

CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE
MINUTES

February 3, 2021

Approved March 3, 2021

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 6:33 p.m. by Chair Brad Pierce. The following were in attendance and a quorum was present:

Arapahoe County	Carrie Warren-Gully	Foxfield:	Pam Thompson
Arapahoe County:	Paul Krier	Greenwood Village:	Tom Dougherty
Douglas County:	Dan Avery	Lone Tree:	Mike Anderson
Douglas County:	Alison Biggs	Parker:	Todd Hendreks
Aurora:	Brad Pierce	ACPAA:	Mike Fronapfel
Castle Pines:	Melissa Coudeyras	AOPA:	John Hirshman
Centennial:	Candace Moon	FAA APA Control Tower:	Ron Curry

Others in attendance were Arapahoe County Alternate Representative Bill Skinner; Aurora Alternate Representative Karen Hancock; Fly Quiet Committee Member Bill Wasmund; and ACPAA staff Gina Conley, Deborah Grigsby, Rachel Keller, and Noah Yarborough.

Those absent were:

Castle Rock:	Jason Gray/Vacant	CDOT Aeronautics Div:	Todd Green/Vacant
Cherry Hills Village:	Al Blum/Afshin Safavi	FAA District Office:	John Bauer/John Sweeney
CABA:	Don Kuskie/Mike Straka	FAA TRACON:	Steve Martin/Bill Dunn

New Representatives to CACNR were introduced and asked to share something about themselves. Carrie Warren-Gully now represents Arapahoe County, and is newly elected as an Arapahoe County Commissioner. She grew up here, and was most recently a member of the Littleton Public School Board.

Todd Hendreks has lived in Parker for seventeen years, and is newly elected to the Parker City Council. His background is in Information Technology, data analytics and business intelligence. He will be Parker's Alternate Representative.

Both were warmly welcomed to the roundtable.

2. **APPROVAL OF AGENDA:** Alison Biggs noted the dates shown under Agenda Item 9.B. should be March 11 and May 13. On the motion of Tom Dougherty, duly seconded, the revised agenda was approved.

3. **PUBLIC COMMENT:** David Adams, Aurora; Randy Johnson, Louviers; Andrea Suhaka, Past Centennial Alternate Representative; and Janice Wright, Castle Pines Village, were all in attendance.

David Adams indicated he was from a small area of Aurora called Inspiration; it is part of Aurora, but is in Douglas County rather than Arapahoe County. He has been there about two years, and has noticed a change in night flights. As an example, in a recent 17-day period, there were 13 noisy flights between 10:00 p.m. and 7:00 a.m. A portable noise monitor had just been placed on his property. Suggestion was made that the flight path changes from the Denver Metroplex Project might be the cause of the noisy night flights, but he indicated the Metroplex changes took effect in March 2020 and these noisy flights had only happened in the last 2-3 months, so perhaps Metroplex was not the cause. Adams was thanked for agreeing to have a noise monitor on his property.

As had been noted at the last meeting, a noise monitor had been placed in Castle Pines Village for a second time, this one in November. Janice Wright indicated they were still awaiting that report. Rachel Keller responded the report had been sent to Robert Olislagers for his determination about its release. She indicated she would follow up about it. Wright stated they were still being unduly bothered by air traffic. She also reported seeing two paragliders in the area who looked to be perilously close to planes over her area and were of considerable concern.

Ron Curry informed CACNR that the control tower at Centennial Airport had been partially closed for the last two weeks, with only a skeleton crew operating during the day; two of the air traffic controllers had worked six ten-hour days in a row. Traffic had been slowed accordingly for safety, and with the tower closed at night, Centennial Airport traffic had then been operating uncontrolled, as do those smaller airports which do not have an air traffic control tower. The closures had been due to problems caused by coronavirus exposures. Staffing was beginning to improve.

In relation to the possible paraglider incident, Curry suggested the gliders could probably have been further from the aircraft than it might have appeared. The viewing angle can sometimes make it difficult to discern how close objects are, but no incidents had been reported involving paragliders to his knowledge. There are rules for where such pilots are allowed, and he had heard of none which had gotten close enough to Centennial Airport traffic to be a problem. If one did and presented a safety issue, the control tower would contact the Flight Standards District Office (FSDO), which is the enforcement branch of the FAA. If a pilot appears to have broken Federal Aviation Regulations or safety rules, FSDO is the office that does the investigations that might lead to

discipline. If the Centennial Control Tower thinks a pilot is breaking the Federal Aviation Regulations or being unsafe, it is reported to FSDO and that office handles it. Curry noted the FSDO budget has not kept up with the workload over the years, and many of the personnel are working in the field, so it is sometimes difficult to reach anyone at that office, but messages can be left. Their web site has a contact phone number (800-847-3808), a link to email them, their physical address and other info: https://www.faa.gov/about/office_org/field_offices/fsdo/den/contact/ It was agreed this would be appropriate information to have on the CACNR website.

4. **CONSENT AGENDA:** The Consent Agenda included the January 6, 2020 draft minutes, and a Treasurer's Report dated January 28, 2021 which showed a balance of \$10,102.48.

On the motion of Alison Biggs, duly seconded, the draft minutes were moved to Agenda Item #5. On the motion of Alison Biggs, duly seconded, the remaining Consent Agenda was approved.

5. **ITEM(S) REMOVED FROM CONSENT AGENDA:** Alison Biggs reported Andrea Suhaka, past CACNR Alternate Representative from Centennial had been present at the January 6, 2021 meeting, and her name should be added to those present.

Biggs also reported Agenda Item 4 of the January 6, 2021 CACNR draft minutes should be corrected to read "The Consent Agenda included the December 2, 2020 draft minutes, and a Treasurer's Report dated December 30, 2020 which showed a balance of \$10,277.48. On the motion....". On the motion of Alison Biggs, duly seconded, the January 6, 2021 minutes were amended accordingly. On the motion of Mike Anderson, duly seconded, the amended minutes were approved.

6. **COMMITTEE REPORTS:**

A. **EXECUTIVE COMMITTEE** – 1. Virtual Meeting with Jason Schwartz – Brad Pierce reported the committee, in combination with the Work Program Committee, had met with Jason Schwartz. The work pertinent to the Work Plan Committee was discussed later in meeting, under 6.E.

2. Initial Summary Report/Task Overview of Meetings with All Committees – Jason Schwartz had provided a summary of his meetings with each committee, which had been provided with this meeting's materials. Pierce indicated each section of the summary would be discussed by the respective committees during their reports.

3. On January 12, 2021, Centennial Airport had received an overview of the FAA Aircraft Noise Policy and Research Efforts/Noise Annoyance Survey Results (also known as the "Neighborhood Environmental Survey"), which had been in process for several years and which would be released for publication in the Federal Register, probably on January 13. The overview had been forwarded to CACNR. There would be a sixty-day comment period, ending March 15th. Unfortunately, no general aviation airports had been involved in the study. As usual with FAA materials, this report is lengthy (451 pages). The Executive Committee agreed CACNR needs to respond, and determined it would probably be most useful to see if N.O.I.S.E. would share its observations about the document for ideas which would be appropriate for CACNR to also highlight in its response. Brad Pierce will communicate with N.O.I.S.E. Anyone on CACNR who had observations was asked to let Brad Pierce know, so they could be included in CACNR's response, and all were encouraged to share the report with their jurisdictions or organizations, for their response directly to the FAA.

4. Communications between Douglas County Commissioner and CACNR Representative Abe Laydon, Dan Avery, his Alternate Representative, and Brad Pierce, CACNR Chair, were shared and discussed. Generally, Commissioner Laydon had asked for exploration of holding some type of meeting between CACNR and the flight school operators. The purpose would be to see if the Noise Abatement Guidelines should be updated, and whether they could/should be more formally incorporated into the best practices which airport staff communicates to the flight schools semi-annually.

Mike Fronapfel indicated he and Robert Olislagers had met with Commissioner Laydon recently to discuss Laydon's concerns. As would be seen further in the agenda, this basic idea seemed to fit with items discussed during the committee meetings with Jason Schwartz. It was agreed the idea might be rolled into the Work Program, and had possibilities also in relation to the frequently discussed idea of incentives or recognitions to those who are good neighbor pilots or businesses. Brad Pierce indicated he would work to coordinate these kinds of efforts, perhaps starting with a look at updating the Noise Abatement Guidelines.

5. The invoice from ABCx2, LLC for the services of Jason Schwartz for Phase I for the work on the 2021-2022 CACNR Work Program had been received and shared with CACNR in a special mailing. The invoice reflected the cost factor approved when the consulting proposal had been agreed to in December 2020, and provided a breakdown of its use. It also reflected a client discount, provided by ABCx2, LLC, to assure the invoice met the agreed upon budget. Schwartz had provided a summary of his meetings with the committees, with a full report to follow. Following brief discussion, Alison Biggs moved CACNR pay the invoice in full. Motion was duly seconded and carried. Rachel Keller was asked to see that payment was made from CACNR's account.

B. **COMMUNITY OUTREACH** – Melissa Coudeyras noted the committee had reported on its meeting with Jason Schwartz at the last CACNR meeting. It had met again immediately prior to this meeting. Using Schwartz's brief, she indicated continued attention to the CACNR website was the committee's #1 priority, followed by that of promoting FAA participation/support of the roundtable. An idea about asking the FAA to provide a briefing(s) on specific topics had been suggested. That kind of information/education sharing with communities could be positive for both CACNR and the FAA. It was noted the information Ron Curry brings to CACNR is useful and appreciated. Curry responded with thanks, but noted he brings the perspective of the APA tower only, and should not be considered an official FAA representative.

The focus of the priority to expand outreach to elected officials would likely begin with determining if elected officials were taking information back to their jurisdictions, and bringing questions and concerns back to the roundtable, and building from there.

The priority of leveraging social media as a tool for community outreach would likely take the most time to work on, and might not be accomplished quickly.

C. **FLY QUIET** – Bill Wasmund reported for this committee. He indicated he has visited some of the flight schools regarding their curricula; the effort to obtain support for the Noise Abatement Guidelines is ongoing. On the list of priorities identified during the meeting with Jason Schwartz, it seemed the first could also include the type of thing Commissioner Laydon had requested. He commented on the remaining items in the list including doing some follow-up with manufacturers of composite propellers and helping to get information to the pilot community about their pros and cons. This committee had considered establishing an incentive program for pilots.

D. **NOISE MONITORS** – Candace Moon reported the committee had met with Jason Schwartz on January 14. At her request, Tom Dougherty reviewed the four points included in the Schwartz preliminary report. One addition to second bullet, already shared with Schwartz which will be included in his final summary report was “Development of fly quiet incentives for pilots and/or companies.” This was an example of overlap with some of the other committees, as was obtaining more information about the noise complaint process and how complaints are handled by the airport and shared with CACNR. Dougherty noted one approach to this overlap might be for the Noise Monitor Committee to obtain and analyze data which could then be utilized by the Fly Quiet Committee in establishing the parameters of an incentive program. It was also noted that the entire CACNR looks at noise monitor data every month, and perhaps needs to develop enhanced information sharing with the public.

The December and Year End noise reports were reviewed. They showed there had been **25,427 Total Operations** in December, up from 24,677 Total Operations in November. There had been **12,187 Local Operations** in December, up from 11,752 local operations in November. For the year **2020, Total Operations** were **334,965**, and **Total Local Operations** had been **166,394**.

During December, there were **24,867 noise events** at the 12 noise monitors. Noise events at each monitor were:

- 9,243 events at the **Golf Course** monitor on airport property (5,412 in the 60-69 decibel range)
- 5,207 events at the **Meridian** monitor (4,049 in the 60-69 decibel range)
- 2,878 events at the **Airport East** monitor on airport property (1,553 in the 60-69 decibel range)
- 1,986 events at the **State Park** monitor (1,567 in the 60-69 decibel range)
- 1,570 events at the **Parker** monitor (1,681 in the 60-69 decibel range)
- 1,162 events at the **Grandview Estates** monitor (1,022 in the 60-69 decibel range)

- 892 events at the **Castle Rock** monitor (838 in the 60-69 decibel range)
- 736 events at the **Greenwood Village** monitor (652 in the 60-69 decibel range)
- 471 events at the **Lone Tree** monitor (429 in the 60-69 decibel range)
- 401 events at the **Hunter’s Hill** monitor (367 in the 60 – 69 decibel range)
- 187 events at the **Castle Pines** monitor (175 in the 60-69 decibel range)
- 134 events at the **Sagebrush Park** monitor (121 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 –	3,051	Greenwood Village –	84
Meridian –	1,125	Castle Rock –	54
Airport East –	796	Lone Tree –	40
State Park –	414	Hunters Hill -	33
Parker –	179	Castle Pines and Sagebrush Park –	12 each
Grandview Estates –	131		

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

Golf Course –	644	Grandview Estates –	09
Airport East –	476	State Park –	05
Meridian –	32	Greenwood Village and Lone Tree –	02 each
Parker –	10	Hunters Hill and Sagebrush Park –	01 each

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

Golf Course -	136	Airport East -	53	Meridian –	01
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In December, there had been **598 complaints from 22 households**. Of the **598 complaints**:

Unincorporated Arapahoe County –	238 (40%)	Greenwood Village –	18 (3%)
Centennial –	125 (21%)	Aurora –	9 (1.5%)
Castle Rock –	101 (17%)	Highlands Ranch –	5 (0.8%)
Unincorporated Douglas County –	63 (11%)	Lone Tree and Other –	2 (0.3%) each
Parker –	35 (6%)		

For the 2020 Year, there had been 10,401 complaints:

Unincorporated Arapahoe County –	2,748 (28%)	Highlands Ranch –	245 (2.4%)
Centennial –	2,262 (21.7%)	Other –	158 (1.5%)
Greenwood Village –	1,892 (18.2%)	Lone Tree –	88 (0.8%)
Unincorporated Douglas County –	1,420 (13.7%)	Denver –	18 (0.18%)

Parker – 560 (5.4%)
Castle Rock – 456 (4.4%)
Aurora – 295 (2.8%)

Castle Pines – 16 (0.15%)
Cherry Hills Village – 0.05%

Comparatively, there had been a total of 5,915 complaints in 2019.

Of the **22 households complaining in December:**

Unincorporated Arapahoe County – 5 (22.7%) Aurora, Lone Tree, Parker and Other – 2 (9%) each
Highlands Ranch, Unincorporated Douglas Co. – 3 (13.6%) each Castle Rock, Centennial, Greenwood Village – 1 (4.5%) each

For the 2020 Year there had been 382 complaining households:

Unincorporated Arapahoe County – 124 (32.5%) Lone Tree – 13 (3.4%)
Greenwood Village – 62 (16.2%) Aurora – 10 (2.6%)
Unincorporated Douglas County – 45 (11.8%) Castle Pines and Denver – 9 (2.4%) each
Centennial and Other – 38 (10%) each Castle Rock and Parker – 8 (2.1%) each
Highlands Ranch – 15 (3.9%) Cherry Hills Village – 3 (0.78%)

Comparatively, there had been a total of 280 complaining households in 2019.

In December 2020, 49 complainers had **requested responses** from the airport, with 10 of those requests made by email, and 39 by telephone. Year-to-date, 859 complainers had requested responses, 347 by email, and 512 by telephone.

Of the 598 December 2020 **complaints**, 563 (94%) were about **daytime flights** and 35 (6%) were about **nighttime flights**.

In December 2019, there had been 676 complaints, compared to 598 complaints in December 2020.

With the top complaining household removed, **props accounted for 66% of the complaints by aircraft type** in December, while **jets accounted for 30% of the complaints, 3% were about helicopters and 1% were unknown. Departures were responsible for 48% of the complaints by operation type, training was responsible for 28%, arrivals were 23%; and 1% were unknown.**

For the year 2020, props had accounted for 73% of the complaints by aircraft type, with jets at 24%, helicopters at 1%, and 2% had been unknown. Also, in 2020, Departures had been responsible for 37% of the complaints by operation type, training caused 26%, arrivals were responsible for 24%, and 13% had been unknown.

For the year 2020, the **top 5 household complainers were** households in Centennial – 2,156 (20.7%); Greenwood Village – 1,492 (14.3%); Unincorporated Arapahoe County – 1,404 (13.5%); Unincorporated Douglas County – 1,173 (11.3%); and Unincorporated Arapahoe County – 691 (6.6%). The remaining 3,485 (33.5 %) were scattered throughout the area affected by the airport.

Graphs showing the relationship between airport operations and the numbers of complaints with and without the top complaining household removed were provided, for both the current 12-month trend, and the previous 13-month trend. The highest numbers of both operations and complaints had occurred in September 2020.

A graph showing the previous 35 years of operations and the number of noise complaints during that time was also provided.

The December complaint map showed the household locations of the complaints, with 1 being outside the map boundaries, in Elizabeth. For the year to date, there had been 39 complaining households outside the map area. The **largest cluster of complaints** was again located north and slightly west of the airport's north-south runway, both in December and for the entire year.

A December 2020 radar track density map was provided, as well as two similar maps showing both the flight tracks for DIA and Centennial Airport pre- and post-the implementation of the Denver Metroplex Project. The differences between the two Metroplex related maps was quite striking. It was noted that the noise pain appeared to have been spread out over the area pre-Metroplex, but post-Metroplex implementation, it is now concentrated along the remaining flight paths. CACNR has historically opposed simply moving noise from over one jurisdiction to another, which Metroplex has demonstrably done.

Question was asked why areas of density related to Centennial Airport showed on the December 2020 APA only map, and not on the others. Response was by increasing the geographic area covered to accommodate DIA, finer aspects get diluted and therefore are not reflected in as much detail.

E. **WORK PLAN** – Combined with the Executive Committee, report above. In relation to the summary of the committee work with Schwartz, some items noted by other committees had also appeared here, in addition to the 'traditional' responsibilities of this committee. The idea of restructuring meeting agendas to provide more focus on activities related to CACNR's mission, vision, and work program had been explored.

CACNR Member Representatives were asked to consider how/what the organization might do differently as noted above, and to share ideas with the Chair. Representatives were also asked to carefully consider the draft summary of the committees' work, and provide any suggestions to the Chair. The goal was to have a draft Work Program ready for consideration and adoption at the March meeting.

F. **ADDITION OF NEW REPRESENTATIVES TO COMMITTEES** – Brad Pierce suggested the two new Representatives.

think about with what committees they might like to become involved. Todd Hendreks indicated he would like to join the Community Outreach Committee. Carrie Warren-Gully asked to be assigned, so Pierce placed her on the Fly Quiet Committee.

7. **FAA REPORTS:**

A. **DISTRICT OFFICE** – None

B. **Centennial (APA) AIR TRAFFIC CONTROL TOWER** – In addition to what he had previously reported, Ron Curry indicated that, over the last several years, APA had usually been #20 or #23 in the country in terms of total operations. That included Airport Operations which are takeoffs plus landings, and Tower Operations which are airport operations plus the aircraft that pass through Centennial airspace and are controlled by the tower but don't land at the airport. When the pandemic started, all air traffic really dropped, but APA traffic has come back quicker than most airports, particularly where major airlines still have far fewer daily flights than they had previously. APA is now running about its normal traffic and has been for several months.

So, for calendar year 2020, APA was the #10 airport in Tower Operations and #8 in Airport Operations. Since the APA airspace is small, it doesn't control as many overflights passing through without landing as some of the bigger places do, so APA Tower Operations aren't much more than its Airport Operations. The two airports APA is ahead of in Airport Operations but not in Tower Operations are Las Vegas and Phoenix. In Airport Operations, APA is between Los Angeles International and Las Vegas. The only other airport besides APA that has no major airlines that shows up in this list of the top 10 is Deer Valley, basically the Centennial of the Phoenix metro area. Numbers of aircraft do not reflect numbers of passengers; APA will never be in the same league as the airports with major airlines whose jets have 100+ people on them, while APA's jets might have 5.

Pre-pandemic, APA often had a day or two each month when it would be in the top 5 or 6 or 7 in the country and have more traffic than DIA for that day. During the pandemic, there were many more days when APA was the busiest airport in Colorado. For the entire month of May 2020, APA was #2 in the country.

APA traffic has moved up relative to major airports most probably because corporate executives want to avoid the crowds at airports and on airplanes during the COVID pandemic, so they use a company plane or charter. Executives like living in Colorado and want an easily accessible airport for their private jets. (Vanity Fair recently moved its headquarters here and now has several jets at APA.) Even more than usual, much of the business of Denver is passing through APA instead DIA; the salesmen that work a multistate territory may fly out of DIA, but the CEO, flies out of APA. It is why they put their offices in the Denver Tech Center area.

Curry has additional data about the various airports included in the rankings, to those interested, and was sincerely thanked.

C. **TRACON** – None

8. **OTHER REGULAR MONTHLY REPORTS:**

A. **ARAPAHOE COUNTY PUBLIC AIRPORT AUTHORITY** – There had been no ACPAA meeting in January.

B. **AIRPORT DIRECTOR'S REPORT** – Mike Fronapfel reported for Robert Oislagers. Generally, there had been 334,000 operations in 2020, down 6% from that number in 2019. Fuel revenue had decreased 15%, although it was coming back up recently. Training traffic and related complaints had increased in 2020; whether those related items will decrease in 2021 remains to be seen. As had been regularly mentioned, people working from home were more likely to notice and complain about airport noise than when they were away at their jobs. There was nothing new legislatively at the Federal or State levels. There would be nothing new related to the Denver Metroplex Project lawsuit until after February 18th. The FAA Aircraft Noise Policy and Research Efforts/Noise Annoyance Survey Results may be useful in the follow-up next steps by the airport.

C. **CDOT AERONAUTICS DIVISION** – None

D. **NEXTGEN ADVISORY COMMITTEE (NAC)** – Brad Pierce reported the next meeting would be March 18th. He provided a background about this group and his role with it in terms of community engagement. He and Emily Tranter from N.O.I.S.E. had followed up with their earlier requests for more attention on the agenda to that topic followed up with their earlier requests for more attention on the agenda to that topic, and anticipated the coming meeting will see that occur.

E. **N.O.I.S.E.** – Brad Pierce indicated the next N.O.I.S.E. meeting would again be held in conjunction with the National League of Cities (NLC), which would restrict attendance at N.O.I.S.E. to only those registered for the NLC meeting. However, N.O.I.S.E. did intend to hold its own meeting in March, which will be open to anyone interested.

F. **4TH QUARTER LAND USE REVIEW** – Rachel Keller presented this report. There were 21 referrals reviewed during the 4th quarter of 2020. Of those, 11 had been subject to comment from the airport, 3 were approved as submitted, and 7 were not recommended. A map had been provided showing the locations of those referrals which had not been recommended; of the seven not recommended, five were in Centennial, and 2 were in Unincorporated Douglas County.

Three of those in not recommended Centennial were referrals for the Trails at Green Acres proposed development, a 190-unit townhome community that is located within the Restricted Development Area (RDA) and the Buffer Zone (BZ) of the Airport Influence Area (AIA). All are located north of County Line Road, between S. Chambers Road and S. Jordan Road, partially within the 55 DNL Noise Contours, and less than one mile from runway 10/28.

The **other 2 proposed development referrals not recommended** from Centennial were for Embrey Multifamily (Parcels 8 and Parcels 6 & 7) in the Jones District. Both were for 305-unit multifamily apartments, located within the BZ of the AIA. Parcels 6 & 7 are at the southwest corner of the intersection of E. Mineral Avenue and S. Dayton Street; Parcel 8 is at the northeast corner of E. Mineral Avenue and S. Chester Street. Both parcels are a little over one mile west of runway 17R and would likely be impacted by the touch and go traffic on that runway.

In Unincorporated Douglas County, **one of the not recommended referrals** was for Meridian International Business Center Planned Development, 17th Amendment. It is located south of E470, on the northeast corner of Lansing Circle and Meridian boulevard, east of Jamaica Street. The development would be single-family homes, with the lot sizes reduced from the standard 5,000 square ft. to 4,000 square ft., to increase density. It would be within the RDA of the AIA, and would be partially within the 65 DNL. It is only ½ mile SW of runway 17L and will be highly impacted by the Touch and Go traffic on runway 17R

The **other not recommended referral** in Unincorporated Douglas County was for the Meridian International Business Center North Filing 1, 3rd Amendment. It is located north of E470, east of I25, and southwest of Jamaica Street. The development is within the RDA of the AIA, is a little over ½ mile W of runway 17R, is within the 60 DNL Noise Contours, and will be highly impacted by the touch and go traffic on runway 17R. This was for a Plat lot line vacation with a note on it saying it was being concurrently filed with a Site Plan for a 208-unit multifamily development which Centennial Airport was not referred on, and upon request for a referral, was denied. Denial was based on the fact that the original Meridian International Business Center Planned Development was approved by Douglas County with essentially “full authority” to build whatever was within that Planned Development without referral, besides changes to Plats and other such things that involved the County. Centennial Airport was frustrated by being effectively cut out of the referral process.

Question was asked if the airport was ever able to acquire land in such troublesome locations. Response was that this had happened in the past, but such action was very expensive, so there was no particular plan to do so. Question was asked what a non-recommended rating actually accomplishes. Response was the airport has no authority to stop any of these developments which encroach on its designated restricted areas or buffer zones or areas of questionable safety with potential for excessive noise in its vicinity. The involved jurisdictions carry all the control of what to approve where and what to tell potential residents. Question was asked if Meridian had approval for such residential development, and apparently Douglas County had given Meridian a blank check in that regard. Apparently, this was related to the arrival of the light rail system. Douglas County’s overlay map for residential development in the area is different than that of the airport. It was noted that, from an air traffic control standpoint, these latter two developments were horrible. It was recognized that growth is inevitable, but in such areas, growth for offices and businesses was much more appropriate than residential.

There was discussion that aviation easements, and disclosures to potential residents long before closings should both be essential in such locations. It was noted Lone Tree has such a sensitive area being developed in the Ridgeway area south of Meridian and east of I-25, along the ILS, and was working with developers with those easements and disclosures in mind.

9. **OLD BUSINESS:**

A. **UC DAVIS AVIATION AND EMISSIONS SYMPOSIUM** – Seven CACNR Representatives had registered for this virtual conference, being held virtually February 23 – 26.

B. **2021 MEETING SCHEDULE FOR CACNR & ACPAA, INCLUDING CACNR REPRESENTATIVES TO ACPAA** – The 2021 meeting schedule was provided. There were no volunteers for either the March ACPAA meeting, or any of the meetings from June through the rest of the year. The needs will be addressed at the March CACNR meeting.

C. **CONGRESSIONAL QUIET SKIES CAUCUS** – Still pending.

D. **ACTION ITEMS FROM PRIOR CACNR MEETINGS** – To be addressed at the next meeting.

10. **NEW BUSINESS:**

A. **REQUEST FROM WINGS OVER THE ROCKIES** – A request for Advisory Member status with CACNR had been received from Keith Palmer of Wings Over the Rockies. That request, along with the appropriately signed MOU form, and the background information about how such a request would be handled per the MOU, had been provided with this meeting’s materials. On the motion of Alison Biggs, duly seconded, CACNR Advisory Membership status was granted to Wings Over the Rockies.

B. **INFORMATION SHARING** – Items provided with the mailing of this meeting’s materials were noted. DIA is planning on adding its 7th runway, with completion estimated in late 2028, to accommodate expanding operations by at least the two largest carriers at the airport. A federal environmental study would be part of the work needed to be done before ground-breaking could occur.

11. **PUBLIC COMMENT:** Janice Wright from the Castle Pines Village asked when the results from the second portable noise monitor that had been placed in the CPV area last year might be available. They were extremely interested in the results. Residents are still reporting bothersome noise levels. Response was that the report had gone to Robert Olislagers, who would decide when it would be released to those involved. Rachel Keller indicated she would follow-up.

Randy Johnson noted his area was still noticing an increase in training traffic. He appreciated the clarification about the differences between heat map which showed Centennial Airport only, and that which showed both Centennial and DIA.

12. **NEXT MEETINGS:**

A. **CACNR** – March 3, 2021 6:30 p.m. virtual meeting
April 7, 2021 6:30 p.m. virtual meeting
May 5, 2021 6:30 p.m. virtual meeting

B. **ACPAA** – February 11, 2021 3:00 p.m. probable virtual meeting
March 11, 2021 3:00 p.m. probable virtual meeting
April 8, 2021 3:00 p.m. probable virtual meeting
May 13, 2021 3:00 p.m. probable virtual meeting

13. **ADJOURNMENT:** The meeting was adjourned at 8:31 p.m.

Alison Biggs, Secretary