff and discussed the capabilities of the monitors' transmission capabilities. At the November 2, 2021, Noise Committee members and Centennial Airport Staff made a presentation to the CACNR. Topics covered were monitor transmission capabilities and adjustments. Also presented was information on the Flight Standard District Office (FSOD) for resident contact information for low flying aircraft and errant, unsafe flying aircraft. Information was presented on the use of portable noise monitors. Class Bravo airspace was discussed and the new impacts to Highlands Ranch, Centennial and Greenwood Village that are being experienced. Minimum air altitude requirements and results were discussed and noted that the air space is congested and takeoffs and landings will vary between 500-1000 feet. It was noted that with increasing weather temperatures, air density will affect low power propellers aircraft and residents will experience more air traffic in the morning and evenings. Airport staff made a NOMS presentation and airspace classification. Through noise monitors and NOMS, airport staff are able to distinguish different types and levels of noise and work with the required operations levels. It was recommended that refresher training be held by CACNR to share NOMS information with the public and how the information can be used to support the CACNR mission. Due to airport staffing changes, regular meetings and presentations on this topic ceased after November.**~~

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: season/flow changes, firefighting activities, special events. This can be used to better inform the community, especially of temporary changes.
~~**ACTION — At the meetings in October and November 2021, information on season/flow changes was shared with the CACNR as noted in Action 1. In 2022, the website was used to notify the public of runway repair closures and the subsequent events that would impact communities as well as runway changes due to the midair collision in March 2022. Due to the absence of a web master posting additional information about the noise that communities might experience was not possible.**~~

3. Development of Fly Quiet Incentives for pilots and/or companies. Leverage noise monitor data in support of Fly Quiet incentives. ~~**ACTION — In September, October and November 2022, Noise Committee members met with members of the Fly Quiet committee and airport staff to discuss incentives. Members discussed working with Flight Schools and airport staff to obtain their buy-in to incentivize pilot to be in abeyance with noise levels and fly quiet procedures over impacted neighborhoods in Greenwood Village, Centennial, Unincorporated Arapahoe County and areas in Douglas counties. Incentives discussed were the awarding of plaques, notable mentions on the CACNR website and possible monetary awards. Due to an increased demand for action to stop the noise from aircraft, stop the use of leaded gas and decrease airspace crowding from residents of Greenwood Village, Centennial, unincorporated Arapahoe County and Douglas County, progress on the incentives program has been halted. Until these issues are resolved, incentive programs do not appear to be feasible at this time.**~~
4. Noise complaint processing should include Correlating complaints with specific noise events and identifying specific/single events resulting in multiple complaints. ~~**ACTION — Airport staff gather information on noise events and handle calls from residents. Noise committee members recommend to the CACNR actions that could be taken. Noise committee members have requested the use of portable noise monitors that can be placed on consenting residential property to identify noise. The increased use of portable noise monitors has met with success as residents and staff have been able to learn noise levels in neighborhoods and whether the source of noise is from Centennial Airport or other neighboring airports such as Denver International Airport. During the months of December 2022 and January and February 2023, CACNR meetings have been at capacity with residents' complaints about noise from prop aircraft, leaded fuel exposure and crowded airspace. Noise Committee members have attended all meetings. The complaints are catalogued by airport staff. The CACNR met with representatives of the FAA and community members in February and hope to facilitate a resolution of the community residents' complaints.**~~

Follow up for #4 would be to complete the work with Fly Quiet committee and residents 'concerns.

#1 would be the ongoing education with airport staff. It is possible after #4 is addressed information would be gleaned from the conversations with FAA.

DRAFT

DRAFT

DRAFT

DRAFT

DRAFT

DRAFT

DRAFT

2023 – 2025 CACNR WORK PROGRAM
EXECUTIVE/WORK PROGRAM COMMITTEE
2023-2025 Priorities Projects and Goals

1. Update CACNR Work Program biennially
2. Develop annual reports
3. Establish a roundtable training program
4. Revise meeting agendas to more closely align with the CACNR mission and work plans
5. Address developing matters related to the mission and vision of CACNR
6. **[Secondary Priority]** Engage local jurisdictions to proactively encourage compatibility between airport operations and land-use/zoning

Brief Biography and Introduction – Dan Reimer

Dan Reimer has over 20 years of experience and has previously worked for the Denver based and nationally known aviation law firm Kaplan, Kirsch & Rockwell, and as Assistant General Counsel for Denver International Airport.

Mr. Reimer is currently the Principal of Daniel S. Reimer LLC, and provides legal services to several aviation clients including Grand Junction Regional Airport and the Northern Colorado Regional Airport.

At the CACNR March 1, 2023 meeting, Mr. Reimer will lay out the legal environment the Airport Authority (ACPAA) is in, and what it can and mostly what it cannot do legally because of the 1990 Airport Noise and Capacity Act (ANCA) and its Grant Assurances. There are years of case law and rules and regulations which frame the climate in which airports have had to function since the enactment of ANCA.

CACNR Meeting



Lardie, Leslie (FAA)

To Brad Pierce; Michael Fronapfel; Samantha Blymyer;

Cc Valencia, Michael (FAA); Biassou, Justin W (FAA); Bert, Joseph M (FAA)

Reply

Reply All

Forward



Tue 2/21/2023 3:37 PM



FAA_Community_Roundtable_Info_Sheet 1.pdf

120 KB



Good morning, CACNR Executive Team.

Thank you for inviting the FAA Team to your Centennial Airport Community Noise Roundtable (CACNR) held on February 1, 2023.

During the meeting, the FAA agreed to provide written responses to questions that Michael Fronapfel sent on December 31, 2022, and to the questions from the CACNR representing the community of Greenwood Village sent on January 16, 2023. The formal written response is in review at this time. The FAA will also review and respond to the additional questions from the public comments that were discussed at the February round table. Please provide those directly to me at your convenience.

Find attached the FAA Community Roundtable Information Sheet to assist the Roundtable Board in understanding the technical support the FAA can provide. This fact sheet describes the role and participation parameters of the FAA representative. Please note that the FAA representative cannot be a voting member and may only be listed as a guest. Please remove the FAA under Quorum from the agenda and any other relevant documents.

Due to the technical nature of the discussion, an FAA representative attended the February meeting in person. For future meetings, any attendance from the FAA will be virtual, unless the FAA representative determines, upon reviewing the meeting agenda, it is necessary to attend in person.

Please let me know if you have any questions regarding the FAA representative participation at the Centennial Roundtable.

Regards,

Leslie Lardie

Senior Advisor

Office of the Regional Administrator

Northwest Mountain Region

Community Roundtable Information Sheet

There are many different community engagement mechanisms that can be used to address aircraft noise or other concerns, depending on the circumstances. This information sheet provides information on one of those mechanisms, Community Roundtables.

What is a “Roundtable”?

- “Roundtable,” in the aviation context, is generally a term for an organization designed to address community concerns over a sustained period of time regarding aircraft operations often associated with a nearby airport.
- Most roundtables are voluntarily formed by an airport, local government, or through an agreement among multiple jurisdictions. The most productive roundtables are typically made up of representatives from multiple communities around an airport, who are or may be affected by aircraft operations, and the airline industry and other stakeholders – often in an advisory role or on technical committees and working groups, who can offer additional perspectives and expertise.
- Roundtables typically have group-approved charters or bylaws that provide an agreed upon structure for membership, running meetings, the scope of the issues being addressed by the roundtable, and making decisions.

How can a Roundtable help?

- A roundtable brings together airport, community, and airline industry representatives to collaboratively identify and discuss issues of concern and possible resolutions at the same time.
- A roundtable may elect to make recommendations, including possible changes in operations, which could address community noise or other concerns. Ideally, applicable recommendations are first coordinated through the airport who will then, as appropriate, forward them to the applicable entity (e.g., the FAA, airlines, or zoning authority).
- A roundtable can assist and advise the FAA on community outreach or information needs, and help the FAA understand community priorities.

What is FAA’s Role?

- FAA representatives can participate in roundtable meetings to provide technical information and advice, but should not be members and do not vote on roundtable recommendations. The most productive roundtables invite FAA representatives either as regular attendees or on an as-needed basis, providing a clear agenda topic with sufficient advance notice to enable FAA to identify appropriate representation and prepare information.
- The FAA can support roundtables in several ways. For example, the FAA Air Traffic Organization can provide technical expertise on operational issues and airspace procedural design when requested by the roundtable. Similarly, the FAA Office of Airports can provide information about airport operations, airport design, and grant assurances, as well as important information regarding an airport’s role in the [voluntary Part 150 noise compatibility planning program](#), and the regional and national system of airports.
- The FAA looks to the roundtable to make recommendations, ideally in coordination with the airport, that have some recognition of the impacts (e.g., to the airspace and all potentially affected communities) and reflect thorough discussion/vetting before raising them to the applicable entity (e.g., potential airspace operational changes to the FAA, flight schedule concerns to the airlines) for consideration.
- After the FAA determines a thoroughly discussed/vetted recommendation for an airspace operational change to be initially feasible and flyable, from a safety and efficiency perspective, the FAA has to conduct mandated environmental and safety reviews. If the FAA determines it can proceed with the recommendation, these reviews can have many steps, are dependent on available resources and may take a period of months or years to begin or accomplish. The FAA can provide the roundtable with more detailed information about the processes, timetables, and milestones where the roundtable can expect to be updated by the FAA on the environmental and safety reviews.
- In the FAA’s experience, the most effective roundtable recommendations reflect consensus among its membership – which includes considering issues and inputs from all potentially affected communities. Consensus recommendations tend to result in long-term, satisfactory solutions and often reflect the need to balance competing interests.

From: Anonymous
Sent: Wednesday, February 1, 2023 12:47 PM
To: Info <info@centennialairportnoise.com>
Subject: Open Letter from a Flight Instructor

Dear Noise Abatement Committee and Public,

I am a Flight Instructor at Centennial and I have attended every noise roundtable meeting since September in-person or virtually. I write this anonymously because it is clear the public has picked on flight schools and pilots as the one to blame for the recent noise issues since the Key Lime mid-air and now the issues with leaded fuel. I would like to answer some of the public's questions from my point of view. You will find that we agree with you on virtually all counts.

For Unleaded Fuels

I know I speak for all reasonable pilots when I say that leaded fuel needs to go away entirely. Unleaded fuel for aircraft has only just been developed and approved for use with minor modifications to the aircraft. Unleaded fuel is better for our health, the public's health, and the aircraft's health.

We can and will make the switch to unleaded fuels as soon as they are made available on the field. The responsibility for providing this fuel rests with suppliers like Denver Jet Center as we are not allowed to use outside suppliers.

For Noise Abatement

I cannot speak for all pilots however I rarely think there is a need for any training aircraft to fly over the communities north of Arapahoe. Virtually all traffic being routed that direction is doing so at the command of the tower, who is operating under the direction of the FAA. We don't like flying this way it as it puts us over residential areas and increases our time in the pattern.

The school I work with will commit to the following voluntary additions to the current Voluntary Noise Abatement procedure:

1. We will restrict north-bound touch-and-go's to the hours of 6am-7pm. There are FAA requirements for night landings that must be met however those must be full-stop-taxi-back landings.
2. We will stay south of Arapahoe after departure when Tower and safety of flight allows.
3. We will modify our climb technique to gain the most altitude possible prior to Arapahoe.
4. We will avoid flying directly over any of the smaller towns like Louviers and Sedalia.
5. We will limit training over Chatfield and around Louviers to 'high-altitude' training only.
6. We will also commit to working with the other flight schools towards re-forming the practice areas to accommodate the new and existing residential developments.

Ultimately the responsibility of returning pattern operations to its previous standard rests solely with the FAA. The failures of one private pilot does not represent the capabilities of the hundreds of commercial pilots that operate at this field every day. The non-standard traffic environment has increased both pilot and controller work-load, reducing safety for us in the air, and the people below us.

For Thought

I would guess that around 100 flight instructors make their living at this airport. Most instructors are young people just starting their careers. Full-time flight instructors have a capacity of training 8-10 students at a time. Most of those students also have the goal of becoming professional pilots. Adding up all the instructors, students, admin, maintenance, and other support staff, I would estimate that around 1200 people are directly involved with flight instruction at Centennial airport at any given time. These pilots grow to become not only airline pilots, but cargo, medevac, aerial survey, pipeline survey, electrical survey, police, border patrol, and military pilots. National security, public infrastructure, and effective long-distance travel in the US relies on aviation.

We will do everything we can to accommodate the communities we affect and we ask that you also do everything you can to accommodate us.

- A Flight Instructor and Community Member.



6060 SOUTH QUEBEC STREET • GREENWOOD VILLAGE, COLORADO 80111-4591 • MAIN: (303) 773-0252 • FAX: (303) 486-1558

February 7, 2023

The Honorable Congressman Jason Crow

c/o Mackenzie.Fallt@mail.house.gov and Terrell.Horton@mail.house.gov

Re: FAA

Dear Congressman Crow:

As you are aware, there was a mid-air collision involving two aircraft over the Cherry Creek Reservoir in 2021. Fortunately, no one was killed, and this was the first such collision in over 16 million flights in and out of Centennial Airport. It was caused by pilot error.

As you have also been made aware, since the mid-air collision, air traffic patterns have changed for the numerous flight schools operating out of Centennial Airport, and Greenwood Village neighborhoods are experiencing unprecedented volumes of low-flying single engine aircraft above their homes and schools. Attached is an e-mail from a flight school instructor written to the Centennial Airport Community Noise Roundtable and the public confirming the change in flight pattern. The instructor sides with the residents' concerns and states there is no need for any training aircraft to fly over the communities north of Arapahoe Road and that "virtually all traffic being routed that direction is doing so at the command of the tower, who is operating under the direction of the FAA."

Due to the concerns over the incessant high-volume noise caused by these planes flying over their homes and health concerns related to the exhaust from the leaded fuel utilized by these types of planes, the FAA agreed to address the community at a meeting held February 1, 2023, which I attended along with 158 residents of Arapahoe County. Also in attendance was a representative from Senator Hickenlooper's office, Kevin Vargas.

Representing the FAA in person at the meeting was Michael Valencia, FAA General Manager for the Denver District. Also present via Zoom was Joseph Bert, Supervisor Aviation Technical Systems Specialist in Air Traffic Control. Mr. Valencia introduced the FAA's presentation with an admission that the issue "started off with the mid-air." Mr. Bert then went on to assert in the FAA's prepared presentation that elongated flight patterns had in fact caused a 74.9% increase in low-altitude (very noisy) prop engines flights over Greenwood Village residential neighborhoods and schools but stated that the increase was entirely caused by a 23.7% increase in VFR flights (flight school planes flying with visual flight references only). The FAA representatives denied that any change in flight pattern requirements had occurred following the mid-air collision.

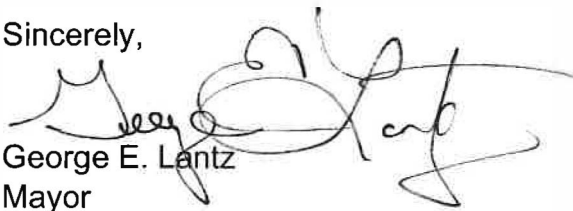


Mr. Valencia only repeatedly stated that as a result of that collision, air traffic controllers had been retrained to maintain "positive control." This is similar to a letter to you from the FAA dated January 9, 2023 stating that following the 2021 mid-air collision at Centennial, "air traffic controllers were directed to use more active control when managing pattern traffic with arriving aircraft."

At the February 1 meeting, the FAA representatives refused to acknowledge there had been a change in flight pattern, increasing the frustration of the residents who have lived in their homes for decades without ever experiencing the level of airplane noise to which they are currently subjected. They absolutely know that there has been a change in flight pattern of VFR flights because they have been suffering its effects. They cannot have a conversation in their own backyards because of the incessant noise from single engine planes. Some liken it to living in a war zone.

Thank you for your continued efforts to support our residents in this matter both as their Congressional representative and as a member of the National "Quiet Skies Caucus." Our goal is to have the FAA instruct air traffic controllers to allow the VFR flights to revert to patterns existing prior to 2021 and not be pushed north into Greenwood Village neighborhoods.

Sincerely,

A handwritten signature in black ink, appearing to read "George E. Lantz", written over a horizontal line.

George E. Lantz
Mayor

cc: City Council
Centennial Airport Noise Community Roundtable

Greenwood Village

OFFICE OF THE MAYOR
AND CITY COUNCIL

6060 SOUTH QUEBEC STREET • GREENWOOD VILLAGE, COLORADO 80111-4591 • MAIN: (303) 773-0252 • FAX: (303) 486-1558

February 6, 2023

United States Senator John Hickenlooper
Member, U.S. Senate Committee on Commerce, Science, and Transportation
c/o Kevin_Vargas@hickenlooper.senate.gov

Re: FAA

Dear Senator Hickenlooper:

In 2021, there was a mid-air collision involving two aircraft over the Cherry Creek Reservoir. Fortunately, no one was killed, and this was the first such collision in over 16 million flights in and out of Centennial Airport. It was caused by pilot error.

Since the mid-air collision, air traffic patterns have changed for the numerous flight schools operating out of Centennial Airport, and Greenwood Village neighborhoods are experiencing unprecedented volumes of low-flying single engine aircraft above their homes and schools. Attached is an e-mail from a flight school instructor written to the Centennial Airport Community Noise Roundtable and the public. The instructor sides with the residents' concerns and states there is no need for any training aircraft to fly over the communities north of Arapahoe Road and that "virtually all traffic being routed that direction is doing so at the command of the tower, who is operating under the direction of the FAA."

Due to the concerns over the incessant high-volume noise caused by these planes flying over their homes and health concerns related to the exhaust from the leaded fuel utilized by these types of planes, the FAA agreed to address the community at a meeting held February 1, 2023, which I attended along with 158 residents of Arapahoe County. Also in attendance was a representative from your office, Kevin Vargas. Representing the FAA in person at the meeting was Michael Valencia, FAA General Manager for the Denver District. Also present via Zoom was Joseph Bert, Supervisor Aviation Technical Systems Specialist in Air Traffic Control. Mr. Valencia introduced the FAA's presentation with an admission that the issue "started off with the mid-air." Mr. Bert then went on to assert in the FAA's prepared presentation that elongated flight patterns had in fact caused a 74.9% increase in low-altitude (very noisy) prop engines flights over Greenwood Village residential neighborhoods and schools but stated that the increase was entirely caused by a 23.7% increase in VFR flights (flight school planes flying with visual flight references only). The FAA representatives denied that any change in flight pattern requirements had occurred following the mid-air collision. Mr. Valencia stated repeatedly that as a result of that collision, air traffic controllers had been retrained to maintain "positive control." This is similar to a letter from the FAA dated January 9, 2023, to Congressman Crowe, which stated that following the 2021



mid-air collision at Centennial, "air traffic controllers were directed to use more active control when managing pattern traffic with arriving aircraft."

At the February 1 meeting, the FAA representatives refused to acknowledge there had been a change in flight pattern, increasing the frustration of the residents who have lived in their homes for decades without ever experiencing the level of airplane noise to which they are currently subjected. They absolutely know that there has been a change in flight pattern of VFR flights because they have been suffering its effects. They cannot have a conversation in their own backyards because of the incessant noise from single engine planes. Some liken it to living in a war zone.

I write to ask you, as a member of the U.S. Senate Committee on Commerce, Science, and Transportation having oversight of the FAA, to help the residents and school children of Greenwood Village by simply asking the FAA to instruct air traffic controller to allow the VFR flights to revert to patterns existing prior to 2021.

Sincerely,


George E. Santz
Mayor

cc: City Council
Centennial Airport Noise Community Roundtable

From: themostquietpilot@tutanota.com <themostquietpilot@tutanota.com>

Sent: Wednesday, February 1, 2023 12:47 PM

To: Info <info@centennialairportnoise.com>

Subject: Open Letter from a Flight Instructor

Dear Noise Abatement Committee and Public,

I am a Flight Instructor at Centennial and I have attended every noise roundtable meeting since September in-person or virtually. I write this anonymously because it is clear the public has picked on flight schools and pilots as the one to blame for the recent noise issues since the Key Lime mid-air and now the issues with leaded fuel. I would like to answer some of the public's questions from my point of view. You will find that we agree with you on virtually all counts.

For Unleaded Fuels

I know I speak for all reasonable pilots when I say that leaded fuel needs to go away entirely. Unleaded fuel for aircraft has only just been developed and approved for use with minor modifications to the aircraft. Unleaded fuel is better for our health, the public's health, and the aircraft's health.

We can and will make the switch to unleaded fuels as soon as they are made available on the field. The responsibility for providing this fuel rests with suppliers like Denver Jet Center as we are not allowed to use outside suppliers.

For Noise Abatement

I cannot speak for all pilots however I rarely think there is a need for any training aircraft to fly over the communities north of Arapahoe. Virtually all traffic being routed that direction is doing so at the command of the tower, who is operating under the direction of the FAA. We don't like flying this way it as it puts us over residential areas and increases our time in the pattern.

The school I work with will commit to the following voluntary additions to the current Voluntary Noise Abatement procedure:

1. We will restrict north-bound touch-and-go's to the hours of 6am-7pm. There are FAA requirements for night landings that must be met however those must be full-stop-taxi-back landings.
2. We will stay south of Arapahoe after departure when Tower and safety of flight allows.
3. We will modify our climb technique to gain the most altitude possible prior to Arapahoe.
4. We will avoid flying directly over any of the smaller towns like Louviers and Sedalia.
5. We will limit training over Chatfield and around Louviers to 'high-altitude' training only.
6. We will also commit to working with the other flight schools towards re-forming the practice areas to accommodate the new and existing residential developments.

Ultimately the responsibility of returning pattern operations to its previous standard rests solely with the FAA. The failures of one private pilot does not represent the capabilities of the hundreds of commercial pilots that operate at this field every day. The non-standard traffic environment has increased both pilot and controller work-load, reducing safety for us in the air, and the people below us.

For Thought

I would guess that around 100 flight instructors make their living at this airport. Most instructors are young people just starting their careers. Full-time flight instructors have a capacity of training 8-10 students at a time. Most of those students also have the goal of becoming professional pilots. Adding up all the instructors, students, admin, maintenance, and other support staff, I would estimate that around 1200 people are directly involved with flight instruction at Centennial airport at any given time. These pilots grow to become not only airline pilots, but cargo, medevac, aerial survey, pipeline survey, electrical survey, police, border patrol, and military pilots. National security, public infrastructure, and effective long-distance travel in the US relies on aviation.

We will do everything we can to accommodate the communities we affect and we ask that you also do everything you can to accommodate us.

- A Flight Instructor and Community Member.

12/31/22

Dear Mr. Grady, Ms. Lardie and Mr. Valencia,

Below are three questions we are requesting the FAA respond to at or before our February 1st Centennial Airport Community Noise Roundtable (CACNR) meeting 30 days from now. These questions were compiled through participation of our Airport Board, Airport Staff, CACNR, the City of Greenwood Village and community members affected by the extended pattern traffic from Centennial Airport. Thank you for your time and careful consideration of our questions.

1. The communities north of Arapahoe Rd, continue to be severely impacted by the increase in aircraft over their homes due to the extended traffic pattern implemented after the midair collision. Did the FAA consider the environmental impact on the 1,000's of residents and its alternatives on the quality of the human environment as a result of that change and more specifically, did the FAA consider and meet its NEPA obligations, policy objectives 40 CFR § 1500.2 to the fullest extent possible before changing how the traffic pattern is managed at Centennial Airport and if not, do you plan to consider and meet them?
2. In your 12/16 letter you state traffic patterns cannot be confined based on noise abatement. We understand, it could be possible to confine a traffic pattern based on noise abatement through a Part 150 Noise and Land Use Compatibility Study followed by a successful Part 161 Notice and Approval of Airport Noise and Access Restrictions. In lieu of going through these steps, what criteria can be used by the FAA or Airport NOW to confine the pattern area or limit how many aircraft are in the traffic pattern at once? The intent would be to have the aircraft more frequently use a standard pattern area that would reduce the likelihood of having to extend the pattern over the community. (standard pattern for Centennial Airport defined as South of Arapahoe Rd and north of Lincoln Ave and East of I-25)
3. Safety concerns have been expressed not only by the community but also the flight schools that are being directed to extend the traffic pattern over the residential areas. Because of the new procedure, the pattern is extended so frequently that their students aren't getting sufficient training on flying a non-extended pattern. This becomes a safety concern if the student is expected to fly a normal pattern at other airports and they are unable to stay ahead of the aircraft while transitioning to and from their landing or departure. Another safety concern is by flying over such dense residential areas pilots have limited options in an emergency for safely landing their aircraft and that now it's more likely a midair collision could occur over a neighborhood, unlike the last midair that fortunately occurred over the Cherry Creek State Park. In our opinion having an extended pattern doesn't enhance the safety of the operations when there has been 1 midair accident in over 16.2 million operations at Centennial Airport. Were these factors considered by the FAA prior to the change and if not can they be considered?

Sincerely

Mike Fronapfel

1/16/22

From Brad Pierce:

Dear Mr. Valencia and Ms. Lardie,

Based on the January 4, 2023 Centennial Airport Community Noise Roundtable meeting I am sending questions and supporting attachments that I received from Audra Dubler, the leader of the community group of residents concerned about flight school noise at Centennial Airport.

The questions and statements were submitted by residents affected by the extended pattern traffic and do not necessarily reflect the opinions of CACNR or the Airport Authority.

I've copied airport staff, CACNR Executive Committee and Ms. Dubler.

We look forward to your prompt responses to the questions.

Thank you and please let us know if you have any questions.

Brad Pierce

Chair, Centennial Airport Community Noise Roundtable

Attached email:

Chairman Pierce and CANCR,

Below are the community questions and attached are the supporting documents. The community submitted scores of questions and comments. We in turn, combined and pared all question and comments to 18. Some changes were made to the wording of questions and how supporting documentation is referenced.

Other items:

- The community's primary interest is the FAA's explanation of the "operational sequence change."
- The community's secondary interest is the FAA's lead presentation. However, if the lead presentation limits the FAA's time to answer questions and engage the community, we'd prefer that the lead presentation be eliminated at the February 1st, 2023, meeting.
- If the FAA deems a question outside of their scope, then we'd request the airport to answer.

Questions:

- 1. General aviation, local operations (flight schools) account for nearly 50% of total yearly flight operations at Centennial Airport. A flight pattern or operational sequence change was implemented (2022?) to send these flights over our neighborhoods (north of Arapahoe Road). Where were all these flight operations (approx.150,000/year) prior to the change? Where were the "pattern boxes"? They were NOT over our homes and it's not due to an increase in total operations.**

2. With the FAA solving one “perceived” problem (the midair collision in 2021), the FAA created many more: incessant noise with low flying altitude planes 8-10 hours/day, toxic lead concentrations that are poisoning our children, schools, parks and homes, and a greater probability of ground casualties over dense residential communities. How can the one “perceived” problem override the problems of these listed above? The mid-air crash happened exactly where it should have!
3. Is this new sequence/pattern change permanent? Is there paperwork or a memo formalizing the changes? May we get a copy?
4. The community was never notified or communicated with regarding the pattern or “operational sequence” change that is negatively affecting our homes and schools. Why isn’t the community on the ground considered a “stakeholder” when making decisions that will affect adjacent airport communities?
5. Can air traffic control direct the flight school traffic to fly south of Arapahoe Road and north of Hess Reservoir? The area south of Lincoln Ave is 99% open space. The x’s in the diagram are new or current home developments.
6. How many planes are allowed in the flight pattern (defined as the touch and go pattern/box)? Can this number be reduced to stop planes flying north of Arapahoe Rd. and south of Lincoln Ave? Can the number of planes in the pattern be regulated (limited) so they do not fly north of Arapahoe and the remaining planes be maintained in a holding pattern on the ground until there is room in the pattern for them to fly? Planes wanting to bypass the waiting period on the ground could be incentivized to purchase a voucher, similar to cars wanting to use a HOV lane, so as not to discriminate those planes wanting to take off. The community is suffering due to the number of “laps” each flight is making in the flight school pattern.
7. Rationale has been given that the FAA needs to stagger the landings, but planes land together all the time. Why would some planes be allowed to land together and not others? Does this mean the FAA could revert to the original touch & go pattern box.
8. As a result of the mid-air collision (May ’21), the community believes the FAA changed the flight pattern at Centennial Airport. If the FAA did indeed change the flight pattern because of the mid-air collision, then all airports in this country with a similar, pre-collision, flight patterns to Centennial Airport must have also been changed. How many other airports, nationwide were affected because of the collision over Cheery Creek State Park? If no other airports experienced any change, then what’s the rationale to change anything at Centennial Airport? Simply put, if the FAA is not changing the flight pattern at every other airport, why do it at Centennial?
9. Since the midair collision in May of 2021, there have been 3 other crashes associated with Centennial Airport: March 9th 2022 , August 2022 (pilot killed because he ran out of fuel) and November 9th, 2022. Thankfully nobody on the ground was injured. But it’s only a matter of time before a crash occurs in our community. Since the FAA is concerned only with the safety of the pilots and passengers, what government agency is concerned that our community now has 150,000, local, G.A. operations/year, with novice pilots, over dense residential communities where OUR safety is in imminent danger?
10. When there are only a few planes in the pattern and no staggering needed, for example 2 planes, why do the planes still fly north of Arapahoe Rd. and south of Lincoln Ave.? In fact, occasionally a single plane in the pattern will fly repeatedly north of Arapahoe Rd. Why?

11. How do pre-and post mid-air collision flight patterns compare to the other 100 top general aviation airports in the country? How similar or dissimilar are the pre-and post crash patterns to other airports? Why was our flight pattern/sequence changed when others were not? For example, the midair collision in Niwot, CO in September '22 that killed 3 people?
12. Was the mid-air collision (May '21) the result of a faulty flight pattern, tower error or pilot error?
13. What is most important to the FAA: pilot safety or innocent children and families on the ground, or both?
14. The Centennial Airport Voluntary Noise Abatement Guidelines map out specific noise sensitive areas. Nearly all pilots (not just flight schools) completely ignore the noise abatement guidelines? How can formal noise abatement be achieved?
15. CACNR is comprised of various group, including airport users (flight schools). Why are the flight schools not obligated to be at every CACNR meeting?
16. Can there be ONE spokesperson from the FAA assigned to this situation to get back with our community in a timely manner? Also, can there be a formal acknowledgment of the questions received and a timeline given for a response and/or resolution.
17. The community is requesting the FAA's attendance at each roundtable meeting either in person or remotely until this issue is resolved. Will the FAA agree to that request?
18. When did flight schools get instituted to Centennial Airport and when did touch and goes start at the airport?



NextGen Advisory Committee (NAC) Meeting Agenda

Date: Tuesday, February 28, 2023
Time: 10:00am - 12:00pm (ET)
Location: FAA Headquarters
800 Independence Avenue Southwest
Washington, DC 20591
(Virtual Attendance Option Available)

Item	Time	Topic
1.	10:00 - 10:10 10 Minutes	Opening of Meeting <i>Chip Childs, NAC Chair (SkyWest Airlines)</i> • Establish Quorum / Housekeeping Notes • Official Statement of Designated Federal Official (DFO) • Public Statements
2.	10:10 - 10:20 10 Minutes	Chair Report <i>Chip Childs, NAC Chair (SkyWest Airlines)</i> • Former Meeting Minutes Approval • Chair Comments
3.	10:20 - 10:40 20 Minutes	FAA Report <i>Brad Mims, FAA Deputy Administrator, NAC Designated Federal Officer (FAA)</i> <i>Paul Fontaine, Acting Assistant Administrator for NextGen (FAA)</i> <i>Tim Arel, ATO Chief Operating Officer (FAA)</i> <i>Jodi Baker, Deputy Associate Administrator for Aviation Safety (FAA)</i> • FAA leadership will provide updates on important FAA issues
4.	10:40 - 11:30 50 Minutes	NAC Subcommittee (SC) Chair Report <i>Warren Christie, NAC SC Chair (JetBlue Airways)</i> • NAC Task 23-1: NAS Airspace Efficiencies Status Update • NAC Task 21-1: MCL Update – <i>for NAC approval</i> • NAC Tasks 18-4 & 18-5: Focus Area Risks / Mitigations > Northeast Corridor (NEC), Performance Based Navigation (PBN), Surface & Data Sharing, & Data Communications (Data Comm)



Item	Time	Topic
5.	11:30 - 11:50 20 Minutes	FAA Topics <i>FAA Subject Matter Experts</i> • FAA provides updates on NAC-related issues
6.	11:50 - 11:55 5 Minutes	Review of Action Items & Other Business <i>Kimberly Noonan, NAC Committee Manager (FAA)</i>
7.	11:55 - 12:00 5 Minutes	Closing Comments & Adjourn <i>Brad Mims, FAA Deputy Administrator, NAC Designated Federal Officer (FAA)</i> <i>Chip Childs, NAC Chair (SkyWest Airlines)</i> • DFO comments • NAC Chair comments

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/Leslie Summey	X	X	absent	X	X	absent	X	X	absent	X	X		73%	73%
	Vacant	-	-	absent	-	-	absent	-	-	absent	-	-		0%	
	Paul Krier	X	X	X	-	X	X	X	X	X	X virtual	X		91%	100%
	Evan Colvin	X	-	X	X	X	X	X	X	-	X	X		82%	
X															
DOUGLAS COUNTY	Abe Laydon	-	-	-	absent	-	absent	-	-	-	absent	-		0%	73%
	Dan Avery	X	X	-	absent	X	absent	X	X	X	absent	X virtual		73%	
	Alison Biggs	X	X	absent	X	X	X	X	X	X	X	X		91%	91%
	Mark Adams	-	-	absent	-	-	-	-	-	-	-	-		0%	
AURORA	Brad Pierce	X	X	X	X	X	X	X	X	X	X	X		100%	100%
	Karen Hancock/Mindy Parnes	-	-	X	-	X	-	-	-	-	-	-		18%	
CASTLE PINES	Chris Eubanks	X	X	X	absent	X	X	X	absent	X virtual	X	X		82%	82%
	Ben Price	-	-	-	absent	-	-	-	absent	-	-	-		0%	
CASTLE ROCK	Laura Cavey	absent	absent	absent	X	X	absent	absent	absent	absent	-	X virtual		27%	36%
	Sandy Vossler	absent	absent	absent	-	-	absent	absent	absent	absent	X	-		9%	
CENTENNIAL	Candace Moon	X	X	absent	X	X	X	X	X	X	X	X		91%	91%
	Don Sheehan	-	-	absent	-	-	-	-	-	-	-	-		0%	
CHERRY HILLS VILLAGE	Al Blum/Robert Eber	absent	absent	absent	absent	absent	absent	absent	absent	absent	absent	absent		0%	0%
	Afshin Safavi/Randy Weil	absent	absent	absent	absent	absent	absent	absent	absent	absent	absent	absent		0%	
FOXFIELD	Pam Thompson	X	X	absent	absent	X	X	absent	X	X	X	X		73%	73%
	Frank Lawrence	-	-	absent	absent	-	-	absent	-	-	-	-		0%	
GREENWOOD VILLAGE	Donna Johnston	X	X	X	absent	X	X	X	X	X	X	X		91%	91%
	Libby Barnacle	-	-	-	absent	-	-	-	-	-	X virtual	X virtual		0%	
HIGHLANDS RANCH	Andy Jones	X	absent	absent	X	X	absent	-	X	absent	X virtual	absent		45%	55%
METROPOLITAN DISTRICT	Renee Anderson	-	absent	absent	-	-	absent	X	-	absent	-	absent		9%	
LONE TREE	Mike Anderson	X	X	X	X	X	X	X	X	X	X	X		100%	100%
	Chuck Darnell	-	-	-	-	-	-	-	-	-	-	-		0%	
PARKER	Todd Hendreks/Ashley Chasez	absent	absent	absent	absent	-	-	-	absent	absent	absent	X		9%	36%
	Vacant	-	absent	absent	absent	X	X	X	absent	absent	absent	-		27%	
ACPAA	Mike Fronapfel	X	X	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	absent	X		73%	82%
	John Hirshman/Vacant	X	X	X	X	-	-	absent	-	-	absent	-		36%	
CABA	Don Kuskie	X	X	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	absent	absent		0%	0%
	Vacant	-	-	-	-	-	-	absent	absent	absent	absent	absent		0%	
FAA APA CONTROL TOWER	Jeff Holmes/Jeff Lawton	absent	-	absent	absent	absent	absent	absent	absent	absent	absent	absent		0%	9%
	Ron Curry	absent	X	absent	absent	absent	absent	absent	absent	absent	absent	absent		9%	
FAA DISTRICT OFFICE	John Bauer	absent	absent	absent	absent	absent	absent	absent	absent	absent	absent	absent		0%	0%
	John Sweeney	absent	absent	absent	absent	absent	absent	absent	absent	absent	absent	absent		0%	
FAA TRACON	Steve Martin	absent	absent	absent	absent	absent	absent	absent	absent	absent	absent	absent		0%	0%
	Bill Dunn	absent	absent	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	X	X		82%	82%
	Vacant/Jordan Ashley	-	-	-	-	-	-	-	-	-	-	-		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).															
01 11 2023															