



CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE MINUTES

December 7, 2022

Approved 01 04 23

VISION – QUIETER SKIES FOR OUR COMMUNITIES

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

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

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

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

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

Those absent were:

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

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

The October 2022 Noise Report included the following information:

October Local Operations:	14,103	October Total Operations:	29,926
Year to Date Local Operations:	111,013	Year to Date Total Operations:	256,368

29,926 Total Operations in October gave rise to 440 complaints from 53 households.

October Noise Events:

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

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

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

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

YTD Complaints & Number of Households:

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

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

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

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

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

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

Greenwood Village – 941 (20%)

UAC – 389 (9%)

Centennial – 835 (18%)

UAC – 181 (4%)

Castle Rock – 506 (11%)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

6. **NEXT MEETINGS:**

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

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

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

Alison Biggs, Secretary