

CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE

August 4, 2021

6:30 p.m. – 8:30 p.m.

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

Chair: Brad Pierce **Vice Chair:** Melissa Coudeyras **Treasurer:** Tom Dougherty **Secretary:** Alison Biggs
CACNR Mission: Utilizing Partnerships to Reduce Airport Noise for the Benefit of Neighboring Communities

In Person for CACNR Member Representatives and Alternate Representatives

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

Virtual for CACNR Member Representatives and Alternates if desired, and Members of the Public

Please register for **Centennial Airport Community Noise Roundtable on July 7, 2021 6:30 PM MDT** at:

Registration URL

<https://attendee.gotowebinar.com/register/6766023337648538638>

Webinar ID

889-428-683

After registering, you will receive a confirmation email containing information about joining the webinar.

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AGENDA

1. CALL TO ORDER AND DETERMINATION OF QUORUM:

Arapahoe County: Carrie Warren-Gully/Bill Skinner
Paul Krier/Vacant

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

Aurora: Brad Pierce/Karen Hancock

Castle Pines: Melissa Coudeyras/Kevin Rants

Castle Rock: Laura Cavey/Vacant

Centennial: Candace Moon/Don Sheehan

Cherry Hills Village: Al Blum/Afshin Safavi

Foxfield: Pam Thompson/Frank Lawrence

Greenwood Village: Tom Dougherty/Donna Johnston

Highlands Ranch Metro Dist. Andy Jones/Renee Anderson
Lone Tree: Mike Anderson/Jennifer Drybread
Parker: Amy Holland/Todd Hendreks
ACPAA: Robert Olislagers/Michael Fronapfel
AOPA: Robert Doubek/John Hirshman
CABA: Don Kuskie/Mike Straka
CDOT Aeronautics Div: Todd Green/Vacant
FAA APA Control Tower: Melissa Booth/Ron Curry
FAA District Office: John Bauer/John Sweeney
FAA TRACON: Steve Martin/Bill Dunn
Wings Over the Rockies: Bill Wasmund/Keith Palmer

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

A. MEETING ATTENDEES

B. FROM CACNR EMAIL ADDRESS

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

A. DRAFT MINUTES, June 2, 2021 – Alison Biggs, Secretary

B. TREASURER'S REPORTS, June 2021; July 2021 – Tom Dougherty, Treasurer

C. NOISE REPORTS, May 2021; June 2021 – Rachel Keller

D. ACPAA, June 17, 2021 – Melissa Coudeyras CACNR Representative to June meeting; Bob Doubek, ACPAA Treasurer

E. NEXTGEN ADVISORY COMMITTEE (NAC) – Brad Pierce

4. ITEMS REMOVED FROM CONSENT AGENDA

5. COMMITTEE REPORTS:

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

1. CACNR Phase II Progress

B. COMMUNITY OUTREACH – Melissa Coudeyras, Chair

C. FLY QUIET – Bill Wasmund, Chair

D. NOISE MONITORS – Candace Moon, Chair

E. WORK PROGRAM – Alison Biggs, Chair

6. FAA REPORTS:

A. CENTENNIAL AIRPORT AIR TRAFFIC CONTROL TOWER – Melissa Booth/Ron Curry

7. OTHER REGULAR REPORTS:

- A. AIRPORT DIRECTOR'S REPORT – Robert Olislagers
1. Airport Activity – *Douglas County News Press* article “Two dead after plane crash near Centennial Airport”
 2. Legislative
 3. Litigation/Metroplex – US.. Court of Appeals/District of Columbia Circuit Judgement
Denver Post article “Flight Path noise lawsuit dismissed.”
Douglas County News Press article “Timeline of project and input”
 4. Other

8. OLD BUSINESS:

- A. 2021 MEETING SCHEDULE FOR CACNR AND ACPAA with CACNR REPRESENTATIVES TO ACPAA
1. Need CACNR Representative for ACPAA August 12, 2021 through the rest of the year
- B. CONGRESSIONAL QUIET SKIES CAUCUS
- C. ITEMS FROM PRIOR CACNR MEETINGS
- D. CENTENNIAL AIRPORT COMPLAINT RESPONSE

9. NEW BUSINESS:

- A. INFORMATION SHARING

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

11. NEXT MEETINGS:

- A. **CACNR** –
- | | | |
|-----------------|-----------|-------------------------------|
| Sept. 1, 2021 | 6:30 p.m. | 7565 S Peoria Street, Unit 9D |
| October 6, 2021 | 6:30 p.m. | 7565 S Peoria Street, Unit 9D |
| Nov. 3, 2021 | 6:30 p.m. | 7565 S Peoria Street, Unit 9D |
| Dec. 1, 2021 | 6:30 p.m. | 7565 S Peoria Street, Unit 9D |
- B. **ACPAA** –
- | | | |
|-----------------|-----------|----------------------------------|
| August 12, 2021 | 3:00 p.m. | hybrid in-person/virtual meeting |
| Sept. 9, 2021 | 3:00 p.m. | hybrid in-person/virtual meeting |
| Oct. 14, 2021 | 3:00 p.m. | hybrid in-person/virtual meeting |
| Nov. 11, 2021 | 3:00 p.m. | hybrid in-person/virtual meeting |
| Dec. 9, 2021 | 3:00 p.m. | hybrid in-person/virtual meeting |

12. ADJOURN

CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE

MINUTES

June 2, 2021

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:** Melissa Coudeyras **Treasurer:** Tom Dougherty **Secretary:** Alison Biggs

1. **CALL TO ORDER, ROLL CALL, and QUORUM:** The hybrid in-person and virtual 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	Highlands Ranch Metro District	Renee Anderson
Arapahoe County:	Paul Krier	Lone Tree:	Mike Anderson
Douglas County:	Dan Avery	Parker:	Amy Holland
Douglas County:	Alison Biggs	ACPAA:	Robert Olislagers
Aurora:	Brad Pierce	AOPA:	Robert Doubek
Castle Pines:	Melissa Coudeyras	CABA:	Don Kuskie
Centennial:	Candace Moon	Wings Over the Rockies:	Bill Wasmund
Greenwood Village:	Tom Dougherty		

Others in attendance were Aurora Alternate Representative Karen Hancock; Greenwood Village Alternate Representative Donna Johnston; AOPA Alternate Representative John Hirshman; and ACPAA staff Gina Conley, Rachel Keller, and Deborah Smith..

Absent: Castle Rock: Laura Cavey/Vacant	FAA APA Control Tower: Melissa Booth/Ron Curry
Cherry Hills Village: Al Blum/Afshin Safavi	FAA District Office: John Bauer/John Sweeney
Foxfield: Pam Thompson/Frank Lawrence	FAA TRACON: Steve Martin/Bill Dunn
CDOT Aeronautics Div: Todd Green/Vacant	

2. **PUBLIC COMMENT:** There was no public comment.

The CACNR email address had received a complaint on May 30: "At 6:50 a, today I was awoken by a jet flying over my home on South Yosemite. It's Sunday of a holiday weekend. Is it really necessary to schedule such early flights? Or flights as late as 10:30 or 11:00 pm, which also come at a time when people want to sleep. It's bad enough that a walk in the park, which one would hope would be peaceful and relaxing, is often interrupted by a loud airplane passing over every three minutes or so. Do the people benefiting from all the noise generation bear any of the consequences of it?"

A second email had come from an individual "heading a citizens group to find solutions to increasing air traffic over our homes from a neighboring airport. We are in Southern California, and I was wondering if anyone in your CACNR group would be willing to speak with me and offer suggestions on how to best move forward and we would like to form a Roundtable or AAC..." Some suggestions were provided to this individual, and further follow-up would be done.

3. **CONSENT AGENDA:** The Consent Agenda included the May 5, 2021 draft minutes; a Treasurer's Report dated May 27, 2021 which showed a balance of \$7,803.94; the April 2021 Noise Report; the CACNR report to the May 13, 2021 ACPAA meeting from Don Kuskie; and a report of the May 13, 2021 ACPAA meeting from Robert Doubek .

On the motion of Tom Dougherty, duly seconded, the Consent Agenda was approved.

A summary of the accepted April Noise Report follows:

In April, there had been **27,444 Total Operations**, compared to 23,910 Total Operations in March, 19,343 in February, and 23,799 in January. **Year to date, total operations were 94,496.**

There had been **13,579 Local Operations** in April, compared to 11,030 in March, 8,624 in February, and 10,701 in January.

During April, there were **29,327 noise events** at the 12 noise monitors, compared to 26,662 noise events the prior month.

12,084 events at the **Golf Course** monitor on airport property (5,949 in the 60-69 decibel range)
5,692 events at the **Meridian** monitor (4,232 in the 60-69 decibel range)
2,517 events at the **Airport East** monitor on airport property (1,296 in the 60-69 decibel range)
1,930 events at the **State Park** monitor on airport property (1,469 in the 60-69 decibel range)
1,531 events at the **Parker** monitor (1,303 in the 60-69 decibel range)
1,318 events at the **Castle Rock** monitor (1,259 in the 60-69 decibel range)

1,225 events at the **Grandview Estates** monitor (1,068 in the 60-69 decibel range)
1,217 events at the **Greenwood Village** (1,043 in the 60-69 decibel range)
745 events at the **Lone Tree** monitor (690 in the 60-69 decibel range)
713 events at the **Hunter's Hill** monitor (655 in the 60 – 69 decibel range)
237 events at the **Castle Pines** monitor (219 in the 60-69 decibel range)
118 events at the **Sagebrush Park** monitor (108 in the 60-69 decibel range)

Including the two monitors on airport property, locations with noise events in the **70-79 decibel** range were:

Golf Course –	4,854	State Park –	453	Grandview Estates –	149	Lone Tree –	50
Meridian –	1,412	Parker –	227	Castle Rock –	59	Castle Pines –	17
Airport East –	692	Greenwood Village –	172	Hunters Hill –	54	Sagebrush Park –	9

Including the two monitors on airport property, locations with noise events in the **80-89 decibel** range were:

Golf Course –	1,128	Grandview Estates –	8	Lone Tree –	3	Parker -	1
Airport East –	483	State Park -	8	Greenwood Village –	2	Sagebrush Park -	1
Meridian –	46	Hunters Hill –	4	Castle Pines –	1		

Noise events in the **90+ decibel** range were:

Golf Course –	153	Airport East -	46	Meridian –	2	Lone Tree -	2
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In April, there had been **1,118 complaints from 55 households**, compared to 863 complaints from 38 households in March.

Unincorporated Arapahoe County –	465 complaints (42%)	from 11 households (20%)
Centennial –	232 complaints (21%)	from 5 households (9%)
Greenwood Village –	137 complaints (12%)	from 6 households (11%)
Unincorporated Douglas County –	128 complaints (11%)	from 5 households (9%)
Castle Rock –	67 complaints (6%)	from 2 households (4%)
Aurora –	36 complaints (3%)	from 4 households (7%)
Denver –	12 complaints (1%)	from 3 households (5%)
Highlands Ranch –	12 complaints (1%)	from 3 households (8%)
Parker –	12 complaints (1%)	from 1 household (2%)
Other –	11 complaints (1%)	from 7 households (13%)
Lone Tree –	4 complaints (0.3%)	from 4 household (7%)
Castle Pines –	2 complaints (0.2%)	from 1 household (2%)

Comparatively, in **April 2020** there were 607 complains resulting from 11,505 operations.

Year to Date, there had been **2,544 complaints from 73 households**:

Unincorporated Arapahoe County –	1,659 complaints (45%)	from 23 households (24%)
Centennial –	528 complaints (14%)	from 9 households (10%)
Unincorporated Douglas County –	431 complaints (12%)	from 12 households (13%)
Greenwood Village –	373 complaints (10%)	from 11 households (11%)
Castle Rock –	317 complaints (9%)	from 2 households (2%)
Aurora –	131 complaints (4%)	from 5 households (5%)
Highlands Ranch –	84 complaints (2%)	from 5 households (5%)
Parker –	75 complaints (2%)	from 3 households (3%)
Other –	29 complaints (0.1%)	from 8 households (10%)
Denver –	20 complaints (0.5%)	from 8 households (10%)
Lone Tree –	11 complaints (0.3%)	from 5 households (5%)
Castle Pines –	3 complaint (0.1%)	from 2 households (2%)
Cherry Hills Village –	1 complaint (0.03%)	from 1 household (1%)

In April, 123 complainers had **requested responses** from the airport, with 75 requests made by email, and 48 by telephone. Year to date, there had been 398 **responses requested**, with 259 made by email and 139 made by telephone.

Of the **863 April complaints**, 806 (93%) were about **daytime flights** and 57 (6%) were about **nighttime flights**.

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

Unincorporated Arapahoe County 737 (20%)	Unincorporated Douglas County 366 (10%)
Unincorporated Arapahoe County 366 (19%)	Greenwood Village 342 (9%)
Centennial 399 (11%)	Remaining 1,122 (31%)

With the top complaining household removed, **props accounted for 72% of the complaints by aircraft type** in April, while **jets accounted for 27% of the complaints**, and **1% were about helicopters**.

Departures were responsible for **48% of the complaints by operation type**, **training** was responsible for **26%**, and **arrivals were 25%**.

A graph showing the 13-month relationships between airport operations and the numbers of complaints with and without the top complaining household removed was provided. There were no higher numbers than those which had occurred in September 2020.

The April complaint map showed the household locations of the complaints, with the **largest cluster of complaints** again located north and slightly west of the airport's north-south runway. There were 7 complaints from outside the map boundaries, from Broomfield, Northglenn, Denver, Franktown, and 3 from Littleton.

The Year-to-Date complaint map was also provided, with 11 households located outside the map: Broomfield; 2 from Denver; 2 from Franktown; 3 from Littleton; Northglenn; Parker; and Sedalia. An April 2021 Radar Track Density Map was included.

4. **ITEM(S) REMOVED FROM CONSENT AGENDA:** None

5. **COMMITTEE REPORTS:**

A. **EXECUTIVE /WORK PLAN COMMITTEES –**

Work had continued with Jason Schwartz to finalize the project with the flight schools. There was discussion about the general task list for the project, with the basic project to consume 20 hours of Jason's time, at cost not to exceed \$3,000.

It was suggested the airport take the lead during the actual meeting with the schools. Robert Olislagers indicated he would prefer having Jason Schwartz facilitate the discussion, as leading it might put the airport in an awkward position since it had to work with the schools in a daily basis following the meeting.

The following timetable was proposed, with the understanding dates and times would be finalized to accommodate the calendars of those involved:

June 10 – Initial Work Plan to Exec Committee

June 14 – Virtual meeting with Jason Schwartz, Exec Committee to fine-tune Initial Work Plan

June 22 – Virtual meeting with above plus Fly Quiet Committee Chair and airport staff to consider Initial Work Plan

June 29 – Virtual meeting with above plus Commissioners Laydon and Sharpe and APA Control Tower

Week of 7/12/21 – virtual meeting with above plus representatives of the flight schools

On the motion of Carrie Warren-Gully, duly seconded, the proposed plan, with the understandings noted, utilizing 20 hours of Jason Schwartz's time at an expenditure not to exceed \$3,000, was approved.

B. **COMMUNITY OUTREACH** – Melissa Coudeyras and Amy Holland indicated work was continuing to clean up and further update the website.

C. **FLY QUIET** – Bill Wasmund reported for this committee, and provided a written report for May. The committee had reestablished talks with Whispertrack about adding the Noise Abatement Guidelines to its electronic tablet application. It was waiting for updates from airport staff so this could be accomplished.

Airport staff had created the requested spreadsheet with nighttime data – 10:00 p.m. – 6:00 a.m. – surrounding a SE Aurora residence where further study had been requested. A detailed compilation of data had been done and provided to the resident. It was noted the thoroughness of the response was appreciated by the committee and CACNR.

Some follow-up on modifications to the C1 hotspot area will be pursued for further discussion and FAA approval.

D. **NOISE MONITORS** – The committee had met before this meeting. As agreed at the last CACNR meeting, a message had been crafted to put on the website, alerting the public to the effects of anticipated changes in noise due to increased flights with the easing of COVID restrictions. The statement would be placed on the website in the coming week. It read "Due to warmer weather and lessening COVID-19 restrictions, it is anticipated that there will be an increase in flight traffic and associated noise from Centennial Airport. We continue to actively engage with flights schools and pilots to increase their awareness of Noise Abatement Guidelines and other Fly Quiet guidelines. Aircraft noise concerns can be sent to www.centennialairportnoise.com."

The committee had heard of concern about helicopter noise late at night in the area of Highlands Ranch near Broadway. There had been a thought it might be some training from Buckley Air Force Base, although staff had heard received no complaints of this nature. Effort will be made to obtain more information, such as the times the activity occurred, or occurs, if it is repeated. Dan Avery noted Douglas County now has a Trans Aero helicopter contracted for its exclusive firefighting use which is stationed in the Louviers area.

E. **WORK PLAN** – Information about prior work on the proposed content for an 'orientation manual' had been shared. Originally, it had been thought to provide both a hard copy of all manual materials and to also have the materials available electronically. However, the thinking now was to use the electronic method of sharing only, to avoid having to print or reprint items and physically keep the hard copy updated and delivered to new CACNR members. It was also felt transparency about CACNR was important, and the contents of the manual might be of interest to some of the general public if placed on the CACNR website. This committee will work with the Community Outreach Committee to accomplish that part of the project. All CACNR Representatives were asked to suggest additions or changes to that shared at this meeting.

6. **FAA REPORTS:**

A. **CENTENNIAL (APA) AIR TRAFFIC CONTROL TOWER** – None

7. **OTHER REGULAR MONTHLY REPORTS:**

A. **AIRPORT DIRECTOR'S REPORT** – 1. Airport Activity:

Robert Olislagers commented on the midair collision which had occurred over the Cherry Creek Reservoir area on May 12th. Both planes were preparing to land at Centennial Airport. Both the FAA and the NTSB were investigating. The FAA had subsequently issued a directive to stop all touch and go training for the present time. Interestingly, airport staff had received thanks for stopping that phase of training and its attendant noise, by those who did not realize the stoppage was the result of an FAA directive following the crash.

Olislagers noted the ACPAA would be considering three proposals during its June 17th meeting. There would be three involving hangar development, and two related to the future of the hotel.

2. Legislative: Nothing noted.

3. Metroplex: Oral arguments on the lawsuit filed by Centennial Airport, et.al., to the FAA's implementation of the Denver Metroplex Project, had been delivered on May 6th. The "standing" of the those challenging the FAA seemed to be an issue, but overall, Olislagers felt things had gone well. A decision was anticipated in July, but might possibly come sooner. The link to the proceedings was on the airport's website.

8. **OLD BUSINESS:**

A. **CHANGE OF CACNR MEETING DATES** – A poll had been conducted about changing the CACNR meeting date to the third Wednesday of each month. Although the majority of CACNR Member Representatives had approved the move, Representatives of two Members would have had difficulty making the switch. Eliminating the involvement and contribution of any CACNR Member was not considered desirable. To focus any action, Carrie Warren-Gully moved to change the meeting date to the third Wednesday of each month. Motion was duly seconded, and was lost on a unanimous vote. Candace Moon, who had originated the idea of a possible date change indicated she had not problem with that action.

B. **2021 MEETING SCHEDULE FOR CACNR & ACPAA, INCLUDING CACNR REPRESENTATIVES TO ACPAA** – The 2021 meeting schedule was provided. Melissa Coudeyras agreed to represent CACNR at the June 17, 2021, ACPAA meeting.

C. **CONGRESSIONAL QUIET SKIES CAUCUS** – Brad Pierce indicated he would follow up on his emails to both Jason Crow and Joe Neguse on CACNR's behalf.

B. **ACTION ITEMS FROM PRIOR CACNR MEETINGS** – A list of Items for Follow-Up from previous meetings had been provided. Suggestions were solicited for future content type and format. Including the names of those responsible for the various items was suggested. Items which were considered accomplished included:

From 04/04/21 - #2; #5; #12; #13

From 03/03/21 - #1

From 02/03/21- #4 (had this been shared with CACNR?)

From 01/06/21 - #3

9. **NEW BUSINESS:**

A. **INFORMATION SHARING** –

1. N.O.I.S.E. Alert re Grant Applications: This information had been shared prior to this meeting. The FAA had announced that it was accepting pre-applications from airports for the [Environmental Mitigation Pilot Program](#). The program would fund up to six projects that would measurably reduce or mitigate aviation impacts on noise, air quality, or water quality at an airport or within five miles of the airport.

This pilot program is the result of the [FAA Reauthorization Act of 2018](#) FAA, which required the FAA to create a pilot program for environmental mitigation. Grants would be made from the noise and environmental set-aside of the [Airport Improvement Program](#). The cost of each project could not exceed \$2.5 million, with any airport selected to provide 50 percent of that amount.

Question was asked if Centennial Airport was going to apply for a grant. Given that the grants were only announced in May; pre-applications were due by July 9, 2021, and the requirements to qualify for a grant were rather specific, including that new techniques must have been proven in laboratory demonstrations, it did not seem feasible for Centennial Airport to attempt to qualify in the very restrictive time frame provided. It will be interesting to see if any airport would qualify accordingly.

2. The passing of Harold Anderson was noted with regret. He had served as Lone Tree's Representative to CACNR from August 2010 through July 2016, and was its Chair from March 2013 through July 2016. He was involved with CACNR during its interesting formative years, and those who worked with him appreciated his knowledge, acuity, sense of humor, and commitment to the mission and vision of the organization. He will be missed.

3. The draft of a handout to accompany the airport's gate card mailing was shared. Its content was a summarized version of the Noise Abatement Guidelines, encouraging those receiving it to be good neighbors and to fly quiet. Suggestions were made to identify that it comes from Centennial Airport at the top, and to also share it with the Colorado Springs airport and the Air Force Academy, for the information of pilots flying out of those locations, and who perhaps use the practice areas next to those in the southwest used by flight schools based at Centennial Airport.

4. Question was asked if the extensive complaint response which Rachel Keller had prepared following receipt of a query which had come to CACNR could be redacted and shared with everyone. Response was it could be done, and would be include in the next CACNR meeting materials mailing.

10. **PUBLIC COMMENT:** None

11. **NEXT MEETINGS:**

A. **CACNR** – July 7, 2021 6:30 p.m. 7565 S. Peoria Street, Unit D9, Englewood, CO 80112
Aug 4, 2021 6:30 p.m. 7565 S. Peoria Street, Unit D9, Englewood, CO 80112

B. **ACPAA** –June 17, 2021 3:00 p.m. hybrid in-person/virtual meeting, 7565 S. Peoria Street, Unit D9, Englewood, CO
July 2021 Not Meeting
Aug. 12, 2021 3:00 p.m. hybrid in-person/virtual meeting 7565 S. Peoria Street, Unit D9, Englewood, CO

12. **ADJOURNMENT:** The meeting was adjourned at 7:46 p.m.

Alison Biggs, Secretary

CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE		2021 BUDGET AS OF JULY 1, 2021		
(Considered a place holder year until the pandemic circumstances have evolved)				
		CACNR 2021 BUDGET	ACTUAL TO DATE	NOTES
INCOME:				
CARRY OVER FROM 2020		\$ 10,277.48	\$ 10,277.48	carry over from 2020
ACPAA		\$ -		
CACNR REGULAR MEMBERS		\$ -		
TOTAL INCOME:		\$ 10,277.48	\$ 10,277.48	
EXPENDITURES:				
WORK PROGRAM:				
COMMUNITY OUTREACH				
Website		\$ 700.00		Website updating and maintenance
		\$ 500.00		Place holder for projects tbd
FLY QUIET		\$ 500.00		Place holder for projects tbd
NOISE MONITOR		\$ 500.00		Place holder for projects tbd
WORK PLAN		\$ 500.00		Place holder for projects tbd
EDUCATION				
2 Reps to UC Davis Symposium**		\$ 500.00	\$ 175.00	Conference registration fees for seven CACNR members to attend Virtual February 23rd-26th UC Davis Symposium at \$25 per person
2 Reps to 2 N.O.I.S.E. Conferences**		\$ -		**2021 conferences will be virtual; no registration fee
CONSULTATION/ TASK SUPPORT		\$ 3,000.00	\$ 2,250.00	Pilot project with Jason Schwartz-invoice received 2/3/21 and submitted for payment 2/4/2, due 3/5/21
MEMBERSHIP DUES		\$ 1,000.00		N.O.I.S.E.
ADMINISTRATIVE		\$ 200.00	\$ 48.54	Zoom Pro Account expenses for December 2020 and January and February 2021
			\$ 32.36	Zoom Pro Account expenses for March and April 2021
			\$ 100.00	Donation to Lone Tree Arts Center in Memory of Harold Anderson
TOTAL EXPENDITURES AS OF 07-01-21:		\$ 7,400.00	\$ 2,605.90	Actual to be determined at the end of 2021
CARRY OVER TO 2022 AS OF 07-01-21		\$ 2,877.48	\$ 7,671.58	Actual to be determined at the end of 2021
** Usually includes registration, travel, ground transportation, lodging, meals. 2021 meetings will be held virtually				
FRAME OF REFERENCE: MOU Funding Structure adopted 12/13/2018 calls for initial funding to generate \$22,250, with \$10,000 from ACPAA and \$12,250 to come from CANR's Regular Members.				
"This funding would be in place for the next two years, subject to annual appropriations. Thereafter, CACNR will provide ACPAA and each Regular Member with a report on the previous year's expenditures, and an annual invoice accompanied by a proposed budget indicating how the requested funds would be utilized, so that funds could be appropriated for the coming year."				
PLEASE NOTE FUNDING FROM ACPAA AND REGULAR MEMBERS WAS NOT REQUESTED FOR 2020 and 2021 DUE TO THE ECONOMIC IMPACTS OF THE CORONAVIRUS PANDEMIC. IT IS ANTICIPATED THE SECOND YEAR OF THE FUNDING STRUCTURE OUTLINED ABOVE WILL BE RESUMED FOR 2022				

CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE		2021 BUDGET AS OF JULY 28, 2021		
(Considered a place holder year until the pandemic circumstances have evolved)				
		CACNR 2021 BUDGET	ACTUAL TO DATE	NOTES
INCOME:				
CARRY OVER FROM 2020		\$ 10,277.48	\$ 10,277.48	carry over from 2020
ACPAA		\$ -		
CACNR REGULAR MEMBERS		\$ -		
TOTAL INCOME:		\$ 10,277.48	\$ 10,277.48	
EXPENDITURES:				
WORK PROGRAM:				
COMMUNITY OUTREACH				
Website		\$ 700.00		Website updating and maintenance
		\$ 500.00		Place holder for projects tbd
FLY QUIET		\$ 500.00		Place holder for projects tbd
NOISE MONITOR		\$ 500.00		Place holder for projects tbd
WORK PLAN		\$ 500.00		Place holder for projects tbd
EDUCATION				
2 Reps to UC Davis Symposium**		\$ 500.00	\$ 175.00	Conference registration fees for seven CACNR members to attend Virtual February 23rd-26th UC Davis Symposium at \$25 per person
2 Reps to 2 N.O.I.S.E. Conferences**		\$ -		**2021 conferences will be virtual; no registration fee
CONSULTATION/ TASK SUPPORT		\$ 3,000.00	\$ 2,250.00	Pilot project with Jason Schwartz-invoice received 2/3/21 and submitted for payment 2/4/21, due 3/5/21
			\$ 1,200.00	Consulting Services from Jason Schwartz received 7/13/21 and submitted for payment 7/21/21, due 8/11/21
MEMBERSHIP DUES		\$ 1,000.00		N.O.I.S.E.
ADMINISTRATIVE		\$ 200.00	\$ 48.54	Zoom Pro Account expenses for December 2020 and January and February 2021
			\$ 32.36	Zoom Pro Account expenses for March and April 2021
			\$ 100.00	Donation to Lone Tree Arts Center in Memory of Harold Anderson
TOTAL EXPENDITURES AS OF 07-28-21:		\$ 7,400.00	\$ 3,805.90	Actual to be determined at the end of 2021
CARRY OVER TO 2022 AS OF 07-28-21		\$ 2,877.48	\$ 6,471.58	Actual to be determined at the end of 2021
** Usually includes registration, travel, ground transportation, lodging, meals. 2021 meetings will be held virtually				
FRAME OF REFERENCE: MOU Funding Structure adopted 12/13/2018 calls for initial funding to generate \$22,250, with \$10,000 from ACPAA and \$12,250 to come from CANR's Regular Members.				
"This funding would be in place for the next two years, subject to annual appropriations. Thereafter, CACNR will provide ACPAA and each Regular Member with a report on the previous year's expenditures, and an annual invoice accompanied by a proposed budget indicating how the requested funds would be utilized, so that funds could be appropriated for the coming year."				
PLEASE NOTE FUNDING FROM ACPAA AND REGULAR MEMBERS WAS NOT REQUESTED FOR 2020 and 2021 DUE TO THE ECONOMIC IMPACTS OF THE CORONAVIRUS PANDEMIC.				
IT IS ANTICIPATED THE SECOND YEAR OF THE FUNDING STRUCTURE OUTLINED ABOVE WILL BE RESUMED FOR 2022				

CACNR Report June 2, 2021 to the ACPAA

Melissa Coudeyras

Workplan Committee:

- Continuing to work with Jason Schwartz regarding work plan priority to meet with the flight schools. New proposal was approved not to exceed \$3000. Jason will facilitate the meeting with the flight schools.

Outreach Committee:

- Updating FAQ's on the website.

Fly Quiet Committee:

- Have re-established talks with Whispertrack regarding adding the KAPA Noise Abatement Guidelines to their electronic tablet application. Met to review the current KAPA Whispertrack entries. Reviewed the updates with Rachel so that data can be added and updated as required.
- Discussing night time operations. Complaint from Aurora resident with excessive night flights. Rachel worked with the resident to investigate the complaint.

Noise Monitor Committee:

- Noise monitors on the website not listed by location. Request to list which monitor covers which area. Have the map, would prefer more detailed description.
- Complaints about helicopter noise over Centennial area late at night. If military, then may not be able to track it. Highland Ranch and Unincorporated Douglas County have also heard it.
- Douglas County's fire helicopter is now in Louviers for the season.

Work Program:

- Updating orientation material for new members. Would like to put it on the website. Draft included in the packet and feedback requested. Suggested to add links to documents such as Noise 101 and Part 150 study.

Treasurer's Report

- \$6,803.94 remaining for the 2021 budget year.

ACPAA BOARD MEETING NOTES
JUNE 17, 2021
Robert Doubek, ACPAA Treasurer

Prior to the Board Meeting, An Executive Session was called regarding a Personnel Matter.

The Meeting was opened with the Audit Presentation by Roxana Hahn and Jodie Cates. The Audit was performed by BKD CPAS & Advisors and, as usual, No matters were reportable or adjustment made.

Robert Olislagers reported that the Metroplex Lawsuit was dismissed by the Appeals Court. The Court ruled that the plaintiffs, Centennial Airport and Counties, had no standings to sue. Robert said that the Board will discuss future steps, if any, at the August Board Meeting.

Jurisdiction to proceed with a Public Hearing was approved and Development plans for the following entities were presented; 1) AeroColorado for Lot 15 Hangar Development 2) Modern Aviation for the Hangar and FBO Development 3) App Centennial,LLC for parcel 63-1 Willowbrook Office Addition. All plans were approved and Public Hearing closed.

A request for Proposals (RFP) was sent out seeking a new hotel owner, management and operations company for the Ramada hotel property on the airport.

One response was received on time, a second was rejected due to failure to meet the deadline on time or meet the requirements.

The response submitted on time was by John Reed of the Pinnacle Hospitality Group ,LLC. The proposal called “ The Aviator Hotel at Centennial Airport” will be an upscale Marriot Four Points by Sheraton and fully renovated. The proposal by John Reed was well received and voted to negotiate lease terms.

rjd 7/2/2021



NextGen Advisory Committee (NAC) Meeting

AGENDA

DATE: June 21, 2021
TIME: 1:00 PM – 4:30 PM ET
LOCATION: Virtual Only

Item	Time (ET)	Topic	Facilitator
1	1:00 – 1:10 PM 10 Minutes	Opening of Meeting • Establish Quorum • Housekeeping Notes • Public Statements	NAC Chairman Chip Childs, SkyWest Airlines
2	1:10 – 1:20 10 Minutes	Chairman's Report • Former Meeting Minutes Approval	NAC Chairman
3	1:20 – 2:05 45 Minutes	FAA Report • FAA Deputy Administrator will provide information on FAA important issues	Brad Mims, FAA, Deputy Administrator
4	2:05 – 2:50 45 Minutes	Chairman's Roundtable • NAC Member Discussion	NAC Chairman
<i>Optional Break at Chairman's Discretion</i>			
5	2:50 – 4:15 85 Minutes	NAC Subcommittee (SC) Chairman's Report NAC Taskings Status • NAC Task 20-1: ADS-B In • NAC Task 20-2: Vertical Navigation (VNAV) • NAC Tasks 18-4 & 18-5: Focus Area Risks / Mitigations ◦ Multiple Runway Operations (MRO), Surface & Data Sharing, Performance Based Navigation (PBN), Data Communications, and Northeast Corridor (NEC)	NAC SC Chairman John Ladner, Alaska Airlines
6	4:15 – 4:25 10 Minutes	Action Item Review / Other Business	FAA
7	4:25 – 4:30 5 Minutes	Closing Comments and Adjourn	NAC Chairman

FROM: Executive Committee. Alison Biggs, Secretary
TO: CACNR, August 4, 2021 Meeting

RE: Report of June 30, 2021:

Virtual meeting with Jason Schwartz, ABCx2; CACNR Executive Committee; CACNR Fly Quiet Committee; ACPAA Staff; ACPAA Chair and Arapahoe County Commissioner Sharpe; and Douglas County Commissioner Laydon.

Schwartz presented an agenda and slides regarding the goal of engaging with the flight schools based at Centennial Airport to establish a long-term collaborative relationship to address concerns related to noise over CACNR Members (attached).

It was felt it would be most effective to meet in person with the flight schools. Currently, airport staff meets with them twice a year, and they have monthly pilot meetings. "Piggy-backing" with such meetings will be considered. Members of the Fly Quiet Committee have also met with the flight schools and there is a fly quiet focused flyer which accompanies the gate cards. There was also recognition that non-flight school instructors and individual pilots who teach need to be included in these efforts somehow as well.

How flight schools are dealt with at other airports was mentioned; and this may need to be explored in the future.

Commissioner Sharpe asked if the flight schools are informed about noise complaints? Airport staff said they are notified of those complaints that pertain to them. Sharpe also commented that more dispersion of traffic would help reduce noise over areas that are getting constant flyovers.

It was felt patterns of traffic would be a good place to start a discussion, particularly the expansion of the pattern boundaries. CACNR, the air traffic control tower, and airport staff may need to confer about this.

Dan Avery brought up issue with flight schools over Sterling Ranch. The routes to and from the practice areas seem to be causing complaints, and there was discussion of what might be done about that problem. Suggestion was made that the practice areas might be redrawn to fit less dense areas, although such areas are getting harder to find with the population growth in the area. It was agreed this could be a future topic once a collaborative relationship has been established.

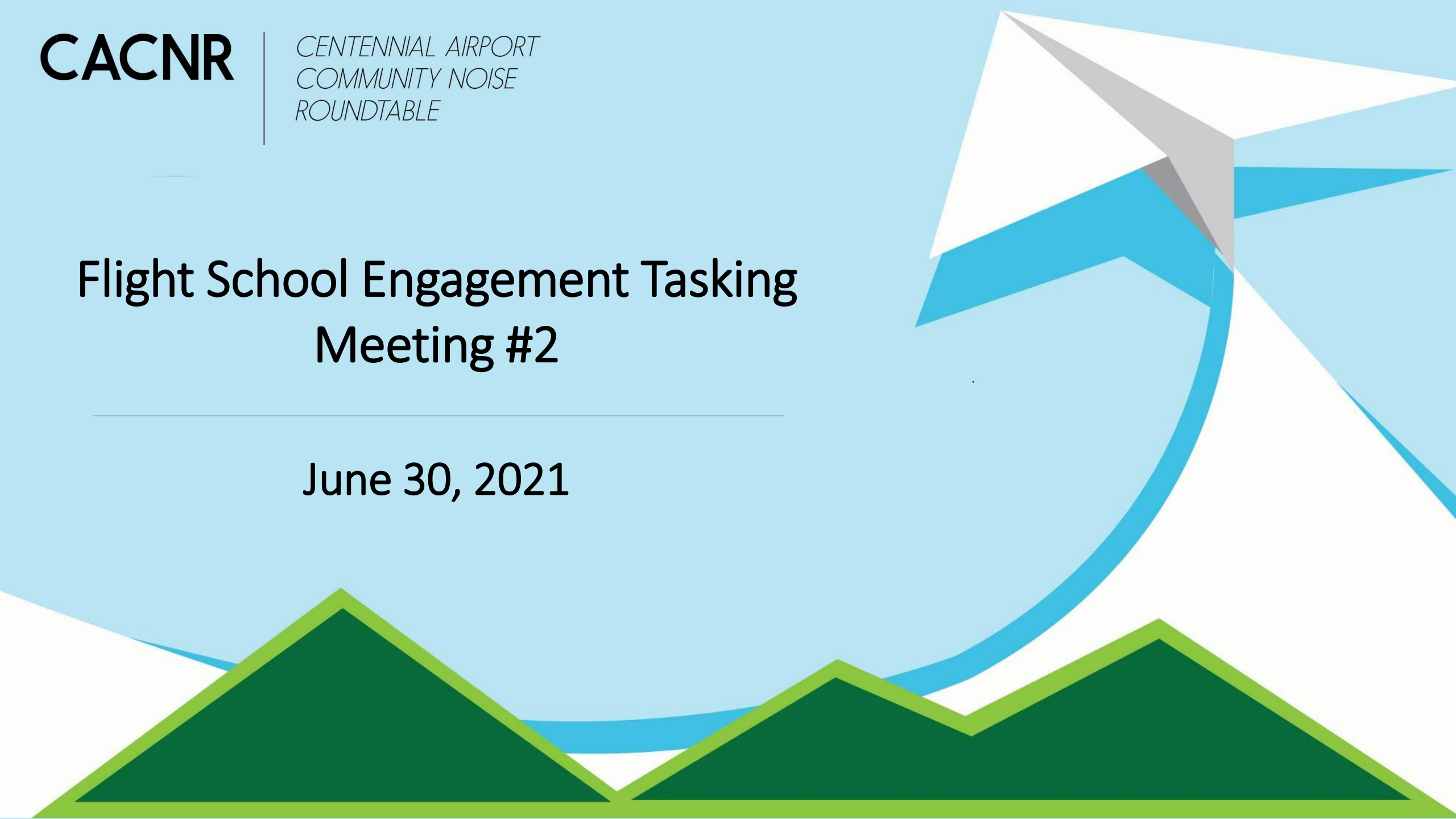
Starting with the top two areas of concern and then expanding later on when a good rapport is established seemed to be the best practice. It was noted Douglas County supports the collaborative efforts and appreciates the current plans of engagement to reach mutually agreeable solutions.

CACNR

*CENTENNIAL AIRPORT
COMMUNITY NOISE
ROUNDTABLE*

Flight School Engagement Tasking Meeting #2

June 30, 2021



AGENDA

Welcome and Introductions	10 Mins
Task Overview and Objectives	5 Mins
CACNR Flight Training Priorities	10 Mins
Priorities Top Community Concerns & Issues	15 Mins
Existing Efforts & Engagement	10 Mins
Wrap-Up and Next Steps	10 Mins

Task Overview and Objectives

- Initiate engagement with APA Flight Schools
 - Establish long-term collaborative working relationship
 - Encourage awareness of community concerns associated with flight school operations
 - Encourage participation with existing noise abatement program measures
 - Identify opportunities to expand noise abatement measures to address flight school impacts
-
- Telecon #1 with CACNR Executive Committee
 - Telecon #2 with CACNR Fly Quiet Committee and Airport
 - Telecon #3 with APA Flight Schools
 - Development of Summary Report including Work Plan Next Steps

Flight Training Priorities – 2021 CACNR Planning Sessions

Expand industry engagement efforts to encourage awareness and support of the APA Fly Quiet Program (*Fly Quiet Committee*)

Fly Quiet briefings for key stakeholder groups to include air traffic control, flight schools, and pilots (*Fly Quiet Committee*)

Identify potential **modifications to APA airspace and/or flight procedures** to reduce community noise impacts. (*Fly Quiet Committee*)

Development of **Fly Quiet Incentives** for pilots and/or companies. Leverage noise monitor data in support of Fly Quiet incentives. (*Noise Monitor Committee*)

Other Flight Training Priorities – 2021 CACNR Planning Sessions

- Expanding engagement with pilots, FAA, and the flight schools
- Updates to the website
- Publication of a noise abatement brochure
- Updates to airport signage
- Ongoing work with the flight schools
- Revised flight procedures for APA
- Addressing nighttime operations
- Developing a Fly Quiet training program for pilots, flight students, & ATC

Source: Fly Quiet Committee

Top Two Community Concerns & Issues

Closed-traffic operations flying outside the preferred traffic pattern boundary

- Results in frequent, repeated overflights/noise events over specific neighborhoods
- Compliance with the airport's voluntary touch-and-go guidelines go a long way to minimizing noise impacts associated with flight training operations.

Overflights going to/from the flight training practice areas.

- Volume of operations overflying noise-sensitive, residential communities. Frequently the same areas.
- Altitudes of aircraft are lower than recommended.

Closed-Traffic Operations

To the extent possible, fly within the pattern boundaries described in the APA Fly Quiet Program guidelines:

- North boundary - South of Arapahoe Road
- South boundary - North of Lincoln avenue
- West boundary - East of I-25



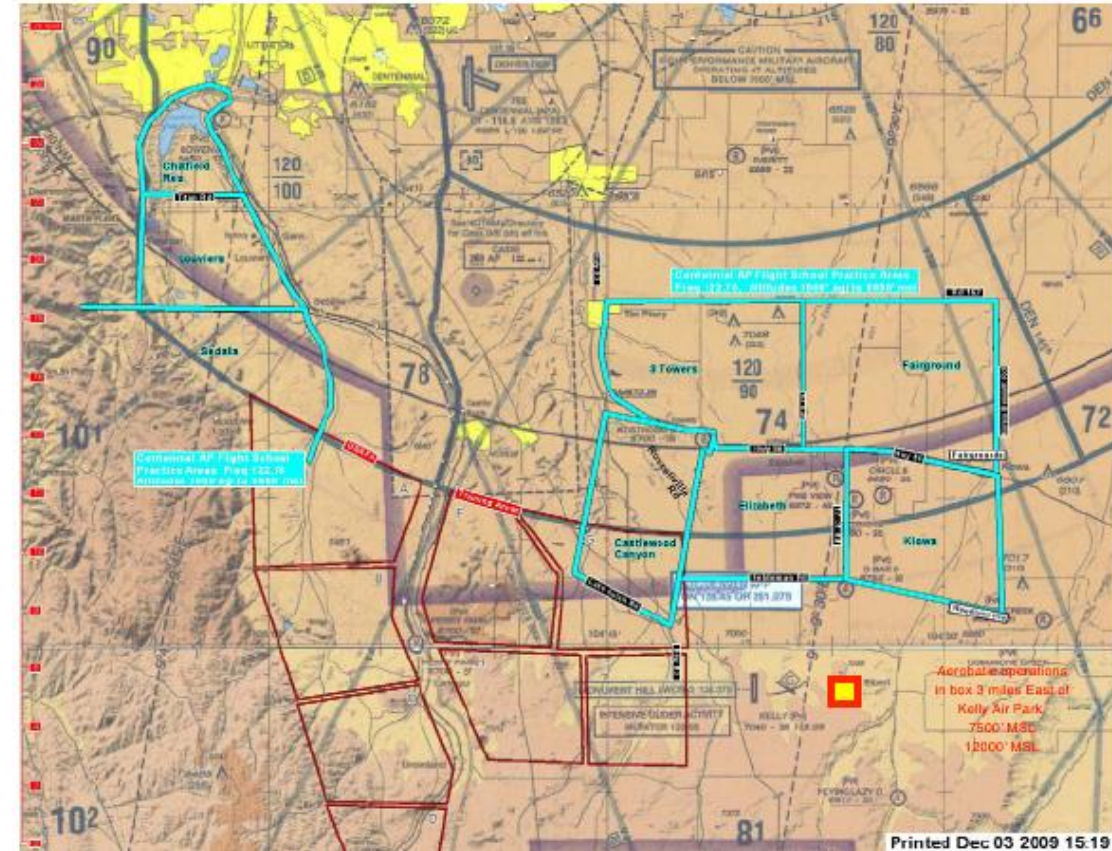
Routes To/From Practice Areas (*Recommended*)

Southeast Practice Area

Always fly on the RIGHT side of Parker Rd. both in and out of the practice area (unless directed otherwise by ATC).

When enroute to the practice area, climb to 7800' msl until established in a practice box.

When returning to KAPA, descend to 7500' msl.

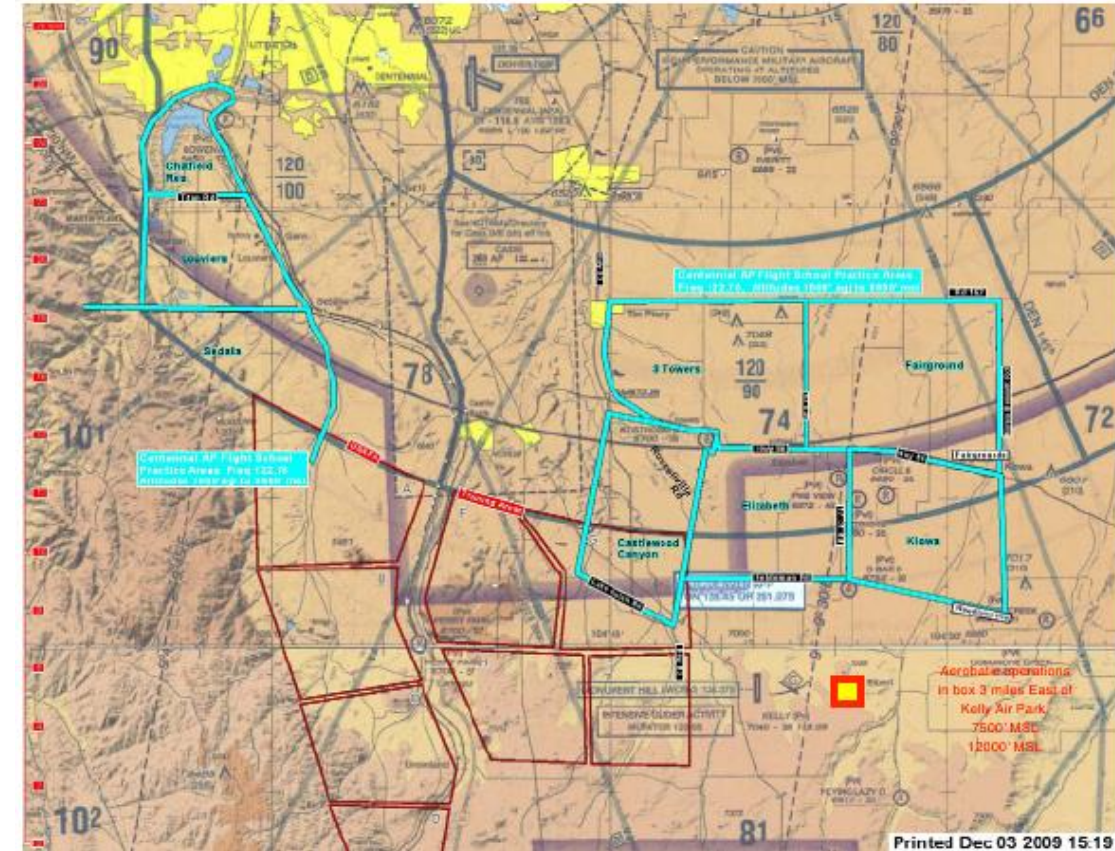


Routes To/From Practice Areas (*Recommended*)

Southwest Practice Area

During times of high congestion, fly on the RIGHT side of C-470 and Santa Fe both into and out of the practice area, climb to at least 7800' msl.

When returning to KAPA, descend to 7500' msl.



Wrap Up and Next Steps

Meeting with Flight Schools

Summary Report with Work Plan to include Next Steps

THANK YOU!

Jason Schwartz



(360) 773-6978



j.schwartz@abcx2.com



www.aviationcompatibility.com



www.abcx2.com



Fly Quiet Committee - June 2021 Monthly Report

Bill Wasmund, Chair

- Fly Quiet is working with the CACNR executive committee and Jason Schwartz of ABCx2 to identify top issues/concerns/requests that will be addressed in an upcoming meeting with the flight schools, KAPA Operations, ATC, CACNR, and county officials. The main goal shall be to initiate the engagement and collaboration with the flight schools. Main discussion points identified include routes to/from the practice areas, and touch and go pattern boundaries.
- We have re-established talks with Whispertrack regarding adding the KAPA Noise Abatement Guidelines to their electronic tablet application. The current Whispertrack field information has been discussed and communicated to KAPA operations and is in the process of being updated.
- In May 2021, KAPA aircraft noise hotline call procedures and an ANOMS review was presented to the Fly Quiet Committee. The highlights of the review are provided below:

Noise Hotline call procedure and ANOMS Review

The Airport Noise and Operations Management System (ANOMS) applications allow the KAPA Planning and Operations group to track all flights in and out of Centennial airport on a 24X7X365 basis. In addition, the ANOMS system can provide the information that may be necessary such as date, time, aircraft identification, etc. to resolve any noise complaint issues. The ANOMS application and modules are produced by the same company that created the Web Track application available to the general public (Brueel and Kjaere).

The identification, altitude, and location information from each aircraft is collected via transponder and interrogation. This can be accomplished via older Mode C or more advanced Mode S ADSB/out transmissions. The information that is collected by ANOMS goes through number of scrubbing before it is finally presented to the various ANOMS modules. The interrogation is first presented to ATC radar facilities in real time, then it is scrubbed by a company called Harris Radar systems to remove any security and defense information. After Harris, the information is presented to the Centennial ANOMS modules. This process takes 24 hours to complete. This is why verification and accurate response to a noise complaint cannot be addressed immediately.

- All complaints received by phone or email are manually entered into the ANOMS system.

- Complaint follow-up - No contact to individuals unless a request for a return phone call is requested in the complaint form. Most communication is done with flight schools reminding them not to stay in sensitive areas long, reminding them of voluntary noise abatement rules, etc.
- Once all activity for the month both from individuals and from the noise monitors is collected, operations will correlate the information against the ANOMS system to identify airplanes of interest. Data such as flight track, altitude, arriving/departing, type of aircraft (prop, jet, emergency flight, military, etc.) is reviewed. Although N numbers are presented, that information is omitted. They delete the complaints if the aircraft is itinerate. At the end of the month, the data is compiled into the Noise Report we see once a month.
- If a violation is serious enough such as repeat offender or safety related, the aircraft information is turned over to the FAA Flight Standards District Office.



Fly Quiet Committee - July 2021 Monthly Report

Bill Wasmund, Chair

- Fly Quiet is working with the CACNR executive committee and Jason Schwartz of ABCx2 to identify top issues/concerns/requests that will be addressed in an upcoming meeting with the flight schools, KAPA Operations, ATC, CACNR, and county officials. The main goal shall be to initiate the engagement and collaboration with the flight schools. Main discussion points identified include routes to/from the practice areas, and touch and go pattern boundaries.
- We have re-established talks with Whispertrack regarding adding the KAPA Noise Abatement Guidelines to their electronic application. The current Whispertrack information for KAPA has been updated by the operations team and is available to all Whispertrack users.
- Fly Quiet continues to work with KAPA airport operations to establish a location for a second noise abatement sign. Additional information and progress updates will follow as more information becomes available.

Rachel Keller

From: Robert Olislagers
Sent: Friday, July 9, 2021 11:29 AM
To: Sandy Vossler; Reid Betzing; KWrede@crgov.com
Cc: Rachel Keller; Alison Biggs; Brad Pierce; Michael Fronapfel
Subject: Denver Metroplex Update & Summary

Follow Up Flag: Follow up
Flag Status: Flagged

All—

Please accept my apologies for the tardy response to your request as I was on vacation. Below, please find a brief summary of the case, including the Lexis reference. We are all deeply disappointed in the decision. It is nearly impossible to present a complex case such as this and be offered only 10 minutes to argue the case before the Court. How the airport could not have standing when it was a named subject in the Metroplex environmental review, while the FAA can make wholesale changes to the airspace and claim no impact is utterly inexplicable. The Court appears to have simply punted rather than look at the merits.

Denver Metroplex Update—

Metroplex/NextGen. Arapahoe City. Pub. Airport Auth., et al. v. FAA, No. 20-1075, 2021 U.S. App. LEXIS 17023 (D.C. Cir. June 8, 2021) (per curiam) (dismissing petitions for review of FAA's Denver Metroplex plan, holding that petitioners had failed to provide evidence of standing to pursue the case and that standing was not self-evident on the face of the pleadings)

Summary—

The US District of Columbia Circuit Court of Appeals held a hearing on May 6th regarding the airport's Petition for Review concerning the FAA's Denver Metroplex Environmental Review and finding of no significant impact. Co-petitioners with the airport included the Counties of Arapahoe, Douglas and Gilpin, as well as Greenwood Village and Mountain Aviation.

On July 8th, the Court dismissed the case for lack of standing, rather than looking at the merits of the case. The case was heard by a 3-Judge panel, which included the Chief Judge of the Court.

The airport, in consultation with the co-petitioners, will decide in August whether to appeal the case "en bank" or go straight to the US Supreme Court. Both scenarios are considered extreme long shots and costly.

Should the Court's decision stand, Metroplex will continue unabated as it has since it was implemented on March 26, 2020, some two weeks after the Covid-19 pandemic struck and airlines virtually stopped flying. As traffic returns, the impacts will be felt incrementally, although some communities have already felt the impacts of Metroplex.

Airport staff, in collaboration with the Centennial Airport Community Noise Roundtable will continue to monitor the situation and look for alternative strategies, including but not limited to updates to the Part 150 Noise Compatibility Program and possibly a Part 161 Study, should an appeal not be feasible or fail.

Thank you and please do not hesitate to ask should you have any questions.

Robert Olislagers

303-218-2907 (direct)

303-790-0598 (main)

CACNR/ACPAA 2021 MEETING SCHEDULES

CACNR REPRESENTATIVES TO 2021 MEETINGS OF THE ARAPAHOE COUNTY PUBLIC AIRPORT AUTHORITY

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

Or virtually, depending on circumstances prior to each meeting

<u>CACNR MEETING</u>	<u>ACPAA MEETING</u>	<u>CACNR REPRESENTATIVE</u>	<u>REPORT DUE DATE</u> (To rkeller@centennialairport.com)
January 06	Not Meeting		combine with February report.
February 03	February 11	Candace Moon	February 05 (see above)
March 03	March 11	Brad Pierce	March 5
April 07	April 08	Melissa Coudeyras	limited time to write.
May 05	May 13	Don Kuskie	May 07
June 02	June 17	Melissa Coudeyras	June 10
July 07	Not Meeting		combine with August report
August 04	August 12		August 06 (see above)
September 01	September 09		September 03
October 06	October 14		October 08
November 03	November 12 (2 nd Friday)		November 05
December 01	December 09		December 03

ITEMS FOR FOLLOW-UP
For Review on August 4, 2021

- Request was made for a completion date to be added for each item, so CACNR needs to identify its expectations in that regard. Dates need to be established at the time needed action is identified. **ALL**
- Consider what amount of detail is needed; can it be assumed some things will be done without being listed here. **ALL**
- At all meetings, various ideas seem to be discussed/suggested regarding work of the committees, and on other topics as well. Do such discussions need to be listed, or will each committee make note of the ideas, determine follow-up and report back to the larger group?) **ALL**

06/02/21

1. Staff updates awaited for adding Noise Abatement Guidelines to Whispertrack's electronic tablet application. **Rachel Keller**
2. Statement re public alert to anticipated increased noise due to easing of COVID restrictions to be placed on CACNR website. **Community Outreach Committee**
3. Effort to obtain more information from those complaining about helicopter noise in the Highlands Ranch/Broadway area. Noise Monitor Committee/Staff
4. Continue work on CACNR Orientation materials for placement on CACNR website. Work Plan and Community Outreach Committees

05/05/21

1. David Adams inquired if anything had been learned about his concerns expressed in April. **Rachel Keller with Robert Olislagers**
2. Letter from resident in Broomfield area asking for a way for planes to climb north before turning west. Rachel Keller indicated she would investigate further and report findings back to resident and CACNR. **Rachel Keller** ** it should be noted Rachel did a comprehensive response – 19 pages – rather than just not including it on the list. Copies available for Representative if desired.
3. Continue working with Jason Schwartz re Phase II of Work Program Project. **EC**
4. Reestablish talks with WhisperTrack re adding Noise Abatement Guidelines. **Fly Quiet Committee**
5. Develop spreadsheet with nighttime data – 10:00 p.m. -6:00 a.m. **Airport Staff**
6. Place message on website alerting public to anticipated increase in noise complaints resulting from weather changes easing COVID restrictions. **Noise Monitor Committee** ** it should be noted the following was developed and provided for the website, rather than just not including it on this list: *"Due to warmer weather and lessening COVID-19 restrictions, it is anticipated that there will be an increase in flight traffic and associated noise from Centennial Airport. We continue to actively engage with flight schools and pilots to increase their awareness of Noise Abatement Guidelines and other Fly Quiet guidelines. Aircraft noise concerns can be sent to www.centennialairportnoise.com"*
7. Follow-up possibly making the Good Neighbor Procedure an official procedure. **Liam Clark**

8. More meetings to be held with flight schools (one held). Information being gathered from flight schools to see if there is any consistency. **EC with JS/Fly Quiet/Airport Staff**
9. Still need representative to represent CACNR at June and August-December ACPAA meetings. **All**
10. Communicate with Colorado members of Congressional Quiet Skies Caucus, including link to report from the U.S. Department of Transportation, Office of Inspector General. **Brad Pierce**

04/07/2021

1. Robert Olislagers to work with Dave Adams from Inspiration area about the turning route of southbound flights. **RO**
2. Had John Kocon from northwest of Castle Pines provided more information to airport staff for further exploration of dramatic change in flight paths affecting his area? **Rachel Keller**
3. Jason Schwartz to be asked to provide a cost estimate for two portions of Phase Two. **EC**
4. Reiteration of #2 & #3 from 02/03/21 **Fly Quiet Committee and Brad Pierce**
5. Forward agenda for meeting noted in #7 to Mike Fronapfel and Rachel Keller. **Bill Wasmund.**
6. Send CACNR information about numbers and types of complaints or requests for information received from the public, and the information provided accordingly. **Airport Staff**
7. CACNR to determine what, if any, additional information about noise and its effect on the public it and the public would like to regularly receive, and how that would be used; explore capabilities of current noise monitor system to generate that information; explore capabilities and costs of other systems if appropriate. **No champion identified – could become a major project for a future Work Program?**
8. More attention to be given to the training boxes in the practice areas southeast and southwest of the airport. **Robert Olislagers & airport staff**
9. Ask control tower to attend the meeting under development and referenced in #7 above. Also include the impacts of flight noise in immediate proximity to the airport. **Brad Pierce and Fly Quiet Committee.**
10. Provide information to the public about the anticipated demand for more flight training as the need for new pilots is increasing./**No champion identified – do we pursue at this time or in the future?**

03/03/2021

1. Follow up to be done with Jason Crow re Congressional Quiet Skies Caucus. **EC or ?**

02/03/21

1. Information about the Flight Standards District Office to be placed on CACNR's website. **Community Outreach Committee**
2. Explore holding some type of meeting between CACNR and flight school operators; see if Noise Abatement Guidelines (NAG) should be updated; could NAG be formally incorporated into flight school best practices **Brad Pierce and Fly Quiet Committee**

3. Consider rolling #2 into the Work Program; possibly link with good neighbor incentives; Brad Pierce would coordinate such efforts, perhaps starting with consideration of updating the NAG. **Brad Pierce**

01/06/21

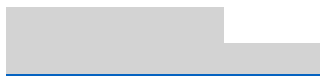
1. Rachel Keller would see if Web Track was working properly, as a member of the public had noticed planes dropping off when he was trying to track flights. **Rachel Keller**
2. Request was made for CACNR to receive a summary or informational report about results from portable noise monitors when they were utilized. **Rachel Keller or airport staff**

Rachel Keller

From: Rachel Keller
Sent: Wednesday, May 12, 2021 12:49 PM
To:
Cc: CACNR Executive Committee
Subject: RE: Centennial Airport Complaint Response

Hey ,

I am reaching out to you at the Centennial Airport Community Noise Roundtable's (CACNR) request after they received the following email from you (the CACNR Executive Committee is copied on this email):



Every day we have nearly constant planes flying over our house. Unfortunately, some of the louder jets are taking off from Centennial Airport. We live in the Broadlands in Broomfield. It is a very nice neighborhood but the airplane noise and pollution is making it impossible to live here. Is there any way to have planes climb to the north before turning west as this would reduce the noise level drastically over the more populated areas? Thank you for your consideration.

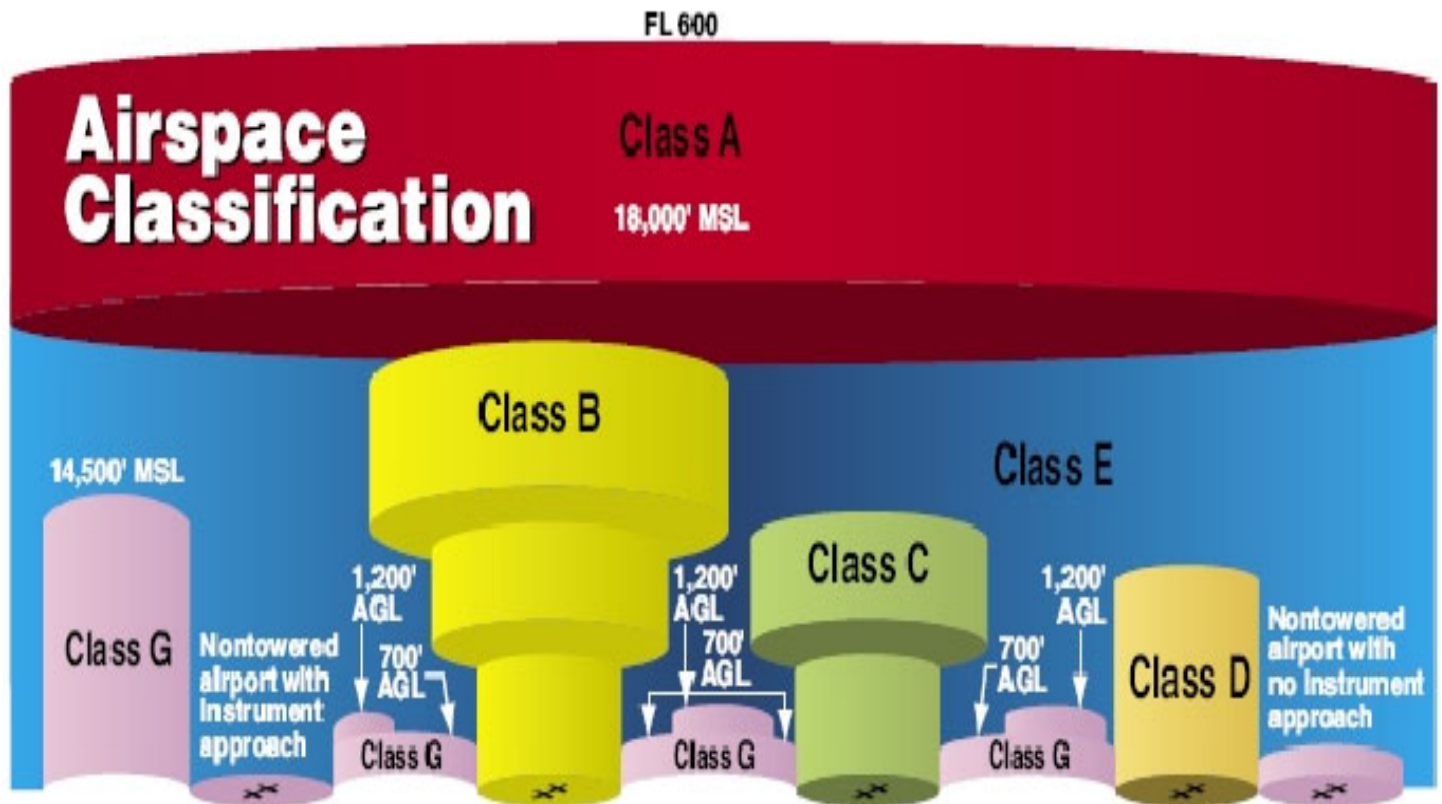
Your question about why the aircraft transitioning from Centennial Airport to depart the Denver Metro area cannot fly at much higher altitudes to minimize noise impacts is a great question! The answer has a couple parts to it so please bear with me. First, all the airspace in the U.S. is broken up into classes of airspace (refer to the first figure below). Centennial Airport (APA) and Rocky Mountain Metropolitan Airport (BJC) both have a Class D airspace with a 5 nautical mile radius that is controlled by our respective local FAA-staffed Air Traffic Control Tower (ATC). Denver International Airport (DEN) has a Class B Airspace. Class B is the most complicated and most restrictive airspace class that an airport can have surrounding it (you must have permission from the Class B ATC to enter Class B airspace and "busting" into Class B airspace without permission is taken very seriously even if it is an honest mistake). As you can see from the first figure it resembles an "upside down wedding cake". DEN's Class B airspace has a 30 nautical mile radius and actually envelopes APA (located to the southwest of DEN), BJC (located to the east of DEN), and much of the front range (please see the second and third figures below where DEN's airspace is depicted by the dark blue rings and APA and BJC's airspace are denoted by dashed blue circles). As you move out along the radius of Den's airspace, the ceilings and floors of the "upside down wedding cake" layers get higher and higher. Centennial Airport traffic, especially the small training aircraft, must remain clear of the Class B at all times unless they have permission.

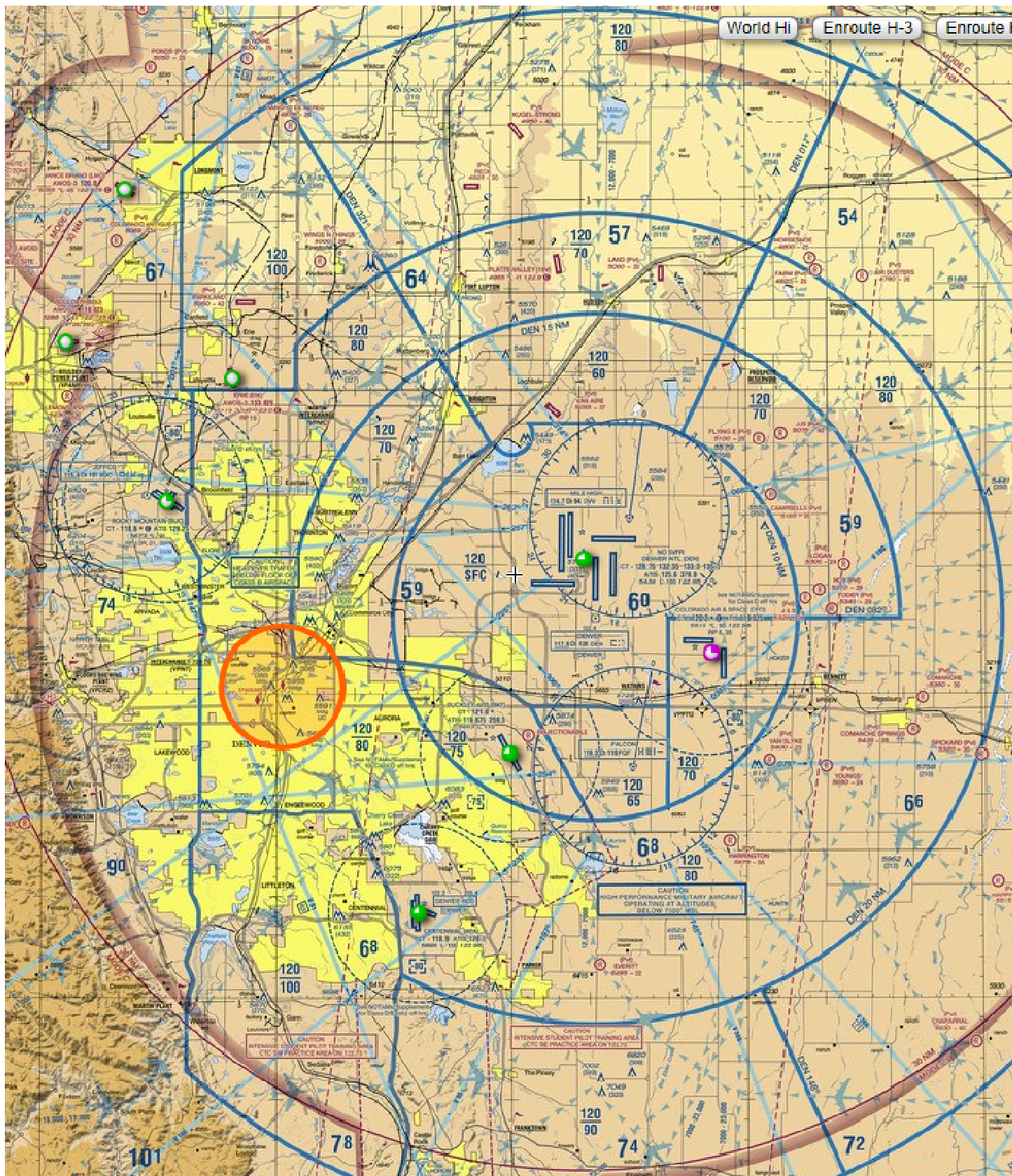
If you refer to the fourth image below you will see two sets of numbers circled, these numbers denote the floor (bottom number) and ceiling (top number) of the Class B shelves that are over and adjacent to your location. The bottom numbers indicate the floor (7,000 and 8,000 feet Mean Sea Level or MSL). This is the altitude that pilots need to remain below in order to stay out of the Class B. Your residence (approximate location shown in the fourth image as a brown star with a black border within BJC's airspace) is located approximately 27 miles from APA and sits at about 5,325 feet MSL. As you move further to the west the terrain rises along the front range. This gives aircraft not cleared to be in DEN's Class B a small section of airspace to maneuver through while maintaining proper altitude above the ground and proper clearance of the Class B.

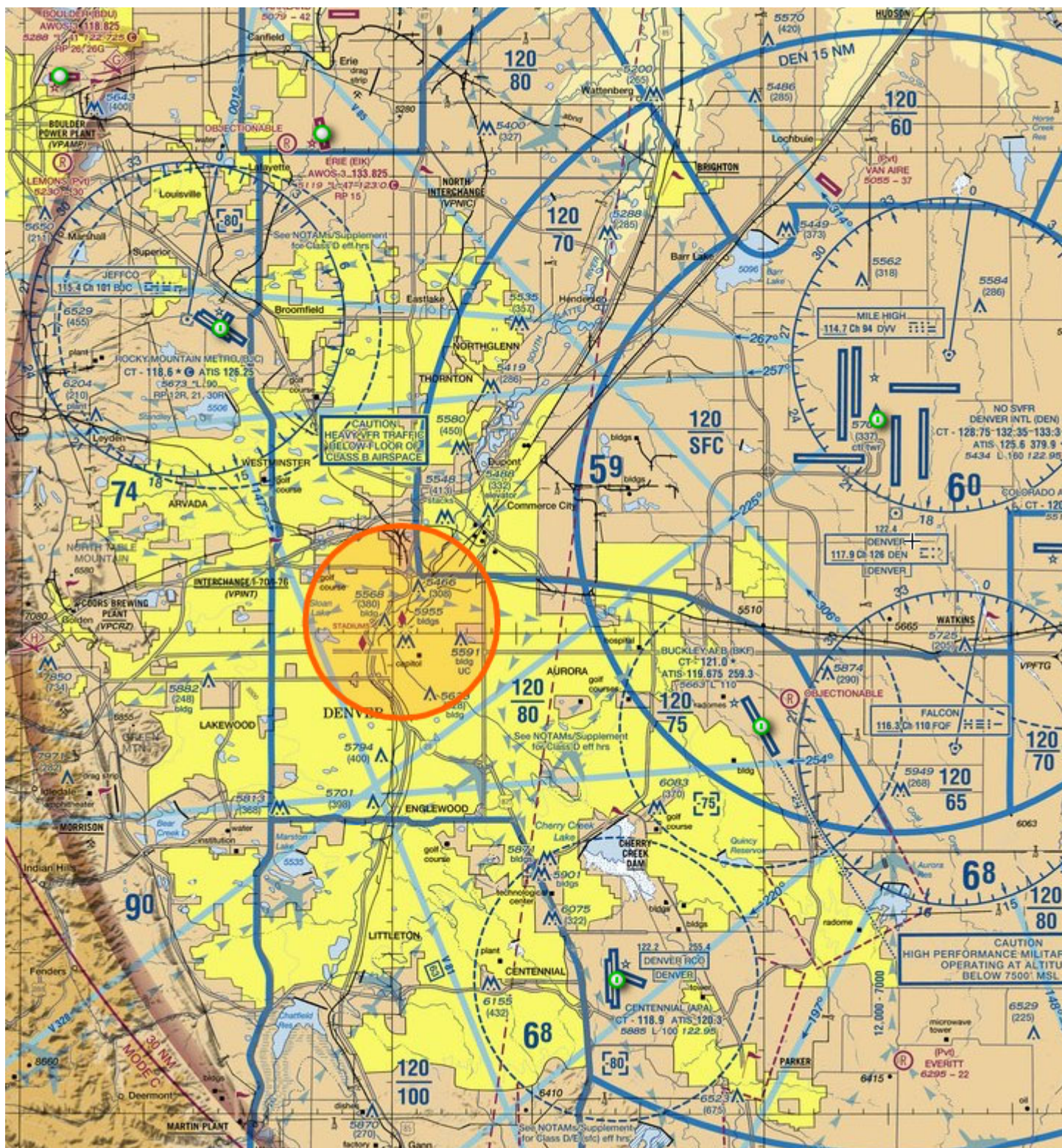
Additionally, pilots who are departing APA (and other airports alike) are often given specific altitudes and headings to maintain by local ATC and Departure control (another, higher layer of ATC control tower) until they are clear of DEN airspace shelves so that adds another layer that pilots must comply with.

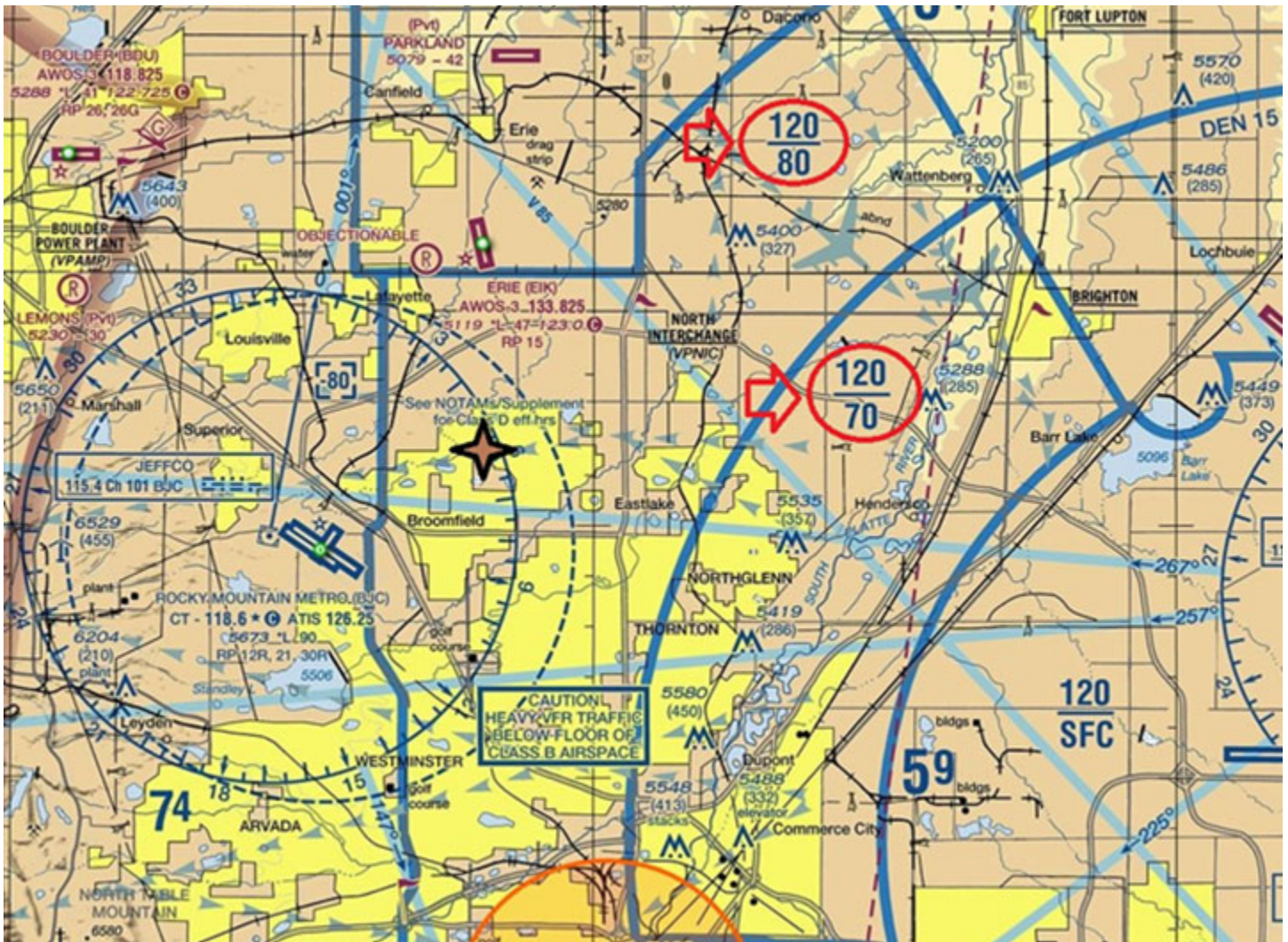
Over densely populated areas such as yours aircraft are required to maintain at least 1,000 feet of altitude above the ground level (AGL). As long as aircraft are at or above that 1,000 feet above the ground, they are complying with the FAA regulations. **Please note:** Your residence is located within BJC's Class D airspace so any aircraft operating within that airspace can be below that 1,000 feet minimum since, within that airspace, aircraft are considered to be in the landing or departing phases of flight and the 1,000 ft rule does not apply.

While maintaining clear of DEN's airspace and, where applicable, maintaining 1,000 feet of minimum altitude above the ground, that gives pilots less than 3,000-2,000 (depending on location) feet or so of busy airspace to maneuver through.









I have also include the noise complaints you submitted directly to the Centennial Airport noise office and information about their correlated aircraft for reference:

For your inquiry on April 27th the closest Centennial Airport operation I could locate was at 4:54 p.m.; an arriving jet that passed near your residence at an altitude of 3,678 feet above the ground. Refer to the first figure below.

For your inquiry on April 28th I was unable to locate an aircraft that operated in or out of Centennial Airport and the closest operation was at 4:18 p.m.; a jet departing out of Denver International Airport (DEN) that passed over $\frac{3}{4}$ of a mile from your residence at an altitude of 7,492 feet above the ground. Refer to the second figure below.

For your inquiry on April 29th I was unable to locate an aircraft that operated in or out of Centennial Airport and the closest operation was at 8:55 p.m.; a jet departing out of DEN that passed near your residence at an altitude of 7,036 feet above the ground. Refer to the third figure below.

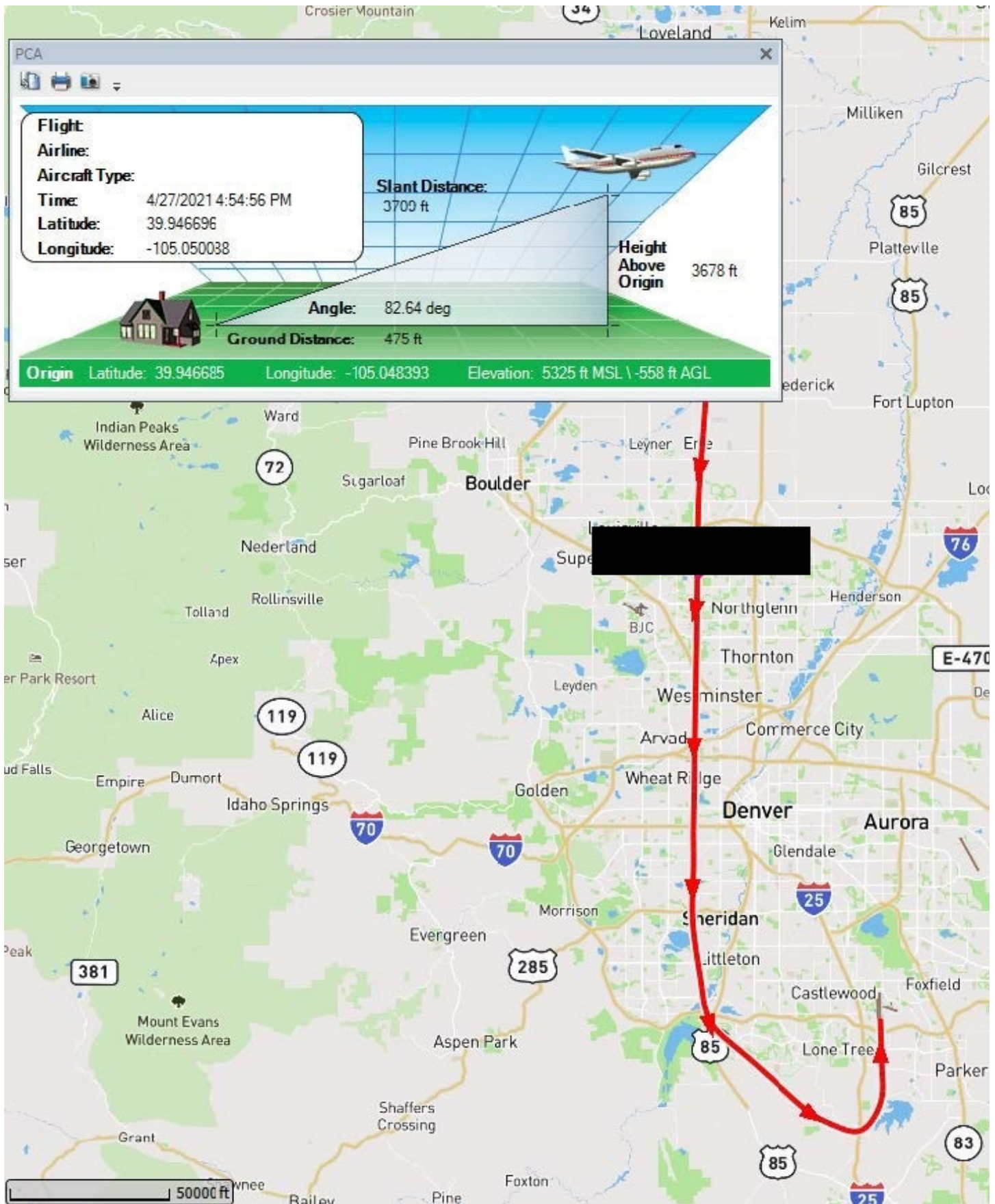
For your inquiry on May 2nd I was again unable to locate an aircraft that operated in or out of Centennial Airport. The closest operation was at 9:23 p.m.; a jet departing from DEN that passed near your residence at 7,835 feet above the ground. Refer to the fourth figure below.

For your inquiry on May 4th I was unable to locate an aircraft that operated in or out of Centennial Airport. The closest operation was at 12:19 p.m.; a prop departing from Rocky Mountain Metropolitan Airport (BJC) that passed over a $\frac{1}{2}$ mile from your residence at 7,342 feet above the ground. Refer to the fifth figure below.

For your inquiry on May 9th I was unable to locate an aircraft that operated in or out of Centennial Airport. The closest visible operation was at 1:06 p.m.; a jet departing from DEN that passed over $\frac{3}{4}$ of a mile from your residence at 5,843 feet above the ground. Refer to the sixth figure below.

We will be unable to lodge inquiries in our system that were associated with aircraft that did not operate in or out of Centennial Airport. If you would like to submit a complaint to the airport the associated aircraft operated in and out of, please refer to my signature block. The complaint contact info for those airports can be found there. Please let me know if you have any further questions about your inquiries.

I understand that this is all a lot of information so please reach out to me know if you have any questions.



The following complaint was submitted via Viewpoint:

First name:

Last name:

Address:

State:

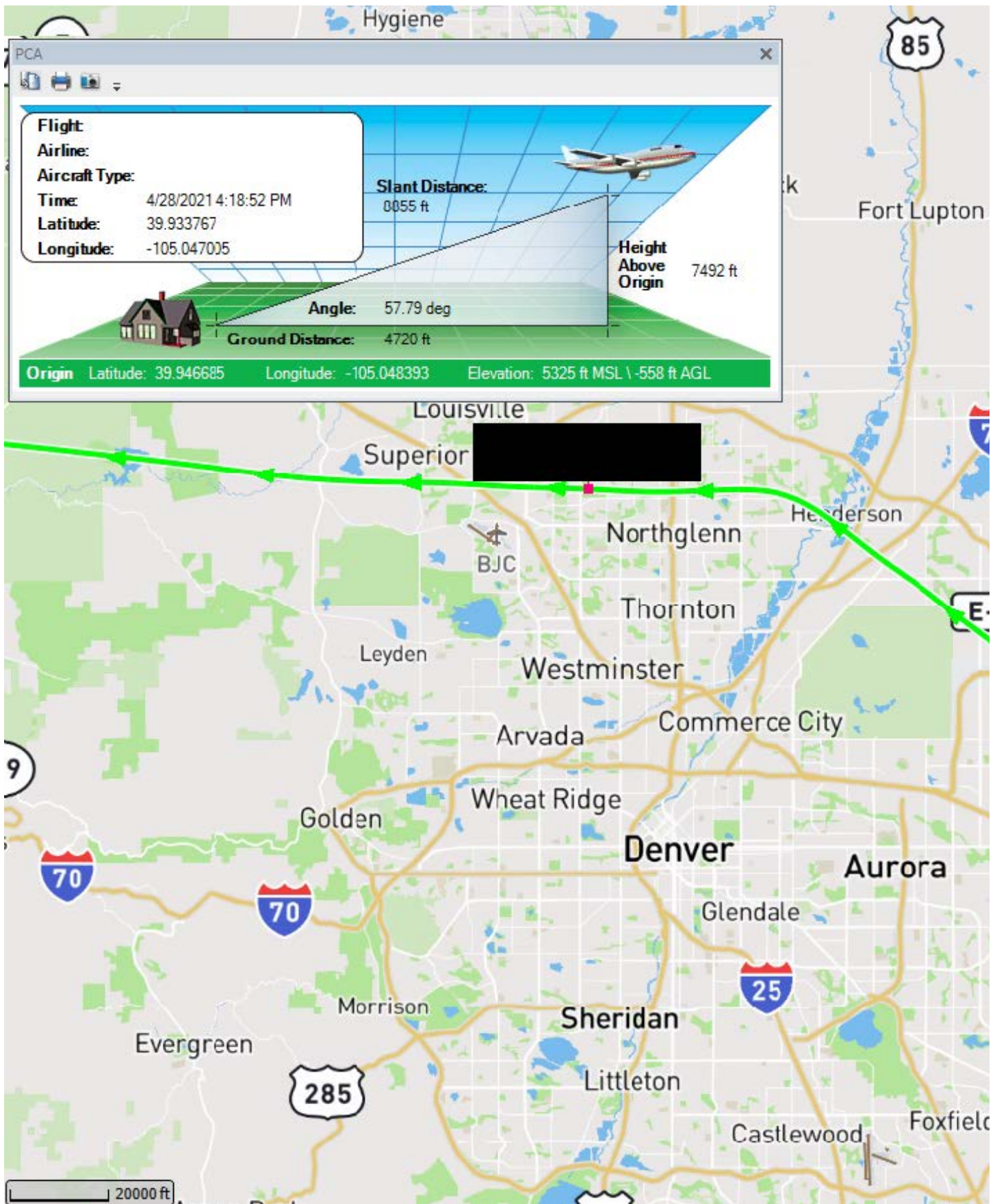
Postcode:

Country:

Would you like us to contact you?: N

Disturbance time: 2021-04-27 16:35:39 (America/Denver)

Privacy Statement: None



The following complaint was submitted via Viewpoint:

First name:

Last name:

Address:

State:

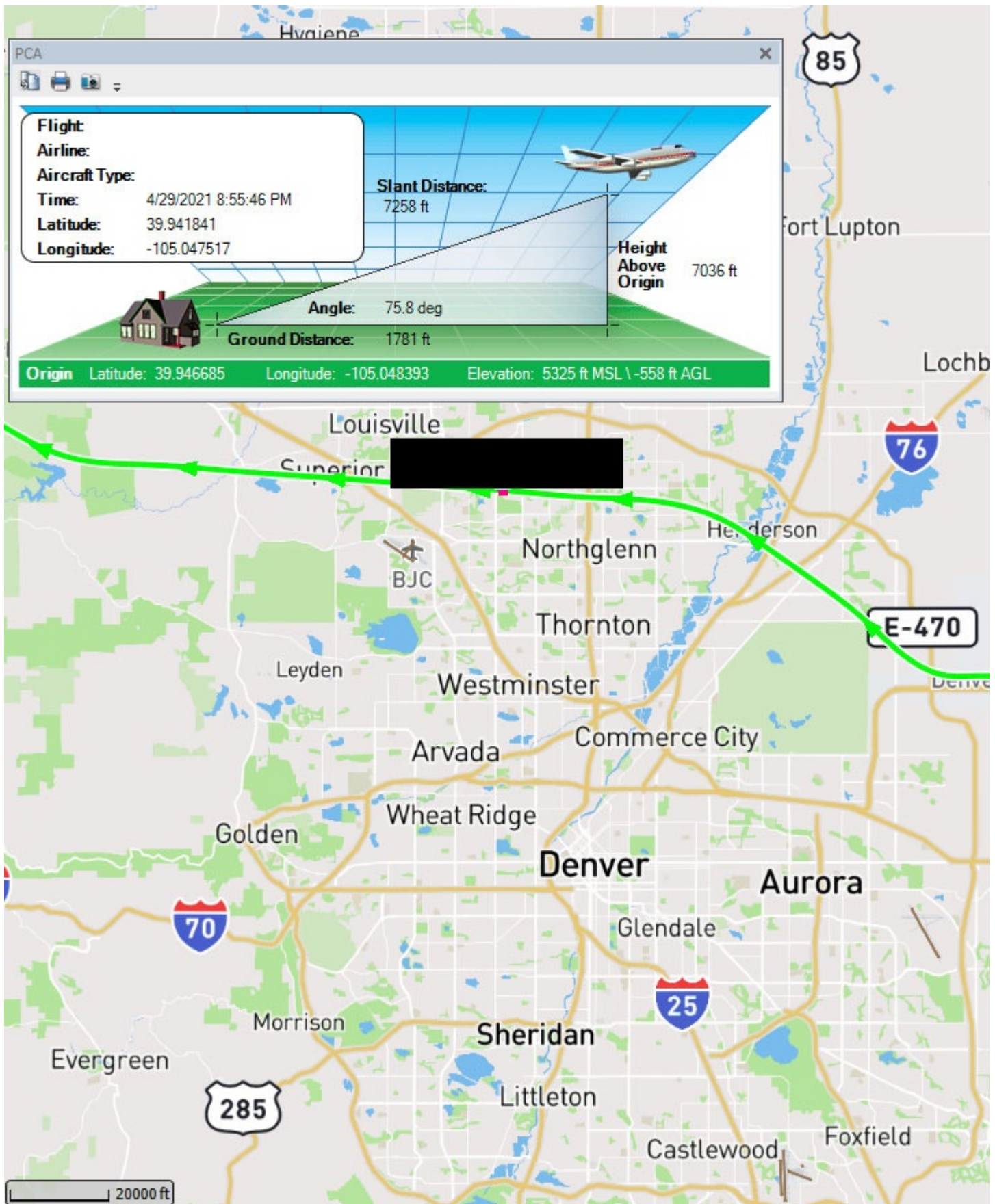
Postcode:

Country:

Would you like us to contact you?: N

Disturbance time: 2021-04-28 16:14:59 (America/Denver)

Privacy Statement: None



The following complaint was submitted via Viewpoint:

First name:

Last name:

Address:

State:

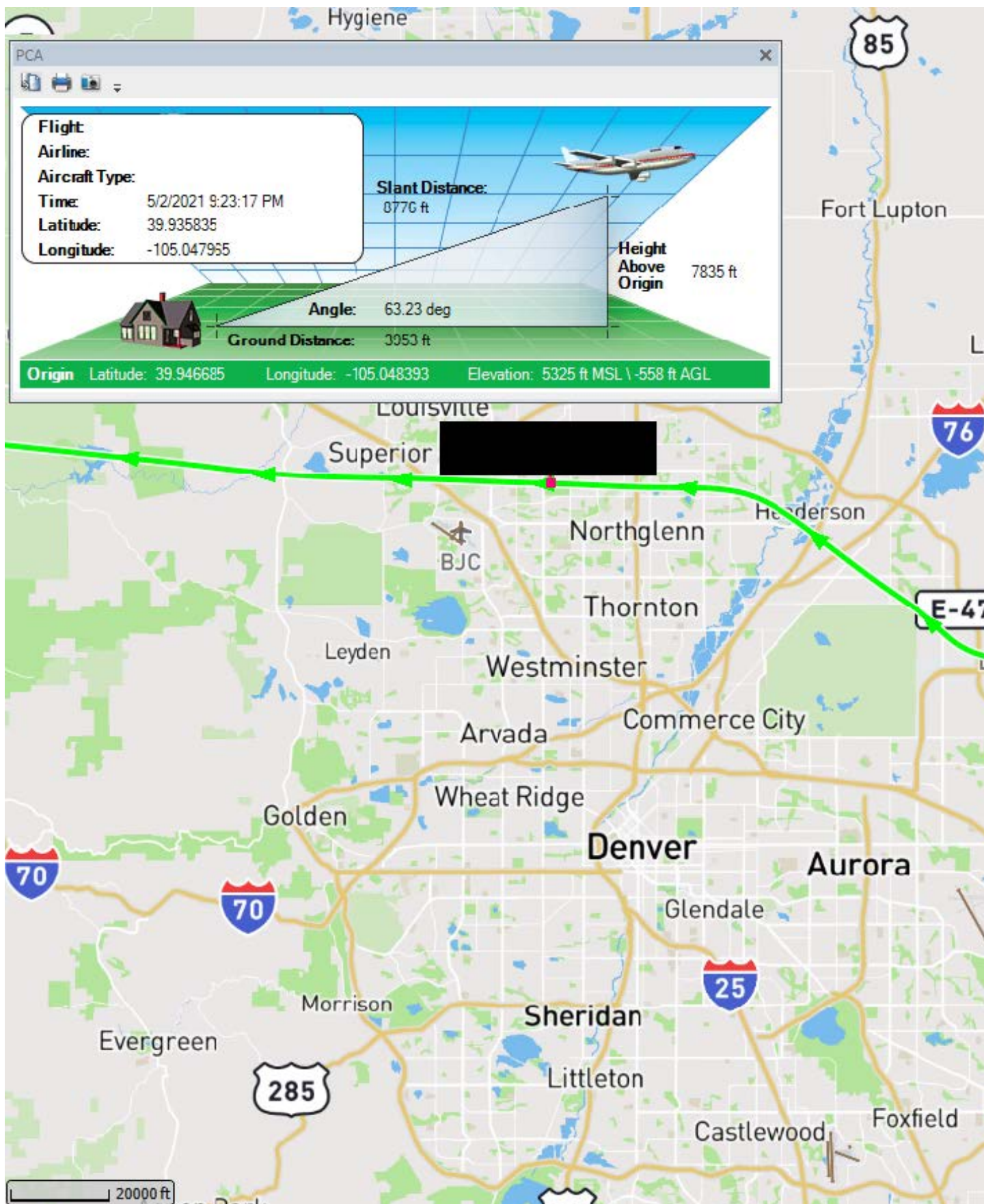
Postcode:

Country:

Would you like us to contact you?: N

Disturbance time: 2021-04-29 20:37:00 (America/Denver)

Privacy Statement: None



The following complaint was submitted via Viewpoint:

First name:

Last name:

Address:

State:

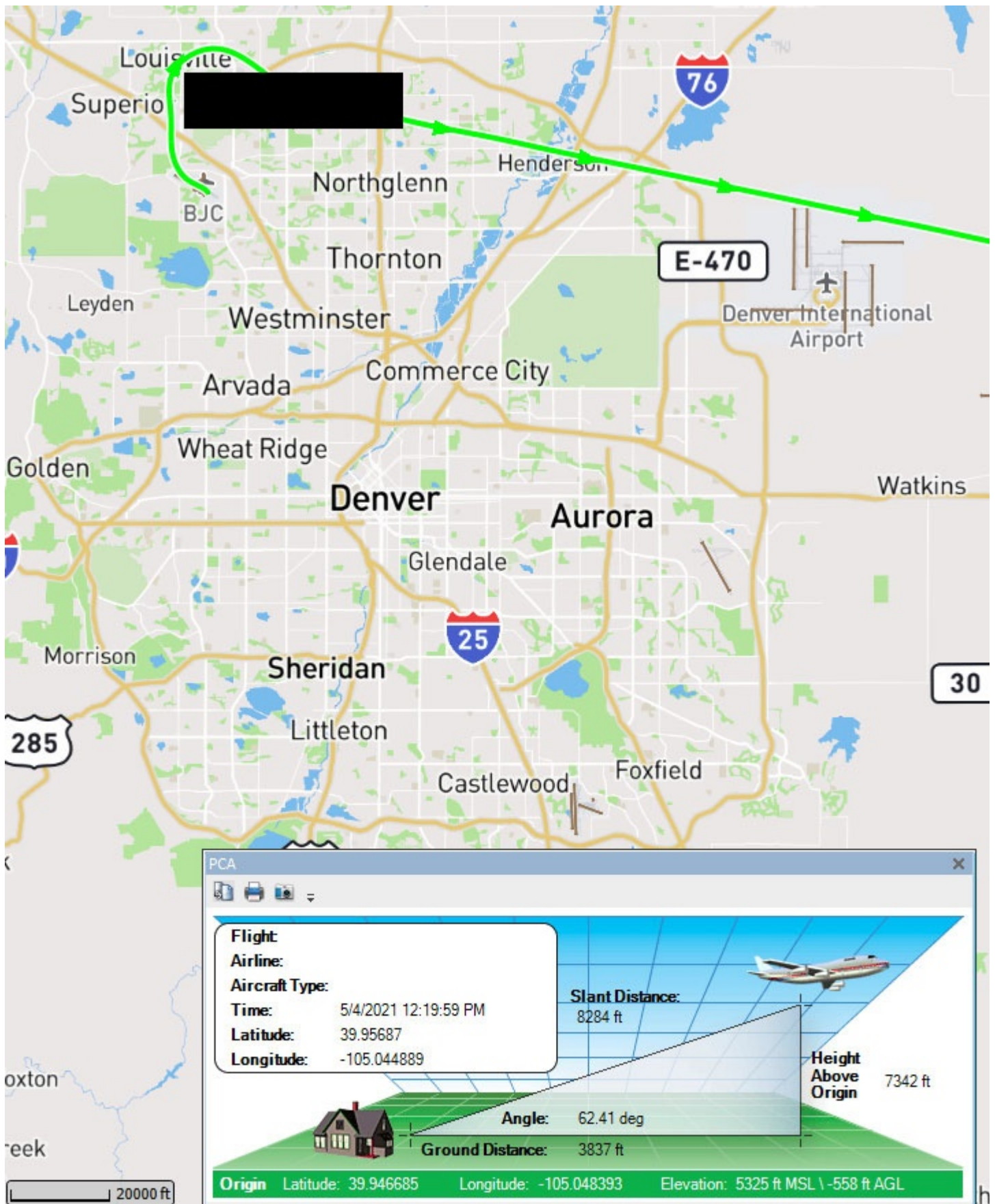
Postcode:

Country:

Would you like us to contact you?: N

Disturbance time: 2021-05-02 21:11:45 (America/Denver)

Privacy Statement: None



The following complaint was submitted via Viewpoint:

First name:

Last name:

Address:

State:

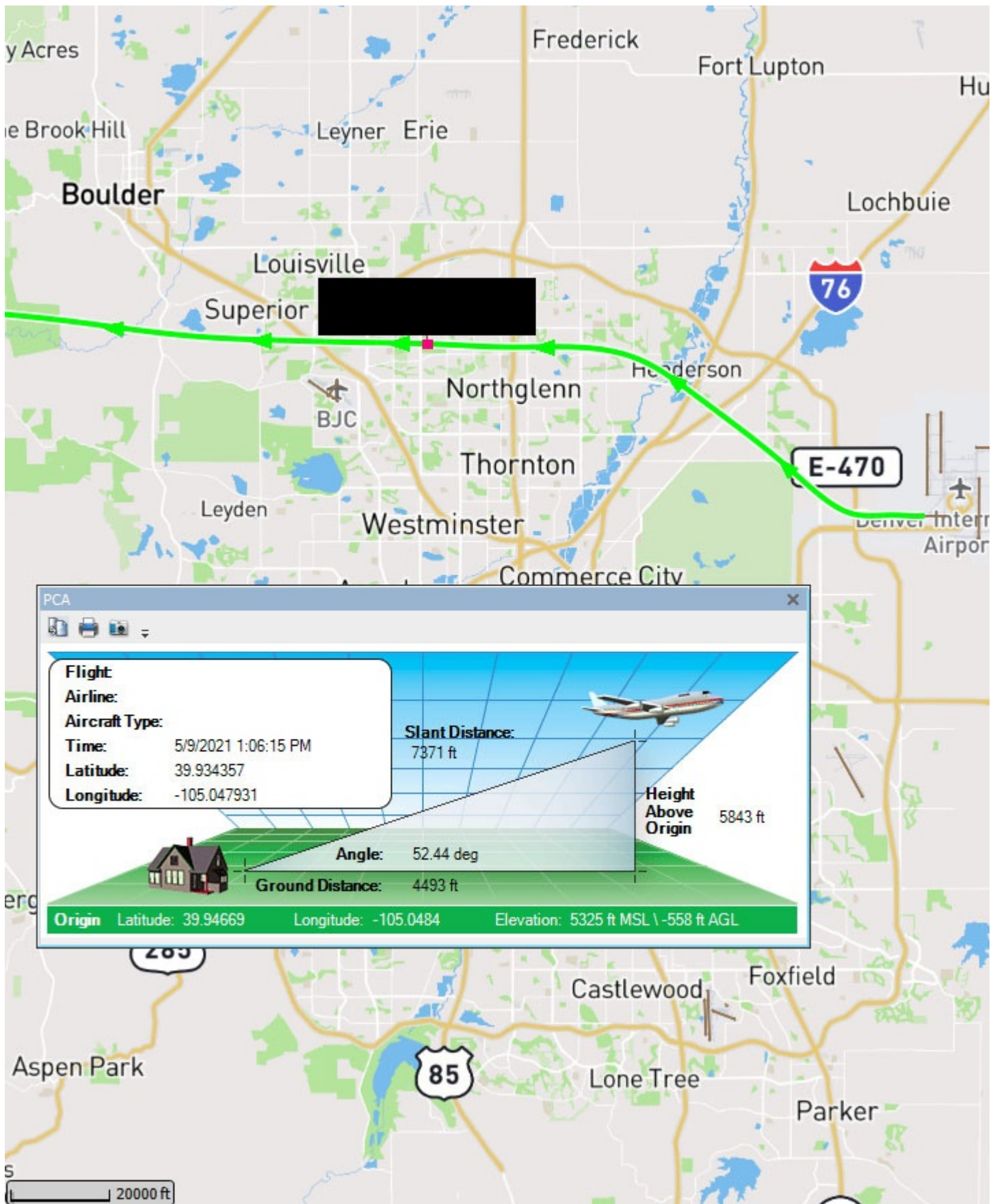
Postcode:

Country:

Would you like us to contact you?: N

Disturbance time: 2021-05-04 12:22:33 (America/Denver)

Privacy Statement: None



The following complaint was submitted via Viewpoint:

First name:

Last name:

Address:

State:

Postcode:

Country:

Would you like us to contact you?: N

Disturbance time: 2021-05-09 13:06:00 (America/Denver)

Privacy Statement: None

The following complaint was submitted via Viewpoint:

First name:

Last name:

Address:

State:

Postcode:

Country:

Would you like us to contact you?: N

Disturbance time: 2021-05-11 12:32:08 (America/Denver)

Privacy Statement: None

Kindly,

Rachel Keller

Senior Planner- Noise & Environmental
Arapahoe County Public Airport Authority
7565 S. Peoria Street, Unit D9
Englewood, Colorado 80112

Office: 303-218-2923

Email: rkeller@centennialairport.com

For inquiries with Denver Metroplex: <https://www.centennialairport.com/index.php/en/noise/kapa-and-metroplex>

For more questions about aircraft noise: <https://www.centennialairport.com/index.php/en/noise/track-and-report-noise>

For information about the Centennial Airport Community Noise Roundtable (CACNR) meetings and to access the meeting documents: <https://www.centennialairport.com/index.php/en/noise/noise-roundtable>

Noise contacts for other airports:

Denver International Airport (DEN)

Office of Noise Management

DEN Noise Hotline:

(303) 342-2380

[Symphony PublicVue Online Tracking and Complaint System](#)

Rocky Mountain Metro Airport (KBJC)

Airport Operations Specialist

Phone: (303) 271-4874

[RMMA Voluntary Noise Abatement](#)

Buckley Air Force Base (KBKF)

Noise complaints should be submitted
to the 140th Wing Public Affairs Office

www.140wg.af.mil/Contact-Us/

Maj. Kinder Black kinder.l.black@mail.mil

Noise Email: usaf.co.140-wg.mbx.Noise-Comment@mail.mil

Army helicopter complaints: 720-250-1398

Air Force jet or cargo planes: 720-847-6164

U.S. Air Force Academy (KAFA)

Community Relations Office: PA.COMREL2@usafa.edu.

[Noise Complaint Form](#)



Celebrating 50 Years of Aviation Excellence

1968
2018