

June 7, 2017

AGENDA

6:30 p.m. – 8:30 p.m. – CACNR Regular Business Meeting

Ramada Hotel & Suites, 7770 South Peoria Street, Englewood, CO

Chair: Brad Pierce Vice Chair: Katy Brown Treasurer: Jamie Hartig Secretary: Alison Biggs

CACNR Mission: Utilizing Partnerships to Reduce Airport Noise for the Benefit of Neighboring Communities

1. **CALL TO ORDER AND DETERMINATION OF QUORUM:**

Arapahoe County: Kathleen Conti/Thad Bagnato
Jim Dawkins /Vacant

Douglas County: David Weaver/Jamie Hartig
Alison Biggs/Mike Acree

Aurora: Brad Pierce/Porter Ingram

Castle Pines: Melissa Coudeyras/Maureen Shul

Castle Rock: Brett Ford/Julie Kirkpatrick

Centennial: Candace Moon/Andrea Suhaka

Cherry Hills Village: Katy Brown/Randy Weil

Foxfield: Dave Goddard/Vacant

Greenwood Village: Steve Moran/Karen Billie

Lone Tree: Susan Squyer/Jennifer Drybread

Parker: Amy Holland/Ryan McGee

ACPAA: Robert Olislagers/Michael Fronapfel

AOPA: Robert Doubek/John Hirshman

CABA: Don Kuskie/Lane Recher

CDOT Aeronautics Div: Todd Green/Vacant

FAA APA Control Tower: Constance Ritchie/Ron Curry

FAA District Office: Linda Bruce/Kandace Krull

FAA TRACON: Steve Martin/Bill Dunn

2. **APPROVAL OF AGENDA:**

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

4. **CONSENT AGENDA:**

A. MINUTES, May 3, 2017 – Alison Biggs, Secretary

B. TREASURER'S REPORT – Jamie Hartig, Treasurer

5. **ITEMS REMOVED FROM CONSENT AGENDA**

6. **COMMITTEE REPORTS:**

A. COMMUNITY OUTREACH – Susan Squyer, Chair
Website Update & Demonstration

B. FLY QUIET – Don Kuskie Chair

C. NOISE MONITORS – Jim Dawkins, Chair

Noise Report – Dylan Heberlein

D. WORK PLAN – Alison Biggs, Chair

E. STUDY GROUP – Brad Pierce

7. **FAA REPORTS:**

A. DISTRICT OFFICE – Linda Bruce
Noise Exposure Map Progress

B. CENTENNIAL AIRPORT AIR TRAFFIC CONTROL TOWER – Constance Ritchie

C. TRACON – Steve Martin

D. METROPLEX – FAA Representative's Presentation

8. **OTHER REGULAR MONTHLY REPORTS:**

A. ARAPAHOE COUNTY PUBLIC AIRPORT AUTHORITY – Bob Doubek, ACPAA Chair; Katy Brown, 5/11/17 CACNR Rep

B. AIRPORT DIRECTOR'S REPORT – Robert Olislagers

Legislative; Airport Activity; Upcoming Events; Other

C. N.O.I.S.E. & NEXTGEN ADVISORY COMMITTEE – Brad Pierce

9. **OLD BUSINESS:**

A. REPORT FROM UC DAVIS – Brad Pierce/Alison Biggs

B. CONGRESSIONAL QUIET SKIES CAUCUS – Brad Pierce re follow-up with Ken Buck

C. CACNR REPRESENTATION TO 2017 ACPAA MEETINGS – need Sept 14; Oct 12; Nov 19

10. **NEW BUSINESS:**

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

12. NEXT MEETINGS:

A. CACNR – July 5, 2017 No CACNR Meeting

Aug 2, 2017 6:30 p.m. Ramada Hotel & Suites, 7770 South Peoria Street, Englewood, CO

B. ACPAA – June 15, 2017 3:00 p.m. Wright Brothers Room, Centennial Airport, 7800 S. Peoria Street, Englewood, CO
(Melissa Coudeyras representing CRNA)

July, 2017 – NO ACPAA MEETING

Aug 10, 2017 3:00 p.m. Wright Brothers Room, Centennial Airport, 7800 S. Peoria Street, Englewood, CO
(Jim Dawkins representing CACNR)

13. ADJOURNMENT

MINUTES
May 3, 2017

DRAFT

VISION – QUIETER SKIES FOR OUR COMMUNITIES
MISSION – UTILIZING PARTNERSHIPS TO REDUCE AIRPORT NOISE FOR THE BENEFIT OF NEIGHBORING
COMMUNITIES

1. CALL TO ORDER, ROLL CALL, and QUORUM: The meeting was called to order at 6:37 p.m. by Chair Brad Pierce. The following were in attendance:

<i>Arapahoe County:</i>	Thad Bagnato	<i>Greenwood Village:</i>	Steve Moran
<i>Arapahoe County:</i>	Jim Dawkins	<i>Lone Tree:</i>	Susan Squyer
<i>Douglas County:</i>	Jamie Hartig	<i>Parker:</i>	Amy Holland
<i>Douglas County:</i>	Alison Biggs	<i>ACPAA:</i>	Mike Fronapfel
<i>Aurora:</i>	Brad Pierce	<i>AOPA:</i>	Robert Doubek
<i>Castle Pines:</i>	Melissa Coudeyras	<i>CABA:</i>	Don Kuskie
<i>Centennial:</i>	Andrea Suhaka	<i>FAA APA Control Tower:</i>	Ron Curry
<i>Cherry Hills Village:</i>	Katy Brown		

AOPA Alternate Representative John Hirshman and APA Staff Dylan Heberlein were also in attendance.

Those absent were:

Castle Rock – Brett Ford/Julie Kirkpatrick
Foxfield – Dave Goddard/Vacant

CDOT Aeronautics Division – Todd Green/Vacant
FAA District Office – Linda Bruce/Kandace Krull
FAA TRACON – Steve Martin/Bill Dunn

2. APPROVAL OF THE AGENDA: On the motion of Katy Brown, duly seconded, the agenda was approved.

3. PUBLIC COMMENT: None.

4. CONSENT AGENDA: The Consent Agenda included the March 1, 2017 Draft Minutes and a Treasurer's Report dated April 28, 2017. Request was made to remove the Treasurer's Report from the Consent Agenda. On the motion of Katy Brown, duly seconded, Item 4.A. of the Consent Agenda was approved, with Brad Pierce abstaining due to his absence from the meeting.

5. ITEM(S) REMOVED FROM CONSENT AGENDA: Item 4.B. Airport staff was asked if the invoice for N.O.I.S.E. dues had been received, which it had been. After a brief discussion of the benefits to CACNR of that membership, Brad Pierce moved that the invoice be paid. Motion duly seconded and carried. On the motion of Brad Pierce, duly seconded, Item 4.B. was approved. That April 28, 2017 Treasurer's Report showed expenses to date of \$750 for initial work on the CACNR website, and \$3,729.72 for two CACNR representatives to attend the UC Davis conference, leaving a balance of \$5,520.28.

6. COMMITTEE REPORTS: Chair Brad Pierce indicated he would be appointing those CACNR Representatives who were not currently on a committee, to a committee whose work was of interest to them.

A. COMMUNITY OUTREACH – Susan Squyer informed that the website was very nearly ready for a demonstration at the next CACNR meeting, with the goal of then having it approved and reactivated.

B. FLY QUIET – The March 2017 Noise Abatement Guidelines were distributed and were well received. 1,000 copies had been printed, and airport staff would begin distribution to flight schools.

Don Kuskie reported Lane Recher was no longer the Alternate Representative from CABA to CACNR, and he was working to obtain a replacement. He had heard nothing from Dave Goddard for quite some time in relation to the Fly Quiet Committee's work; he would continue to try to follow-up with him.

Kuskie also reported on his attendance at Metroplex community open houses, and seeing other CACNR Representatives there as well. He noted written comments were due to the FAA by June 4. Talking points requested from airport staff at the last meeting had not yet been received. Suggestion was made that CACNR should send a letter over Brad Pierce's signature.

Other Representatives who had also attended one or the other of the community open houses provided information they had received, and it became apparent that similar questions had elicited different responses, depending on the meeting and/or FAA personnel involved. There was considerable concern that no Environmental Assessment would be done, or that it would not cover the southern end of the involved area if one was done at all. Whether or not any modeling would actually be done was also questionable, and if done, would it include all the way to the ground or just to the 8,000 or 9,000 foot level.

Possibly, Metroplex arrivals to Centennial might be eliminated due to conflicts with DIA, but there was still concern about where flights would be brought over our area.

Attendees at the community meetings were apparently repeatedly told not to worry when questions were asked about exactly where flights were going to be directed as they descended from the Metroplex routes, but nothing definitive was provided to ease that worry. It had been stressed at one meeting that there was no need to worry because only jets would be involved, and only 6 or 7 per day. Another concern given little attention was that the maps provided at the open houses showed the new Metroplex routes, but not current routes, so no comparisons could be done with what currently exists.

Generally, due to differing responses provided at the open houses and the lack of specific information in response to questions, attendees basically felt that the FAA had conducted them mainly to be able to check off the box for "community involvement," rather than to educate the public and solicit true community feedback for consideration.

Brad Pierce requested that Mark Ostranic from the Metroplex staff be asked to attend the June CACNR meeting to provide the most current and accurate information about this project.

C. **NOISE MONITORS** – The committee had not met since the last CACNR meeting. Chair Jim Dawkins reported he also had difficulty in reaching Dave Goddard, and noted he would welcome additional members on the committee. He requested that the noise report monthly trend section be expanded to 13 months, so easy yearly comparisons could be made for each month.

A sheet of "Noise Event Parameters" was shared. Researched and identified in late 2014 when the noise monitors were first operational, the parameters reflected the ambient noise levels at each monitor, and were set as a baseline at each monitor. The ambient noise levels for some of the monitors had been the same for both night and day. Staff indicated there could be a recheck of the information to see if it was still accurate.

Dylan Heberlein indicated there might be a firefighting helicopter coming with the National Guard; he would let CACNR know so the information could be communicated to the communities. He reminded about the closure of the main runway for resurfacing, from May 30 to July 6. Ron Curry noted this may result in fewer touch and goes, so it would be interesting to see how much that affected noise complaints.

The noise report from March 2017 was presented by Dylan Heberlein.

There had been 26,195 operations, up from 21,242 in February.

In March, the twelve noise monitors had recorded 21,393 noise events up from 17,453 the prior month. Noise events by decibel range were:

15,536 in the 60 – 69 decibel range	700 in the 80 – 89 decibel range
5,111 in the 70 – 79 decibel range	46 in the 90+ decibel range

Total noise events in March 2017 at each monitor were:

7,050 events at the Golf Course monitor on airport property	839 events at the Greenwood Village monitor
4,283 events at the Meridian monitor	777 events at the Castle Rock monitor
2,506 events at the Airport East monitor on airport property	760 events at the Lone Tree monitor
1,809 events at the State Park monitor	413 events at the Hunters Hill monitor
1,333 events at the Parker monitor	146 events at the Castle Pines monitor
1,286 events at the Grandview Estates monitor	137 events at the Sagebrush Park monitor

Correlations between noise events at the monitors and noise complaints from related areas were not available.

However, in March 2017, in descending numerical order, a total of 970 complaints had come from 39 households in Highlands Ranch (508); Unincorporated Douglas County (173); Greenwood Village (144); Unincorporated Arapahoe County (91); Centennia (20); Other (17); Aurora (7); Parker (5); Lone Tree (3); and Denver (2). Households in Castle Pines, Castle Rock, and Cherry Hills Village had lodged no complaints.

YTD, there had been 2,789 complaints from 74 households.

March 2017 daytime complaints were 890 (91.7%), and there were 80 nighttime complaints (8.2%).

With the complaints from the top complaining household removed, there were 463 complaints in March, up from 344 complaints in February; 291 complaints had been lodged in January 2017, and 169 complaints in December 2016. YTD totals: the top 5 household complainants had come from Highlands Ranch (1,690); Greenwood Village (258); Unincorporated Douglas County (239); Unincorporated Arapahoe County (169); and Unincorporated Douglas County (96). There were 335 other complainants.

In March, with the complaints from the top complainer removed, props were responsible for 51% of the complaints by aircraft type; jets were responsible for 43%; helicopters were 5% and 1% were unknown. Departures continued to account for the most complaints, at 46%, with arrivals at 32%, training at 16%, overflights at 5%, and unknown at 1%.

Three complaining households were not shown on the map because they were outside the map area. The Radar Track Density Map was updated for March 2017.

D. WORK PLAN – The final, approved 2017 CACNR Work Program Action Plan was included in the meeting materials packet.

E. STUDY GROUP – In relation to the proposed CACNR Memorandum of Understanding with the airport and the surrounding communities, an April 11, 2017 FAA letter clarified the FAA concurs *“that the use of airport revenue to support the purpose and function of the CACNR is an appropriate use of airport revenue under the FAA’s Policy and Procedures Concerning the Use of Airport Revenue (64 FR 7704, February 16, 1999). The CACNR serves as a community forum to address aircraft noise issues in surrounding communities resulting from Centennial Airport operation. There is a clear benefit between the airport’s contribution and the benefit to the airport by having good relations with the community in an effort to resolve issues over aircraft noise. Airport funds may be used for reasonable costs to support the operation of community roundtables. The FAA will not generally question the value of the benefit as long as there is a reasonable connection to the benefit of community acceptance for the airport.”*

Given this clarification of an earlier FAA communication, CACNR could now reach out to the Member communities to achieve sign-on to the MOU. The Study Group will be planning how to most efficiently do that, and welcomed comments from Representatives.

7. FAA REPORTS:

A. DISTRICT OFFICE – None.

B. APA AIR TRAFFIC CONTROL TOWER – Ron Curry noted efforts to avoid our noise sensitive areas. He also noted that noise problems seemed to be about 90% related to departures..

C. TRACON – None.

D. METROPLEX – None. (See the comments under the Fly Quiet Committee above)

8. OTHER REGULAR MONTHLY REPORTS:

A. ARAPAHOE COUNTY PUBLIC AIRPORT AUTHORITY – Robert Doubek, ACPAA Chair, submitted the following report: *“BOARD MEETING NOTES – APRIL 13, 2017
“Two Public Hearings were held: An application from Constant Aviation, LLC to conduct Mobile Aircraft Maintenance activities, in accordance with Minimum Standards was approved.*

“Likewise, an application from Peak Avionics, LLC to conduct Mobile Aircraft Support Service (Avionics), in accordance with Minimum Standards was approved.

“The Centennial Airport Community Roundtable Update was presented by Andrea Suhaka. Rjd 4/26/2017”

Doubek also noted the retirement of the airport’s attorney, and replacement by another member of that law firm.

B. AIRPORT DIRECTOR’S REPORT – In the absence of Robert Olislager, Mike Fronapfel provided an update on legislative activity at both the national and state levels. His comments included the Congressional continuing resolution to fund the government until September 30, 2017, with notation that Mr. Trump had threatened to shut down the government if a budget was not approved by then. CR money included \$6.4 billion for the FAA, with \$1 billion for NextGen. There was still Congressional interest in privatizing functions of the FAA.

C. N.O.I.S.E. & NEXTGEN ADVISORY COMMITTEE – Brad Pierce indicated the next N.O.I.S.E. meeting would be in November in Charlotte, NC. CACNR policy is to send one Representative to that meeting; Pierce would also attend in his capacity as Chair of N.O.I.S.E. He would be attending the NextGen Advisory Committee meeting in June in Memphis.

9. OLD BUSINESS:

A. REPORT FROM UC DAVIS – deferred to a future meeting.

B. CONGRESSIONAL QUIET SKIES CAUCUS – Nothing new on follow-up to the invitation letter to Congressman Ken Buck. Brad Pierce will continue attempting to accomplish this. Katy Brown indicated Representative DeGette had recently been reminded about the Caucus.

C. CACNR 2017 MEETING SCHEDULE AND REPRESENTATION TO ACPAA MEETINGS – Months which remained to be filled were August, September, October, and November. Jim Dawkins volunteered to serve in August.

10. NEW BUSINESS: Attention was called to the proximity of the July CACNR meeting to the July 4th holiday. Katy Brown moved to cancel the July 5, 2017 CACNR meeting. Motion was duly seconded and carried.

11. PUBLIC COMMENT: None

12. NEXT MEETINGS:

A. CACNR – June 7, 2017 6:30 p.m. Ramada Hotel & Suites, 7770 South Peoria Street, Englewood, CO
July 5, 2017 Meeting Cancelled
Aug 2, 2017 6:30 p.m. Ramada Hotel & Suites, 7770 South Peoria Street, Englewood, CO

B. ACPAA – May 11, 2017 3:00 p.m. Wright Brothers Room, Centennial Airport, 7800 S. Peoria Street, Englewood, CO
(Katy Brown representing CACNR)
June 15, 2017 3:00 p.m. Wright Brothers Room, Centennial Airport, 7800 S. Peoria Street, Englewood, CO
(Melissa Coudeyras representing CACNR)
July, 2017 No Meeting Scheduled
Aug 10, 2017 3:00 p.m. Wright Brothers Room, Centennial Airport, 7800 S. Peoria Street, Englewood, CO
(Jim Dawkins representing CACNR)

13. ADJOURNMENT: The meeting adjourned at 7:48 p.m.

Alison Biggs, Secretary

**Centennial Airport Community Noise Roundtable
Treasurer's Report as of April 4th, 2017**

2017 CACNR Budget	\$10,000.00	
Foxden Web solutions(1)		\$750.00
U.C. Davis Symposium(2)		\$3,729.72
Annual N.O.I.S.E Membership		\$1,000.00
Expenditures 2017 to Date		\$5,479.72
Remainder		<u>\$4,520.28</u>

Note1- 1st of two invoices received for the CACNR website update

Note 2- Travel for two CACNR Representatives 2/26/17-3/1/17



MONTHLY
Noise Report

April 2017



Centennial Airport
Arapahoe County Public Airport Authority

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2 DEFINITIONS

A-weighted Sound Level – A measure of sound level with weighted frequency characteristics that correspond to human subjective response to noise.

Arrival – The act of an aircraft approaching and landing at an airport.

Ambient Noise Level – The level of noise that is all-encompassing within a given environment for which a single source cannot be determined. It is usually a composite of sounds from many and varied sources near to and far from the noise monitor.

Community Noise Event Level (CNEL) – The average sound level over a 24-hour period, with a penalty of 10dB for nighttime hours between 10:00 PM and 7:00 AM.

Day Night Average Sound Level (DNL) – A measure of the average noise level over a 24-hour day. It is the 24-hour, logarithmic (or energy) average, A-weighted sound pressure level with a 10-decibel penalty applied to the nighttime event levels that occur between 10:00 PM and 7:00 AM.

Decibel (dB) – A logarithmic quantity reflecting the ratio of the sound pressure of the source to a reference pressure. This results in a sound pressure level of about 0 dB for the quietest sounds that we can detect and sound pressure levels of about 120 dB for the loudest sounds that can be heard without pain.

Departure – The act of an aircraft taking flight and leaving the airport.

Energy-Averaged Sound Pressure Level (Leq) – The value or level of a steady, non-fluctuating sound that represents the same sound energy as the actual time-varying sound evaluated over the same time period.

Flight Track – The path along the ground followed by an aircraft in flight.

Instrument Flight Rules (IFR) Rules and regulations established by the FAA to govern flight under conditions in which flight by outside visual reference is not safe. IFR flight depends upon flying by reference to instruments, and navigation is accomplished by reference to electronic signals. It is also a term used by pilots and controllers to indicate the type of flight plan an aircraft is flying, such as an IFR or VFR flight plan.

Local Operations – Operations in the local traffic pattern or within sight of the airport; flight in local practice areas within a 20 mile radius; execute simulated instrument approaches or low airport passes.

Maximum Noise Level (L_{max}) – The peak noise level for a single noise event.

Noise Exposure – The cumulative sound energy affecting a person over a specified period of time.

Overflight – Aircraft flight originating and terminating outside the area that transits the airspace without landing.

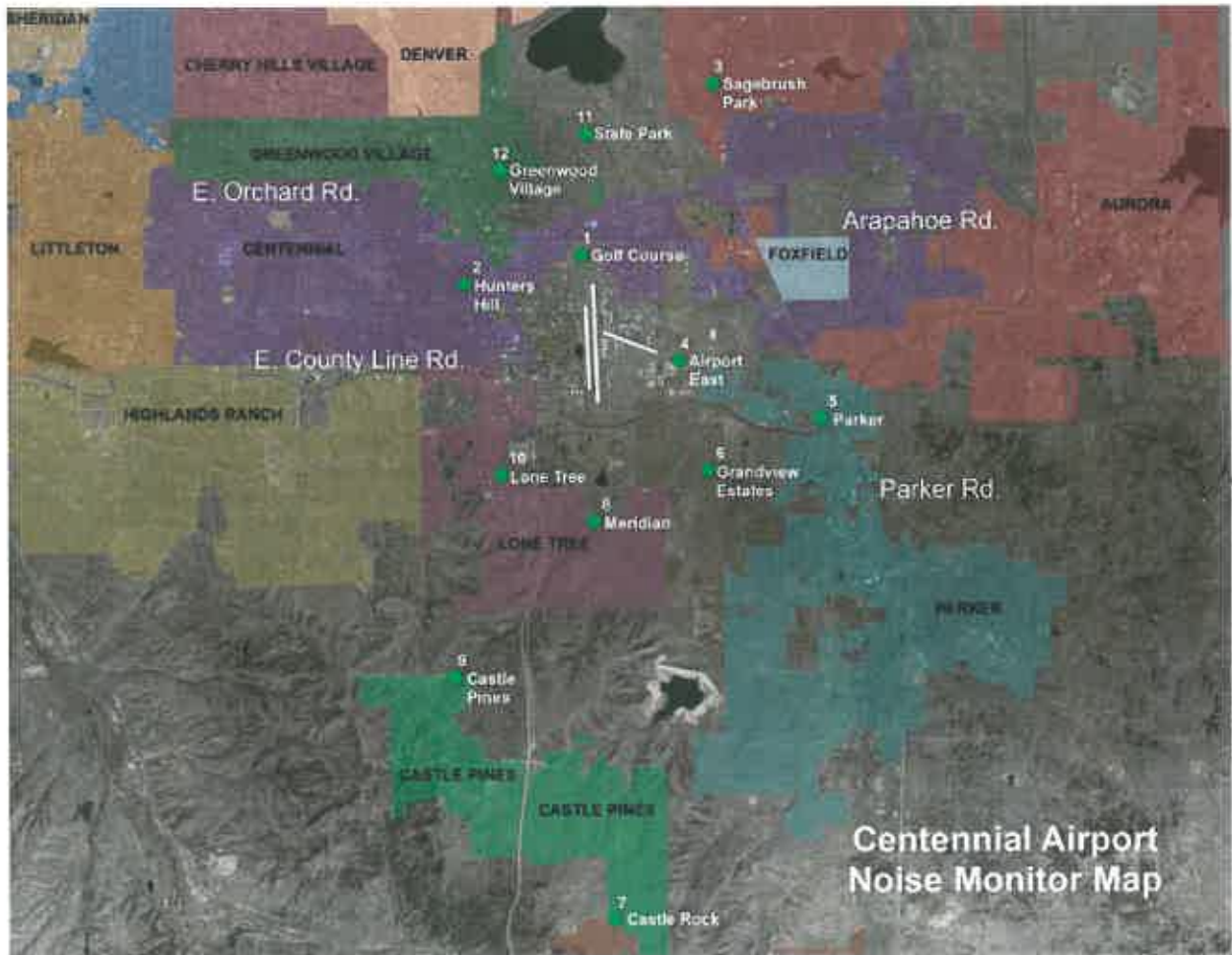
Visual Flight Rules (VFR) – A set of regulations under which a pilot operates an aircraft in weather conditions generally clear enough to allow the pilot to see where the aircraft is going. A flight plan is not required when the pilot is operating under Visual Flight Rules.

Sound Exposure Level (SEL) – The total energy in the A-weighted sound level measured during a transient noise event. SEL accounts for both the duration and the loudness of a noise event.

Overview

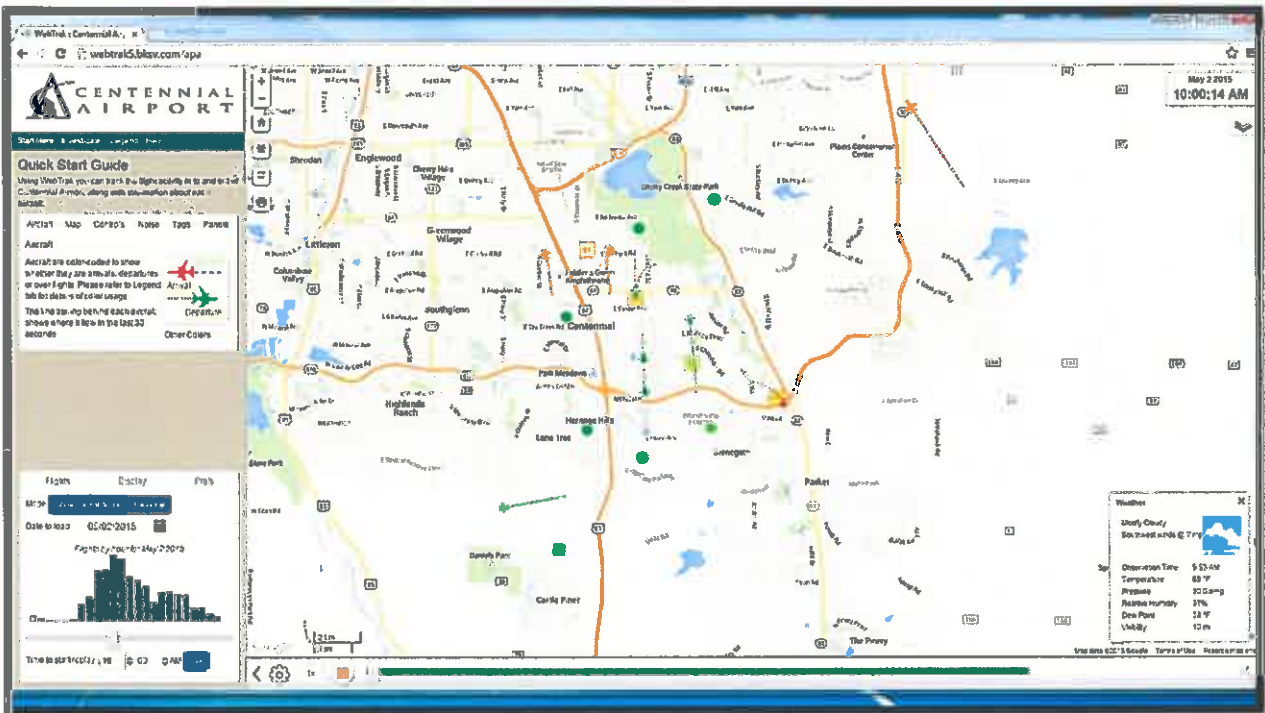
3 ABOUT APA'S NOISE MONITORING PROGRAM

Centennial Airport's (KAPA) Noise and Operations Monitoring System (ANOMS) is a new state of the art system that enables the Arapahoe County Public Airport Authority to monitor and better understand aircraft noise in the vicinity of Centennial Airport. This system is comprised of 12 fixed noise monitoring terminals in the community, as well as 2 portable monitors that are available for short term monitoring anywhere in the community.



4 ABOUT WEBTRAK™

As part of an ongoing program, Centennial Airport now offers an online tracking system for the movement of flights and air traffic patterns within the Denver Metro area. **WebTrak** Flight Tracking and Noise Information System allows concerned individuals to research data about flights to and from Centennial Airport, Denver International Airport, Rocky Mountain Metropolitan Airport, Front Range Airport and Buckley Air Force Base, as well as any transitional air traffic through the region.



How to participate

The general public may use **WebTrak** to investigate a noise or flight that occurred near their location. The system also simplifies the process of filing a noise complaint, offering an easy, online option for residents to register concerns regarding noise levels at the following web addresses:

APA WebTrak: <http://webtrak.bksv.com/apa>

Centennial Airport Website: <http://www.centennialairport.com>

In addition, noise complaints can also be submitted on our noise hotline:

APA Noise Hotline:
303-790-4709

5 OPERATIONS STATISTICS

	IFR ITINERANT				VFR ININERANT				LOCAL		
	AIR TAXI	G.A.	MILITARY	TOTAL INTINERANT	AIR TAXI	G.A.	MILITARY	TOTAL	G.A.	MILITARY	TOTAL LOCAL
January	1,897	3,225	138	5,260	112	5,746	98	5,956	9,059	113	9,172
February	1,739	3,166	95	5,000	133	5,962	161	6,256	9,401	229	9,630
March	1,926	3,570	114	5,610	158	7,378	177	7,713	12,301	160	12,461
April	1,827	3,127	119	5,073	143	7,269	142	7,554	12,413	202	12,615
May				0				0			0
June				0				0			0
July				0				0			0
August				0				0			0
September				0				0			0
October				0				0			0
November				0				0			0
December				0				0			0
Y-T-D Totals	7,389	13,088	466	20,943	546	26,355	578	27,479	43,174	704	43,878

	IFR OVERFLIGHTS				VFR OVERFLIGHTS				TOTAL OPERATIONS
	AIR TAXI	G.A.	MILITARY	TOTAL INTINERANT	AIR TAXI	G.A.	MILITARY	TOTAL	
January	5	2	3	10	59	153	12	224	20,622
February	1	28	0	29	104	218	5	327	21,242
March	0	1	4	5	129	263	14	406	26,195
April	13	2	8	23	114	334	16	464	25,729
May				0				0	
June				0				0	
July				0				0	
August				0				0	
September				0				0	
October				0				0	
November				0				0	
December				0				0	
Y-T-D Totals	19	33	15	67	406	968	47	1,421	93,788

Definitions

Air Taxi – A company that operates aircraft that carry cargo or mail, or passengers on an on demand or charter basis.

General Aviation (G.A.) – All civil aviation operations other than scheduled air services and non-scheduled air transport operations for remuneration or hire.

Local – Operations are performed by aircraft which operate in the local traffic pattern or within sight of the airport; flight in local practice areas located within a 20-mile radius of the airport; execute simulated instrument approaches or low passes at the airport.

IFR Itinerant – Operations other than local operations conducted under Instrument Flight Rules.

VFR Itinerant – Operations other than local operations conducted under Visual Flight Rules.

Overflight – Operation performed by aircraft that transit the area and did not originate or did not terminate within the airspace.

6 NOISE MONITOR REPORTS

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

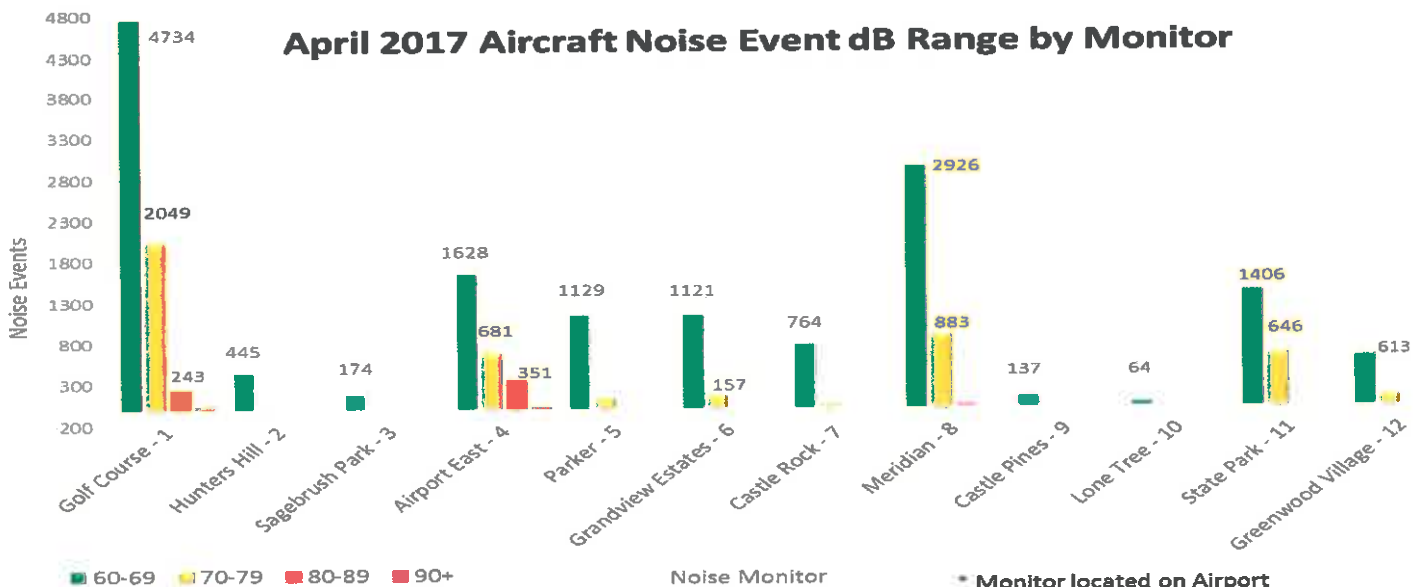
First, the noise event must exceed the ambient noise level. This number varies at every monitor, but is generally greater than 50-55db. Secondly, the noise event must last longer than 5 seconds. Lastly, using radar data, the system must correlate an aircraft with the noise event. This ensures that the sound is not associated with a 'community noise event' such as a lawn mowers or emergency sirens.

The information below reflects only aircraft noise events as described above.

April 2017 Aircraft Noise Event Decibel Range By Monitor					
Monitor	60-69	70-79	80-89	90+	Totals
Golf Course - 1*	4734	2049	243	20	7046
Hunters Hill - 2	445	34	0	0	479
Sagebrush Park - 3	174	17	0	1	192
Airport East - 4*	1628	681	351	22	2682
Parker - 5	1129	126	3	1	1259
Grandview Estates - 6	1121	157	15	0	1293
Castle Rock - 7	764	45	1	0	810
Meridian - 8	2926	883	38	8	3855
Castle Pines - 9	137	19	1	0	157
Lone Tree - 10	64	16	0	0	80
State Park - 11	1406	646	10	3	2065
Greenwood Village - 12	613	125	5	0	743
Totals	15141	4798	667	55	20661

*Monitor located on Airport

Noise Monitor 10 offline April 4th-30th

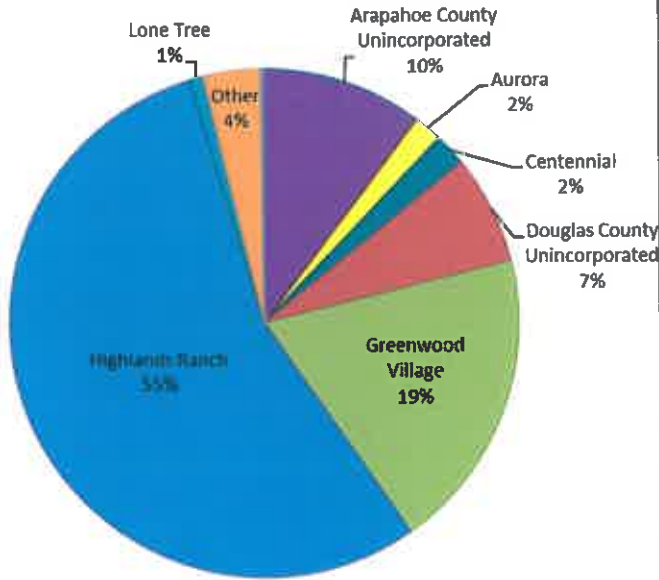


* Monitor located on Airport

7 APRIL 2017 NOISE COMPLAINTS

For the month of April, Centennial Airport received 766 complaints from 40 households.

April 2017 Complaints per Municipality



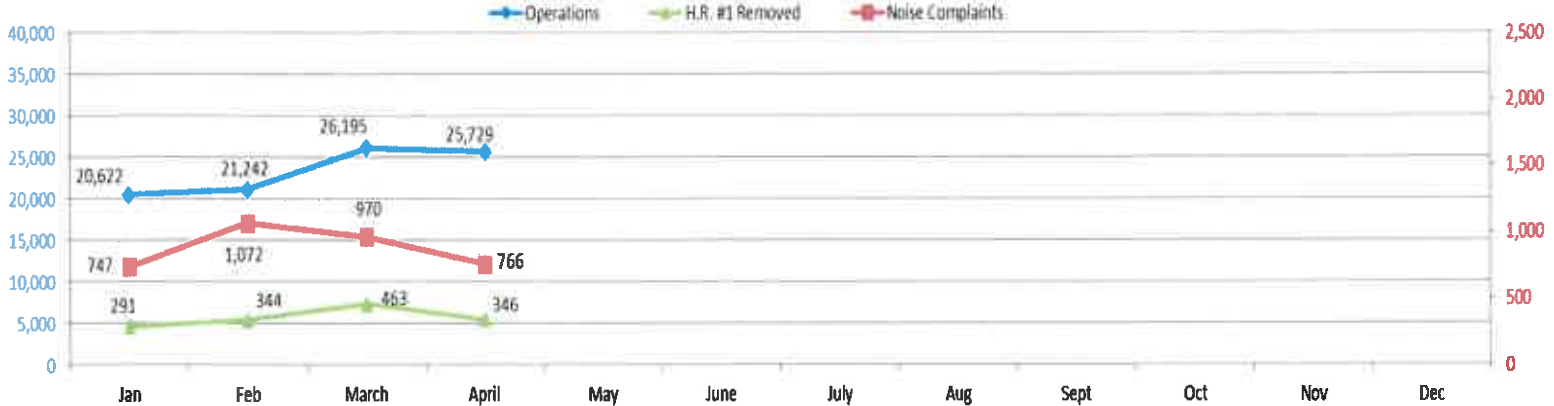
April 2017 Noise Complaints			YTD	
Municipality	Complaints	Households	Complaints	Households
Arapahoe County Unincorporated	79	6	283	17
Aurora	14	2	37	2
Castle Pines	0	0	0	0
Castle Rock	0	0	1	1
Centennial	16	9	78	14
Cherry Hills Village	0	0	1	1
Denver	0	0	4	4
Douglas County Unincorporated	53	6	405	16
Greenwood Village	147	7	534	15
Highlands Ranch	421	2	2113	4
Lone Tree	7	5	19	9
Parker	1	1	14	6
Other	28	2	66	4
Total	970	39	3555	93

Month Comparison: 2017 Noise Calls - Daytime vs. Nighttime

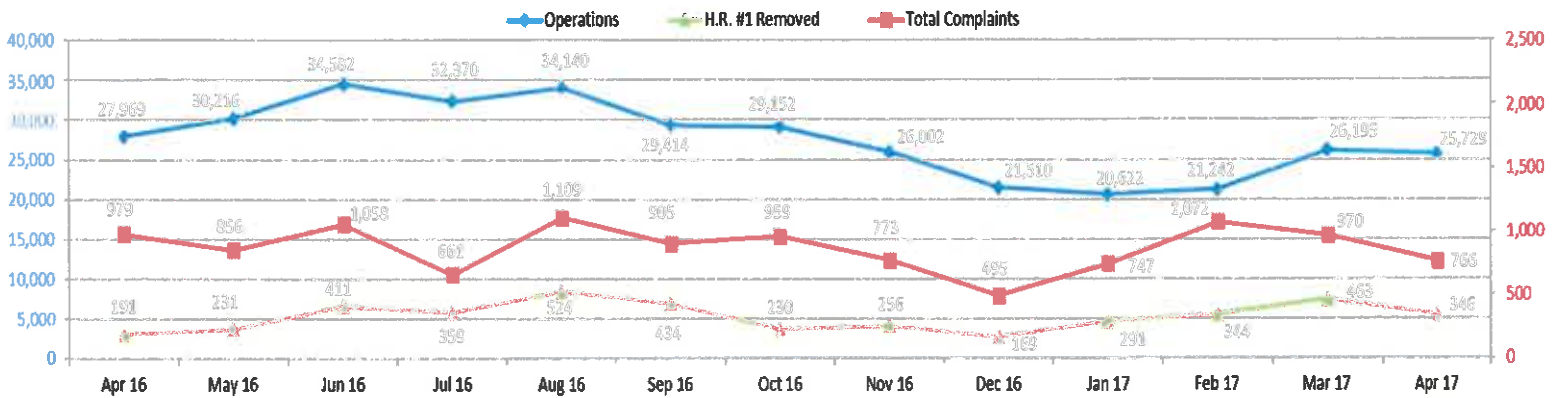
Time Complaint Received	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	2017 YTD
Day Hours (7:00 am - 9:59pm)	656	994	890	707									3247
Night Hours (10:00 pm - 6:59 am)	91	78	80	59									308
TOTAL	747	1,072	970	766	0	0	0	0	0	0	0	0	3555

*Nighttime hours changed to 10:00 pm – 06:59 am to reflect FAA DNL nighttime hours

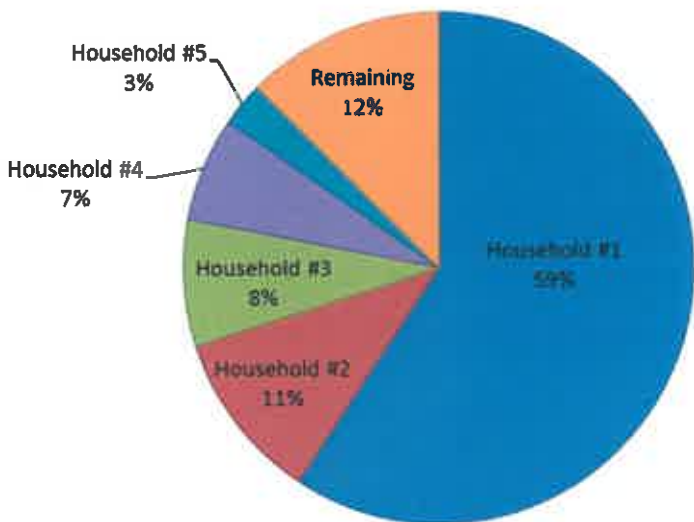
Current 12 Month Trend



Previous Year 13 Month Trend



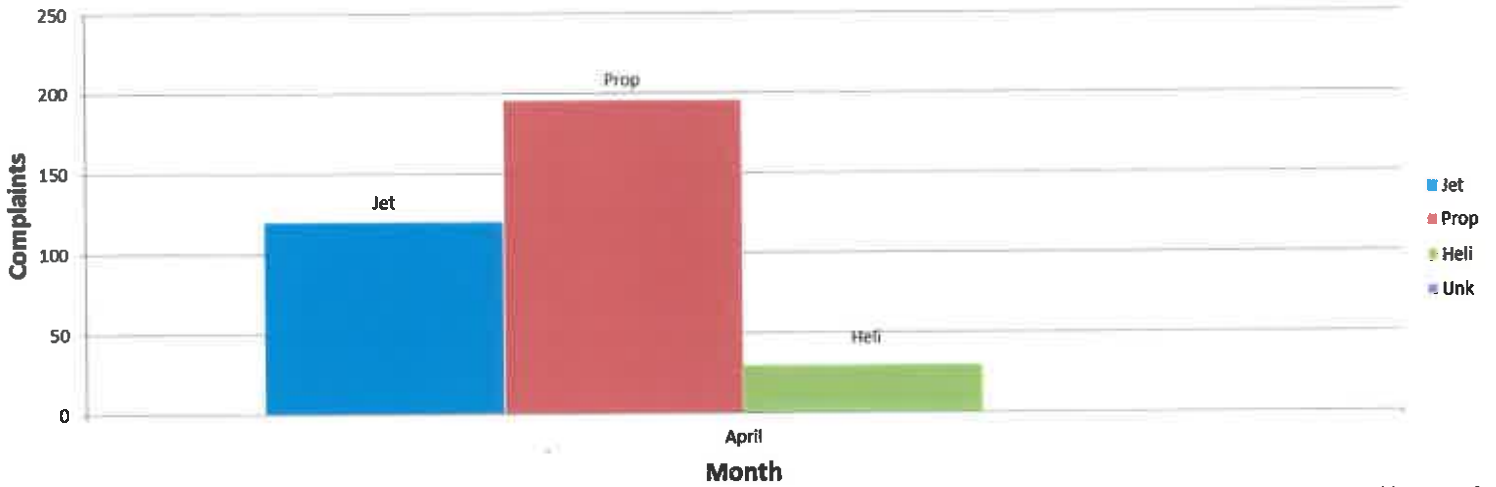
2017 YTD Top 5 Household Complaints



YTD Top 5 Household Complaints

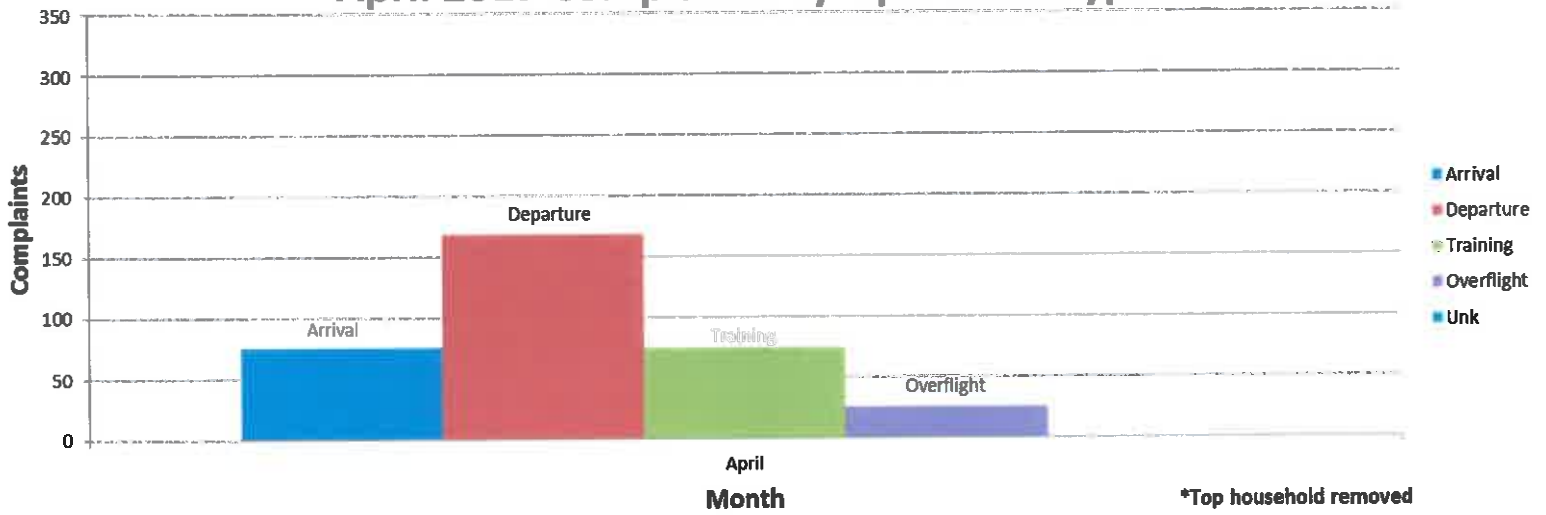
Household	Complaints	Municipality
Household #1	2110	Highlands Ranch
Household #2	380	Greenwood Village
Household #3	284	Douglas County Unincorporated
Household #4	236	Arapahoe County Unincorporated
Household #5	98	Douglas County Unincorporated
Remaining	447	
Total	3555	

April 2017 Complaints by Aircraft Type



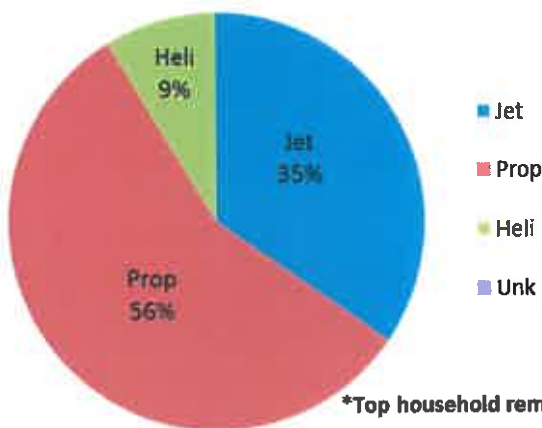
*Top household removed

April 2017 Complaints by Operation Type



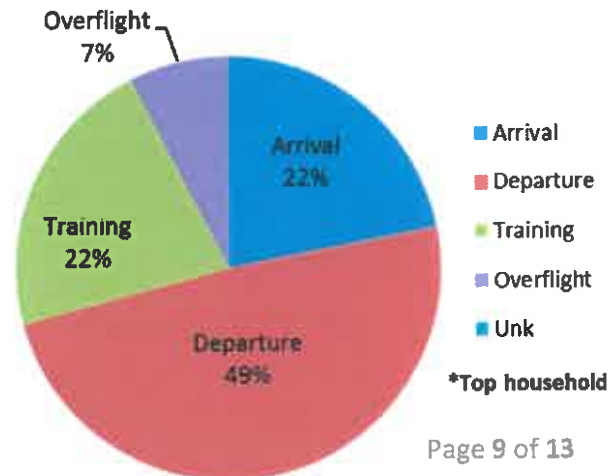
*Top household removed

April 2017 Complaints by Aircraft Type



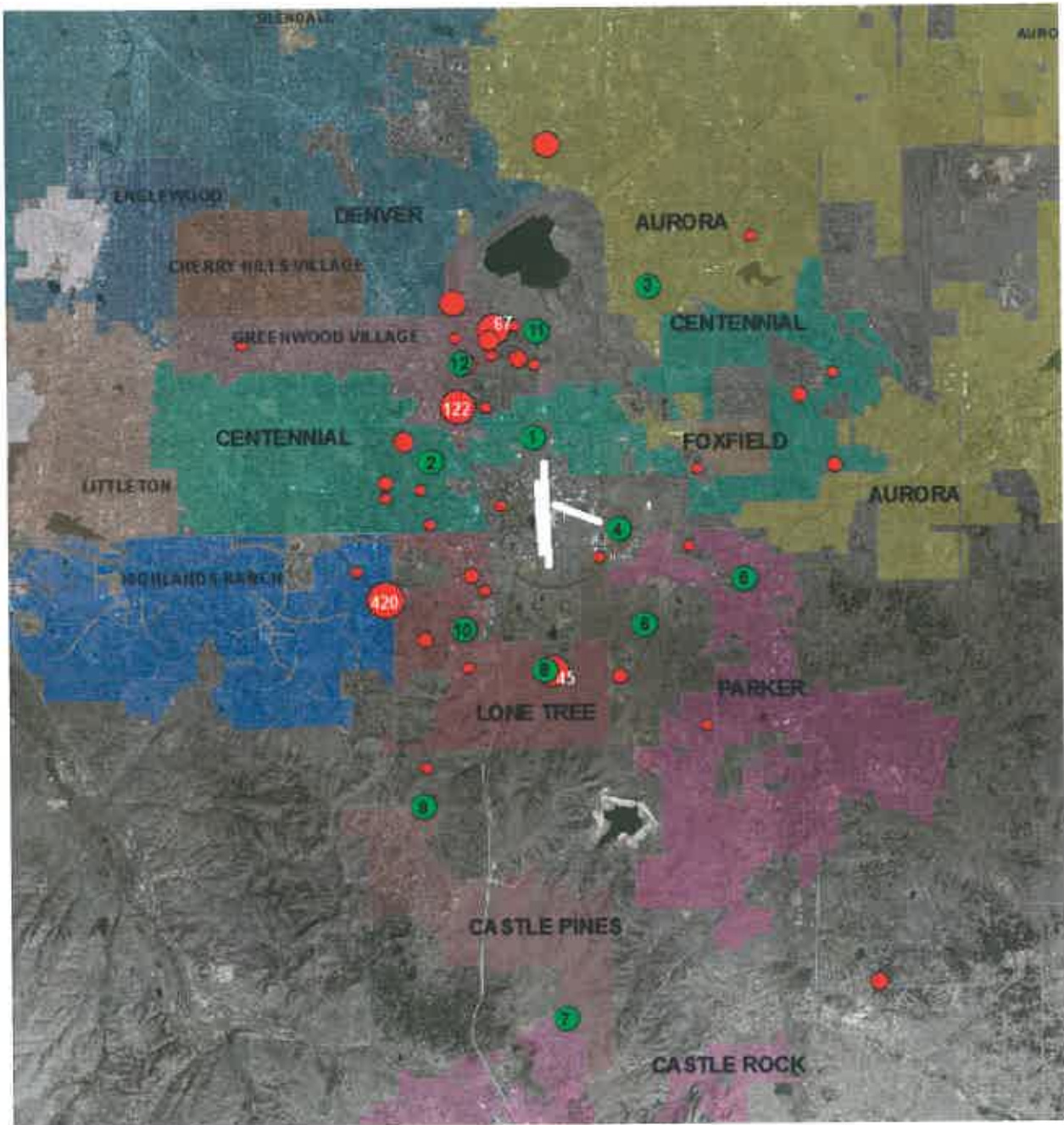
*Top household removed

April 2017 Complaints by Operation Type



*Top household removed

8 COMPLAINT MAP



April 2017 Complaints

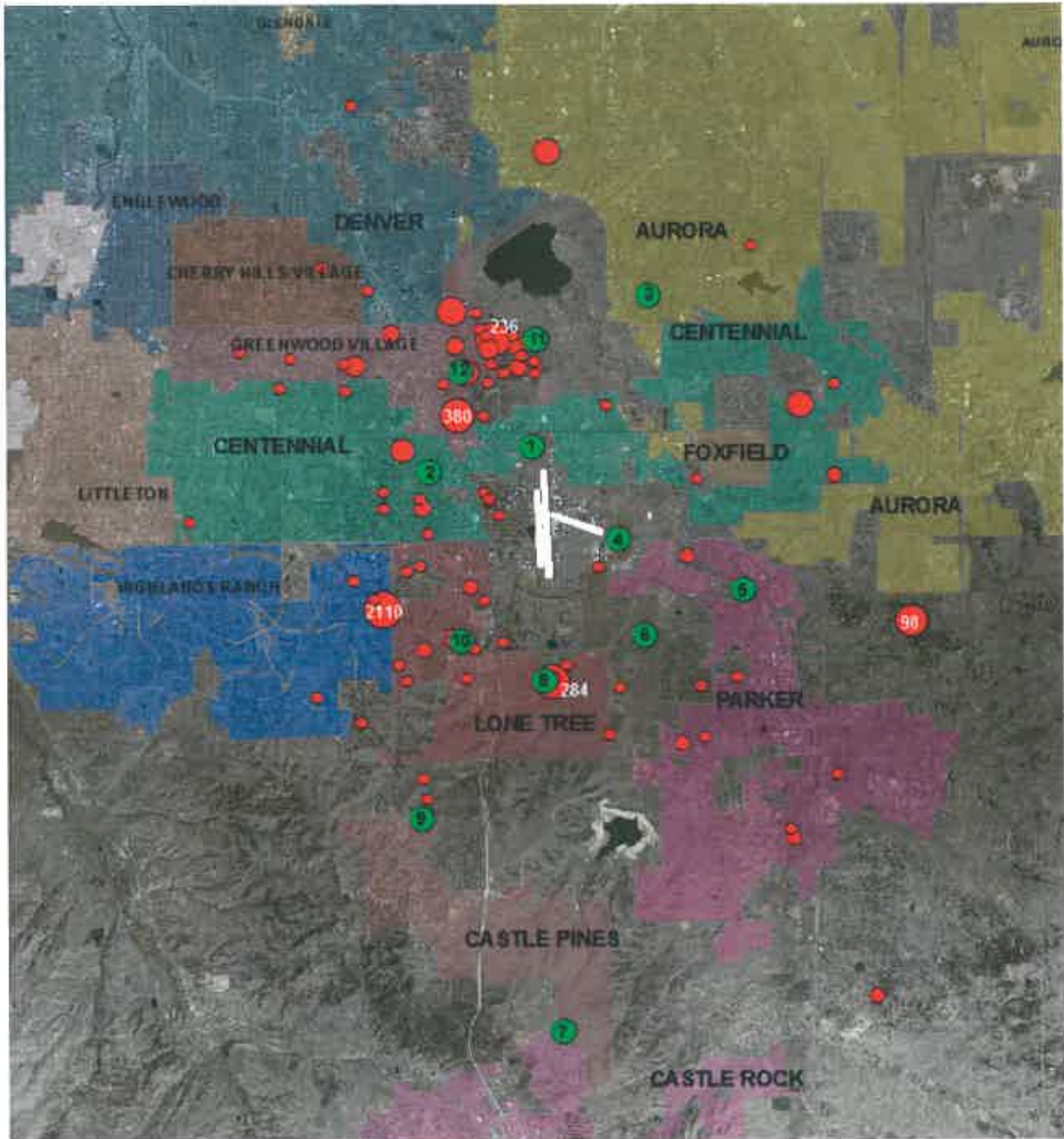
MAP LEGEND:

*2 households are located outside the map area including the #5 house hold

Green = Noise Monitor Locations

Red = Household Complaint Locations.

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



2017 YTD Complaints

*7 households are located outside the map area

MAP LEGEND:

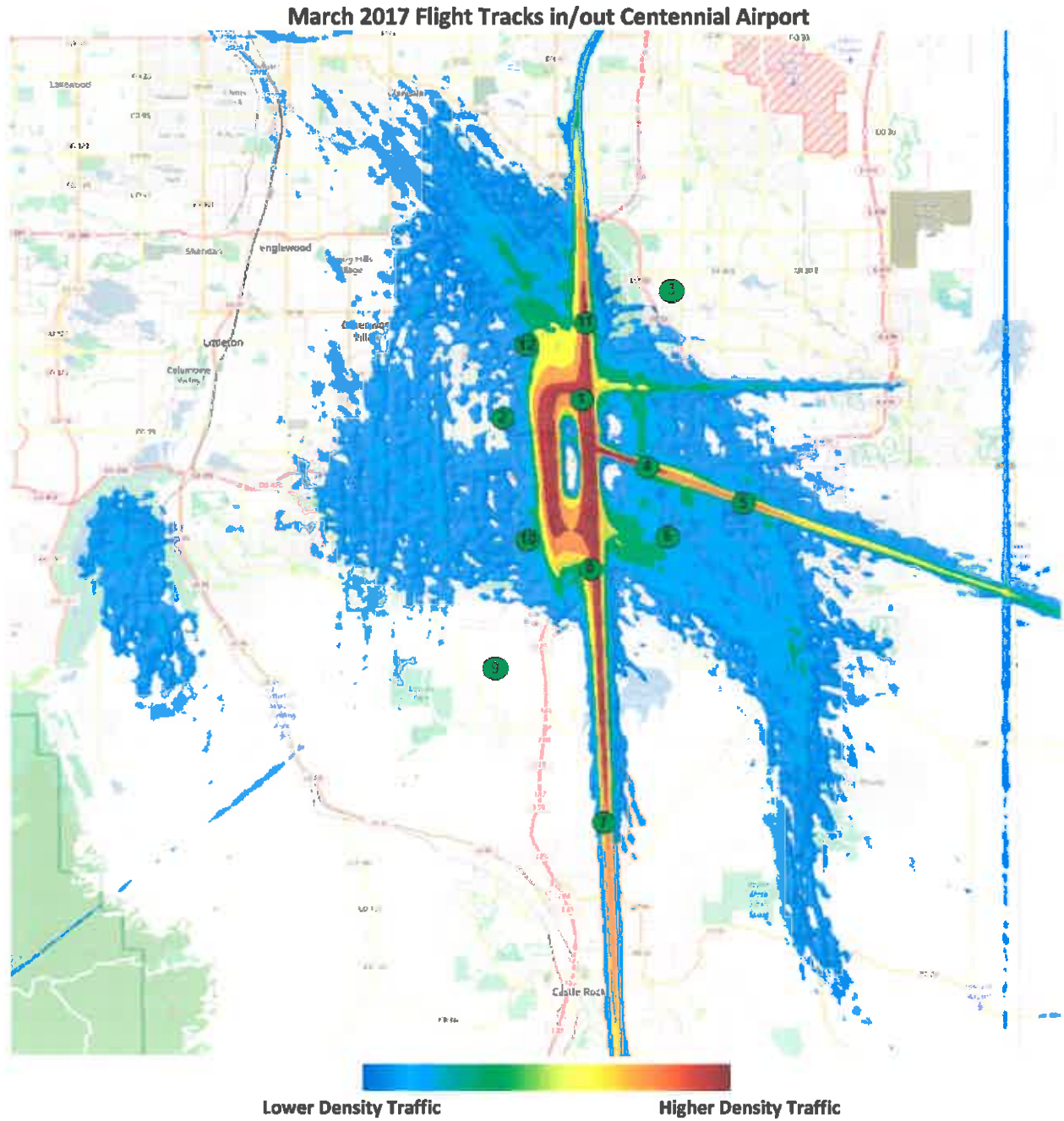
Green = Noise Monitor Locations

Red = Household Complaint Locations.

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

9 RADAR TRACK DENSITY MAP

The following map takes all of the flight track data for the given time period and creates a line density plot. This enables everyone to have a better understanding of where the flight tracks are at, while allowing for historical comparisons. Dark red in the middle of the picture shows the highest density of flight tracks over the runways. The colors gradually move out to blue as the least dense.



10 NOTES AND DISCLAIMER

This report is for informational use only. Every effort has been made to ensure the accuracy of this data; however, the material may be altered as new information is added or updated in the system.

Centennial Airport disclaims any responsibility or liability for any direct or indirect damages resulting from the use of this data. We hope this information provides you with a valuable tool in which to review noise data and characteristics in your area. If you have questions or concerns, please contact the Centennial Airport Noise office at **303-790-0598**.



Noise Hotline: 303-790-4709

www.centennialairport.com

BOARD MEETING NOTES MAY 11, 2017

Two minor items on the Consent Agenda were approved with no items presented on the Business Agenda.

Katy Brown presented the Noise Roundtable Update which invoked considerable discussions involving CACNR website revisions, new Fly Quiet brochure, the work plan, update on the MOU and Metroplex community meetings.

Rjd/5/23/2017

BASIC SUMMARY OF 2017 UC DAVIS SYMPOSIUM

Brad Pierce:

The FAA is re-doubling their efforts for community outreach when NextGen implemented. The FAA has developed a Performance Based Navigation Blue Print for community outreach. The goals of the outreach were discussed. Those goals include: the FAA has a leading role, but the FAA depends on all stakeholders becoming involved and engaged; understanding community concerns; compiling best practices and lessons learned.

- Presentations were made on the O'Hare Noise Compatibility Commission and the Teterboro (NJ) Aircraft Noise Abatement Advisory Committee.
- Learned about potential alternative NextGen Noise Metrics to study the physical and psychological effects of increased frequency of take offs.
- Spoke with airport staff, noise consultants and roundtable members to learn how other roundtables operate.

Alison Biggs:

As usual, an excellent conference

This year, the overall focus was on seeking solutions to NextGen impacts, including areas such as the:

- ✓ Environment,
- ✓ Aircraft design,
- ✓ On-going and needed research,
- ✓ NASA'S involvement (impressive)
- ✓ International issues

And, particularly pertinent to CACNR,

- ✓ The FAA's enhanced outreach efforts to communities,
- ✓ A NextGen noise metric,
- ✓ Metroplex,
- ✓ The effects of airport noise on health,
- ✓ The role of elected officials in effecting positive change and solutions,
- ✓ Progress in community noise reduction research,
- ✓ Building community understanding of noise, and
- ✓ Managing impacts of change at noise sensitive GA airports

All of this served to demonstrate how interactive these various topics and issues are to actually affecting airport noise for the surrounding communities.

CACNR Representatives are encouraged to begin thinking about attending one of these conferences. They are an excellent opportunity to learn about what is happening which can be useful to our work, and to network with the many resources available. Thanks for the opportunity to attend!

