

CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE
MINUTES

October 7, 2020

Approved November 4, 2020

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 virtual meeting via Zoom was called to order at 6:36 p.m. by Chair Brad Pierce. The following were in attendance and a quorum was present:

Arapahoe County:	Bill Skinner	Greenwood Village:	Tom Dougherty
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	CABA:	Don Kuskie
Castle Pines:	Melissa Coudeyras	FAA APA Control Tower	Ron Curry
Centennial:	Candace Moon		

Others in attendance were Mike Fronapfel, Alternate ACPAA Representative; Karen Hancock, Alternate Aurora Representative; Fly Quiet Committee Member Bill Wasmund; Study Group and past Centennial Alternate Representative Andrea Suhaka; Janice Wright, member of the public from Castle Pines Village; Trisha Coberly, CobWeb Designs; and ACPAA staff Gina Conley, Deborah Grigsby, Rachel Keller, and Deb Smith.

Those absent were:

Castle Rock:	Jason Gray/James Townsend	AOPA:	Bob Doubek/John Hirshman
Cherry Hills Village:	Al Blum/Afshin Safavi	CDOT Aeronautics Div:	Todd Green/Vacant
Foxfield:	Pam Thompson/Frank Lawrence	FAA District Office:	John Bauer/John Sweeney

2. **APPROVAL OF AGENDA:** On the motion Amy Holland, duly seconded, the agenda was approved as presented.

3. **PUBLIC COMMENT:** Janice Wright from Castle Pines Village indicated her neighborhood was having increased concern about aircraft noise, primarily from large jets which were possibly from Denver International Airport. They are collecting letters which would be shared with the FAA and DIA.

Mike Fronapfel noted there were increasing complaints from the Lone Tree area as well, with complainers calling attention to noise earlier and later in the day, more traffic of an east/west nature, and noise which was different than during the summer when flights were curtailed drastically by the COVID outbreak. Staff had done some investigating, and a considerable amount of the traffic could be attributed to flight schools, but the E/W change might also be attributed to the FAA's Metroplex Project.

Question was asked if the public should still be encouraged to file noise complaints, and the staff response was yes.

Brad Pierce shared that one of the original members of CACNR, and one of its first Chairs, Paul Rosenberg, had succumbed to cancer. Further information was requested and would be sent out.

The CACNR email address had received two letters since the last meeting. One was from the Highlands Ranch area and the other was from the Orchard Hills area. The former correspondent was amazed there was no noise monitor in Highlands Ranch and wanted to know how to obtain one. Communication with airport staff had resulted in a portable monitor being placed at this residence. The frustration level indicated in the letter mirrored what CACNR has heard from residents since it was formed.

The second letter was from a resident who had moved to that home after doing due diligence about airport noise, and was now being bothered by aircraft noise characterized as being constant, loud, and grating. Request had been made to reduce the number of places in the sky at one time, have flights avoid flying over residential areas, and increasing the time between takeoffs and landings. The resident indicated "Surely there is some solution that will accommodate the residents of the community and the airport." The resident had been responded to and referred to the airport for more detailed information and involvement if desired.

4. **CONSENT AGENDA:** Alison Biggs moved to remove both items listed under the Consent Agenda to Agenda Item #5. Motion was duly seconded and carried.

5. **ITEM(S) REMOVED FROM CONSENT AGENDA:**

A. **DRAFT MINUTES**, September 2, 2020 – Alison Biggs indicated there was a typographical error on page two, in the fourth line of the paragraph beginning "Given that concern, however, the consequences..." The sentence should read "There are times where there is no other option." Alison Biggs moved the acceptance of the correction. Motion seconded and carried. Alison Biggs moved the acceptance of the September 2, 2020 minutes as amended. Motion seconded and carried.

B. **TREASURER'S REPORT** – Tom Dougherty indicated the Executive Committee would be developing the draft budget for 2021, and requested all Committee chairs to let it know by October 16th what their anticipated expenditures might be for next year. Things to be considered included the probable need to continue meeting virtually, and what might realistically be accomplished given the continuing impact of the COVID outbreak. On the motion of Tom Dougherty, duly seconded, the October 1, 2020 Treasurer's Report was approved.

6. **COMMITTEE REPORTS:**

A. **COMMUNITY OUTREACH** – In addition to Trisha Coberly, those able to add or change content on the updated website would include Brad Pierce, Melissa Coudeyras, and Amy Holland, with Holland serving as the ‘clearing house’ contact. A preview of the site was provided. It was requested the information regarding the Colorado Open Records Act (CORA) be placed at the bottom of the page instead of at the top. The site will be regularly backed-up, and it was noted there is ample storage space for items which CACNR would like to have added. Everyone involved with the ‘new and improved’ website was thanked for all the work!

Tom Dougherty provided a report on the research he had done regarding CORA. It appeared CACNR’s advisory role to ACPAA would make CACNR also subject to CORA. Accordingly, the public now needs to know it can have no expectation of privacy when complaining about airport/aircraft noise. Language to be placed on the CACNR website as noted above would be “Please be advised that, under the Colorado Open Records Act, noise complaints concerning aircraft operations at Centennial Airport are deemed to be public records and may be subject to disclosure in response to a request under the Act.”

To CACNR’s knowledge, there have been few, if any, requests for information about those lodging noise complaints in recent years. The information about the possibility, will be provided, but it was hoped the public would not be dissuaded from entering complaints, so this useful information source would not be cut off. When emails come to CACNR’s email address, the Secretary will reply with information appropriate/related to the work of CACNR, and may suggest other resources as suitable. Information about received emails will be summarized for sharing with the full CACNR; no specifics will be included.

Tom Dougherty was thanked by the group for doing the research and for his report.

B. **FLY QUIET** –Don Kuskie reported the committee had not been able to meet, but work on its various tasks was continuing. It is looking at WebTrack in relation to traffic patterns, to see if any relief might be made through the patterns themselves, the highest number of operations that can be safely handled, etc. On one sample day, operations varied from 127 to 275 at different times of the day, although information about military and medical flights is blocked, so actual numbers may vary. There was still a problem with flight paths being extended, with aircraft turning even as far north as Belleview Avenue, so perhaps a slight pattern shift might move traffic and help alleviate noise.

C. **NOISE MONITORS** – Candace Moon indicated the committee had met virtually before this meeting and looked at some information from Van Nuys airport. There, air traffic is monitored, and pilots are sent a note when they go over residential areas. The Committee is also exploring how to incentivize pilots into being good neighbors.

The August noise report was reviewed. It showed there had been **36,007 Total Operations** in August, up from 34,036 total operations in July, up from 25,242 in June, and up from 30,398 in May. There had been 36,258 operations in August 2019. In August, there had been **18,065 local flights**, up from 17,432 local flights in July, up from 9,227 local flights in June.

During August, there were **31,099 noise events** at the 12 noise monitors. Noise events at each monitor were:

- 9,848 events at the **Golf Course** monitor on airport property (6,186 in the 60-69 decibel range)
- 6,604 events at the **Meridian** monitor (4,921 in the 60-69 decibel range)
- 5,765 events at the **Airport East** monitor on airport property (3,656 in the 60-69 decibel range)

- 2,447 events at the **State Park** monitor (1,764 in the 60-69 decibel range)
- 2,251 events at the **Parker** monitor (1,739 in the 60-69 decibel range)
- 1,596 events at the **Grandview Estates** monitor (1,418 in the 60-69 decibel range)

- 944 events at the **Greenwood Village** monitor (870 in the 60-69 decibel range)
- 690 events at the **Lone Tree** monitor (644 in the 60-69 decibel range)
- 538 events at the **Hunter’s Hill** monitor (528 in the 60 – 69 decibel range)
- 419 events at the **Castle Rock** monitor (685 in the 60-69 decibel range)

- 314 events at the **Castle Pines** monitor (304 in the 60-69 decibel range)
- 183 events at the **Sagebrush Park** monitor (166 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 –	3,036	Greenwood Village –	68
Meridian –	1,636	Hunter’s Hill –	62
Airport East –	1,410	Lone Tree –	46
State Park –	677	Sagebrush Park –	15
Parker –	506	Castle Rock –	16
Grandview Estates –	175	Castle Pines –	10

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

Airport East –	652	Parker –	6
Golf Course –	118	State Park –	5
Meridian –	46	Grandview Estates –	3
Greenwood Village and Parker –	6 each	Hunter’s Hill –	2

Including the two monitors on airport property, locations with noise events in the **90+ decibel** range were:

Airport East –	47	Meridian & State Park –	1 each
Golf Course –	8		

In August there had been **1,315 complaints from 118 households**, a 68% increase in complaints from July (July had 895 complaints from 102 households ; June had 809 complaints from 81 households; in May, there had been 627 complaints from 113 households; in April, there had been 607 complaints from 34 households),

Of the **1,315 complaints**, 677 originated from Unincorporated Arapahoe County (51.5%); 177 were from Greenwood Village (13.5%); 158 were from Unincorporated Douglas County (12%); 150 were from Centennial (11.4%); 42 were from Castle Rock (3.2%); 40 were from Aurora (3%); 30 from Parker (02.3%); 15 were from Other (01.1%); 12 were from Highlands Ranch (0.9%); 9 were from Lone Tree (0.7%); 4 were from Denver (0.3%); and 1 was from Castle Pines.

Of the **118 households**, 47 were from Unincorporated Arapahoe County (39.8%); 22 were located in Greenwood Village (18.6%); 9 had complained from Unincorporated Douglas County (7.6%); 7 each were from Centennial and Other (5.9%); 6 each were from Highlands Ranch and Lone Tree (5.1%); 4 each from Aurora and Parker (3.4%); 3 were from Denver (2.5%); and 1 from Castle Pines (0.8%).

Year to Date, the number of **complaining households (316)** came from: Unincorporated Arapahoe County – 104 (32.9%); Greenwood Village – 52 (16.5%); Unincorporated Douglas County – 36 (11.4%); Centennial and Other – 31 (9.8%) each; Lone Tree – 12 (3.8%); Castle Rock and Highlands Ranch – 9 each (2.8%); Castle Pines and Denver – 8 each (2.5%); Aurora and Parker – 7 each (2.2%); and 2 from Cherry Hills Village (0.6%).

Year to Date, the **number of complaints (6,665)** were from Centennial – 1,785 (26.7%); Unincorporated Arapahoe County – 1,721 (25.8%); Greenwood Village – 1,260 (18.9%); Unincorporated Douglas County 1,081 (16.2%); Parker –263 (3.9%); Aurora – 221 (3.3%); Other – 115 (1.7%); Castle Rock – 93 (1.4%); Lone Tree – 70 (1.1%); Highlands Ranch – 28 (0.4%); Castle Pines – 14 (0.2%); Denver – 12 (0.18%); and Cherry Hills Village – 2.(0.07%).

125 complainers had **requested responses** from the airport, with 57 of those requests made by email, and 68 by telephone.

Of the 1,315 **complaints**, 1,178 (89.6%) were about **daytime flights** and 137 (10.4%) were about **nighttime flights**.

The **Year to Date top 5 number of complaints** came from households in Centennial – 1,689 (25%); Greenwood Village – 960 (14.4%); Unincorporated Douglas County – 892 (13.4%); Unincorporated Arapahoe County – 771 (11.6%); and Unincorporated Arapahoe County – 328 (4.9%).

With the top complaining household removed, **props accounted for 68% of the complaints** in August, while **jets accounted for 31% of the complaints; 1% were unknown. Training caused 39% of the complaints; departures were responsible for 34% of the complaints; arrivals were 27%.**

The August complaint map showed the household locations of the complaints, with 6 being outside the map boundaries. For the year to date, there had been 30 complaining households outside the map area.

In August, the **most prolific complainer** had been in Centennial, with 328, followed by Centennial with 137, followed by Unincorporated Douglas County, with 136 complaints, and Greenwood Village, with 113 complaints. The **largest cluster of complaints** was again located north and slightly west of the airport's north-south runway.

It was noted there would be a new radar track density map with the September noise report. Request was made to also have the September 2019 map provided for the November 24, 2020 meeting.

Comment was made that the map is perhaps not clear to the public, and where the data comes from that makes up the map. Response was the information is pulled from the Airport Noise & Operations Monitoring System (ANOMS), and it is rather labor intensive to do so, thus the map is only updated quarterly. Question was asked if different such maps showing different types of flight information might be useful, such as flights which are training only, etc. CACNR would have to look at what kind of information it might want in this regard. Robert Olislagers indicated he would look at the possibilities and get back to CACNR.

D. **WORK PLAN** – Representatives were reminded the Work Program is due to be updated, with the final 2021/2222 version to be adopted in March 2021. However, Committees had already been asked to consider what their financial needs might be in 2021, so the Executive Committee could use that information when it crafts the draft 2021 budget.

E. **STUDY GROUP** – The final signature pages had been provided to all signatories.

7. **FAA REPORTS:**

A. **DISTRICT OFFICE** – None.

B. **APA AIR TRAFFIC CONTROL TOWER** – Ron Curry informed CACNR that a helicopter company had been contracted to do photography for 3-D modeling in four local areas around Centennial Airport. The flights would be low, going both back and forth and in a series of circles, for perhaps three – five hours at a time, probably between the hours of 10:00 a.m. and 3:00 p.m. The date of the actual start of the project would be determined by the weather, smoke from the wildfires in the state, cloud cover, etc. The areas were generally identified as 1.) between I-25 & Yosemite and Arapahoe Road and County Line Road; 2.) near University and Arapahoe Road & County Line Road; 3.) Smoky Hill Road, Chambers and E470; and 4.) east of the airport's runway and west of Jordan Road.

Question was asked what the helicopter would look like, with response that it would be yellow and blue, with a tail #N143AP; the tail number could be 'googled' to see what it actually looked like. Question was asked why the contracting company did not just use Google Maps. Response was perhaps it was because of the 3-D aspect. It was noted that this type of thing is not uncommon, even though the public may not know it is happening. Curry was again thanked for attending the meeting and bringing useful information.

C. **TRACON** – None

8. **OTHER REGULAR MONTHLY REPORTS:**

A. **ARAPAHOE COUNTY PUBLIC AIRPORT AUTHORITY** – Reports from the September 10, 2020 ACPAA meeting had been provided by Robert Doubek and Paul Krier. Krier noted his surprised at how flights have restarted, particularly training flights. The new administration building was progressing, with occupancy reportedly scheduled for October 22nd. Progress was being made by Boom Supersonic, based at Centennial Airport, on a 55-passenger aircraft. A roll-out of a 1/3 scale demonstrator had been held the day of this meeting. Flight testing, at another location, will begin in 2021.

B. **AIRPORT DIRECTOR'S REPORT** – Robert Olislagers reported he had been to Greenwood Village about the rise in noise complaints from there. Things discussed were the increase in training activity all over the country; more individuals being home all day; increased stress levels/anger/frustration due to the restriction caused by the virus pandemic; etc. A possible increase in E/W traffic due to the Denver Metroplex Project was also considered.

1. Noise Portal – Rachel Keller reported on this FAA response to noise concerns from the various areas of the country. Centennial Airport has agreed to partner with the FAA, and both the airport and CACNR are now listed in the FAA materials. There will be some type of two-way street for information about noise complaints.

2. Master Plan – When asked, CACNR was informed there would be a virtual hearing about the Master Plan on October 20 at 1:00 p.m. Staff was to provide CACNR with the link to the information about the hearing.

3. Airport Activity – The grand opening of the airport's new administrative building had been scheduled for November 12th.

4. Legislative – no report

5. Litigation/Metroplex – It now appeared briefs on this matter would be due in November 2020, with oral arguments occurring in February 2021.

C. **CDOT AERONAUTICS DIVISION** – None

D. **NEXTGEN ADVISORY COMMITTEE (NAC)** – Brad Pierce indicated the November meeting would be done via Zoom.

E. **N.O.I.S.E.** – Brad Pierce again reported the November N.O.I.S.E. meeting, originally scheduled for Tampa, Florida in conjunction with the National League of Cities, would be virtual. CACNR has a policy to send two representatives to N.O.I.S.E. meetings. No registration information was available yet, though there would not be a registration fee.

F. **3rd QUARTER LAND USE REVIEW** – Twenty referrals had been reviewed between July 1, 2020 and September 30, 2020. Eleven had been approved; eight were subject to comments; and one had not been recommended. Rachel Keller noted the one not recommended was the Jones District Final Plat in the City of Centennial, as the entire development was located within the Buffer Zone of the Airport Influence Area.

9. **OLD BUSINESS:**

A. **UC DAVIS AVIATION AND EMISSIONS SYMPOSIUM** – Preliminary program information for the February 23-26, 2021 symposium was provided. Presentations will be virtual. Early Bird registration will begin in October. The information will be put on the CACNR website.

B. **2020 MEETING SCHEDULE FOR CACNR & ACPAA, INCLUDING CACNR REPRESENTATIVES TO ACPAA** – The 2020 meeting schedule was again provided. Alison Biggs would attend the October 8 meeting; Paul Krier would handle the November 12 meeting, and Melissa Coudeyras would attend for CACNR at the December 10 meeting.

C. **CONGRESSIONAL QUIET SKIES CAUCUS** – On hold until after the November election.

10. **NEW BUSINESS:**

A. **INFORMATION SHARING** – There was some further discussion of the 3-D mapping helicopter flights, with note that Centennial Airport would likely bear the brunt of complaints, even though it had nothing to do with the contract. Representatives for the areas involved would try to let their residents know what was going on.

11. **PUBLIC COMMENT:**

12. **NEXT MEETINGS:**

A. **CACNR** – November 4, 2020 6:30 p.m. virtual meeting
December 2, 2020 6:30 p.m. virtual meeting

B. **ACPAA** – October 8, 2020 3:00 p.m.
November 12, 2020 3:00 p.m.
December 10, 2020 3:00 p.m.

13. **ADJOURNMENT:** The meeting was adjourned at 8:43 p.m.

Alison Biggs, Secretary