



CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE MINUTES

November 2, 2022

Approved 12/07/22

VISION – QUIETER SKIES FOR OUR COMMUNITIES

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

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

1. **CALL TO ORDER, ROLL CALL, and QUORUM:** The meeting was called to order at 6:34 p.m. by Chair Brad Pierce. The following were in attendance, and a quorum was present:

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

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

Those absent were:

Castle Pines:	Chris Eubanks/Ben Price	CDOT Aeronautics Div:	Todd Green/Vacant
Castle Rock:	Laura Cavey/Sandy Vossler	FAA APA Control Tower:	Jeff Lawton/Ron Curry
Cherry Hills Village:	Al Blum/Afshin Safavi	FAA District Office:	John Bauer/John Sweeney
Parker:	Todd Hendreks/Carson Byerhof	FAA TRACON:	Steve Martin/Bill Dunn

2. **PUBLIC COMMENT:**

A. **VIRTUAL/IN-PERSON MEETING ATTENDEES** – Randy Johnson of Louviers reported a portable noise monitor had been placed at his location since the last meeting. He continues his recordings of noisy planes, and had logged 411 since the last meeting, with 27 back-to-back on Saturday, not all of which had been training. Of the 411, he had again filed just 16 complaints. It was generally agreed the portable noise monitor should remain at his location until it was needed elsewhere.

Audra Dubler of Greenwood Village near Orchard and Havana noted there was a large group of disgruntled citizens whose main problem seemed to be the flight paths which had been altered following the mid-air collision, with no input from the community. Flights seem to occur at all hours, non-stop, and some as low as 500 feet above ground, making citizens feel like they are living in a war zone. People can live with some noise, but the touch and goes are unbelievable; being outside or on the telephone for work or personal calls is impossible too frequently. The community has lost home values, and the situation has begun to feel like harassment. In addition to the noise problem, there is a major safety fear that another collision or crash could occur affecting the homes and residents in the area.

It was noted there have been efforts by the airport to get the FAA more engaged, as the unilateral flight path change was not at all helpful to community/FAA relationships. The flight schools reportedly also do not like the new patterns. Dubler asked what the community could do, as the FAA does not answer concerns. Brad Pierce and Paul Krier had spoken with Congressman Crow's staff about the Congressional Quiet Skies Caucus (which Congressman Crow belongs to) about the FAA's seeming unwillingness to engage.

Mike Fronapfel indicated he was doing follow-up with the FAA, and had heard from the general manager for the region who said he would attend the next CACNR meeting, although that was not confirmed as yet. ACPAA Chair Nancy Sharp had indicated she would sign another letter to the FAA about the concerns.

Berenice Katcher from the Sundance Hills area also agreed with the problems with the flight schools and the issue of safety. She tracks what she hears, and it is frightening. An unknown aircraft had been over her home, flying very erratically for at least 45 minutes, and she wondered why it could not be identified and what it was doing. It was noted it may have been military or law enforcement, but why the lengthy time frame was not known. She wondered what to do with what she tracks. Samantha Blymyer indicated she would make contact for follow-up. There is a concern the FAA not here and not being accountable, are why some pilots are 'getting away with it.'

Mike Fronapfel noted one means undue noise would be addressed would be a FAA Part 150 study, but those take time. The last one took 2-3 years to complete, and then strained relationships between the FAA and the airport caused a delay until about

2008 before the FAA would act on the recommendations. Currently, the FAA does feel it has helped with safety, but the community feels the opposite with more planes flying over homes. All agreed there is a definite need to get the FAA reengaged.

Kimberly Hellweg from the Elizabeth area, close to the Douglas County line, echoed concerns already iterated, and supported the efforts to get the FAA more engaged. She suggested bombarding the FAA with calls and letters from the public. She empathized with those in Greenwood Village and could relate to how the increased noise affects their quality of life while the FAA appears to not care. Her area frequently is subject to 4 hours of non-stop training on either side of her, and she wondered what happened at the most recent flight school meeting.

Mike Fronapfel noted there had been much discussion about the training areas, and information she had provided had been used as an example of problems on the east. This kind of information from the public was very useful. Aspen Flying Club had not yet moved to a new training area, and would be sharing the information from the meeting with its pilots. Fronapfel has also communicated with the FAA. Request was made for a summary of the flight school meeting to be provided to CACNR, which would be done.

It was noted that the schools do indicate they area trying to stay away from 'living places,' and that they try to use trees and other natural landmarks when doing various maneuvers.

Mindy Davine of the Sundance Hills area also echoed everything which had previously been said. Her suggestions included perhaps sending certified letters to the FAA about such things as its absence, and the inappropriateness of making flight path changes with no input from those being affected. She requested that one of the portable noise monitors be placed in Sundance Hills, which could be accommodated; Donna Johnston would assist in determining a suitable location for both now and possibly again in the Spring. She further wondered how her neighborhood could partner as appropriate to get something accomplished.

Mike Fronapfel noted he and Nancy Sharp, Chair of ACPAA, had sent a letter to the FAA regional office, and it needs to continue to hear from citizens such as those in Sundance Hills regarding noise and repetition, both virtually and in person. It would be important for the communities to be involved with the next Part 150 study.

B. FROM CACNR EMAIL ADDRESS: None

3. **CONSENT AGENDA: A. & B. – DRAFT MINUTES AND TREASURER'S REPORT** - The Consent Agenda included the October 5, 2022 draft CACNR minutes; and a Treasurer's Report from 10/28/22 which showed a balance of \$23,962.15. The Consent Agenda also included the September 2022 Noise Report. On the motion of Donna Johnston, duly seconded, the Consent Agenda was approved.

The September 2022 Noise Report included the following information:

September Total Operations: 18,809 September Total Local Operations: 3,547
Year to Date Total Operations: 226,442 Year to Date Local Operations: 96,910

396 Complaints from 18,809 Total Operations in September
August Noise Events:

<u>Sept. Totals:</u>	<u>Sept. 60 – 69 db:</u>	<u>Sept. 70 – 79 db:</u>	<u>Sept. 80 – 89 db:</u>
5,695 Meridian	4,263 Meridian	1,372 Meridian	667 Airport East
3,366 Airport East	2,182 Parker	1,112 Airport East	82 State Park
2,429 Parker	1,537 Airport East	836 State Park	53 Meridian
2,375 State Park	1,333 State Park	407 Golf Course	20 Golf Course
1,395 Grandview Estates	1,260 Grandview Estates	244 Parker	7 Hunters Hill
1,181 Golf Course	1,063 Castle Rock	130 Grandview Estates	5 Castle Rock
1,143 Castle Rock	857 Greenwood Village	116 Greenwood Village	5 Grandview Estates
979 Greenwood Village	750 Golf Course	75 Castle Rock	5 Greenwood Village
681 Hunters Hill	618 Hunters Hill	63 Lone Tree	3 Parker
662 Lone Tree	599 Lone Tree	56 Hunters Hill	- Castle Pines
225 Castle Pines	215 Castle Pines	11 Sagebrush Park	- Lone Tree
157 Sagebrush Park	146 Sagebrush Park	10 Castle Pines	- Sagebrush Park

September Noise events in the 90+ decibel range: State Park – 124 Airport East – 50 Meridian – 7 Golf Course – 4 Greenwood Village - 1
(Golf Course, Noise Monitor #1, was missing data from 9/17/22 through 9/30/22 due to equipment failure)

September Noise Complaints(396) and Numbers of Households (54):

YTD Complaints & Number of Households:

<u>Noise Complaints:</u>	<u>Number of Households:</u>	<u>Noise Complaints:</u>	<u>Households:</u>
157 Centennial (40%)	15 UAC (35%)	1,123 Greenwood Village	60 UAC
79 Unincorporated Arapahoe Cnty (20%)	10 UDC (19%)	952 Centennial	38 Greenwood Village
76 Castle Rock (19%)	8 Greenwood Village (15%)	853 UAC	21 UDC
37 Unincorporated Douglas County (9%)	5 Other (9%)	508 Castle Rock	21 Other
19 Greenwood Village (5%)	4 Centennial (7%)	214 UDC	13 Lone Tree
13 Other (3%)	3 Castle Rock (5.5%)	201 Other	11 Centennial
5 Aurora	3 Lone Tree (5.5%)	131 Aurora	10 Denver
4 Lone Tree	2 Aurora	74 Highlands Ranch	7 Aurora
3 Highlands Ranch	2 Castle Pines	40 Lone Tree	7 Parker
2 Castle Rock	1 Denver	32 Denver	6 Castle Rock
1 Denver	1 Highlands Ranch	29 Parker	5 Highlands Ranch
0 Cherry Hills Village	0 Cherry Hills Village	18 Castle Pines	4 Castle Pines
0 Parker	0 Parker	0 Cherry Hills Village	0 Cherry Hills Village

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

Greenwood Village – 835 (20%)	UAC – 361 (9%)
Centennial – 835 (20%)	UAC – 177 (4%)
Castle Rock – 444 (11%)	

In September, 37 responses were requested from 396 noise complaints, with 24 of those requests made by email (65%), and 13 made by telephone (35%).

In September, 373 complaints were made about **daytime flights** (7:00 a.m. – 9:59 p.m.) – 94%.
23 complaints were made about **nighttime flights** (10:00 p.m. – 6:59 a.m.) – 6%.

In September, props accounted for **52% of the complaints by aircraft type**; jets accounted for **45% of the complaints**, and helicopters caused 3%.

In September, **departures** were responsible for **50% of the complaints**. **Arrivals** were responsible for **32% of the complaints**, and **Training** was responsible for **18% of the complaints**.

The September Complaint Map and a September Radar Track Density Maps were provided.

SPECIAL FOCUS ON FLY QUIET

Bill Wasmund had submitted a written report, and reviewed items related to the work of the committee from the Work Program, the list of follow-up items from CACNR meetings this year, and information provided about the results of the last retreat which had been held. Activities noted were: ** a second 'fly quiet' sign should be in place in the Spring of 2023, and alternate messages developed for rotation; ** work was proceeding with the Noise Monitor Committee to develop an incentive program, focused on flight schools instead of individual pilots; ** a study of noise reducing equipment for planes had been done and a report provided to CACNR. The Committee had also provided input for the revision of the Noise Abatement Guidelines; it had looked at information materials from several airports like Centennial, and had recommended some best practices from Oakland and Van Nuys. Staff noted the revisions are in process, and CACNR will see them before they are in print.

As there was so much more information to be covered, question was asked if, given CACNR's limited regular meeting time, this was the best approach to the goal of gathering input from everyone about all the various facets of the CACNR Work Program. Other alternatives were welcomed. Following discussion, it was agreed another retreat, prior to the March 1, 2023 CACNR meeting, would likely be a better approach, so that the 2023-2025 Work Program could be adopted at that meeting.

ACTION - Candace Moon moved that every committee submit in writing what it had done regarding its responsibilities in the current Work Program and the follow-up items from this year's meeting, by December 28, 2022; that information to be shared at the January 4, 2023 CACNR, and used to build the next Work Program during the retreat. Motion was duly seconded and carried.

Jason Schwartz would be contacted to determine his availability to facilitate the retreat, and possible dates.

5. COMMITTEE REPORTS:

A. **EXECUTIVE /WORK PLAN COMMITTEES** – nothing specific.

B. **COMMUNITY OUTREACH** – Mike Anderson noted the copywrite issue was still pending. Legal consultation was being sought with the assistance of Brad Pierce and airport staff. How to handle photos on the website in the future was also being explored. The committee hoped to report progress on updating the entire website in January.

C. **FLY QUIET** –Previously discussed.

D. **NOISE MONITORS** – Candace Moon reported the committee had met with the Fly Quiet Committee to further explore providing incentives to flight schools for flying quiet. It is proposed to monitor noise monitors 11 and 12 for 30 days once a quarter, to see how many noise incidents are recorded above 60 decibels. The data would include such things as the type of aircraft, tail number of the aircraft, and the duration. Airport staff would need to assist by providing agreed upon data and helping to obtain buy-in and awareness from the flight schools. Awards would be made to the flight school with the least amount of noise incidents. The program would be evaluated and could continue using data from other noise monitors. It is hoped the positive reinforcement would have positive results. Awards would likely be in the form of a plaque, and attention on the websites, press releases, etc. Specific criteria have yet to be developed, but it is anticipated the program could start in 2023.

6. FAA REPORTS:

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

B. **FAA DISTRICT OFFICE** – No report

C. **FAA TRACON** – No report

7. OTHER REGULAR MONTHLY REPORTS:

A. **ACPAA** – Paul Krier reported on the October 13 ACPAA meeting when the 2023 draft budget was presented. It will be adopted in December.

B. **AIRPORT DIRECTOR'S REPORT** –

1. Airport Activity: Mike Fronapfel reported the touch and go runway would be closed one more day, exact date to be determined. Groundbreaking for the new hangars would begin this month, and work should be completed in late 2023.
2. Flight School Activity – a summary of the October meeting with the flight schools would be provided when available.

Candace Moon noted the 140th Wing, Colorado Air National Guard would be conducting supplemental night flying training missions out of Buckley Space Force Base November 1-17. The public's understanding of the need for such training was appreciated. The 140th was aware this could affect local communities, and makes an effort to have minimal impact by flying during the winter months when hours of darkness begin earlier in the evening.

C. **FLIGHT SCHOOLS** – None

8. **OLD BUSINESS:**

A. **CONGRESSIONAL QUIET SKIES CAUCUS** – The letter written to the appropriate member of Congressman Jason Crow's staff had been provided in the mailing for this meeting.

B. **TO REPRESENT CACNR AT 2022 ACPAA MEETINGS** – Donna Johnston had volunteered to attend on December 8.

9. **NEW BUSINESS:**

A. **INFORMATION SHARING** – None

10. **PUBLIC COMMENT:** Audra Dubler commented that people get traffic tickets for running red lights, so why should pilots receive incentives and positive recognition for doing what they are supposed to be doing in the first place? Some others indicated sharing that thought. Response was that we cannot do anything about negative behaviors, but can say 'you are doing good.' It might encourage continued good behavior, and cause others to pay attention and attempt to be recognized for the same in the future.

Mike Fronapfel noted that as much as about 40% of the airport's business might be due to the flight schools, and that jet fuel sales were also responsible for considerable revenue. He reviewed the history of how the airport and neighboring communities went about assuring that the airport could remain free of commercially scheduled flights, based on operations. Flight schools could go elsewhere for touch and go training, but that would affect the operations number, as it did while the touch and go runway was recently closed.

Question was asked about what social media the airport uses – Facebook, Twitter, and Instagram.

Question was asked how the public can help prioritize what CACNR does. Response was that ideas and feedback are always welcome, as is the public's attendance at CACNR meetings.

Question was asked how many members of the public can attend. A guesstimate of the room's capacity was about 30.

11. **NEXT MEETINGS:**

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|-------------------|-------------------|--|-----------------------------------|
| A. CACNR – | December 7, 2022 | 6:30 p.m. 7565 S. Peoria Street, Unit 9D | Donna Johnston representing CACNR |
| B. ACPAA – | November 10, 2022 | 3:00 p.m. 7565 S. Peoria Street, Unit 9D | |
| | December 8, 2022 | 3:30 p.m. 7565 S. Peoria Street, Unit 9D | |

12. **ADJOURNMENT:** The meeting was adjourned at 8:44 p.m.

Alison Biggs, Secretary