

CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE
MINUTES

June 2, 2021

Approved August 4, 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 hybrid in-person and virtual meeting was called to order at 6:34 p.m. by Chair Brad Pierce. The following were in attendance and a quorum was present:

Arapahoe County	Carrie Warren-Gully	Highlands Ranch Metro District	Renee Anderson
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	AOPA:	Robert Doubek
Castle Pines:	Melissa Coudeyras	CABA:	Don Kuskie
Centennial:	Candace Moon	Wings Over the Rockies:	Bill Wasmund
Greenwood Village:	Tom Dougherty		

Others in attendance were Aurora Alternate Representative Karen Hancock; Greenwood Village Alternate Representative Donna Johnston; AOPA Alternate Representative John Hirshman; and ACPAA staff Gina Conley, Rachel Keller, and Deborah Smith..

Absent: Castle Rock: Laura Cavey/Vacant	FAA APA Control Tower: Melissa Booth/Ron Curry
Cherry Hills Village: Al Blum/Afshin Safavi	FAA District Office: John Bauer/John Sweeney
Foxfield: Pam Thompson/Frank Lawrence	FAA TRACON: Steve Martin/Bill Dunn
CDOT Aeronautics Div: Todd Green/Vacant	

2. **PUBLIC COMMENT:** There was no public comment.

The CACNR email address had received a complaint on May 30: "At 6:50 a, today I was awoken by a jet flying over my home on South Yosemite. It's Sunday of a holiday weekend. Is it really necessary to schedule such early flights? Or flights as late as 10:30 or 11:00 pm, which also come at a time when people want to sleep. It's bad enough that a walk in the park, which one would hope would be peaceful and relaxing, is often interrupted by a loud airplane passing over every three minutes or so. Do the people benefiting from all the noise generation bear any of the consequences of it?"

A second email had come from an individual "heading a citizens group to find solutions to increasing air traffic over our homes from a neighboring airport. We are in Southern California, and I was wondering if anyone in your CACNR group would be willing to speak with me and offer suggestions on how to best move forward and we would like to form a Roundtable or AAC..." Some suggestions were provided to this individual, and further follow-up would be done.

3. **CONSENT AGENDA:** The Consent Agenda included the May 5, 2021 draft minutes; a Treasurer's Report dated May 27, 2021 which showed a balance of \$7,803.94; the April 2021 Noise Report; the CACNR report to the May 13, 2021 ACPAA meeting from Don Kuskie; and a report of the May 13, 2021 ACPAA meeting from Robert Doubek .

On the motion of Tom Dougherty, duly seconded, the Consent Agenda was approved.

A summary of the accepted April Noise Report follows:

In April, there had been **27,444 Total Operations**, compared to 23,910 Total Operations in March, 19,343 in February, and 23,799 in January. **Year to date, total operations were 94,496.**

There had been **13,579 Local Operations** in April, compared to 11,030 in March, 8,624 in February, and 10,701 in January.

During April, there were **29,327 noise events** at the 12 noise monitors, compared to 26,662 noise events the prior month.

12,084 events at the **Golf Course** monitor on airport property (5,949 in the 60-69 decibel range)
5,692 events at the **Meridian** monitor (4,232 in the 60-69 decibel range)
2,517 events at the **Airport East** monitor on airport property (1,296 in the 60-69 decibel range)
1,930 events at the **State Park** monitor on airport property (1,469 in the 60-69 decibel range)
1,531 events at the **Parker** monitor (1,303 in the 60-69 decibel range)
1,318 events at the **Castle Rock** monitor (1,259 in the 60-69 decibel range)

1,225 events at the **Grandview Estates** monitor (1,068 in the 60-69 decibel range)
1,217 events at the **Greenwood Village** (1,043 in the 60-69 decibel range)
745 events at the **Lone Tree** monitor (690 in the 60-69 decibel range)
713 events at the **Hunter's Hill** monitor (655 in the 60 – 69 decibel range)
237 events at the **Castle Pines** monitor (219 in the 60-69 decibel range)
118 events at the **Sagebrush Park** monitor (108 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 –	4,854	State Park –	453	Grandview Estates –	149	Lone Tree –	50
Meridian –	1,412	Parker –	227	Castle Rock –	59	Castle Pines –	17
Airport East –	692	Greenwood Village –	172	Hunters Hill –	54	Sagebrush Park –	9

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

Golf Course –	1,128	Grandview Estates –	8	Lone Tree –	3	Parker -	1
Airport East –	483	State Park -	8	Greenwood Village –	2	Sagebrush Park -	1
Meridian –	46	Hunters Hill –	4	Castle Pines –	1		

Noise events in the **90+ decibel** range were:

Golf Course –	153	Airport East -	46	Meridian –	2	Lone Tree -	2
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In April, there had been **1,118 complaints from 55 households**, compared to 863 complaints from 38 households in March.

Unincorporated Arapahoe County –	465 complaints (42%)	.....from 11 households (20%)
Centennial –	232 complaints (21%)	.....from 5 households (9%)
Greenwood Village –	137 complaints (12%)	.....from 6 households (11%)
Unincorporated Douglas County –	128 complaints (11%)	.....from 5 households (9%)
Castle Rock –	67 complaints (6%)	.....from 2 households (4%)
Aurora –	36 complaints (3%)	.....from 4 households (7%)
Denver –	12 complaints (1%)	.....from 3 households (5%)
Highlands Ranch –	12 complaints (1%)	.....from 3 households (8%)
Parker –	12 complaints (1%)	..... from 1 household (2%)
Other –	11 complaints (1%)	..... from 7 households (13%)
Lone Tree –	4 complaints (0.3%)	.....from 4 household (7%)
Castle Pines –	2 complaints (0.2%)	.....from 1 household (2%)

Comparatively, in **April 2020** there were 607 complains resulting from 11,505 operations.

Year to Date, there had been **2,544 complaints from 73 households**:

Unincorporated Arapahoe County –	1,659 complaints (45%)	.....from 23 households (24%)
Centennial –	528 complaints (14%)	.....from 9 households (10%)
Unincorporated Douglas County –	431 complaints (12%)	.....from 12 households (13%)
Greenwood Village –	373 complaints (10%)	.....from 11 households (11%)
Castle Rock –	317 complaints (9%)	.....from 2 households (2%)
Aurora –	131 complaints (4%)	.....from 5 households (5%)
Highlands Ranch –	84 complaints (2%)	..... from 5 households (5%)
Parker –	75 complaints (2%)	..... from 3 households (3%)
Other –	29 complaints (0.1%)	.....from 8 households (10%)
Denver –	20 complaints (0.5%)	.....from 8 households (10%)
Lone Tree –	11 complaints (0.3%)	... from 5 households (5%)
Castle Pines –	3 complaint (0.1%)	... from 2 households (2%)
Cherry Hills Village –	1 complaint (0.03%)	.....from 1 household (1%)

In April, 123 complainers had **requested responses** from the airport, with 75 requests made by email, and 48 by telephone. Year to date, there had been 398 **responses requested**, with 259 made by email and 139 made by telephone.

Of the **863 April complaints**, 806 (93%) were about **daytime flights** and 57 (6%) were about **nighttime flights**.

Year to date, the **top five complaining households** were:

Unincorporated Arapahoe County 737 (20%)	Unincorporated Douglas County 366 (10%)
Unincorporated Arapahoe County 366 (19%)	Greenwood Village 342 (9%)
Centennial 399 (11%)	Remaining 1,122 (31%)

With the top complaining household removed, **props accounted for 72% of the complaints by aircraft type** in April, while **jets accounted for 27% of the complaints**, and **1% were about helicopters**.

Departures were responsible for **48% of the complaints by operation type**, **training** was responsible for **26%**, and **arrivals were 25%**.

A graph showing the 13-month relationships between airport operations and the numbers of complaints with and without the top complaining household removed was provided. There were no higher numbers than those which had occurred in September 2020.

The April complaint map showed the household locations of the complaints, with the **largest cluster of complaints** again located north and slightly west of the airport's north-south runway. There were 7 complaints from outside the map boundaries, from Broomfield, Northglenn, Denver, Franktown, and 3 from Littleton.

The Year-to-Date complaint map was also provided, with 11 households located outside the map: Broomfield; 2 from Denver; 2 from Franktown; 3 from Littleton; Northglenn; Parker; and Sedalia. An April 2021 Radar Track Density Map was included.

4. **ITEM(S) REMOVED FROM CONSENT AGENDA:** None

5. **COMMITTEE REPORTS:**

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

Work had continued with Jason Schwartz to finalize the project with the flight schools. There was discussion about the general task list for the project, with the basic project to consume 20 hours of Jason's time, at cost not to exceed \$3,000.

It was suggested the airport take the lead during the actual meeting with the schools. Robert Olislagers indicated he would prefer having Jason Schwartz facilitate the discussion, as leading it might put the airport in an awkward position since it had to work with the schools in a daily basis following the meeting.

The following timetable was proposed, with the understanding dates and times would be finalized to accommodate the calendars of those involved:

June 10 – Initial Work Plan to Exec Committee
June 14 – Virtual meeting with Jason Schwartz, Exec Committee to fine-tune Initial Work Plan
June 22 – Virtual meeting with above plus Fly Quiet Committee Chair and airport staff to consider Initial Work Plan
June 29 – Virtual meeting with above plus Commissioners Laydon and Sharpe and APA Control Tower
Week of 7/12/21 – virtual meeting with above plus representatives of the flight schools

On the motion of Carrie Warren-Gully, duly seconded, the proposed plan, with the understandings noted, utilizing 20 hours of Jason Schwartz's time at an expenditure not to exceed \$3,000, was approved.

B. **COMMUNITY OUTREACH** – Melissa Coudeyras and Amy Holland indicated work was continuing to clean up and further update the website.

C. **FLY QUIET** – Bill Wasmund reported for this committee, and provided a written report for May. The committee had reestablished talks with Whispertrack about adding the Noise Abatement Guidelines to its electronic tablet application. It was waiting for updates from airport staff so this could be accomplished.

Airport staff had created the requested spreadsheet with nighttime data – 10:00 p.m. – 6:00 a.m. – surrounding a SE Aurora residence where further study had been requested. A detailed compilation of data had been done and provided to the resident. It was noted the thoroughness of the response was appreciated by the committee and CACNR.

Some follow-up on modifications to the C1 hotspot area will be pursued for further discussion and FAA approval.

D. **NOISE MONITORS** – The committee had met before this meeting. As agreed at the last CACNR meeting, a message had been crafted to put on the website, alerting the public to the effects of anticipated changes in noise due to increased flights with the easing of COVID restrictions. The statement would be placed on the website in the coming week. It read "Due to warmer weather and lessening COVID-19 restrictions, it is anticipated that there will be an increase in flight traffic and associated noise from Centennial Airport. We continue to actively engage with flights schools and pilots to increase their awareness of Noise Abatement Guidelines and other Fly Quiet guidelines. Aircraft noise concerns can be sent to www.centennialairportnoise.com."

The committee had heard of concern about helicopter noise late at night in the area of Highlands Ranch near Broadway. There had been a thought it might be some training from Buckley Air Force Base, although staff had heard received no complaints of this nature. Effort will be made to obtain more information, such as the times the activity occurred, or occurs, if it is repeated. Dan Avery noted Douglas County now has a Trans Aero helicopter contracted for its exclusive firefighting use which is stationed in the Louviers area.

E. **WORK PLAN** – Information about prior work on the proposed content for an 'orientation manual' had been shared. Originally, it had been thought to provide both a hard copy of all manual materials and to also have the materials available electronically. However, the thinking now was to use the electronic method of sharing only, to avoid having to print or reprint items and physically keep the hard copy updated and delivered to new CACNR members. It was also felt transparency about CACNR was important, and the contents of the manual might be of interest to some of the general public if placed on the CACNR website. This committee will work with the Community Outreach Committee to accomplish that part of the project. All CACNR Representatives were asked to suggest additions or changes to that shared at this meeting.

6. **FAA REPORTS:**

A. **CENTENNIAL (APA) AIR TRAFFIC CONTROL TOWER** – None

7. **OTHER REGULAR MONTHLY REPORTS:**

A. **AIRPORT DIRECTOR'S REPORT** – 1. Airport Activity: Robert Olislagers commented on the midair collision which had occurred over the Cherry Creek Reservoir area on May 12th. Both planes were preparing to land at Centennial Airport. Both the FAA and the NTSB were investigating. The FAA had subsequently issued a directive to stop all touch and go training for the present time. Interestingly, airport staff had received thanks for stopping that phase of training and its attendant noise, by those who did not realize the stoppage was the result of an FAA directive following the crash.

Olislagers noted the ACPAA would be considering three proposals during its June 17th meeting. There would be three involving hangar development, and two related to the future of the hotel.

2. Legislative: Nothing noted.

3. Metroplex: Oral arguments on the lawsuit filed by Centennial Airport, et.al., to the FAA's implementation of the Denver Metroplex Project, had been delivered on May 6th. The "standing" of the those challenging the FAA seemed to be an issue, but overall, Olislagers felt things had gone well. A decision was anticipated in July, but might possibly come sooner. The link to the proceedings was on the airport's website.

8. **OLD BUSINESS:**

A. **CHANGE OF CACNR MEETING DATES** – A poll had been conducted about changing the CACNR meeting date to the third Wednesday of each month. Although the majority of CACNR Member Representatives had approved the move, Representatives of two Members would have had difficulty making the switch. Eliminating the involvement and contribution of any CACNR Member was not considered desirable. To focus any action, Carrie Warren-Gully moved to change the meeting date to the third Wednesday of each month. Motion was duly seconded, and was lost on a unanimous vote. Candace Moon, who had originated the idea of a possible date change indicated she had not problem with that action.

B. **2021 MEETING SCHEDULE FOR CACNR & ACPAA, INCLUDING CACNR REPRESENTATIVES TO ACPAA** – The 2021 meeting schedule was provided. Melissa Coudeyras agreed to represent CACNR at the June 17, 2021, ACPAA meeting.

C. **CONGRESSIONAL QUIET SKIES CAUCUS** – Brad Pierce indicated he would follow up on his emails to both Jason Crow and Joe Neguse on CACNR's behalf.

B. **ACTION ITEMS FROM PRIOR CACNR MEETINGS** – A list of Items for Follow-Up from previous meetings had been provided. Suggestions were solicited for future content type and format. Including the names of those responsible for the various items was suggested. Items which were considered accomplished included:

From 04/04/21 - #2; #5; #12; #13

From 03/03/21 - #1

From 02/03/21- #4 (had this been shared with CACNR?)

From 01/06/21 - #3

9. **NEW BUSINESS:**

A. **INFORMATION SHARING** –

1. N.O.I.S.E. Alert re Grant Applications: This information had been shared prior to this meeting. The FAA had announced that it was accepting pre-applications from airports for the [Environmental Mitigation Pilot Program](#). The program would fund up to six projects that would measurably reduce or mitigate aviation impacts on noise, air quality, or water quality at an airport or within five miles of the airport.

This pilot program is the result of the [FAA Reauthorization Act of 2018](#) FAA, which required the FAA to create a pilot program for environmental mitigation. Grants would be made from the noise and environmental set-aside of the [Airport Improvement Program](#). The cost of each project could not exceed \$2.5 million, with any airport selected to provide 50 percent of that amount.

Question was asked if Centennial Airport was going to apply for a grant. Given that the grants were only announced in May; pre-applications were due by July 9, 2021, and the requirements to qualify for a grant were rather specific, including that new techniques must have been proven in laboratory demonstrations, it did not seem feasible for Centennial Airport to attempt to qualify in the very restrictive time frame provided. It will be interesting to see if any airport would qualify accordingly.

2. The passing of Harold Anderson was noted with regret. He had served as Lone Tree's Representative to CACNR from August 2010 through July 2016, and was its Chair from March 2013 through July 2016. He was involved with CACNR during its interesting formative years, and those who worked with him appreciated his knowledge, acuity, sense of humor, and commitment to the mission and vision of the organization. He will be missed.

3. The draft of a handout to accompany the airport's gate card mailing was shared. Its content was a summarized version of the Noise Abatement Guidelines, encouraging those receiving it to be good neighbors and to fly quiet. Suggestions were made to identify that it comes from Centennial Airport at the top, and to also share it with the Colorado Springs airport and the Air Force Academy, for the information of pilots flying out of those locations, and who perhaps use the practice areas next to those in the southwest used by flight schools based at Centennial Airport.

4. Question was asked if the extensive complaint response which Rachel Keller had prepared following receipt of a query which had come to CACNR could be redacted and shared with everyone. Response was it could be done, and would be include in the next CACNR meeting materials mailing.

10. **PUBLIC COMMENT:** None

11. **NEXT MEETINGS:**

A. **CACNR** – July 7, 2021 6:30 p.m. 7565 S. Peoria Street, Unit D9, Englewood, CO 80112
Aug 4, 2021 6:30 p.m. 7565 S. Peoria Street, Unit D9, Englewood, CO 80112

B. **ACPAA** –June 17, 2021 3:00 p.m. hybrid in-person/virtual meeting, 7565 S. Peoria Street, Unit D9, Englewood, CO
July 2021 Not Meeting
Aug. 12, 2021 3:00 p.m. hybrid in-person/virtual meeting 7565 S. Peoria Street, Unit D9, Englewood, CO

12. **ADJOURNMENT:** The meeting was adjourned at 7:46 p.m.

Alison Biggs, Secretary