



CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE
MINUTES

February 2, 2022

Approved 03 02 22

VISION – QUIETER SKIES FOR OUR COMMUNITIES

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

Chair: Brad Pierce **Vice Chair:** Melissa Coudeyras **Treasurer:** Andy Jones **Secretary:** Alison Biggs

1. **CALL TO ORDER, ROLL CALL, and QUORUM:** The meeting was called to order at 6:35 p.m. by Chair Brad Pierce. The following were in attendance and a quorum was present:

Arapahoe County:	Paul Krier	Greenwood Village	Donna Johnston
Douglas County:	Dan Avery	Lone Tree:	Mike Anderson
Aurora:	Brad Pierce	ACPAA:	Mike Fronapfel
Castle Rock:	Laura Cavey	CABA:	Don Kuskie
Centennial:	Candace Moon	Wings Over the Rockies:	Bill Wasmund
Foxfield:	Pam Thompson		

Others in attendance were Aurora Alternate Representative Karen Hancock; and ACPAA staff Samantha Blymyer, and Gina Conley.

Those absent were:

Arapahoe County:	Carrie Warren-Gully/Vacant	AOPA:	Bob Doubek/John Hirshman
Douglas County:	Alison Biggs/Mark Adams	CDOT Aeronautics Div:	Todd Green/Vacant
Castle Pines:	Chris Eubanks/Kevin Rants	FAA APA Control Tower:	Jeff Holmes/Ron Curry
Cherry Hills Village:	Al Blum/Afshin Safavi	FAA District Office:	John Bauer/John Sweeney
Highlands Ranch Metro District:	Andy Jones	FAA TRACON:	Steve Martin/Bill Dunn
Parker:	Amy Holland/Todd Hendreks		

Due to the absence of the Secretary, the Chair appointed Pam Thompson as Acting Secretary.

SPECIAL PRESENTATION: Aspen Flying Club, Kristin Chipman – Chief Pilot

Aspen aims to reduce noise: members and student pilots are to familiarize themselves with the area as well as the proper way to avoid populated areas. Resources are available to all regarding Airport Noise Abatement which include:

Take-off and landing guidelines / Enter and exit procedures for Elizabeth (SE) and Chatfield (SW) practice areas include climbing to 7500 ft E side of Parker Road on airport exit and returning at 7800 feet W side of Parker Road. In general, trying to keep route over highway.

Where you should not fly (populated areas), and when necessary small, slow adjustments to be made over these populated areas. FAA regulations limit General Aviation as to how high they can fly over the populated areas.

Currently using SE Area near Kiowa for maneuvers and practice “emergency” skills which are typically performed at a lower altitude. If procedures are to be performed lower than 1000 feet, they are encouraged to go to this Kiowa area.

Question was asked about procedures and routes to and from the training areas. Chipman stated, they are attempting to coordinate with other flight schools such as AGP and Flights Inc. but will be more adamant. They are encouraging pilots to use the area E of the fairgrounds near Kiowa as a practice field although the added time of travel (20 minutes) is discouraging.

Question was asked about Castlewood Canyon. Chipman stated that the approach to the practice areas utilize HWY 83 & 86. The visual identity of the route is very easy.

Chipman further noted that the current practice areas have been in existence for 30 years. The steps to formalize the “newer” SE Kiowa practice area include developing and updating maps and overlays, informing pilots, better coordination with all flight schools through contact information and lead instructor information. She notes that the FAA provides only guidance for the formalization of a new practice area.

Questions were asked regarding perhaps another area of interest near the front range for practice east of Parker with even less of an opportunity to fly over homes. Ms. Chipman had concerns with this area due to excessive route traffic.

When asked about touch and go traffic saturation Chipman replied that they are trying to maintain the suggested parameters of Lincoln and Arapahoe although 90% of the time ATC has new guidelines to follow due to safety issues. The touch and go

pattern tends to be full, thus diverting 20-30% of their practices to other airports. Night flights required by pilots are limited with progressive travel, for example - West Broomfield, Longmont, Fort Collins etc., therefore landing at each airport.

Chipman provided a link demonstrating the practice boxes which is used by the pilots: <https://amflight.wpengine.com/wp-content/uploads/2018/07/Practice-Area-tutorial-and-quiz.pdf> She also referenced the link to the Noise Abatement Guidelines: https://www.centennialairport.com/media/attachments/2021/01/19/voluntary_noise_abatement_guidelines.pdf

ACPAA / CANCR would be happy to help facilitate any discussions needed to assist Chipman in coordinating efforts.

2. PUBLIC COMMENT:

A. **VIRTUAL/IN-PERSON MEETING ATTENDEES** – Kim Hellweg of Elizabeth thanked Chipman for the information provided. Questions revolved around the coordination of the training areas and the expansion to other areas to reduce activity and noise. Chipman stated they will experiment with a due East exit out of Centennial Airport to help mitigate noise. This may be difficult due to visual references and landmarks as well as route traffic. She will also brainstorm ways to sign up for practice box or staggering times by coordinating with flight schools to reduce overload in that area. Chipman will attend future CANCR meetings to update us on any progress.

B. **FROM CACNR EMAIL ADDRESS** – An email received and the response to it had been included in the meeting materials packet and was noted.

3. **CONSENT AGENDA: A. & B. – DRAFT MINUTES AND TREASURER’S REPORT** - The Consent Agenda included the January 5, 2022 draft CACNR minutes; and a Treasurer’s Report dated January 31, 2022 which showed a balance of \$28,015.75. The Consent Agenda also included the December/Year End 2021 Noise Report. On the motion of Donna Johnston, duly seconded, the Consent Agenda was approved.

C. **NOISE REPORT** – The December/2021 Year End Noise Report included the following information:

Total Local Operations: Year End – 136,691 December – 10,009 November 10,954
Total 2021 Operations: Year End – 314,071
Noise Events: December – 23,106

<u>December Totals:</u>	<u>December 60 – 69 db:</u>	<u>December 70-79 db:</u>	<u>December 80-89 db:</u>
6,202 Meridian	4,992 Meridian	2,041 Golf Course	537 Airport East
5,626 Golf Course	3,402 Golf Course	1,159 Meridian	172 Golf Course
2,850 State Park	2,069 State Park	757 State Park	46 Meridian
2,373 Airport East	1,526 Parker	674 Airport East	24 State Park
1,745 Parker	1,280 Grandview Estates	217 Parker	5 Grandview Estates
1,466 Grandview Estates	1,083 Airport East	181 Grandview Estates	4 Greenwood Village
794 Castle Rock	734 Castle Rock	80 Greenwood Village	2 Parker
774 Greenwood Village	690 Greenwood Village	59 Castle Rock	2 Lone Tree
630 Lone Tree	605 Lone Tree	32 Lone Tree	1 Castle Rock
362 Hunters Hill	341 Hunters Hill	21 Hunters Hill	1 Sagebrush Park
163 Sagebrush Park	147 Sagebrush Park	15 Sagebrush Park	- Castle Pines
112 Castle Pines	103 Castle Pines	9 Castle Pines	- Hunters Hill

August noise events in the 90+ decibel range were:
 Airport East – 79 Golf Course – 11 Meridian – 5

Noise Complaints and Numbers of Households: December – 365 & 32

<u>December Complaints:</u>	<u>December Households:</u>
162 Greenwood Village	8 Unincorporated Arapahoe County
69 Centennial	7 Other
49 Castle Rock	5 Greenwood Village
34 Unincorporated Arapahoe County	5 Unincorporated Douglas County
19 Other	2 Aurora
18 Aurora	2 Centennial
12 Unincorporated Douglas County	2 Lone Tree
2 Lone Tree	1 Castle Rock

Year to Date, at the end of 2021, there had been 12,865 complaints from 363 households:

<u>Complaints:</u>	<u>Households:</u>
3,469 Unincorporated Douglas County (27%)	106 Unincorporated Arapahoe County (29%)
3,323 Unincorporated Arapahoe County (26%)	84 Greenwood Village (23%)
2,079 Greenwood Village (16%)	40 Unincorporated Douglas County (11%)
1,261 Centennial (10%)	35 Other (10%)
1,167 Castle Rock (9%)	27 Centennial (7%)
662 Other (5%)	17 Denver (5%)
488 Aurora (4%)	12 Lone tree (3%)
199 Highlands Ranch (1.5%)	11 Aurora (3%)
89 Parker (0.7%)	9 Highlands Ranch (2.5%)
52 Lone Tree (0.4%)	7 Castle Pines (2%)
40 Denver (0.3%)	7 Castle Rock 2(%)
34 Castle Pines (0.3%)	7 Parker (2%)
2 Cherry Hills Village (0.02%)	1 Cherry Hills Village (0.3%)

December had **responses requested from 23 noise complaints**, with 19 of those made by email and 4 made by phone. **Year to date** at the end of December 2021, there had been **1,291 responses requested**, with 708 requests made by email and 583 by telephone.

329 complaints in **December** were about flights during **day hours** (90%); 36 were about **night flights** (10%). By **the end of 2021**, of the 12,865 complaints made, 11,685 (91%) had been about daytime flights, and 1,206 (9%) had been about nighttime flights.

Year to date at the end of December, the **top five complaining households** were in:

2,494 Unincorporated Douglas County (19%)	1,370 Unincorporated Arapahoe County (11%)
1,455 Greenwood Village (11%)	1,283 Unincorporated Arapahoe County (10%)
	1,128 Castle Rock (9%)

Props accounted for 85% of the complaints by aircraft type in December, while **jets accounted for 17% of the complaints**, and **1% were about helicopters**.

Departures were responsible for 49% of the complaints in December. **Arrivals** were responsible for 31% of the complaints, and Training was responsible for 14% of the complaints in December. 6% were unknown.

A graph was provided showing the **previous 35 years' operations v. noise complaints** (with and without the #1 complaining household removed since 2014). The dramatic drop in operations due to Covid during 2020 was in evidence, as was a not-as-dramatic drop in complaints during that time. **2021 complaints by aircraft type:** Prop – 77%; Jet – 21%; Helicopters – 2%. 2021 complaints by operation type: Departures – 49%; Training – 28%; Arrivals – 23%.

The **December and Year to Date complaint maps** were not provided with this report. A **Radar Track Density Map** was also not available.

4. **ITEMS REMOVED FROM CONSENT AGENDA:** Although it had been approved with the Consent Agenda, question was asked if any of the CACNR invoices sent to its Regular Members' Representatives had been paid. That information was not readily available, but could be provided after the meeting.

5. **COMMITTEE REPORTS:**

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

1. Flight Schools Meeting Follow-Up. Part of the follow-up from that meeting included the presentation made at this meeting by Aspen Flying Club Chief Pilot Kristin Chipman. The Executive Committee would be reviewing the plan of action as drafted by Jason Schwartz.
2. Invoices had been sent out and received by all but two jurisdictions; Arapahoe County and Castle Rock. Follow-up would be done.
3. Motion was made by Donna Johnston to ratify the appointment of Paul Krier as Vice Chair to fill the unexpired term of Melissa Coudeyras. Motion seconded and carried.

B. **COMMUNITY OUTREACH –** Mike Anderson indicated he would coordinate a meeting of this committee.

C. **FLY QUIET –** Bill Wasmund had submitted a written report, included in the meeting materials packet. Exploration of the original idea of incentivizing pilots to fly quietly had shown to be not simply addressed. One idea for consideration included some financial assistance to flight schools for propeller conversions and engine mufflers. Funding for such a program might come from the airport, or possibly CACNR, so the topic would need much further exploration. There was agreement incentive programs need to be realistic and have realistic goals. Wasmund indicated he would be seeking information from others attending the UC Davis Noise and Emissions Symposium about both general and specific incentive programs that have or have not worked elsewhere. One example would be the type of rewards Van Nuys, CA provides to pilots for compliance with what kind of criteria, and if the program is considered successful.

Other items provided in the written report included work the Committee was doing to examine how and what knowledge other airports glean from their noise-related systems, and how it is used. One example given was Dekalb Peachtree Airport, Atlanta, which, on its website, publishes the name and address of each noise hotline caller, and publishes the name and tail number of violation aircraft which is compiled by their noise monitoring system.

D. **NOISE MONITORS –** The Committee had not met, but efforts continue to work with airport staff to examine data CACNR receives from the noise monitors and explore improvements to meet current needs.

E. **WORK PLAN –** No report.

6. **FAA REPORTS:**

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

7. OTHER REGULAR MONTHLY REPORTS:

A. ACPAA – ACPAA did not meet in January 2022.

B. AIRPORT DIRECTOR'S REPORT – Regarding the In the December 2021 Noise Report, observation was made about the 35 year graph showing the relationship between the numbers of complaints v numbers of operations in that time period. In looking at the graph, the numbers of flights have not increased drastically over the years – about 300,000 each year. In those past years when there were the highest number of recorded flights in and out of Centennial, there were not nearly the number of complaints logged as we have now. What had caused the large increase in noise complaints when the flight activity has remained the same or had decreased from previous years? Many complaints by aircraft type are frequently attributed to propellor aircraft, and by operation type attributed to training. Other factors causing elevated complaints may be linked to the closing of Stapleton Airport when some private flights and many training flights moved to Centennial Airport, the Part 150 Study raising the public's consciousness, the implementation of the Metroplex traffic routes changes, more residential development around the airport, and more people working from home.

1. Airport Activity – Mike Fronapfel attended Airport Conference regarding Noise and land Use. Topics included the selections of noise monitoring systems.

2. Legislative – Laser strikes on aircraft have become a problem, with one pilot having lost 30% of vision permanently. Work is being done with a lobbyist to introduce appropriate legislation at the state level on this topic.

3. Other – The airport's highest fuel sales ever were noted. A grant to be used for reconstruction of the touch and go runway is AIP 56, an AIP (Airport Improvement Program) Grant from the FAA. Construction will occur in June/ July, and should take one month.

C. FOURTH QUARTER LAND USE REVIEW – 16 referrals had been reviewed by ACPAA staff from October 1, 2021 through 12/31/21. One had been approved, and the rest had been subject to comments. There had been no controversial submissions.

8. OLD BUSINESS:

A. CONGRESSIONAL QUIET SKIES CAUCUS – Brad Pierce had obtained the contact information for Rep. Crow's District Director. He will need to get one more document from Emily Tranter at N.O.I.S.E. (she also works with the Quiet Skies Caucus).

B. FOLLOW-UP ITEMS FROM PRIOR CACNR MEETINGS – The list will be updated prior to a future meeting.

C. UC DAVIS NOISE AND EMISSIONS SYMPOSIUM – Bill Wasmund will attend this symposium in person, and Donna Johnston will attend virtually.

D. WHO TO REPRESENT CACNR AT 2022 ACPAA MEETINGS – Brad Pierce will submit a report for CACNR, but may not be able to attend in person. Candace Moon will represent CACNR at the March ACPAA meeting, The rest of the months need representation.

9. NEW BUSINESS:

A. INFORMATION SHARING - None

B. NOTICE OF MARCH 2022 ELECTION OF CACNR OFFICERS – Per the bylaws, election of officers would take place at the March 2022 CACNR meeting. Bylaws were provided for reference.

10. PUBLIC COMMENT: None

11. NEXT MEETINGS:

A. <u>CACNR</u> – March 2, 2022	6:30 p.m. 7565 S Peoria Street, Unit 9D, Englewood, CO
April 6, 2022	6:30 p.m. 7565 S. Peoria Street, Unit 9D, Englewood, CO
May 4, 2022	6:30 p.m. 7565 S. Peoria Street, Unit 9E, Englewood, CO

B. <u>ACPAA</u> – Feb 10, 2022	3:00 p.m. 7565 S Peoria Street, Unit 9D, Englewood, CO	Brad Pierce/CACNR Report
March 10, 2022	3:00 p.m. 7565 S Peoria Street, Unit 9D, Englewood, CO	Candace Moon for ACPAA
April 14, 2022	3:00 p.m. 7565 S Peoria Street, Unit 9D, Englewood, CO	
May 12, 2022	3:00 p.m. 7565 S Peoria Street, Unit 9D, Englewood, CO	

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

Pam Thompson, Acting Secretary