



CACNR Report to ACPAA for May 4, 2022

Paul Krier, Unincorporated Arapahoe County representing CACNR

Meeting was started with a presentation from Ron Curry from the KAPA air traffic control tower. Ron explained to the Roundtable various operations of the air traffic control facility such as the difference between IFR (instrument flight rules) and VFR (visual flight rules) with separation and coordination of the traffic between the two rules for efficient operations. He described the altitudes and distances the control tower controls and does not control and the basics of Class D airspace. There was discussion about how the runways are numbered using cardinal headings from magnetic North to how the traffic patterns are derived. Ron explained the changes in separation brought down from the regional FAA ATC office (located in Seattle) after the midair collision and how controllers deal with the new rules. Before the incident, aircraft would be paired up visually between the two parallel runways, now the aircraft are required to be staggered on final approach which increases controller separation workload potentially decreasing VFR operations for a given timeframe. Interesting point was the number of IFR operations has increased to the point (>75,000) that the Class D airspace could potentially be upgraded to a larger Class C airspace offering more controller options.

The meeting had one community member attend and speak during the public comment period. Randy Johnson of Louviers also graced the roundtable with his dog Shelby. Shelby has been incidentally trained to literally point out single engine aircraft flying overhead. Randy did report that traffic directly over his residence has seemed to decrease over the last month.

The Community Outreach Committee is working on updating the CACNR website. The CACNR website has not been updated for quite sometime and the committee with the roundtable is working on ideas for a more stable update schedule in the future.

The Fly Quiet Committee reported on several ongoing topics including Airport Noise and Operational Reports, Airport Electronic Signage, KAPA Whispertrack Updates, and Aircraft Noise Mitigation. Bill Wasmund explained the difference between fixed pitch propeller designs and the noise impacts. One design is a climb propeller which takes a smaller "bite" of air but increases climb rate which helps aircraft gain altitude quicker. The quicker climb does not necessarily decrease noise but the greater distance above housing does decrease DBs heard on the ground. The other is a cruise propeller which takes a greater "bite" of air and increases cruise speed and fuel economy. The drawback is a slower rate of climb verses a climb propeller and lower altitudes for a given climb potentially increasing the

perceived noise impact on the ground. Bill reported that just over half of the training aircraft based at KAPA have climb propellers due to operational differences. There is discussion with one of the flight schools who is developing a new training area South of the Aurora Reservoir near Kiowa/Elbert.

The Noise Committee was presented a printed PowerPoint from HMMH from 2009 from Candace Moon showing multiple noise diagrams and maps from various similar airports. The Committee was discussing obtaining an updated version for reference to capabilities of KAPA's current noise monitors. We received an update from Samantha Blymyer regarding the mobile noise monitor that was positioned in the Highlands Ranch area. The noise monitor was intermittent but has since been repaired and is planned for reestablishing the location for ongoing data gathering.

The Flight School Engagement meeting in April was discussed. I attended the meeting and look forward to further partnership with the local flight schools. I am happy to report the four flight schools that have engaged the Roundtable are very concerned with the noise impacts their operations have on the local community and actively seek to employ noise abatement tactics. With the help of the Roundtable and KAPA Airport Authority I believe we can find solutions for common issues. Flights Inc., Independence Aviation, and ATP flight schools were in attendance. Aspen Flying Club and Flights Inc. have presented at the Roundtable earlier this year. We plan to have another Flight School Engagement meeting in June.

The Roundtable was presented with a preliminary report/discussion of the recent UC Davis Airport Noise Conference. The Conference was in hybrid format with the majority of participants being online. There will be a more detailed report in the June meeting.

Concerns for future meetings is the return of the Buckley Guard squadron from deployment and the increased activity in military traffic and the closure and resurfacing of 17R/35L in the coming months.

Preliminary Web Documents