



CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE  
MINUTES

April 6, 2022

Approved 05/04/22

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 6:36 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	Donna Johnston
Douglas County:	Dan Avery	Highlands Ranch Metro:	Andy Jones
Douglas County:	Alison Biggs	Lone Tree:	Mike Anderson
Aurora:	Brad Pierce	ACPAA:	Mike Fronapfel
Castle Pines:	Chris Eubanks	AOPA:	John Hirshman
Centennial:	Candace Moon	CABA:	Don Kuskie

Others in attendance were Arapahoe County Alternate Evan Colvin; Randy Johnson of Louviers; Past CACNR Representative from Greenwood Village Bette Todd; Past Centennial Alternate Representative Andrea Suhaka; ACPAA staff Samantha Blymyer, and Lauren Wiarda..

Those absent were:

Castle Rock:	Laura Cavey/Sandy Vossler	FAA APA Control Tower:	Jeff Holmes/Ron Curry
Cherry Hills Village:	Al Blum/Afshin Safavi	FAA District Office:	John Bauer/John Sweeney
Parker:	Amy Holland/Todd Hendreks	FAA TRACON:	Steve Martin/Bill Dunn
CDOT Aeronautics Div:	Todd Green/Vacant	Wings Over the Rockies:	Bill Wasmund

**SPECIAL PRESENTATION: Flights Inc., Mike Underriner, Chief Pilot**

Flights Inc. has been a training provider and provided plane rentals for about 20 years, and 25 of its instructors have been there 10 years or more. It strives to be a good neighbor, and tries to act promptly on suggestions if possible. The company's 16 aircraft are all owned by one person, so there is only one person needed to make decisions. Anyone who do not adhere to the company's policies is asked to go elsewhere. Attention is given to the types of planes used to achieve altitude more quickly and more quietly on takeoff, and they try for a constant, even descent, both unless there are other directions from the air traffic control tower. Flights, Inc. tends to use the east practice area, and does go as far as Kiowa or at times, as the longer flights help trainees add needed flight hours. When practice requires maneuvers, attempts are made to not do them over populated areas, although the increased development almost everywhere does present challenges. The company does have electric planes on order, but it will likely take at least three years before they are available.

Question was asked if the company had noticed changes from the air traffic control tower since the mid-air collision had occurred. Response was there had been a dramatic change, and it was felt by some that the controllers had been blamed for one careless pilot. The FAA now limits runway use for touch and goes, no simultaneous activity on parallel runways, and patterns are frequently extended due to space requirements between planes. The company may go to Limon or the Colorado Air and Space Port, or even Rocky Mountain Metropolitan Airport to practice touch and goes when the pattern is full at Centennial, currently at five aircraft when it used to handle up to 13.

Concern was expressed that if too many such training flights leave Centennial, there is a danger of commercial airlines again wanting to use the airport, which would greatly increase the noise problems over what currently exists. The important impact of the flight schools was noted. Question was asked if there might be opportunity to look at recommending quiet hours, or if the airport should set standards for operators to follow, with possible revocation of the charter to work out of the airport if the standards were not followed. One response was that corporate operators will go wherever they want, when they want, and if any space is vacated at the airport, it would be filled by someone else.

Question was raised about the establishment of different practice areas, which could be possible, but it was felt air traffic control should be involved. Question was asked how the company knows who the 'bad actors' are who are asked to go elsewhere. Response was where flights go and what they do are documented, so the company can tell. Question was asked about the efficacy of flying further out. It allows students to get the required number of hours in fewer days, and there is really no cost



**In February, departures were responsible for 45% of the complaints. Arrivals were responsible for 32% of the complaints, and Training was responsible for 23% of the complaints.**

The Year to Date complaint maps were not provided with this report, and a Radar Track Density Map was also not available. Staff continues to work to provide this information again.

4. **ITEMS REMOVED FROM CONSENT AGENDA:** None

5. **COMMITTEE REPORTS:**

A. **EXECUTIVE /WORK PLAN COMMITTEES** – Flight Schools Engagement Summary Report and Recommendations. Brad Pierce highlighted portions of the report, which was accepted by the group. Next steps would be for each committee to review the recommendations included in the Report, see how they mesh with what the committee was currently working on or had already addressed, and outline how to proceed with implementation.

B. **COMMUNITY OUTREACH** – Mike Anderson indicated the committee had not met, and had been unable to contact Amy Holland about the website. He reported a need for additional members on the committee who would be willing to become involved, and a need for technological assistance with both the website and the use of social media for communicating with the public. Chris Eubanks volunteered to contact Melissa Coudeyras, past committee chair, to obtain information about contacting the Trisha Coberly, who had assisted with the earlier update of the website.

Question was asked if there should be more linkage with the airport. Mike Fronapfel indicated the airport's communications director position was currently vacant, so that would need to be explored at a later time. It was noted CACNR should not be perceived as being a voice for the airport, but rather for the communities surrounding the airport, so maintaining a separation was probably important. Links might be maintained where appropriate, but showing and demonstrating the separation would be best for both.

It was noted the frequent turn-over of personnel on CACNR makes the transfer of information important, and the website can be an important tool to accomplish that if it can be maintained well. Brad Pierce indicated he would be working on getting appointments made to the various committees. Suggestion was made that CACNR Members might have technological expertise available, some of which might be provided to CACNR on an "in-kind" or "pro bono" basis. Representatives were encouraged to consider/explore the idea.

C. **FLY QUIET** – Donna Johnston reported for Bill Wasmund, who had submitted a written report that was included in the meeting packet. Work continued on the brief noise abatement statement for placement on the electronic sign on Peoria. Additional information had been requested about Whispertrack, as noted in the report. It was also anticipated that information Wasmund will gain at the UC Davis symposium will be helpful in terms of what other airports are doing that has been successful in dealing with community relations and voluntary fly quiet programs and incentives.

D. **NOISE MONITORS** – Candace Moon reported the portable noise monitor would likely be back in Highlands Ranch by May. She noted that Bette Todd, who had been very active on CACNR and as chair of this committee in the past, had provided her with a book of very helpful information. Todd described the booklet as being from the initial HMMH application for the installation and programming of the current noise monitors. Mike Fronapfel indicated he would look to see what other past information was available which might also be useful. He noted the vendor has someone come once a year to check the system; ambient noise levels are also verified every year. Request was made for CACNR to be provided with the latest ambient noise levels, unless the next verification was coming up soon, in which case the request would be made for that verification.

E. **WORK PLAN** – The Committee had not met, but it was noted some outside expertise would be useful to some of its work, such as putting the Orientation to CACNR materials on the website. Once contact is made again with Trisha Coberly, she could be asked about her interest in assisting.

6. **FAA REPORTS:**

A. **CENTENNIAL (APA) AIR TRAFFIC CONTROL TOWER** – None. An effort will be made to have someone such as Ron Curry come to next month's CACNR meeting, to provide more specific information about how traffic patterns are managed at Centennial Airport.

7. **OTHER REGULAR MONTHLY REPORTS:**

A. **ACPAA** – The report Candace Moon had submitted to the March ACPAA meeting for CACNR was included with the emailed meeting documents.

B. **AIRPORT DIRECTOR'S REPORT** –

1. Airport Activity - Mike Fronapfel reported the airport still anticipates getting a grant for repairs to the runway and the run-up area, and the work is anticipated to be done during the summer. Social media is planned to be used for informing the public about what is going on in relation to changes in flight patterns and the related noise. CACNR Reps were still interested in having such information which could then share that through their various avenues of communication. Traffic is anticipated to increase as the pandemic restrictions are eased. Work has begun on the new hangars being built. Question was asked if the increased traffic resulting from the availability of more hangar space would do to noise in the area. Response was a hope there would be little, as most of the involved aircraft would likely be jets, and quieter ones.

2. Legislation – At the Federal level, the airport had applied for funds to relocate and construct a new air traffic control tower at Centennial airport; the current tower is 40 years old, and a new tower would provide better visibility of the runways and their pattern use, to make management of the increased traffic here safer. Maintenance costs would likely be improved as well. At a minimum, an initial grant will be sought for at least a site study and design completion within the next five years.

C. **1<sup>ST</sup> QUARTER LAND USE REVIEW** – There had been eight reviews conducted in the first quarter of 2022. Four had been approved, and four were subject to comment. Mike Fronapfel indicated he had reached out to the City of Centennial's staff, with the idea of doing parallel noise contours. Similar efforts will be made with all jurisdictions so that there is better coordination for the use of land around the airport. With recent unfortunate aircraft events in the area, attention to safety has come to the forefront. It was suggested the CACNR Representative for each jurisdiction might attend such meetings for building better and more inclusive relationships.

8. **OLD BUSINESS:**

A. **CONGRESSIONAL QUIET SKIES CAUCUS** – Brad Pierce was close to being ready to address this topic with Jason Crow's staff.

B. **FOLLOW-UP ITEMS FROM PRIOR CACNR MEETINGS** – All were asked to utilize the list in relation to their committee work.

C. **WHO TO REPRESENT CACNR AT 2022 ACPAA MEETINGS** – Donna Johnston would represent CACNR in April. The rest of the months still needed volunteer representation.

D. **POSSIBLE N.O.I.S.E. MEETING AT NLC CONFERENCE** – There had not been a N.O.I.S.E. meeting held in conjunction with the NLC on March 14-16 in Washington, DC. A stand-alone, virtual meeting may be scheduled.

9. **NEW BUSINESS:**

A. **INFORMATION SHARING** – Mike Fronapfel noted the engagement meeting with the four major flight schools based at Centennial Airport, coming up on April 15.

B. **NEXTGEN ADVISORY COMMITTEE (NAC), MARCH 28, 2022** – Brad Pierce is leading an industry group for NAC whose objective is to identify best practices and touch points on how the NAC can reinforce and encourage broader aviation industry participation in the FAA's existing community engagement structure. The group includes N.O.I.S.E., SkyWest Airlines, Jet Blue, Delta, Southwest, Boeing, Port Authority of New York and New Jersey, and Honeywell. The group was briefed by Beth White at the FAA to share the status and background on FAA's efforts on community engagement. Several examples were discussed of recent actions taken by industry to proactively respond to community noise concerns.

10. **PUBLIC COMMENT:** Donna Johnston wanted to thank Bette Todd and Karen Blilie who had provided so much assistance to her as a newer member of CACNR representing Greenwood Village.

11. **NEXT MEETINGS:**

A. <b>CACNR</b> –	May 4, 2022	6:30 p.m.	7565 S. Peoria Street, Unit 9D, Englewood, CO
	June 1, 2022	6:30 p.m.	7565 S. Peoria Street, Unit 9D
	July 6, 2022	6:30 p.m.	7565 S. Peoria Street, Unit 9D
B. <b>ACPAA</b> –	April 14, 2022	3:00 p.m.	hybrid in-person/virtual meeting
	May 12, 2022	3:00 p.m.	hybrid in-person/virtual meeting
	June 16, 2022	3:00 p.m.	hybrid in-person/virtual meeting
	July 2022		NOT MEETING

12. **ADJOURNMENT:** The meeting was adjourned at 8:24 p.m.

Alison Biggs, Secretary