



CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE

AGENDA

December 3, 2025

6:30 p.m. – 8:30 p.m.

Centennial Airport, 7565 S. Peoria Street, Unit D9, Englewood, CO 80112

Chair: Chris Eubanks **Vice Chair:** Pam Thompson **Treasurer:** Andy Jones **Secretary:** Alison Biggs

Members' Representatives and Alternate Representatives are requested to attend all meetings in person.

Members of the public may attend meetings in person, or virtually.

CACNR Mission:

CACNR will bring together airport, community, FAA, and aviation industry representatives to collaboratively identify and discuss noise issues at Centennial Airport and recommend courses of action that could reduce noise over affected communities.

Centennial Airport Noise Complaint Hotline – 303-790-4709

Denver International Airport Noise Complaint Hotline – 303-342-2380

1. CALL TO ORDER AND DETERMINATION OF QUORUM:

<i>Arapahoe County:</i>	Rhonda Fields/Leroy Evans Sreenivasan Alakappan/Vacant	<i>Foxfield:</i>	Pam Thompson/Frank Lawrence
<i>Douglas County:</i>	Abe Laydon/DJ Beckwith Alison Biggs/Mark Adams	<i>Greenwood Village:</i>	Donna Johnston/John Jackson
<i>Elbert County:</i>	Mike Buck/Shawn Fletcher Brenda Dyche/Deidre Dyche	<i>Highlands Ranch Metro Dist.</i>	Andy Jones/Renee Anderson
<i>Aurora:</i>	Brad Pierce/Maurice Healy	<i>Lone Tree:</i>	Mike Anderson/Chuck Darnell
<i>Castle Pines:</i>	Chris Eubanks/Ron Cole	<i>Parker:</i>	Emily Hogan/Michael Lawson
<i>Castle Rock:</i>	Laura Cavey/Sandy Vossler	<i>ACPAA:</i>	Michael Fronapfel/Zach Gabehart
<i>Centennial:</i>	Don Sheehan/Amy Sharp	<i>AOPA:</i>	Joe Patton/Mike Koscielniak
<i>Cherry Hills Village</i>	Dave Heller/Doug Robinson	<i>CABA:</i>	Don Kuskie/Mike Straka
		<i>CDOT Aeronautics Div</i>	Todd Green/Vacant
		<i>Wings Over the Rockies:</i>	Bill Wasmund/Vacant

2. CONSENT AGENDA: (items here may be moved to Agenda Item #3, on the request of any CACNR Representative)

- A. DRAFT MINUTES, November 5, 2025 – Alison Biggs, Secretary
- B. TREASURER'S REPORT, November 26, 2025 – Andy Jones, Treasurer, Zach Gabehart, ACPAA Staff
- C. CACNR ATTENDANCE RECORD, through November, 2025 – Alison Biggs
- D. 2026 CACNR BUDGET REVISION

3. ITEMS REMOVED FROM CONSENT AGENDA:

4. PART 150 STUDY UPDATE/PROGRESS:

- A. REPORT OF PUBLIC MEETING OF NOVEMBER 20, 2025 – All Who Attended
- B. UPDATE FROM HMMH, with KATE ANDRUS (to include noise contours for 55 DNL per CACNR previous request)
- C. PART 150 NOISE COMPATIBILITY STUDY ADVISORY COMMITTEE – Chris Eubanks

5. NOISE REPORTS: Zach Gabehart, ACPAA Staff

- A. OCTOBER 2025
- B. PORTABLE NOISE MONITOR – FAIRGROUNDS PRACTICE BOX

6. PUBLIC COMMENT: (3 minutes per person time limit; 30-minute overall time limit):

- A. MEETING ATTENDEES /VIRTUAL ATTENDEES
- B. RECEIVED BY CACNR

7. CACNR STUDY GROUP COMMITTEE: Brad Pierce, Chris Eubanks, Mike Fronapfel

8. EXECUTIVE COMMITTEE:

- A. ACPAA MEETINGS – November 13, 2025, Pam Thompson
- B. WEBMASTER – Chris Eubanks
- C. WORK PROGRAM – Alison Biggs
- D. UC DAVIS POSSIBLE ATTENDEES - March 9-11, 2026
- E. 2026 CACNR & ACPAA MEETING DATES – Alison Biggs
- F. LOGO CONSIDERATION – Chris Eubanks & Samantha Blymyer
- G. FYI – Rocky Mountain Metropolitan Airport

9. **AIRPORT DIRECTOR:** Mike Fronapfel
 - A. FLIGHT SCHOOL ACTIVITY/NEXT MEETING DATE
 - B. AVIATION FUEL SALES
 - C. LEGISLATIVE/LOBBYING
 - D. COLORADO MUNICIPLE LEAGUE
 - E. COMMUNITY RELATED ACTIVITY
 - F. OTHER
10. **OLD BUSINESS:**
11. **NEW BUSINESS:**
12. **PUBLIC COMMENT EXTENSION IF NEEDED:** (3 minutes per person time limit):
13. **REPRESENTATIVES' COMMENTS:**
 - A. MEMBERS OF COLORADO MUNICIPLE LEAGUE
14. **RECOMMENDATIONS TO ACPAA AND OTHERS TO POTENTIALLY REDUCE NOISE OVER AFFECTED COMMUNITIES:**
15. **NEXT MEETINGS:**
 - A. **CACNR** – February 4, 2026 6:30 p.m. 7565 South Peoria Street, Englewood, CO 80112
 - B. **ACPAA** – Dec. 11, 2025 3:00 p.m. 7565 South Peoria Street, Englewood, CO 80112, Pam Thompson for CACNR
Feb. 12, 2026 3:00 p.m. 7565 South Peoria Street, Englewood, CO 80112, Pam Thompson for CACNR
 - C. **PART 150 NOISE COMPATIBILITY STUDY ADVISORY COMMITTEE –**
16. **ADJOURN:**

HAPPY THANKSGIVING (belated)

HAPPY HOLIDAYS

MERRY CHRISTMAS

HAPPY NEW YEAR



CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE MINUTES

DRAFT

November 05, 2025

Chair: Chis Eubanks **Vice Chair:** Pam Thompson **Treasurer:** Andy Jones **Secretary:** Alison Biggs

VISION – QUIETER SKIES FOR OUR COMMUNITIES

MISSION – CACNR WILL BRING TOGETHER AIRPORT, COMMUNITY, FAA, AND AVIATION INDUSTRY REPRESENTATIVES TO COLLABORATIVELY IDENTIFY AND DISCUSS NOISE ISSUES AT CENTENNIAL AIRPORT AND RECOMMEND COURSES OF ACTION THAT COULD REDUCE NOISE OVER AFFECTED COMMUNITIES.

1. **CALL TO ORDER, ROLL CALL, and QUORUM:** The meeting was called to order at 6:30 p.m. by Chair Chris Eubanks. The following were in attendance, and a quorum was present:

Douglas County:	DJ Beckwith	Foxfield:	Pam Thompson
Douglas County:	Alison Biggs	Greenwood Village:	Donna Johnston
Elbert County:	Brenda Dyche	Highlands Ranch:	Andy Jones
Aurora:	Brad Pierce	Lone Tree:	Chuck Darnell
Castle Pines:	Chris Eubanks	Parker:	Emily Hogan (virtual)
Castle Rock:	Sandy Vossler (virtual)	ACPAA:	Michael Fronapfel
Centennial:	Don Sheehan	AOPA:	Joe Patton

Also present: Centennial Alternate Representative Amy Tharp; ACPAA Alternate Representative Zach Gabehart; AOPA Alternate Representative Mike Koscielniak; and ACPAA Staff Matt Frenette and Lauren Wiarda.

Absent: Arapahoe County:	Rhonda Fields/Leroy Evans	Cherry Hills Village	Dave Heller/Doug Robinson
Arapahoe County:	Sreenivasan Alakappan/Vacant	CABA:	Don Kuskie/Mike Straka
Elbert County:	Mike Buck/Shawn Fletcher	CDOT Aeronautics Div:	Todd Green/Vacant
		Wings Over the Rockies:	Bill Wasmund

2. **CONSENT AGENDA:** The Consent Agenda included the Draft CACNR Minutes from October 1, 2025; and a Treasurer's Report from October 31, 2025 showing a balance of \$*****. At the request of Brad Pierce, the draft minutes were taken off the Consent Agenda. On the motion of Donna Johnston, duly seconded, the remainder of the Consent Agenda was approved.

3. **ITEM REMOVED FROM THE CONSENT AGENDA:** Brad Pierce noted the balance amount of CACNR funds had not been included in the October minutes. That amount had been \$34,673.10 and should be included in the minutes. On the motion of Brad Pierce, duly seconded, the minutes were amended accordingly. On the motion of Andy Jones, duly seconded, the amended minutes were approved.

4. **PART 150 STUDY UPDATE/PROGRESS:**

A. **UPDATE FROM MEAD AND HUNT** – Kate Andrus from HMMH was present to present an update on the Part 150 Study. She noted the forecasts had been updated to include the JSX operations. The noise contours had also been updated. She clarified there were two main parts to this Part 150 study: the noise exposure maps including the noise contours; and then any recommendations relative to noise abatement based on those noise contours.

A typical Part 150 takes an existing year and forecasts out five years. However, because Centennial Airport has a lot of land use constraints and development pressure, the FAA did approve forecasting out to a 10 year future contour for land use planning purposes. A very detailed fleet mix review and data from the airport's noise monitoring system were used to forecast out to 2030 and 2035. Information about JSX planned operations had been added to the forecasting mix. This had been agreed upon by the FAA.

Andrus noted the 2030 noise contour would be the one most important to evaluating noise abatement alternatives, tied to potential eligibility for federal funding, and to show the difference between whether or not an operational procedure or land use measure would have any benefit. The 2035 noise contour was for land use planning purposes only. Slides showed numbers of existing and future operations before and after including JSX operations. These had been approved by the FAA.

If another JSX public charter comes in the next five years, the forecast does account for growth such as that. However, if another public charter comes along that is doing an amount of operations that are perhaps 15% outside of what the forecast says, Part 150 has a trigger for updating itself. A general guidance % change trigger could be in the fleet mix or the number of operations, for example.

Maps were provided showing the 2030 contours for 60 DNL as earlier requested by CACNR, and the 65 DNL to which the Part 150 study pays attention. Comparisons with and without the JSX information were also provided. There was one non-compatible land use within the 2030 65 DNL, a school; there were 11 housing units in the 60 DNL. Question was asked if contours had been done for the 55 DNL as also requested by CACNR. That was something HMMH would come back with at a future meeting.

In 2035, there were zero housing units in the 65 DNL and an increase of three acres; in the 60 DNL there were 29 housing units and an increase of about nine acres. Illustrations were again provided showing pre and post JSX, with very small changes. Question was asked what the implications were for the one school within the 65 DNL – would it have access to noise mitigation funding for example. That school had been within the 65 DNL when it was in the planning process. The airport had opposed that use at that location, and it had been approved anyhow, so there was little likelihood there would be funding provided for any kind of improvements.

Question was asked if there was a DNL contour comparison with the previous Part 150 chart. It was not available at this time but could be done and was requested.

Next steps were reviewed. The updated noise contours and the package associated with the noise exposure maps were available on the internet and copies at the airport and the library. There would be a public meeting and a Study Advisory Committee meeting about this material. Question was asked about the notice on the website of a public open house on October 21st, and had that actually been held? It was subsequently determined that was the date the material and information about the November open house had been posted on the website, rather than there being an open house on that October date.

It was noted the NEM package for which comments were requested by November 30 was 459 pages long. Acknowledging that was a lot of material, Andrus indicated much was background material, and there was much with which CACNR was already familiar. It was noted that a request had been made some time ago for CACNR to be given material such as the NEM package in a more timely fashion so that as a group the materials could be assimilated and discussed and shared with our communities before responses were required. Then in addition to CACNR, the Part 150 Noise Compatibility Study Advisory Committee had been formed and it was noted members of that committee had also indicated frustration about being given materials with little time to assimilate them and thus provide intelligent feedback. There was concern the timetable was not allowing for real community involvement by either group. The work HMMH and the airport were doing was acknowledged and appreciated, but there was frustration and a desire for more opportunities for informed community involvement.

Andrus noted the NEM package was basically the contours and the process was not done. Once the forecasts were approved by the FAA, the noise compatibility program would be based on that data. Ideas that had been somewhat brainstormed in the past were starting to be refined to determine what to model. There should be more opportunity for additional ideas to be expressed which could be considered and modeled so that recommendations to the FAA would be appropriately inclusive. Andrus had felt that one of the reasons the new committee had been formed was that no one could be added to CACNR because it was a voting body, but since CACNR has non-voting advisory members, that seemed to have been an unfortunate misunderstanding causing more work for HMMH. Mike Fronapfel indicated he felt it was not unusual for a Part 150 study to have a separate committee from an established roundtable.

There was further discussion about getting possible alternatives from both groups to guide what is explored and modeled and eventually recommended to the FAA. It was noted there had been about 20 different alternatives resulting from what little brainstorming had occurred which the team was evaluating; it will be explained which would be modeled and which not and why. There will be opportunity to respond to those ideas and suggest additional ideas that had not been explored.

Question was asked how the population numbers used had been obtained, since those from Greenwood Village did not seem to be an accurate reflection and a lengthy explanation followed, including land use map overlays, number of housing units within that area, census data on individuals per dwelling unit, and also if the area is block track level. A windshield survey was also used so numbers were checked against what existed, including the addition if anything was not on the land use maps.

Expectation of that public meeting on November 20th included a brief presentation of the noise contours, and poster information about the noise exposure maps. The process required the noise contours to be submitted in the year of the existing contours being used, so they needed to be submitted to the FAA in 2025. There will also be some boards with those alternatives that have been brainstormed, to get some feedback to launch the alternatives chapter to eventually create the final recommendations to the FAA. Of the 459 pages, the noise contours and the land use information were probably the most important. That report was really going to be the baseline against which the alternatives will be looked at, and how effective those alternatives will be. The 2030 noise contour will be a key element.

B. PART 150 NOISE COMPATIBILITY STUDY ADVISORY COMMITTEE – None

5. NOISE REPORT:

The September 2025 Noise Report included the following information:

September Local Operations:	12,818	September Total Operations:	28,041
Year to Date Local Operations:	110,839	Year to Date Total Operations:	234,914

28,041 Total Operations September resulted in 1,014 complaints from 74 households.

September Noise Events:

<u>September Total:</u>	<u>September 60 – 69 db:</u>	<u>September 70 – 79 db:</u>	<u>September 80 – 89 db:</u>
Meridian 10,278	Meridian 8,212	Golf Course 2,972	Airport East 697
Golf Course 8,741	Golf Course 5,581	Meridian 1,995	Golf Course 181
Airport East 3,698	Parker 2,926	Airport East 1,291	Meridian 69
Parker 3,219	Airport East 1,665	State Park 796	Port. Station 31 11
State Park 2,398	State Park 1,594	Parker 289	Hunters Hill 10
Port. Station 31 1,685	Grandview Estates 1,427	Port. Station 31 262	State Park 8
Grandview Estates 1,578	Port. Station 31 1,411	Grandview Estates 144	Grandview Estates 7
Castle Rock 1,006	Castle Rock 964	Greenwood Village 80	Parker 4
Greenwood Village 848	Greenwood Village 765	Hunters Hill 45	Greenwood Village 3
Lone Tree 811	Lone Tree 765	Lone Tree 44	Lone Tree 2
Hunters Hill 632	Hunters Hill 577	Castle Rock 42	Castle Pines 0
Castle Pines 399	Castle Pines 364	Castle Pines 35	Castle Rock 0
Sagebrush Park 111	Sagebrush Park 104	Sagebrush Park 7	Sagebrush Park 0

September Noise Events in the 90+ decibel range: Airport East – 45 Golf Course – 7 Meridian – 2 Portable Station – 1

<u>September Noise Complaints per Municipality</u>	<u>Numbers of Households:</u>	<u>YTD Complaints and</u>	<u>Number of Households:</u>
Greenwood Village 233 (23%)	Greenwood Village 19 (26%)	UAC 2,165 (29%)	UAC 63 (27%)
Unincorporated Douglas County 232 (23%)	UAC 18 (24.5%)	GV 1,273 (17%)	GV 53 (22.5%)
Unincorporated Arapahoe County 169 (17%)	UDC 17 (23%)	Other 1,233 (16%)	UDC 41 (17%)
Centennial 160 (16%)	Other 6 (8%)	UDC 1,118 (15%)	Other 20 (8%)
Other 158 (15%)	Centennial 4 (5%)	Centennial 936 (12.5%)	Centennial 17 (7%)
Aurora 48 (5%)	Aurora 3	Parker 501 (7%)	Lone Tree 14 (6%)
Castle Rock 7	Highlands Ranch 2	Aurora 102	Denver 8 (3%)
Denver 2	Denver 1	HR 81	HR 7 (3%)
Highlands Ranch 2	Castle Rock 1	Denver 57	Parker 6
Lone Tree 1	Lone Tree 1	Castle Rock 34	Aurora 6
Parker 1	Parker 1	Lone Tree 23	Castle Rock 4
Castle Pines 0	Castle Pines 0	CHV 7	CHV 2
Cherry Hills Village 0	Cherry Hills Village 0	Castle Pines 1	Castle Pines 1

Year to Date, the top five households complaining were:

Household #1 1,131 (15%) Other Elbert County	Household #4 495 (7%) Parker
Household #2 1,027 (14%) Unincorporated Arapahoe County	Household #5 461 (6%) Greenwood Village
Household #3 808 (11%) Centennial	Remaining Households 3,610 (48%)

In September, 106 noise complaint responses were completed from 1,041 noise complaints, with 98 of those by email and 8 by telephone.

In September 923 complaints were received from 7:00 a.m. – 9:59 p.m. (91%)
 91 complaints were received from 10:00 p.m. – 6:59 a.m. (9%)

In September props accounted for 88% of the complaints by aircraft type; jets accounted for 10% of the complaints, and helicopters caused %. Comparatively, Year to Date figures showed propellers had caused 89% of the complaints; jets caused 9%, and helicopters caused 2%

In September, departures were responsible for 37% of the complaints, training was responsible for 40% of the complaints, and arrivals were responsible for 23% of the complaints. Comparatively, Year to Date figures showed training had caused 43% of the complaints, departures had caused 37%, and arrivals had caused 20%.

A graph was provided showing the September number of complaints by the hour in which they were made, with a spike from 7:00 a.m. – 8:00 a.m.; a peak at 11:00 a.m. followed by a rather dramatic decrease after 11:00 a.m. to 2:00 p.m.; with blips at 6:00 p.m. and 8:00 p.m. and relatively flat from 11:00 p.m.- 4:00 a.m.

The map of household locations and numbers of complaints was included, as was the September Radar Track Density Map.

Comments made regarding the Noise Report were as follows: YTD Operations remain down as compared to 2024 (10.8% decrease). September proved to be the busiest month for total operations in 2025. Complaints increased in September. There was an increase in Touch and Go operations as compared to July and August due to weather (only 1 “bad” weather day – Sept. 23), wind (use of South flow for 80% of T&G operations), Air Traffic Control etc. Nighttime complaints increase over the year possibly seasonal - due to daylight savings and need for nighttime training hours. Aurora Representative noted a spike in complaints in September from 16 in August to 48 – this shall continue to be monitored through Noise Reports to assure complaints actually come from Aurora and not unincorporated Arapahoe County. Representative from Greenwood Village noted that monitor is in a very low spot, so Portable Station 31 was more accurate for Greenwood Village numbers. That monitor also noted a spike in September as mentioned above, possibly in DB (reports of “too low”) and complaints. There had even been one report in the 90 plus decibel range. Note: September had been the “best weather” month for flying.

6. **PUBLIC COMMENT:**

A. **MEETING ATTENDEES/VIRTUAL ATTENDEES –**

1. Bill Ward of Castle Rock, flight instructor and pilot based at Centennial Airport, provided comment about JSX operating in compliance with 14 CFR part 135 subparts D and E, an established regulatory framework that had governed commuter operations for quite some time and is recognized by both the FAA and the Department of Transportation. He felt negative comments about JSX were designed to generate outrage, not understanding, and might possibly be directed negatively at the airport as well. JSX would represent a tiny fraction of the airport's annual operations and had indicated it would adhere to the airport's noise abatement guidelines.

Ward further noted those who choose to live within the vicinity of an airport should not be surprised that aircraft take off and land nearby; this is not an airport or pilot problem but a lack of foresight by the homeowner. For some, there may be nothing the airport or pilots can do which will ever be enough. Aviation safety cannot be dictated by political pressure or those who don't like living near an airport. Ward then noted there were at least six other Part 135 operators at Centennial Airport – naming Jet Links, NetJet, Moser Aviation and Retrieve Air – and indicated the aviation community stood in support of the airport's JSX decision.

2. Reporting virtually, Randy Johnson from Louviers recorded 460 mostly training planes over his area (down from 586 last month) and he submitted 55 complaints to Centennial Airport and 6 to Rocky Mountain Municipal Airport. He noted a decrease in numbers following CACNR and ACPAA meetings, which was appreciated. Planes were also mostly coming later in the morning instead of 6:00 a.m. One neighbor had also noticed it was more quiet. Johnston noted he had been able to hear a loud plane from Rocky Mountain going to Colorado Springs when it was as far away as Titan Road. He realized his area would not be included in the Part 150 study, but did want to continue mentioning how airport noise does affect those living there..

3. Bette Todd wanted to request that when the notice goes out for this public meeting that a map goes with it. She had found that when people do not easily know where a meeting is to be held, they will not attend. People to the north of the airport would likely have no idea where the Hub is in Lone Tree. It might be better to have two meetings, one in Lone Tree and one further north, or to use the airport as a central location because everybody knows where that is.

B. **RCEIVED BY CACNR – None**

7. **CACNR STUDY GROUP COMMITTEE:** Brad Pierce was joined by Matt Frenette to present the third quarter study group report, #9 published in November 2025. The summary showed touch-and-go activity in the study area declined from Q3 2024 to Q3 2025. In 2024, 10,256 aircraft entered the study area v. 6,990 in 2025. Year to date through Q3, total entries decreased from 31,766 to 21,977.

Matt Frenette noted the various external factors to be considered in creating this kind of report, such as weather, wind direction, the flow of the airport, the effect of the air traffic control staffing, the government shutdown, etc. When staffing becomes an issue, safety always takes precedence and one of the first services curtailed is instruction. Centennial's control tower is slowly getting trainees certified on the touch and go runway but until that happens, there may not be as many aircraft in the traffic pattern which tends to alleviate the extended pattern from going further north of the airport. The airport's two runways have to be staggered, so more traffic extends the pattern. Runway closures as for summer maintenance also cause pattern extensions.

The report identified some areas of mitigation and their results. Fourteen flight school representatives had attended the latest meeting with the airport, which was highlighted by BridgeNet International, who was developing the Lights Will Fly Quiet dashboard. A test dashboard was in beta testing, and this Committee would review some data at its next meeting on December 10. The system was scheduled to be live on January 1, 2026.

Questions were asked if an example of the dashboard could be provided for CACNR in December, and would some screenshots be available of what it looks like. The responses were yes and absolutely.

Nighttime outliers had been identified from two flight schools, and had been contacted by staff. July and August of 2025 saw the lowest number of touch and go aircraft entering the study area since tracking began. Other comparisons between 2024 and 2025 were highlighted. All trend lines generally pointed downward, but the airport was coming off the summer months and peak training season, so the trend lines might start to tail back up. There was/is interdependence between the trend lines, so as total operations go up, so do total touch and go aircraft and so do those entries from the study areas. September was the busiest operational month of 2025, having the most touch and go aircraft but the third highest touch and go aircraft entries into the study area. Comparatively, March, which had the most touch and go aircraft entries in the study area, compared to September, there were 215 more touch and go aircraft entries, fewer total touch and go aircraft, and 1400 fewer operations. Analyzed, this difference was found to be a flow issue, an external factor over which the Study Group Committee has no control.

There was further discussion of the various things Frenette had analyzed with the data presented so far. One of the positive mitigation strategies was for the airport to hire a data analyst, which role Frenette had filled. Data did seem to indicate positive results following the meetings with the flight schools, one of the mitigation strategies. Having the Minimum Standards updated to require the flight schools to attend those meetings was another positive mitigation strategy. The availability of the Noise Abatement Guidelines at the FBOs, the flight schools and at the flight school meetings was also a positive step, as was the identification and contacting of nighttime outliers to remind them of the NAG. Knowing how traffic was behaving at the various parameters of the study area, and the coming

dashboard were all positive mitigation strategies. How to handle the results of the dashboard in terms of incentives or recognitions for the flight schools had yet to be determined.

Question was asked if the dashboard data collection would start January 1, or had earlier data been fed into it, testing to make sure it behaved appropriately. Data had been fed into the dashboard since May but the beta period was using fourth quarter data. The flight school meetings had been moved to the first month of each quarter, with a goal of awarding the quarterly winner for the previous quarter at that meeting. The effect of the government shutdown, shortage of pilots needing training and the shortage of air traffic controllers all were having an impact on training traffic at Centennial Airport, but the kind of data analysis now available would be helpful with efforts to affect aircraft noise over the communities.

Frenette was thanked for providing improved clarity to the Study Group committee reports.

8. **EXECUTIVE COMMITTEE:**

A. **DRAFT BUDGET** – It was noted the budget had been based on not invoicing the Regular Members for 2026, but donations would always be accepted. Mike Fronapfel indicated ACPAA had its usual \$10,000 fee budgeted but might not transfer the money until it became apparent that CACNR needed those funds during the year; the airport would be very flexible about that. There was a reminder that in some places, when something is taken away one year, it may not come back the next. There was a hope the jurisdictions would not forget CACNR in future years. Following discussion, on the motion of Andy Jones, duly seconded, the 2026 budget was adopted.

B. **ACPAA** – Pam Thompson had submitted a report that was in the emailed material. There was no discussion.

C. **WEBMASTER** – No report.

D. **CACNR LOGO** - The Chair introduced a new logo designed by staff which he wanted to begin using right away. It had not been seen before by the group. There was discussion of the longtime and continued use of the paper airplane which was thought to connote a toy and which was not the way CACNR should be perceived. On the other hand, it was mentioned the paper airplane might indicate something quiet, supportive of CACNR's Vision of Quieter Skies for Our Communities. Some support was expressed for retaining the mountains from the original; some support for retaining the original as it looked more sophisticated than the new one. There was also support for the new version as well, feeling it was more compliant with ADA requirements.

Following some further discussion, it was agreed to table the issue until December. Staff would be asked to produce a few alternate designs for the group's consideration, if possible, to be put in the advance mailing packet.

E. **WORK PROGRAM** – Alison Biggs reported the group tasked with creating the new Work Program had been diligently laboring and planned to have a draft for consideration in December.

F. **UC DAVIS DATES AND ATTENDEES:** Dates for the 2026 UC Davis Noise Symposium were shared. CACNR routinely pays expenses to send two Representatives to this conference which is considered useful for information, information sharing, and networking. Advanced registrations should be made in December, but there is usually flexibility if names need to be changed later. All were encouraged to consider attending in 2026 and to indicate that interest at the December meeting.

9. **AIRPORT DIRECTOR:** Mike Fronapfel first congratulated Donna Johnston and Chris Eubanks on their reelections. He then noted that in September, the airport's year-to-date operations overall were down 10.8%; year-to-date total fuel sales were down 0.8%. These illustrated that most of the drop in operations would be attributed to the training traffic, as there had not been a drop in the jet traffic out of the airport. In September, sale of UL-94 was 8,323 gallons and in October it was 11,041 gallons. Year to date the sale of unleaded Avgas was down 26.6%. This could somewhat be attributed to some Piper aircraft overheating on the UL-94, and being taken off of it and returning to the use of leaded through the warm summer months. They were now back to using the UL-94, so the sales numbers were up. The release of the UL 100R was near, and hopefully the majority of the training planes and others would use it. He outlined further details affecting the use of the coming UL100R, and the timing of that transition to it, including a price differential between the UL 100R and the UL 94. The airport has a state grant that pays a subsidy to help with the difference, up to \$2.00.

Last month, the airport submitted its required unleaded Avgas transition plan to the State Division of Aeronautics to allow the state fuel subsidy. The state thought the airport's submission was so good it was being used as a template for all the other airports on the front range. Centennial Airport had again taken a leadership role in the transition to unleaded Avgas.

The air traffic control tower rehabilitation continued, with a target completion date by the end of the summer. There was a continuing shortage of air traffic controllers resulting in fewer hours of training pattern work. With the government shutdown, one controller had resigned. The FAA had 6 people going through controller training, down from 8. The airport hoped the new trainees would be certified soon and that it would return to more normal staffing levels by next summer.

Commissioner Campbell, Stacey Davenport, who's the director of HR and administration, and Fronapfel attended an airport law workshop in Washington DC in September. It was helpful for them to get a better understanding of case law leading up to various pieces of legislation. There were also meetings with the staffs of Senators Hickenlooper and Bennett, to give them an update on the airport and primarily to discuss the work of the Study Group Committee and the ban on the FAA representatives from participating. As there were roundtables in LAX and SFO where the FAA was participating, those might be useful as examples and to have Bennett and Hickenlooper do a joint letter to the FAA asking that the FAA return to the table for the study group, particularly while work was being done on getting the dashboard operational.

The third quarter Flight School Safety and Noise Abatement meeting was held on September 24th, with the consultants Bridgenet reviewing the flight school dashboard which was in beta testing with full rollout planned for Jan 1st, 2026.

Both Matt Frenette and Zach Gabehart would be attending the AAA noise conference in Florida where Zach would be moderating a panel about noise complaints outside the noise contours. 99% of Centennial's complaints come from outside the 65 DNL noise contours, so it is a really important topic for consideration.

The airport was gearing up winter operations, with some new snow equipment, and wrapping up various construction projects.

Comment was made that Fronapfel spoke at a Partnership of Douglas County Government Breakfast two months ago and was very impressive. He had now been scheduled at the Highland Ranch Metro District to give a similar presentation. He was recommended as the best person to talk about airport operations to whatever organization it might be.

Question was asked if Centennial would be involved with the FAA's announcement of a 10% reduction in air traffic across the country at the top 40 airports. As Centennial was at least in the top 25, would it be involved? It was estimated that the FAA was probably speaking of commercial airports. In addition, Centennial had already seen a 10% discount or decline in operations, so it was unclear if it would be involved in this latest from the FAA or not. Fronapfel also noted the airport was trying to assist the air traffic controllers who were not getting paid during the government shutdown, within the limits allowed for gifting federal employees.

Fronapfel then announced that at the November ACPAA meeting on November 13th, there would be a public hearing on the Minimum Standards related to Part 135/380 operators such as Retrieve Air and JSX. The proposal would be to charge for every available seat on such a departing aircraft. This would be a revenue stream for the airport; in the first year the charge would be a dollar per available seat on departing aircraft and in the second year it would move up to two dollars per available seat on departing aircraft. He wanted to assure CACNR was aware this was a public hearing and encouraged anyone who wished to attend and comment to do so.

10. **Q3 2025 LAND USE REFERRAL:** Zach Gabeharat reported there had been 10 referrals from July 2025 through September 2025. 2 were approved as submitted; 7 were subject to comments; and one was not recommended. That one was named the Peaks at Canyonside Townhomes, and was considered under the ILS approach. Two of those subject to comments were mostly regarding crane height and other construction concerns. The other four subject to comments were related to potential residential developments.

Question was asked about the issue with the Vermillion Creek Correction Plat. Response was it is a residential development, and a lot line adjustment was needed, adding a couple residential lots to a plat that was already existing.

11. **OLD BUSINESS:** None

12. **NEW BUSINESS:** None

13. **PUBLIC COMMENT EXTENSION IF NEEDED:** (3 minutes per person time limit) None

14. **REPRESENTATIVES' COMMENTS:**

Brenda Dyché reported there was considerable development occurring in the Three Towers training box area, with a lot more homes to come. There was a new plat being proposed, as well as some which abut current homes and space was filling up fast. She mentioned several specific areas and numbers of planned homes which will be in the Three Towers training box location, as well as some which were currently under construction.

Question was asked if all of this was new entitlements in terms of zoning. For those things in Elbert County, they would seem to have already been slated, but there was no knowledge about those places which were in Douglas County.

Question was asked if the second portable noise monitor had been placed one training box to the east of Three Towers. It had been deployed about two weeks ago in the Fairgrounds practice area.

It was noted that there were numerous Representatives whose jurisdictions belong to the Colorado Municipal League, so it had been determined to rely on them to alert CACNR about anything from CML which would be important to or of interest to CACNR. This would be the place on the agenda for such reports if the information did not fit elsewhere.

15. **RECOMMENDATIONS TO ACPAA & OTHERS TO POTENTIALLY REDUCE NOISE OVER AFFECTED COMMUNITIES:** None

16. **NEXT MEETINGS:**

A. **CACNR** – February 4, 2026 6:30 p.m. 7565 South Peoria Street, Englewood, CO 80112

B. **ACPAA** – Dec. 11, 2025 3:00 p.m. 7565 South Peoria Street, Englewood, CO 80112, Pam Thompson for CACNR
Feb. 12, 2026 3:00 p.m. 7565 South Peoria Street, Englewood, CO 80112, Pam Thompson for CACNR

C. **PART 150 NOISE COMPATIBILITY STUDY ADVISORY COMMITTEE** –

17. **ADJOURNMENT:** The meeting was adjourned at 8:22 p.m.

CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE		2025 BUDGET - Approved October 2, 2024; Updated as of 11/26/2025		
		BUDGET	ACTUAL	
INCOME:			as of 11/26/2025	NOTES
CARRY OVER FROM PRIOR YEAR		\$ 24,000.00	\$24,448.97	Carry over from 2024
ACPAA		\$ 10,000.00	\$10,000.00	
CACNR REGULAR MEMBERS		\$ 7,000.00	\$7,500.00	12 Regular Members to be invoiced at 1/2 past regular amount (\$500 for Cities and Towns; \$1,000 for Counties)
TOTAL INCOME:		\$ 41,000.00	\$41,948.97	
EXPENDITURES:				
WORK PROGRAM:				
TEAM EXPENDITURES		\$ 10,000		Community Outreach; Incentive Program(s); Fly Quiet; Practice Areas; Noise Monitors; Legislative/Governmental Affairs
WEBSITE		\$ 2,100	\$862.89	Webmaster; Website Domain and Hosting Renewal
EXECUTIVE/WORK PLAN		\$ 500		Annual Report
CONFERENCES:				
2 Reps to UC Davis Symposium		\$ 5,000	\$4,806.84	** Estimate based on prior symposiums
2 Reps to 2 N.O.I.S.E. Conferences		\$ 4,000		** Estimate based on prior years when conferences were held
CONSULTATION/EDUCATION:		\$ 4,000		Projects with consultants for entire Roundtable
MEMBERSHIP DUES:		\$ 1,000	\$1,000.00	N.O.I.S.E.
		\$ 325		CML
ADMINISTRATIVE:		\$ 2,000		Consultation on Work Plan
		\$ 3,000		Legal
ADMINISTRATIVE		\$ 1,650		Meeting Space
		\$ 1,500		Recorder
RESERVE		\$ 2,000.00	\$606.14	Donation in Memory of B. Doubek and Baby Gift for M. Frenette for presently unidentified and unanticipated expenses and/or CACNR activities consistent with the approved Work Plan.
TOTAL EXPENDITURES:		\$ 37,075.00	(7,275.87)	
CARRY OVER TO 2025		\$ 3,925.00	\$34,673.10	Actual to be determined at the end of 2025
** Usually includes registration, travel, ground transportation, lodging, meals.				
FRAME OF REFERENCE: The MOU Funding Structure adopted 12/13/2018 called for an initial two-year funding mechanism. "Thereafter, CACNR will provide ACPAA and each Regular Member with a report on the previous year's expenditures, and an annual invoice accompanied by a proposed budget indicating how the requested funds would be utilized, so that funds could be appropriated for the coming year."				

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q
1	ATTENDANCE RECORD FOR 2025 - 2026 CACNR MEETINGS						2025	2025	2025	2025	2025	2026	2026	2026		MEMBER R	
2			APR	MAY	JUNE	JULY*	AUG	SEPT	OCT	NOV	DEC	JAN*	FEB	MAR		%	TOTAL %
3	ARAPAHOE COUNTY	Rhonda Fields - AC	ABSENT	ABSENT	ABSENT		X	X	X	ABSENT						43%	43%
4		Leroy Evans - AC	ABSENT	ABSENT	ABSENT					ABSENT						0%	
5		Sreenivasan Alakappan - UAC	ABSENT	ABSENT	ABSENT		ABSENT	ABSENT	ABSENT	ABSENT						0%	0%
6		Vacant - UAC	ABSENT	ABSENT	ABSENT		ABSENT	ABSENT	ABSENT	ABSENT						0%	
7																	
8	DOUGLAS COUNTY	Abe Laydon - DC														0%	100%
9		Dan Avery/DJ Beckwith - DC	X	X	X		X	X	X	X						100%	
10		Alison Biggs - UDC	X	X	X		X	X	ABSENT	X						86%	86%
11		Mark Adams - UDC							ABSENT							0%	
12																	
13	ELBERT COUNTY	Mike Buck - EC (as of 8/25)	-	-	-		ABSENT	ABSENT	ABSENT	ABSENT						0%	0%
14		Shawn Fletcher - EC (as of 8/25)	-	-	-		ABSENT	ABSENT	ABSENT	ABSENT						0%	
15		Brenda Dyche - UEC (as of 8/25)	-	-	-		X	X	X	X						100%	100%
16		Deidre Dyche - UEC (as of 8/25)	-	-	-		X									25%	
17																	
18	AURORA	Brad Pierce	X	X	X		X	X	X	X						100%	100%
19		Maurice Healy														0%	
20																	
21	CASTLE PINES	Chris Eubanks	X		X		X	X	X	X						86%	100%
22		Ron Cole	X	X virtual						X						43%	
23																	
24	CASTLE ROCK	Laura Cavey	ABSENT	ABSENT	ABSENT		ABSENT									0%	43%
25		Sandy Vossler	ABSENT	ABSENT	ABSENT		ABSENT	X (VIRTUAL)	X	X (VIRTUAL)						43%	
26																	
27	CENTENNIAL	Don Sheehan	X	ABSENT	X			X	X	X						71%	86%
28		Amy Tharp		ABSENT	X		X	X	X	X						71%	
29																	
30	CHERRY HILLS VILLAGE	Dave Heller	ABSENT	x virtual	ABSENT		ABSENT	X (VIRTUAL)	ABSENT	ABSENT						29%	29%
31		Doug Robinson	ABSENT	ABSENT	ABSENT		ABSENT		ABSENT	ABSENT						0%	
32																	
33	FOXFIELD	Pam Thompson	X	X	X		X	X	X	X						100%	100%
34		Frank Lawrence														0%	
35																	
36	GREENWOOD VILLAGE	Donna Johnston	X	X	X		X	X	X	X						100%	100%
37		John Jackson			X											14%	
38																	
39	HIGHLANDS RANCH	Andy Jones	X	ABSENT	X		ABSENT	X (PHONE)	ABSENT	X						57%	57%
40	METROPOLITAN DISTRICT	Renee Andersor		ABSENT			ABSENT		ABSENT							0%	
41																	
42	LONE TREE	Mike Anderson	X	X	X		ABSENT	X	X							71%	86%
43		Chuck Darnell					ABSENT			X						14%	
44																	
45	PARKER	Vacant/Emily Hogan (6/25)	ABSENT	ABSENT			X VIRTUAL		ABSENT	X (VIRTUAL)						29%	57%
46		B.Matthews/Michael Lawson (6/25)	ABSENT	ABSENT	X			X (VIRTUAL)	ABSENT							29%	
47																	
48	ACPAA	Mike Fronapfel	X	X	X		X		X	X						86%	100%
49		Zach Gabehart	X	X	X		X	X	X	X						100%	
50																	
51	AOPA	John Hirshman/Joe Patton	X	X	X		X	X	X	X						100%	100%
52		Brad Schuster/Joe Patton/Mike Koscielniak						X	X	X						43%	
53																	
54	CABA	Don Kuskie	X	X	X		X	X	X	ABSENT						86%	86%
55		Mike Straka								ABSENT						0%	
56																	
57	CDOT AERONAUTICS DIVISION	Todd Green	ABSENT	ABSENT	ABSENT		ABSENT	ABSENT	ABSENT	ABSENT						0%	0%
58		Vacant	ABSENT	ABSENT	ABSENT		ABSENT	ABSENT	ABSENT	ABSENT						0%	
59																	
60	WINGS OVER THE ROCKIES	Bill Wasmund	X	X	X		ABSENT	X	X	ABSENT						71%	71%
61		Vacant					ABSENT			ABSENT						0%	
62																	
63	* No scheduled meetings in July '25 or January '26																
64																	
65	CACNR BYLAWS:																
66	ARTICLE III.c. Members' Representatives and/or Alternates are expected to attend all regular and special meetings. If a Regular Member's Representative or Alternate does n																
67	attend at least 75% of such meetings annually in the period from April 1 through March 31, the Regular Member will be notified for potential appointment of a replacement!:																
68																	
69	ARTICLE III .g. If the Representative and Alternate of any Member will be absent for a CACNR meeting, the Representative of such Member may designate																
70	Substitute Representative for that meeting only, and shall notify the CACNR Chair of that designation, in writing																
71																	
72	11/20/2025																

TO: CACNR Representatives and Alternates
FROM: CACNR Executive Committee
DATE: November 24, 2026
RE: Editorial Revision to 2026 CACNR Approved Budget

A copy of the approved 2026 CACNR budget is provided.

You will note in the "Income" "Notes" column, the number of "Other Regular Members not to be invoiced for 2026" has been updated from 12 to 13 to reflect the addition of Elbert County.

This update does not affect any of the monetary figures or categories adopted on November 5, 2025.

CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE		2026 BUDGET adopted November 5, 2025		
		2026 BUDGET	2026 ACTUAL	NOTES
INCOME:				
CARRY OVER FROM PRIOR YEAR	\$	34,000.00		approximate carry over from prior year
ACPAA	\$	-		not to be invoiced for 2026 - donation still accepted
CACNR REGULAR MEMBERS	\$	-		13 Other Regular Members not to be invoiced for 2026
TOTAL INCOME:	\$	34,000.00		
EXPENDITURES:				
WORK PROGRAM:				
PROJECT EXPENDITURES	\$	7,300		
WEBSITE	\$	5,000		Webmaster; Website maintenance and update
EXECUTIVE/WORK PLAN	\$	500		Annual Report
CONFERENCES:	\$	9,000		2 reps to UC Davis Symposium in 2025 no N.O.I.S.E. conference held in 2025; \$4,000 had been budgeted
CONSULTATION/EDUCATION:	\$	2,000		Projects with consultant(s) for entire Roundtable
MEMBERSHIP DUES	\$	1,000		N.O.I.S.E.
ADMINISTRATIVE	\$	2,000		Consultation on Work Plan
	\$	3,000		Legal
	\$	1,650		Meeting Space
	\$	1,500		Recorder
RESERVE	\$	1,050		for presently unidentified and unanticipated expenses and/or CACNR activities consistent with the approved Work Plan
TOTAL EXPENDITURES:	\$	34,000.00		
CARRY OVER TO 2027	\$	-		Actual to be determined at the end of each year
** Usually includes registration, travel, ground transportation, lodging, meals. FRAME OF REFERENCE: The MOU Funding Structure adopted 12/13/2018 called for an initial two-year funding mechanism. "Thereafter, CACNR will provide ACPAA and each Regular Member with a report on the previous year's expenditures, and an annual invoice accompanied by a proposed budget indicating how the requested funds would be utilized, so that funds could be appropriated for the coming year."				



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OCTOBER 2025 NOISE REPORT



Visit Our Website
centennialairport.com

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2. DEFINITIONS

A-weighted Sound Level – A measure of sound level with weighted frequency characteristics that correspond to human subjective response to noise.

Arrival – The act of an aircraft approaching and landing at an airport.

Ambient Noise Level – The level of noise that is all-encompassing within a given environment for which a single source cannot be determined. It is usually a composite of sounds from many and varied sources near to and far from the noise monitor.

Community Noise Event Level (CNEL) – The average sound level over a 24-hour period, with a penalty of 10dB for nighttime hours between 10:00 PM and 7:00 AM.

Day Night Average Sound Level (DNL) – A measure of the average noise level over a 24-hour day. It is the 24-hour, logarithmic (or energy) average, A-weighted sound pressure level with a 10-decibel penalty applied to the nighttime event levels that occur between 10:00 PM and 7:00 AM.

Decibel (dB) – A logarithmic quantity reflecting the ratio of the sound pressure of the source to a reference pressure. This results in a sound pressure level of about 0 dB for the quietest sounds that we can detect and sound pressure levels of about 120 dB for the loudest sounds that can be heard without pain.

Departure – The act of an aircraft taking flight and leaving the airport.

Energy-Averaged Sound Pressure Level (Leq) – The value or level of a steady, non-fluctuating sound that represents the same sound energy as the actual time-varying sound evaluated over the same time period.

Flight Track – The path along the ground followed by an aircraft in flight.

Instrument Flight Rules (IFR) Rules and regulations established by the FAA to govern flight under conditions in which flight by outside visual reference is not safe. IFR flight depends upon flying by reference to instruments, and navigation is accomplished by reference to electronic signals. It is also a term used by pilots and controllers to indicate the type of flight plan an aircraft is flying, such as an IFR or VFR flight plan.

Local Operations – Operations in the local traffic pattern or within sight of the airport; flight in local practice areas within a 20 mile radius; execute simulated instrument approaches or low airport passes.

Maximum Noise Level (L_{max}) – The peak noise level for a single noise event.

Noise Exposure – The cumulative sound energy affecting a person over a specified period of time.

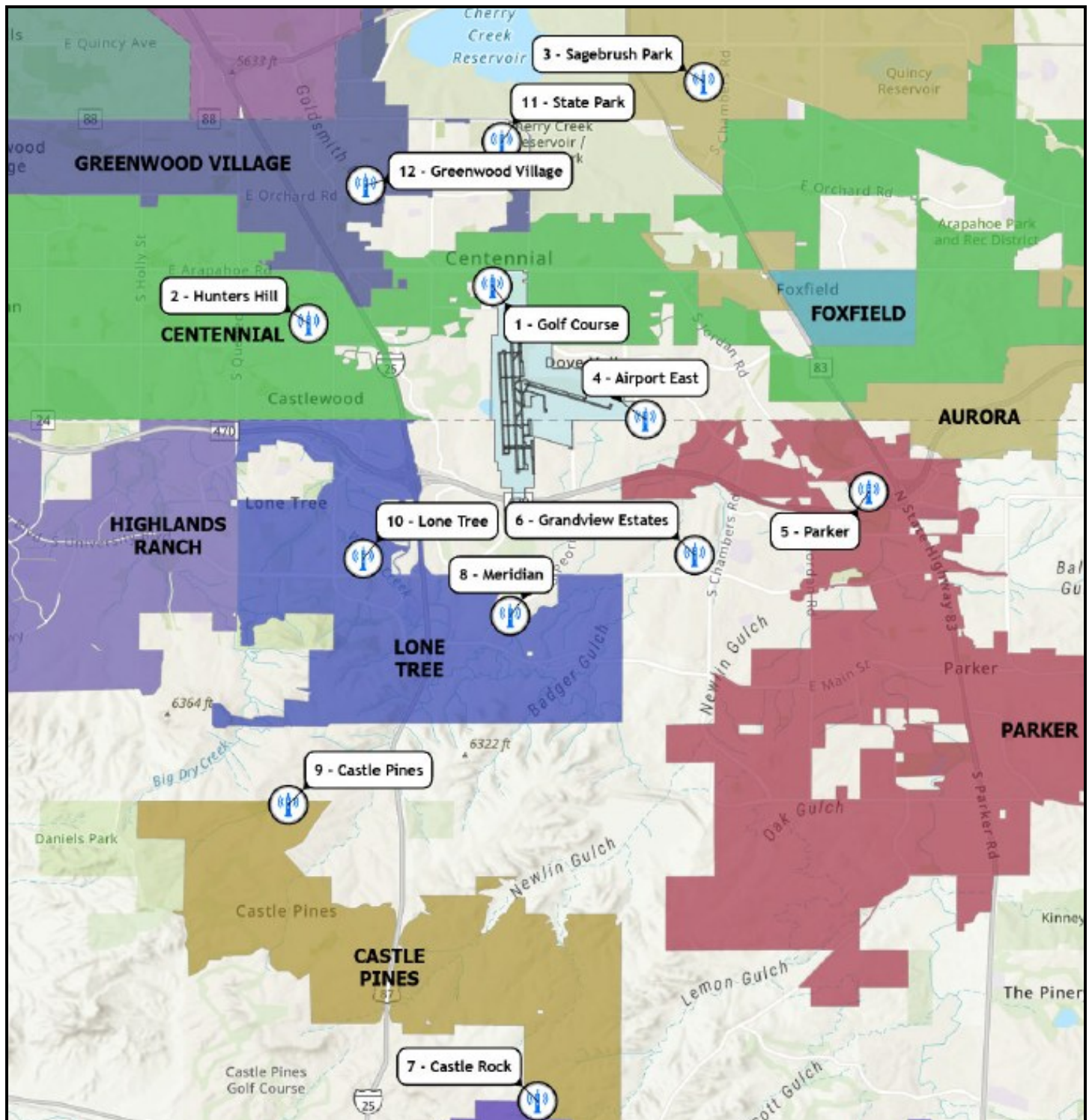
Overflight – Aircraft flight originating and terminating outside the area that transits the airspace without landing.

Visual Flight Rules (VFR) – A set of regulations under which a pilot operates an aircraft in weather conditions generally clear enough to allow the pilot to see where the aircraft is going. A flight plan is not required when the pilot is operating under Visual Flight Rules.

Sound Exposure Level (SEL) – The total energy in the A-weighted sound level measured during a transient noise event. SEL accounts for both the duration and the loudness of a noise event.

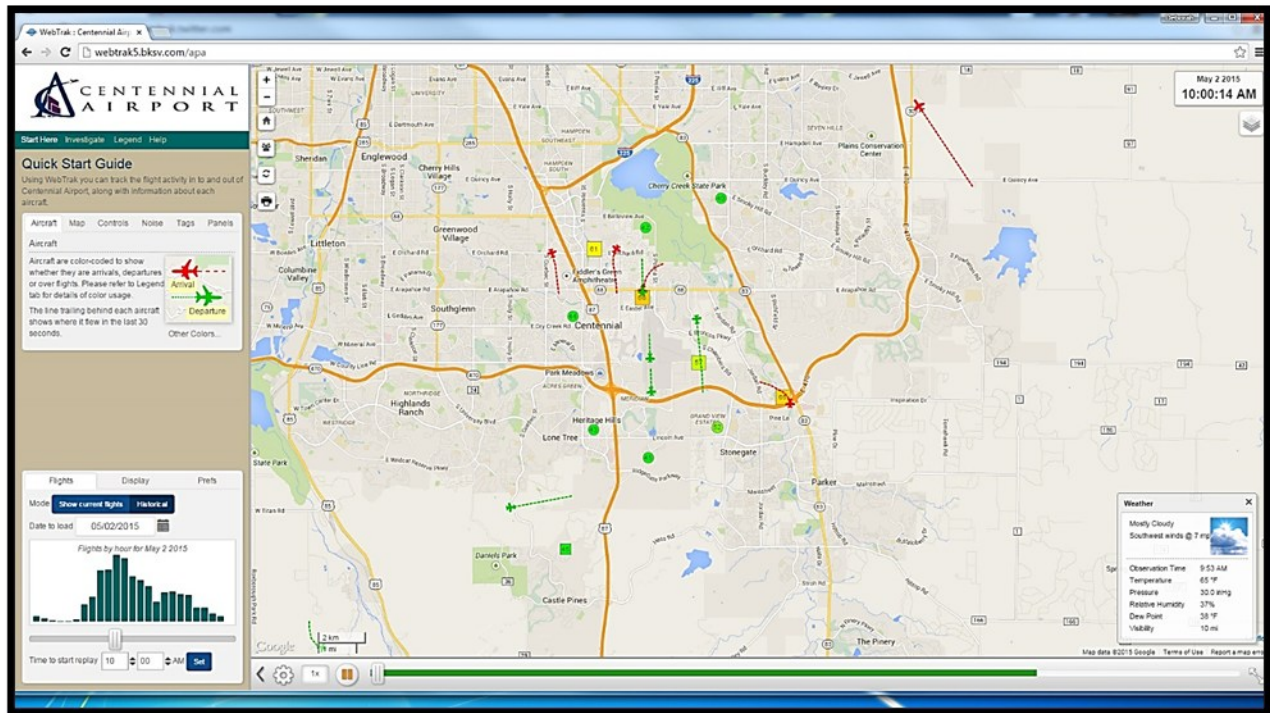
3. ABOUT APA's NOISE MONITORING PROGRAM

Centennial Airport's (KAPA) Noise and Operations Monitoring System (ANOMS) is a new state of the art system that enables the Arapahoe County Public Airport Authority to monitor and better understand aircraft noise in the vicinity of Centennial Airport. This system is comprised of 12 fixed noise monitoring terminals in the community, as well as 2 portable monitors that are available for short term monitoring anywhere in the community.



4. ABOUT WebTrak™

As part of an ongoing program, Centennial Airport offers an online tracking system for the movement of flights and air traffic patterns within the Denver Metro area. **WebTrak** Flight Tracking and Noise Information System allows concerned individuals to research data about flights to and from Centennial Airport, Denver International Airport, Rocky Mountain Metropolitan Airport, Colorado Air & Space Port and Buckley Space Force Base, as well as any transitional air traffic through the region.



How to participate

The general public may use **WebTrak** to investigate a noise or flight that occurred near their location. The system also simplifies the process of filing a noise complaint, offering an easy, online option for residents to register concerns regarding noise levels at the following web addresses;

WebTrak: <https://webtrak.emsbk.com/apr>

Additional Noise Information: <https://centennialairport.com/track-and-report-noise>

Scan here to view Centennial Airport's
Voluntary Noise Abatement Information



5. OPERATIONS STATISTICS

	IFR ITINERANT				VFR ITINERANT				LOCAL		
	AIR TAXI	G.A.	MILITARY	TOTAL ITINERANT	AIR TAXI	G.A.	MILITARY	TOTAL	G.A.	MILITARY	TOTAL LOCAL
January	2,634	2,546	131	5,311	1,559	5,291	77	6,927	11,197	2	11,199
February	2,509	2,499	134	5,142	1,488	5,097	84	6,669	11,271	6	11,277
March	2,682	2,896	124	5,702	1,731	5,897	83	7,711	13,120	15	13,135
April	2,405	2,562	161	5,128	1,706	5,418	89	7,213	12,912	0	12,912
May	2,644	2,939	164	5,747	1,826	6,358	84	8,268	13,704	7	13,711
June	2,833	3,052	241	6,126	1,724	6,426	80	8,230	12,056	22	12,078
July	2,874	3,195	196	6,265	1,938	7,010	84	9,032	12,140	3	12,143
August	2,760	3,092	169	6,021	1,637	6,712	84	8,433	11,556	10	11,566
September	2,950	2,855	137	5,942	2,167	6,921	65	9,153	12,815	3	12,818
October	3,054	2,871	160	6,085	2,005	6,389	69	8,463	12,548	6	12,554
November				0				0			0
December				0				0			0
Y-T-D Totals	27,345	28,507	1,617	57,469	17,781	61,519	799	80,099	123,319	74	123,393

	IFR OVERFLIGHTS				VFR OVERFLIGHTS				TOTAL OPERATIONS
	AIR TAXI	G.A.	MILITARY	TOTAL ITINERANT	AIR TAXI	G.A.	MILITARY	TOTAL	
January	6	3	2	11	31	49	2	82	23,530
February	0	3	1	4	35	53	6	94	23,186
March	7	6	1	14	29	53	3	85	26,647
April	6	2	2	10	41	72	10	123	25,386
May	7	13	2	22	30	64	5	99	27,847
June	7	6	1	14	36	37	3	76	26,524
July	4	8	2	14	49	81	8	138	27,592
August	6	9	2	17	59	62	3	124	26,161
September	3	5	1	9	34	74	11	119	28,041
October	2	4	1	7	31	90	8	129	27,238
November				0				0	
December				0				0	
Y-T-D Totals	48	59	15	122	375	635	59	1,069	262,152

Definitions

Air Taxi – A company that operates aircraft that carry cargo or mail, or passengers on an on demand or charter basis.

General Aviation (G.A.) – All civil aviation operations other than scheduled air services and non-scheduled air transport operations for remuneration or hire.

Local – Operations are performed by aircraft which operate in the local traffic pattern or within sight of the airport; flight in local practice areas located within a 20-mile radius of the airport; execute simulated instrument approaches or low passes at the airport.

IFR Itinerant – Operations other than local operations conducted under Instrument Flight Rules.

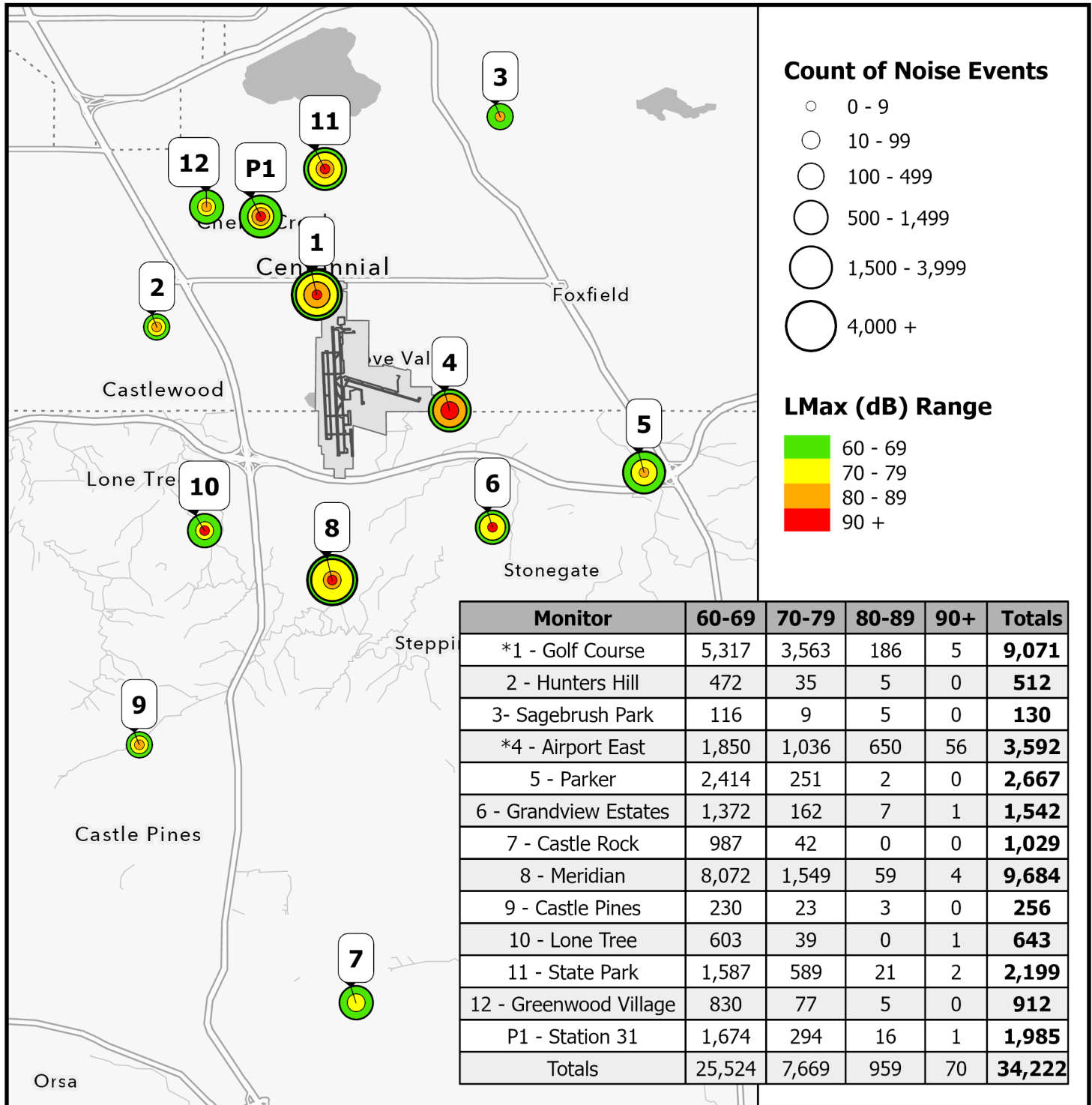
VFR Itinerant – Operations other than local operations conducted under Visual Flight Rules.

Overflight – Operation performed by aircraft that transit the area and did not originate or did not terminate within the airspace.

6. NOISE MONITOR REPORT

The following data displays the amount and associated decibel level of aircraft noise events at a given monitor. An aircraft noise event must contain the following characteristics:

First, the noise event must exceed the ambient noise level. This number varies at every monitor, but is generally greater than 50-55db. Secondly, the noise event must last longer than 5 seconds. Lastly, using radar data, the system must correlate an aircraft with the noise event. This ensures that the sound is not associated with a 'community noise event' such as a lawn mowers or emergency sirens.



*NMT located on airport.

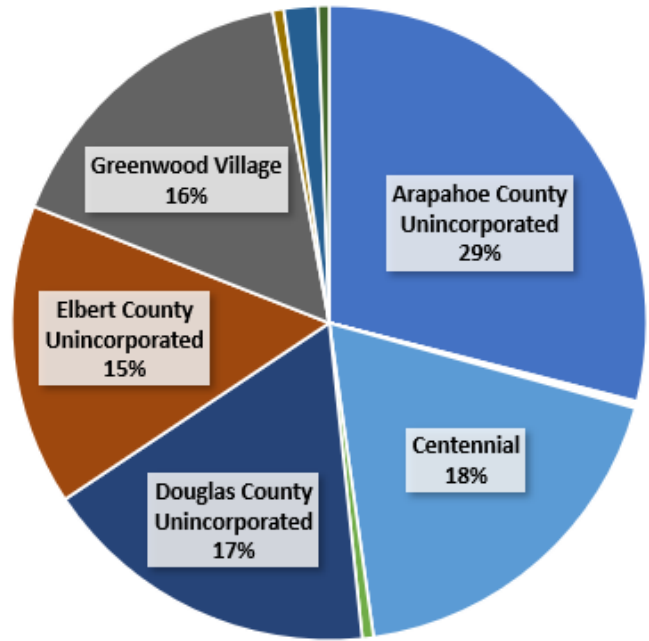
7

NMT Downtimes: NMT 9: 10/3 12:00 AM—11:00AM, 10/27 12:00 PM—10/28 10:51 AM; NMT 11: 10/14 4:00 AM—1:26 PM

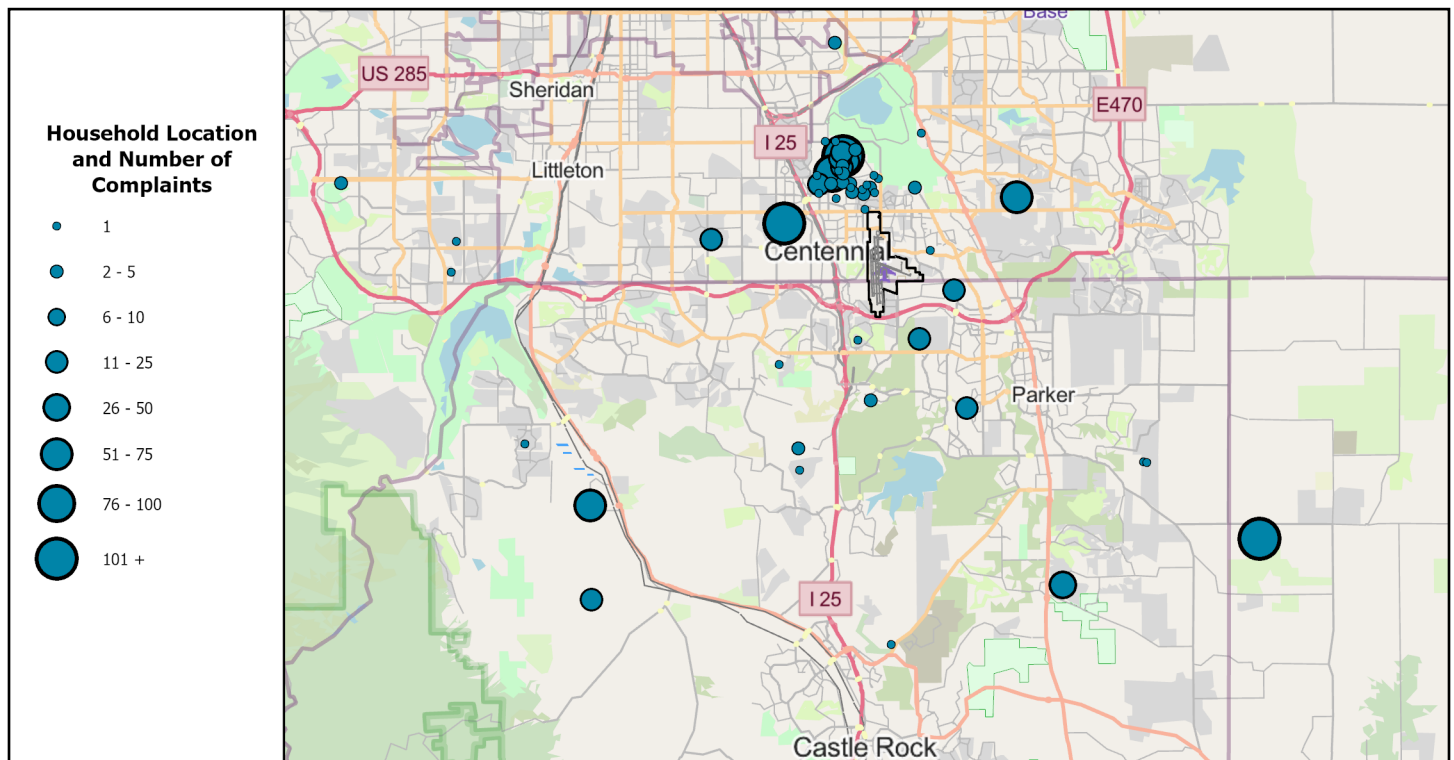
7. OCTOBER 2025 NOISE COMPLAINT STATISTICS

Municipality	Complaints	Households	Population
Arapahoe County Unincorporated	255	18	98,066
Aurora	1	1	399,913
Castle Pines	1	1	14,000
Castle Rock	1	1	86,000
Centennial	161	4	108,422
Cherry Hills Village	0	0	6,442
Denver	5	1	715,522
Douglas County Unincorporated	151	10	276,493*
Elbert County Unincorporated	134	1	29,382
Greenwood Village	139	12	15,691
Highlands Ranch	0	0	103,444
Lone Tree	5	2	14,253
Parker	15	1	68,000
Other	5	4	-
Total	873	56	1,936,078

Complaints per Municipality

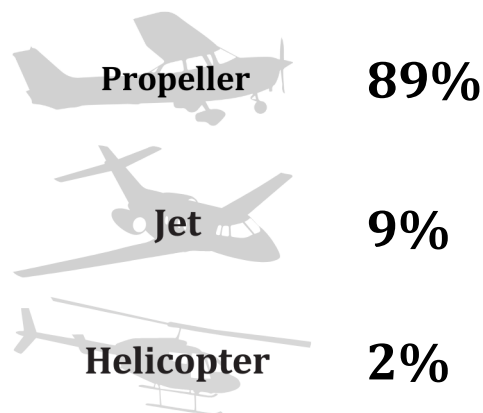


*Douglas County Unincorporated Population with Highlands Ranch Removed



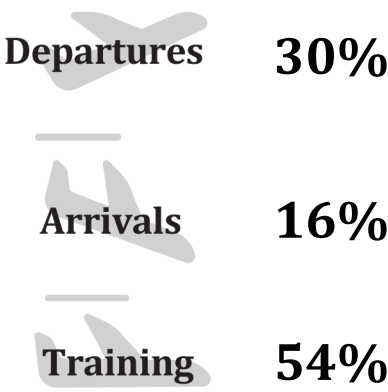
7. OCTOBER 2025 NOISE COMPLAINT STATISTICS

Complaint by Aircraft Type



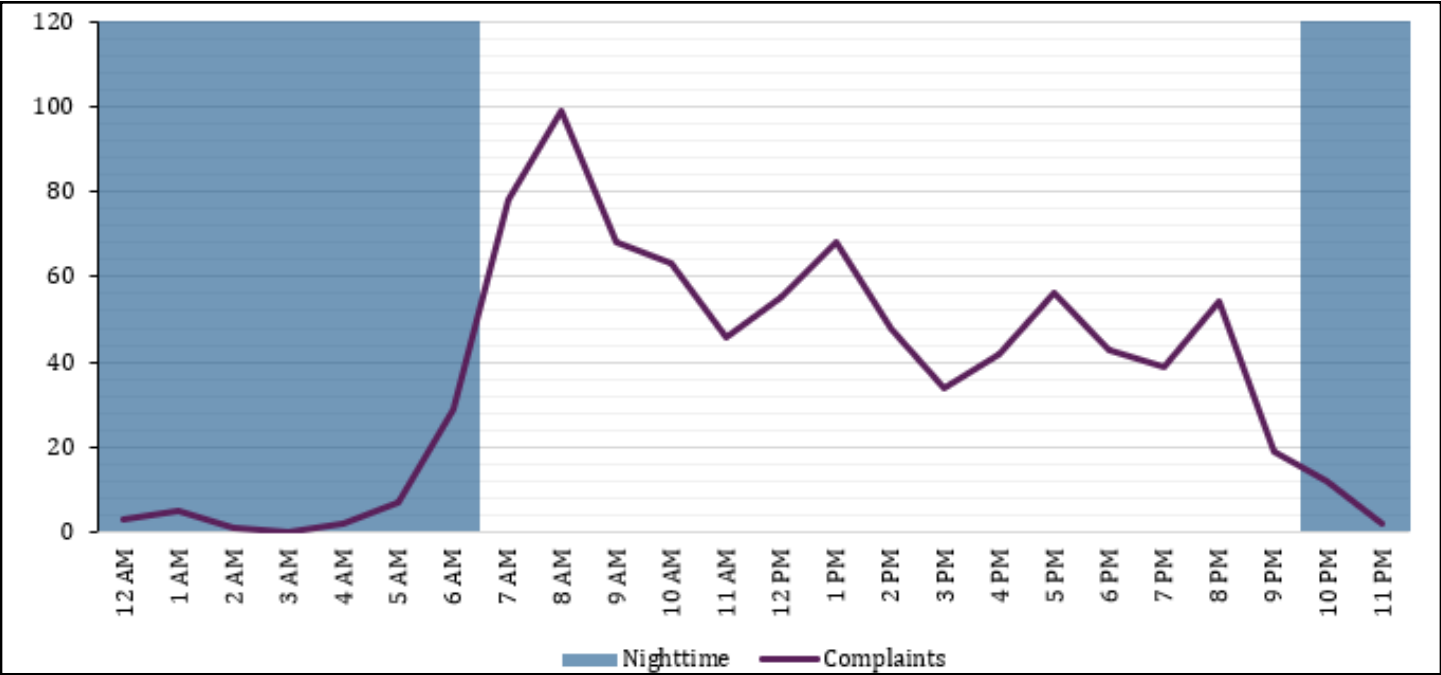
*#1 Household Removed

Complaint by Operation Type



*#1 Household Removed

Complaints by Hour



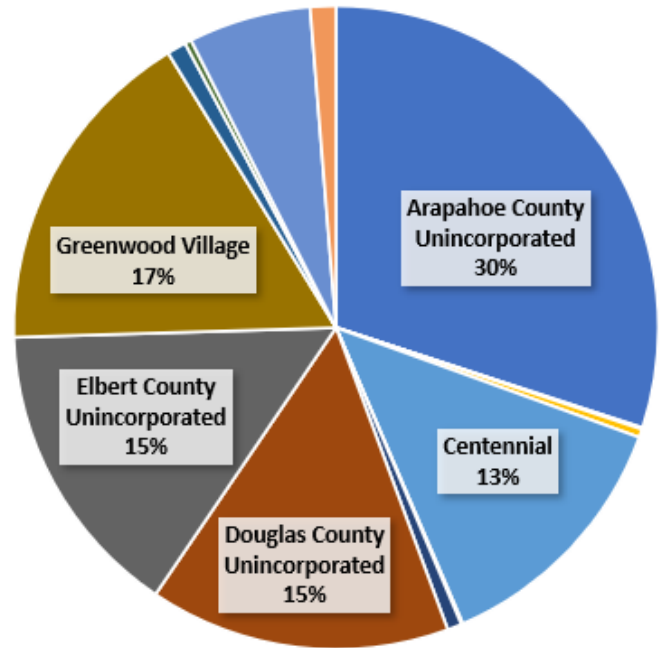
Noise Complaint Responses Completed	
Email	70
Phone	1
Total	71

Time Complaint Received	
Day (7:00 AM—9:59 PM)	612
Night (10:00 PM—6:59 AM)	61
Total	873

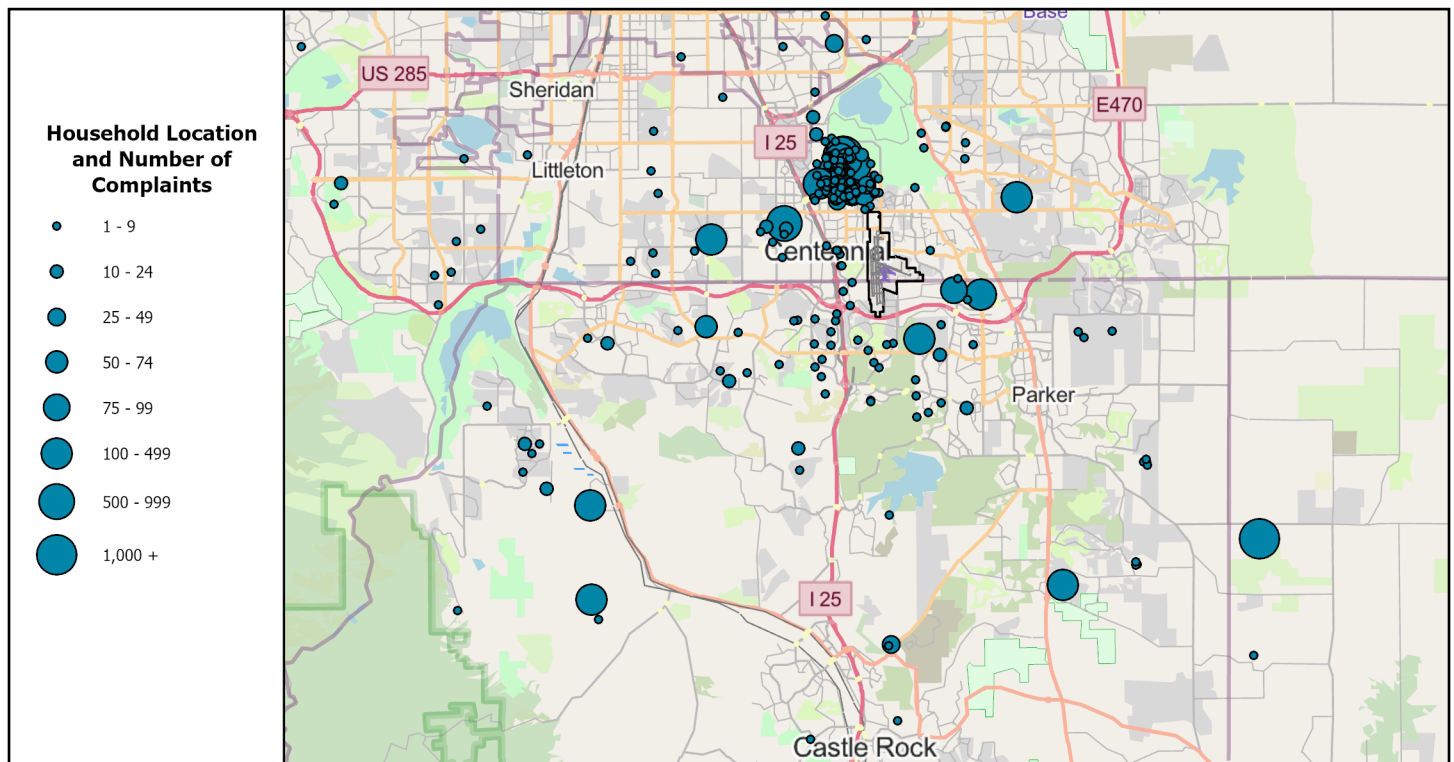
8. YEAR-TO-DATE 2025 NOISE COMPLAINT STATISTICS

Municipality	Complaints	Households	Population
Arapahoe County Unincorporated	2,524	66	98,066
Aurora	5	5	399,913
Castle Pines	2	2	14,000
Castle Rock	35	4	86,000
Centennial	1,096	17	108,422
Cherry Hills Village	7	2	6,442
Denver	60	6	715,522
Douglas County Unincorporated	1,269	41	276,493*
Elbert County Unincorporated	1,266	2	29,382
Greenwood Village	1,408	53	15,691
Highlands Ranch	81	7	103,444
Lone Tree	28	15	14,253
Parker	516	7	68,000
Other	108	19	-
Total	8,405	246	1,936,078

Complaints per Municipality

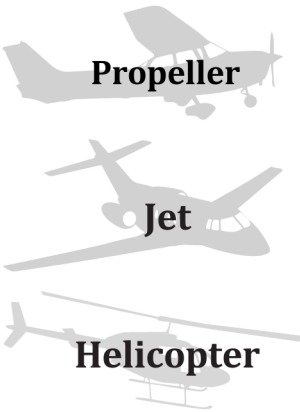


*Douglas County Unincorporated Population with Highlands Ranch Removed



8. YEAR-TO-DATE 2025 NOISE COMPLAINT STATISTICS

Complaint by Aircraft Type



Propeller **89%**

Jet **9%**

Helicopter **2%**

*#1 Household Removed

Complaint by Operation Type



Departures **37%**



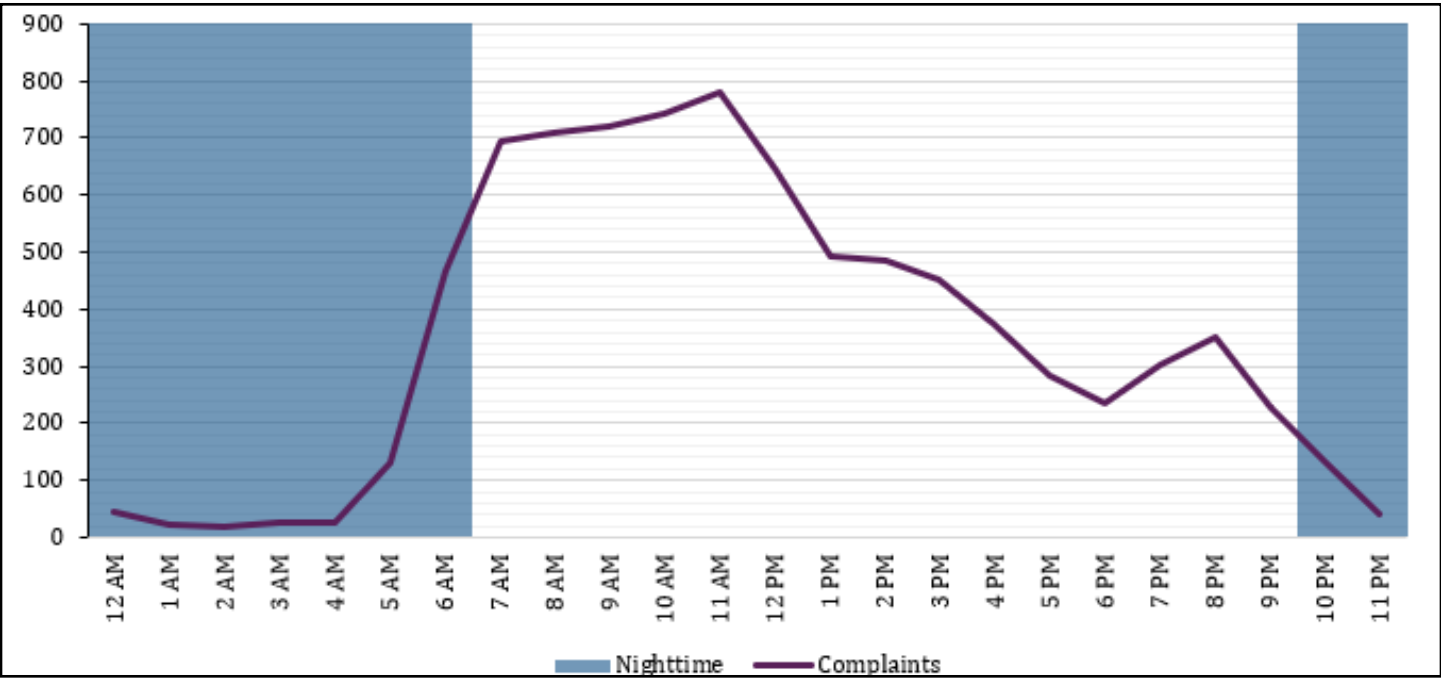
Arrivals **20%**



Training **43%**

*#1 Household Removed

Complaints by Hour

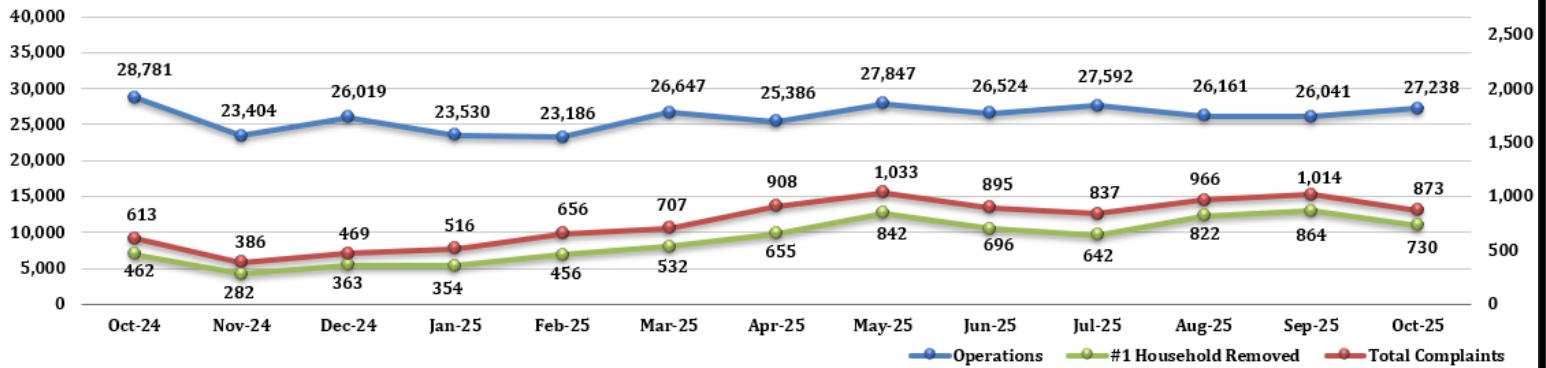


Noise Complaint Responses Completed	
Email	880
Phone	54
Total	934

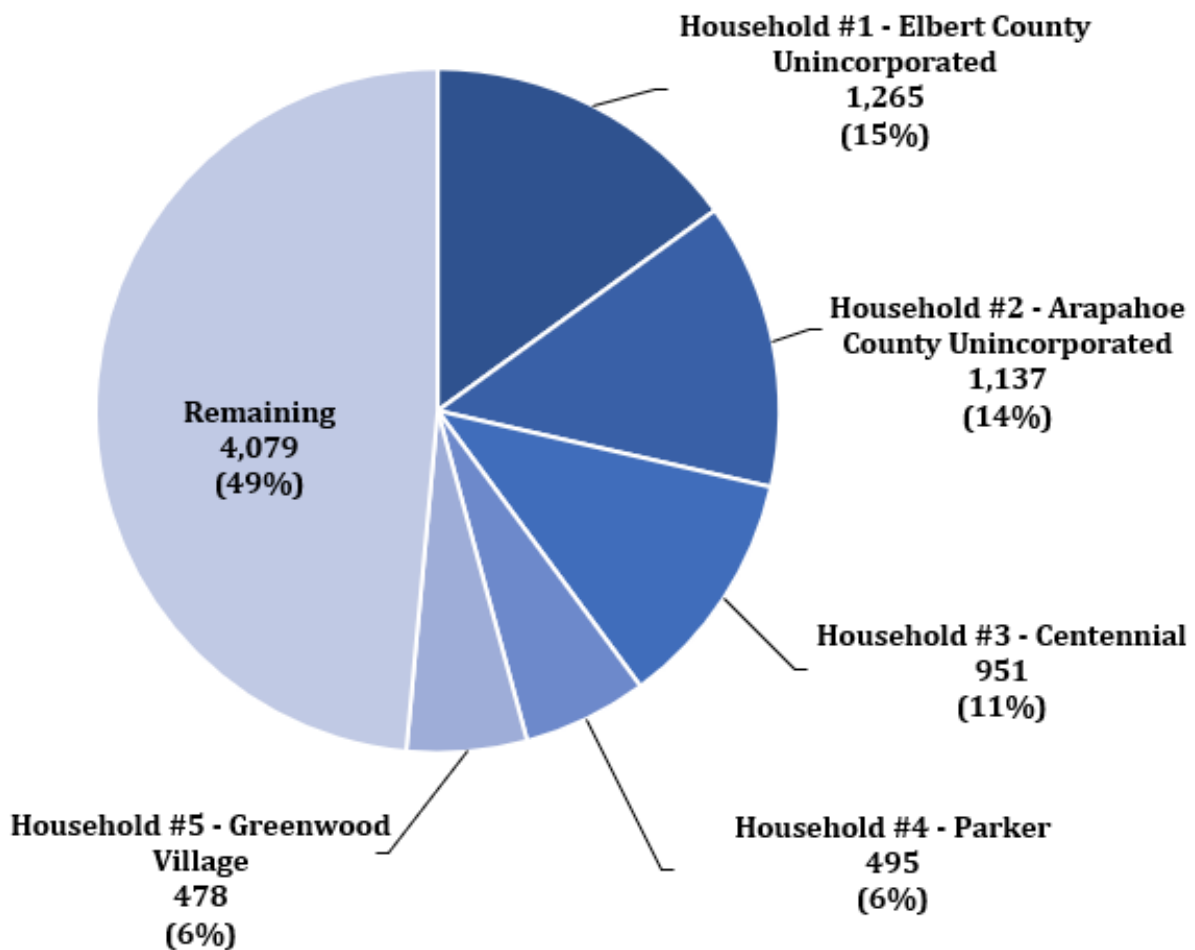
Time Complaint Received	
Day (7:00 AM—9:59 PM)	7,493
Night (10:00 PM—6:59 AM)	912
Total	8,405

8. COMPLAINT STATISTICS

13-Month Trend



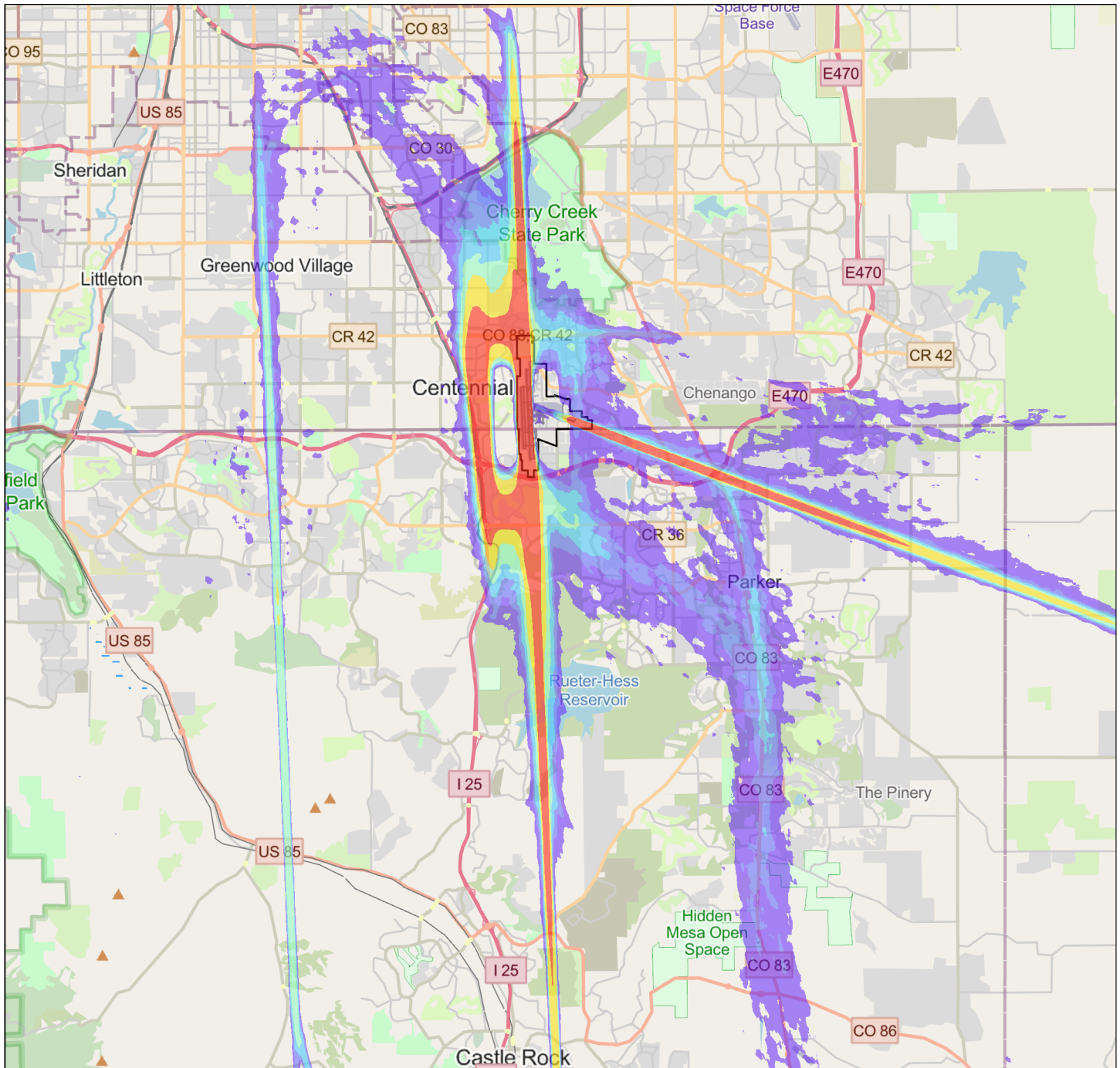
Top 5 Household Complaints YTD



9. CENTENNIAL AIRPORT RADAR TRACK DENSITY MAP

This map takes all of the flight track data for the given time period and creates a line density plot. This enables everyone to have a better understanding of where the flight tracks are at, while allowing for historical comparisons. Dark red in the middle of the picture shows the highest density of flight tracks over the runways. The colors gradually move out to blue as the least dense.

OCTOBER 2025



10. NOTES AND DISCLAIMER

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Noise Hotline: 303-790-4709

www.centennialairport.com



CENTENNIAL AIRPORT

PORTABLE NOISE MONITOR REPORT

PORTABLE NOISE
MONITOR LOCATION:

Kiowa, CO

(Under Fairgrounds Practice Box)

REPORT DATE:

11/24/2025

Visit Our Website

centennialairport.com



1. DEFINITIONS

A-weighted Sound Level – A measure of sound level with weighted frequency characteristics that correspond to human subjective response to noise.

Arrival – The act of an aircraft approaching and landing at an airport.

Ambient Noise Level – The level of noise that is all-encompassing within a given environment for which a single source cannot be determined. It is usually a composite of sounds from many and varied sources near to and far from the noise monitor.

Community Noise Event Level (CNEL) – The average sound level over a 24-hour period, with a penalty of 10dB for nighttime hours between 10:00 PM and 7:00 AM.

Day Night Average Sound Level (DNL) – A measure of the average noise level over a 24-hour day. It is the 24-hour, logarithmic (or energy) average, A-weighted sound pressure level with a 10-decibel penalty applied to the nighttime event levels that occur between 10:00 PM and 7:00 AM.

Decibel (dB) – A logarithmic quantity reflecting the ratio of the sound pressure of the source to a reference pressure. This results in a sound pressure level of about 0 dB for the quietest sounds that we can detect and sound pressure levels of about 120 dB for the loudest sounds that can be heard without pain.

Departure – The act of an aircraft taking flight and leaving the airport.

Energy-Averaged Sound Pressure Level (Leq) – The value or level of a steady, non-fluctuating sound that represents the same sound energy as the actual time-varying sound evaluated over the same time period.

Flight Track – The path along the ground followed by an aircraft in flight.

Instrument Flight Rules (IFR) - Rules and regulations established by the FAA to govern flight under conditions in which flight by outside visual reference is not safe. IFR flight depends upon flying by reference to instruments, and navigation is accomplished by reference to electronic signals. It is also a term used by pilots and controllers to indicate the type of flight plan an aircraft is flying, such as an IFR or VFR flight plan.

Local Operations – Operations in the local traffic pattern or within sight of the airport; flight in local practice areas within a 20 mile radius; execute simulated instrument approaches or low airport passes.

Maximum Noise Level (L_{max}) – The peak noise level for a single noise event.

Noise Exposure – The cumulative sound energy affecting a person over a specified period of time.

Overflight – Aircraft flight originating and terminating outside the area that transits the airspace without landing.

Visual Flight Rules (VFR) – A set of regulations under which a pilot operates an aircraft in weather conditions generally clear enough to allow the pilot to see where the aircraft is going. A flight plan is not required when the pilot is operating under Visual Flight Rules.

Sound Exposure Level (SEL) – The total energy in the A-weighted sound level measured during a transient noise event. SEL accounts for both the duration and the loudness of a noise event.

2. NEIGHBORHOOD NOISE REPORT

Background

Installed in September of 2012, the Airport Noise and Operations Management System (ANOMS) enables Centennial Airport to monitor the amount of noise being generated over communities surrounding Centennial Airport. ANOMS collects, analyzes and processes data from multiple sources of information including a network of 12 permanent noise monitors located around Centennial Airport, noise complaints, FAA radar data and weather data. In addition, the Airport also has 2 portable noise monitors to provide aircraft noise information at specific locations that are not covered by the permanent noise monitors.

Description of Noise Monitoring Location

The portable noise monitor for this report was placed under the Fairgrounds Practice Box on October 20th, 2025. The monitor is located approximately 22.5 miles south-east of Centennial Airport.

Noise Level Reports

The Noise Level Reports summarizes measurement results at the noise monitoring site. The data presented summarizes the noise levels and the individual measured aircraft noise events. The noise data presents the measured noise during the period of the measurements for aircraft, community, and total noise in Day-Night Average Sound Levels (DNL's). DNL is a 24-hour time-averaged logarithmic sound exposure level with a 10 decibel (dB) nighttime (10 p.m. to 7 a.m.) penalty to account for the lower ambient noise levels during the nighttime hours. Aircraft noise is noise that can be correlated to aircraft in the vicinity of the noise monitor. Community noise is noise from all other sources such as vehicles, trains, and lawn mowers that all contribute to the overall ambient noise. Total noise is noise from all the above sources.

Daily aircraft noise levels can vary day to day primarily because different runways are used under different wind conditions, which affect where the aircraft fly. The daily noise levels measured, while this monitor was at this location, are indicative of the levels during the time period when the monitor was installed. It is not necessarily representative of the noise level on an annual basis.

2. NEIGHBORHOOD NOISE REPORT CONT'D

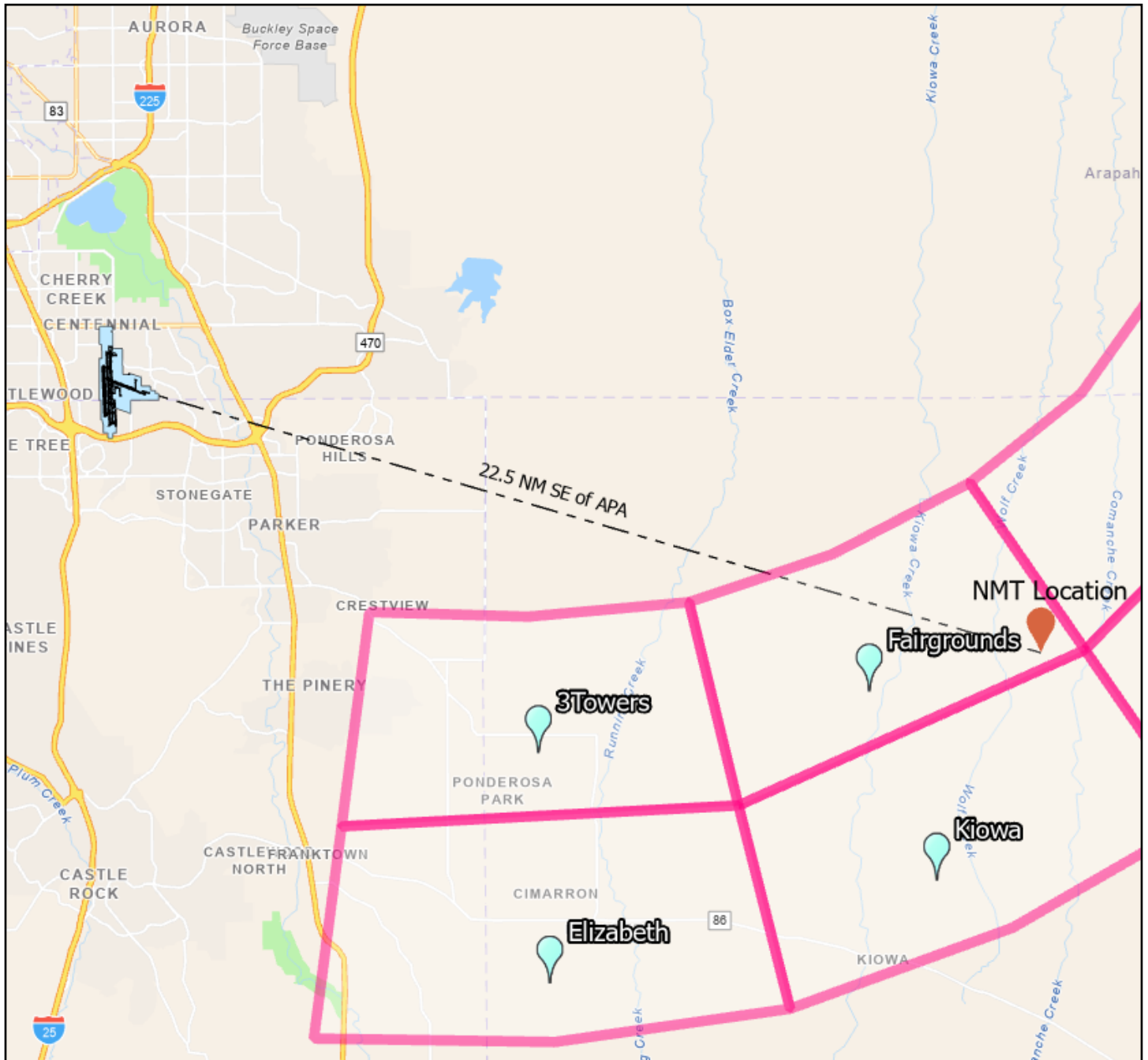
Report Date Range:

10/21/2025 - 11/18/2025

Location of Portable Monitor:

Kiowa, CO under Fairgrounds Practice Box

22.5 Miles Southeast of Centennial Airport

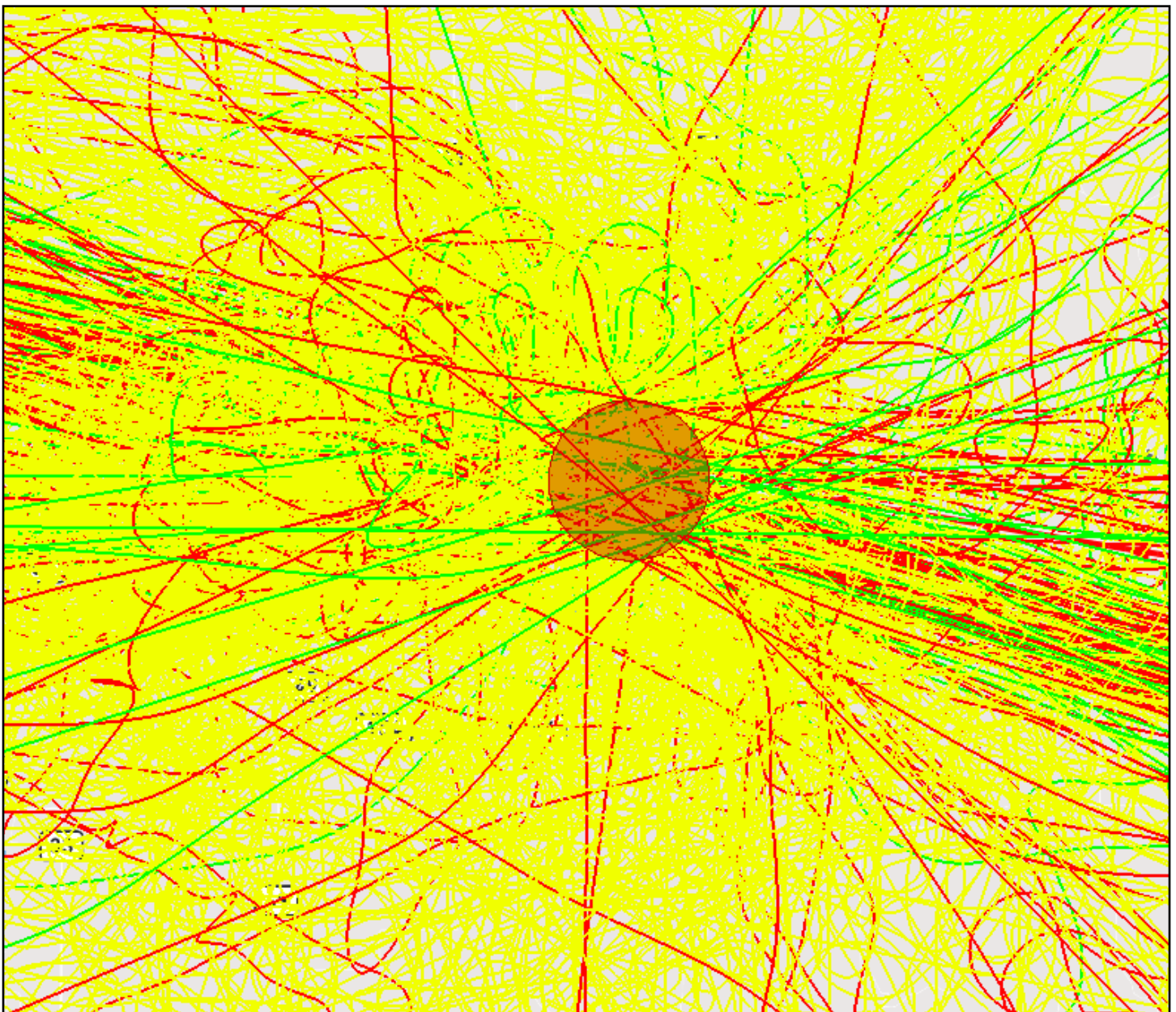


2. NEIGHBORHOOD NOISE REPORT CONT'D

Centennial Airport Associated Flight Track within 1 Mile of NMT by Aircraft Type	
Propeller	365
Jet	12
Helicopter	1
Total	378

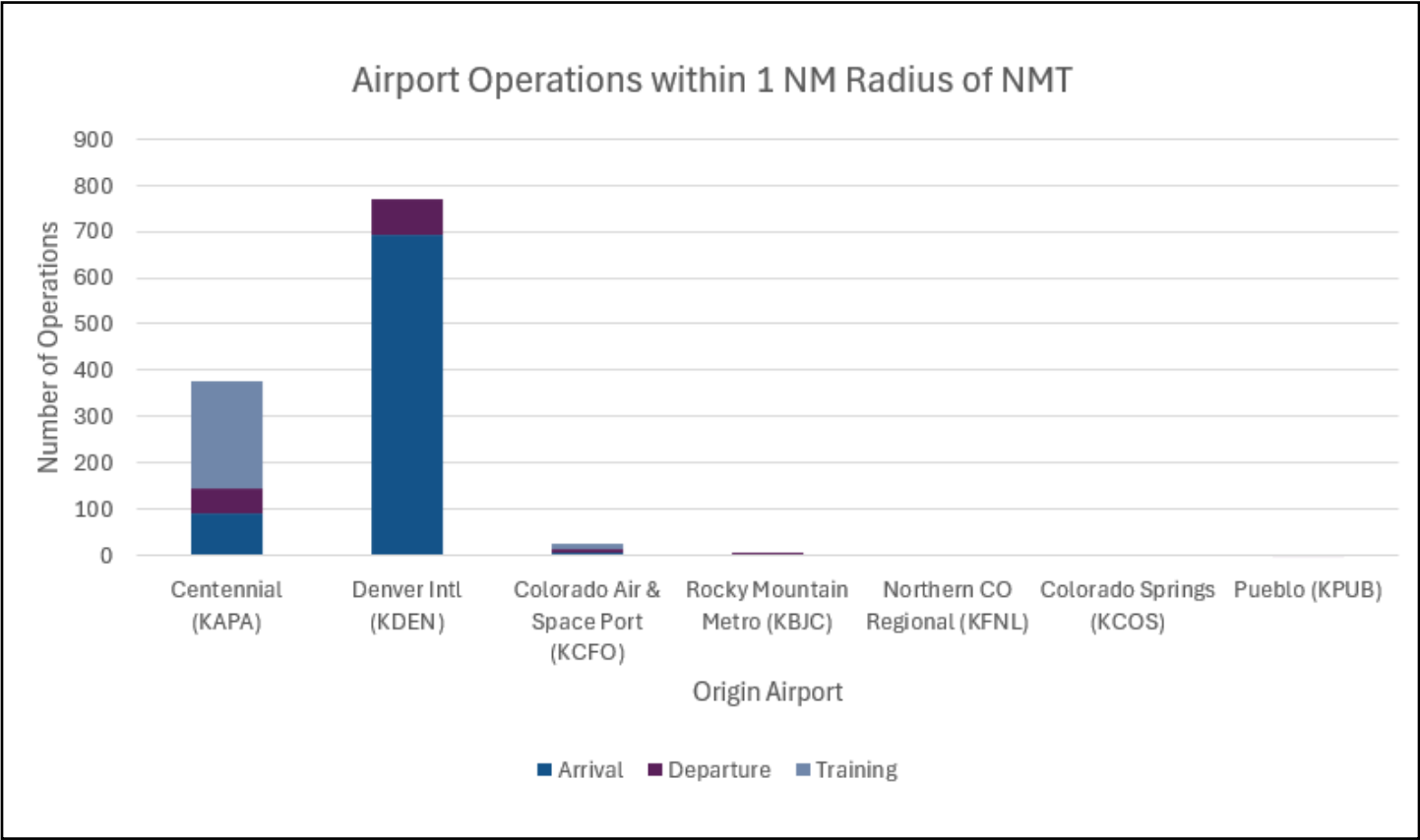
Centennial Airport Associated Flight Track within 1 Mile of NMT by Operation Type	
Arrival	93
Departure	52
Training	233
Total	378

Map of Flight Tracks that Passed within 1 Mile of Noise Monitor



2. NEIGHBORHOOD NOISE REPORT CONT'D

The graph below illustrates a breakdown of arrival, departure, and training operations, along with the respective airports associated with each operation. This data is intended to highlight the airports linked to aircraft noise disturbances in the area surrounding the portable noise monitor.



Airport	Arrival	Departure	Training	Total
Centennial (KAPA)	93	52	233	378
Denver Intl (KDEN)	693	77	0	770
Colorado Air & Space Port (KCFO)	7	7	13	27
Rocky Mountain Metro (KBJC)	4	1	0	5
Northern CO Regional (KFNL)	0	0	0	0
Colorado Springs (KCOS)	0	0	0	0
Pueblo (KPUB)	1	2	0	3

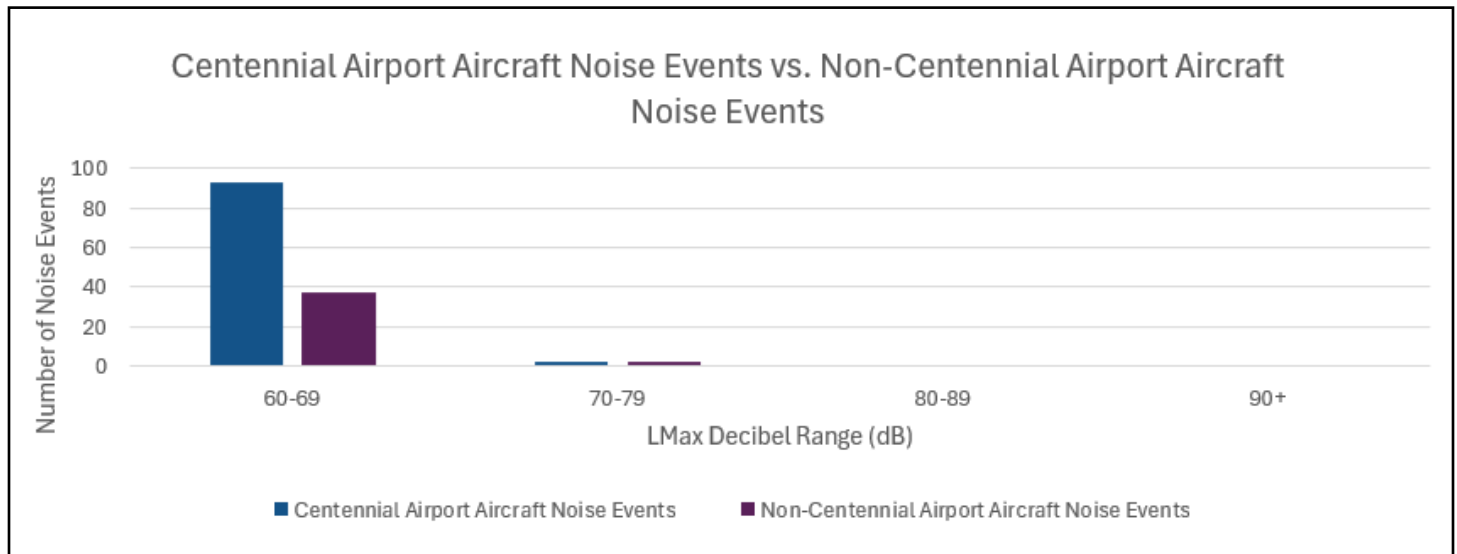
3. NOISE MONITOR STATISTICS

The following two pages display data metrics collected by the portable noise monitor. This data compares the average noise impacts from aircraft and from the surrounding community. Additionally, information is provided on the number of noise events detected by the monitor. The graphs on the next page illustrate the frequency of noise events within their respective categories, along with the corresponding decibel levels.

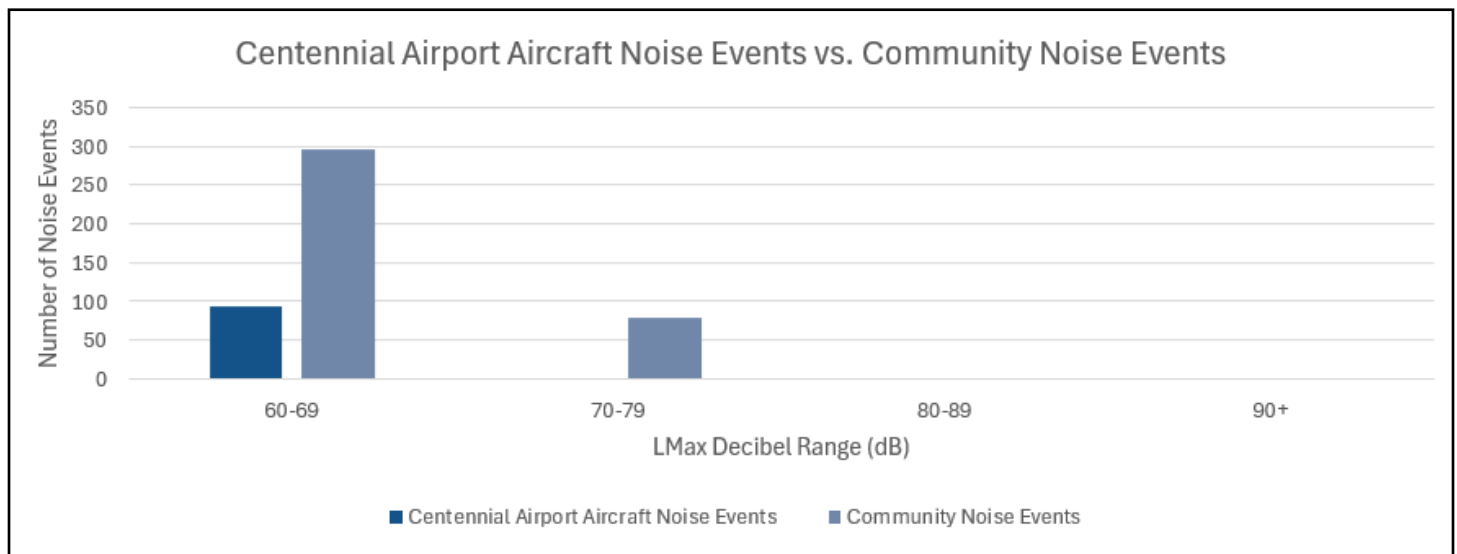
Noise Data		Noise Events	
Aircraft DNL (The 24-hour average sound level of aircraft with a 10dB penalty for nighttime noise events.)	33.9 dB	Centennial Airport Aircraft Noise Events at Noise Monitor	105
Community DNL (The 24-hour average sound level of the community with a 10dB penalty for nighttime noise events)	47.1 dB	Non-Centennial Airport Aircraft Noise Events at Noise Monitor	47
Total DNL (The 24-hour average sound level with a 10dB penalty for nighttime noise events)	47.3 dB	Total Aircraft Noise Events at Noise Monitor	152
Average Aircraft LMax (dB) (The peak noise level for a single aircraft noise event)	64.6 dB	Total Community Noise Events at Noise Monitor	392

- Aircraft Noise Event - Noise event linked to a specific aircraft operation based on time and radar data collected by ANOMS.
- Community Noise Event - Noise event related to a non-aircraft noise source like traffic, wind, animals, or vehicles.

3. NOISE MONITOR STATISTICS CONT'D



Decibel Range (dB)	Centennial Airport Aircraft Noise Events	Non-Centennial Airport Aircraft Noise Events
60-69	93	37
70-79	2	2
80-89	0	0
90+	0	0



Decibel Range (dB)	Centennial Airport Aircraft Noise Events	Community Noise Events
60-69	93	296
70-79	2	79
80-89	0	1
90+	0	0

4. NOTES AND DISCLAIMER

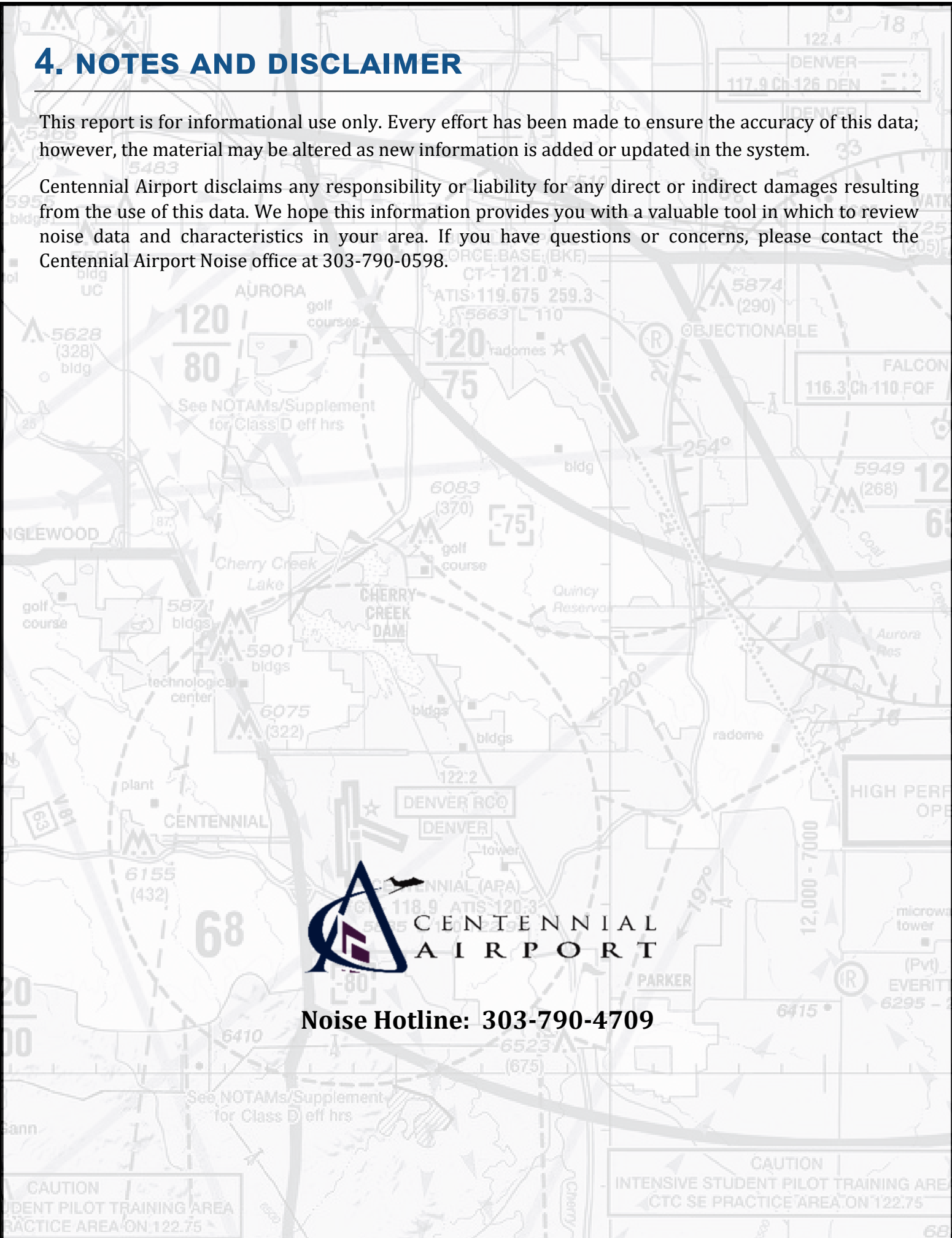
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**CENTENNIAL
AIRPORT**

Noise Hotline: 303-790-4709



CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE

November 5th, 2025 Meeting

➤ PART 150 Update – Kate Andrus

- Noise Exposure Maps accepted by FAA Fleet Mix review – JSX 1% of Operations quite an adjustment - didn't adjustment much (3 acres in the 65 DBL range) & 1 Charter School establish 3 years ago on border of 65 DBL.
CACNR info currently 60 DBL area - 4 schools, 4 religious, 3 medical, 2030 project growth of 1 religious & 1 fire station

➤ Public Comments Received

- JSX – well established, reputable operation
- Louviers – positive news, flights down, seem to avoid, Not 6AM

➤ Noise Report

- YTD Operations down; September busiest month in 2025
T&G operations at a high
- Complaints Increased – weather, wind, ATC
- Portable Noise Monitor placed in Fairgrounds Training Box

➤ CACNR Study Group Committee – Q3 2025 Report

- Q3 2024 & 2025 Comparison slide; less entering study area (3,266 = 6.7%)
July & August saw lowest # of T&G entering the Study Area since formation.
- Percentage of Touch & Go Entering Study Area vs. Mitigation Efforts slide; Peak, Sept South Flow used 80% of T&G, 1 Bad weather 9/23, trend continues downward
- Aircraft Entering vs. Not Entering Study Area & Extension into Study Area slide; Q3 2025 60.6% did not enter Study Area, Q3 2025 68.8% turned base / crosswind prior to Orchard. YTD Peakview & Orchard, Orchard & Bellview, N of Bellview, smaller and smaller – funnel
Effective measures of communication & providing tools such as hire analyst, noise abatement chart overlay, quarterly safety meetings.

ACPAA BOARD - quantify “unique” exposures of noise from aircraft – pull algorithm out of criteria in Dashboard, Create awareness for flight schools – poss. meaning fly higher – 500 ft?

Centennial Flyer – purchase H55 electric craft; pending FAA approval 2027 2 delivered, 2028 4 delivered.



Centennial Airport Community Noise Roundtable

2026 - 2028 Work Program

DRAFT

CACNR MEMBERSHIP

Arapahoe County	City of Greenwood Village
Douglas County	City of Lone Tree
Elbert County	Metropolitan District, Highlands Ranch
City of Aurora	Town of Parker
City of Castle Pines	Arapahoe County Public Airport Authority
Town of Castle Rock	Aircraft Owners and Pilots Association
City of Centennial	Colorado Aviation Business Association
City of Cherry Hills Village	Colorado Department of Transportation
Town of Foxfield	Aeronautics Division
	Wings Over the Rockies

The Mission, Vision, and Values of the Centennial Airport Community Noise Roundtable (page 2) are implemented, in part, through the efforts of CACNR , as described on the following pages.

VISION: Quieter Skies for Our Communities

MISSION: Utilizing Partnerships to Reduce Airport Noise for the Benefit of Neighboring Communities

VALUES: In order to develop successful community partnerships, CACNR Members and Representatives value and adhere to the following:

RESPECT

- Mutual respect for all opinions, questions and responses
- Non-judgmental reaction and response to views expressed
- Listening with intention
- Value for the diverse view and perspectives of all Members and Representatives
- Trust of one another

ETHICS

- Honesty
- Keeping commitments
- Refrain from gossip
- No hidden agendas

COMMITMENT TO

- Attendance and participation
- The shared CACNR Vision and Mission Statements
- Team effort
- Continual learning and education
- Sharing of ideas
- An open environment conducive to development and mutual support of common goals
- Transparency of activities and information
- Resolution of conflicts and differences
- The entire community

ACCOUNTABILITY

- To one another
- To our represented communities and constituents
- For the dissemination of information among ourselves, the ACPAA Board, our represented communities, constituents, and other stakeholders

INNOVATION

- Foster an environment which encourages creative thought and implementation
- Seek solutions outside our comfort zone
- Remain persistent and persevere in achieving the CACNR Vision and Mission

Work Program Tasks

Topic Area: Logistics		
Task	Responsible Party	Priority
1. Continue work on CACNR orientation process and materials, including retaining knowledge of FAR Part 161 specifics.		High
2. Become familiar with the airport's Master Plan, Strategic Plan, Vision statement, and Part 150 study.		Medium
Topic Area: Collaboration		
Task	Responsible Party	Priority
3. FAA – Continue/expand FAA participation with CACNR; determine how to demonstrate collaboration between the Airport, the Roundtable and the FAA		High
4. Encourage local jurisdictions to proactively plan for compatibility between airport operations and land use/zoning. Ensure the Airport notifies CACNR of land use referrals and Airport reactions.		High
Topic Area: Communication/Outreach		
Task	Responsible Party	Priority
5. Update CACNR website and create or redesign website content.		High
6. Develop and implement a plan for enhanced communication with Member jurisdictions, HOAs and the community at large. Consider methods such as newsletters, information re: noise hotlines, newspaper publications, press releases, etc.		High
7. Social Media – Establish a social media presence. Determine how to achieve CACNR consensus on topical content, resources, management, target audiences, etc.		Low
Topic Area: Accountability		
Task	Responsible Party	Priority
8. CACNR Annual Reports – Resume publishing annually.		High
9. Monitor information/data available from the dashboard for implications important to CACNR.		High
10. Update Work Program biennially. Consider use of appendices to track work previously addressed. Review work programs from the past, including 2013 and 2015,		Medium

DRAFT

for ideas completed, still worth being implemented, or removed.		
Topic Area: Noise Study/Issues		
Task	Responsible Party	Priority
11. Consider placement of additional portable and permanent noise monitors in areas identified as noise sensitive and not currently covered.		High
12. Review monthly noise reports that are reported/presented to the CACNR. Determine if additional/different information is desired. Determine next steps for response based on noise complaint information.		High
13. Continue looking at airports similar to Centennial to learn if ideas from those airports could benefit noise reduction efforts here. Consider UC Davis conference attendance or additional external conferences/resources to gain knowledge, collaborate, and create connections.		Low
14. Monitor additional electronic sign noise abatement messages for approval of CACNR and submission to ACPAA.		Low
15. Continue research into aircraft technologies to reduce noise.		Low
Topic Area: Flight School Engagement		
Task	Responsible Party	Priority
16. Help minimize noise impacts by encouraging pilots to fly the published voluntary Noise Abatement Guidelines.		High
17. Develop an incentive program for flight schools/pilots. Determine which incentives might appeal to the schools.		High
18. Research and suggest potential best management practices for training aircraft/flight schools/pilots		High
19. Investigate other locations for training over less populated areas and encourage their use.		High
20. Dashboard monitoring.		High
Topic Area: Fly Quiet		
Task	Responsible Party	Priority

21. Periodically review the Centennial Airport Fly Quiet Program.		Low
Topic Area: Additional Work Force Tasks		
Task	Responsible Party	Priority
22. Monitor legislative activity both at the State and Federal levels and identify ways for CACNR to be involved as appropriate.		High
23. Consider use of consultant(s) to assist with furthering aspects of CACNR Work Program.		Low

CACNR/ACPAA 2026 MEETING SCHEDULES

2026 MEETINGS OF

THE CENTENNIAL AIRPORT COMMUNITY ROUNDTABLE AND **THE ARAPAHOE COUNTY PUBLIC AIRPORT AUTHORITY**

CACNR meets at 6:30 p.m., 7565 South Peoria Street, Englewood, CO 80112

ACPAA meets at 3:00 p.m., 7565 South Peoria Street, Englewood, CO 80112

Unless otherwise noted, CACNR will be represented at all ACPAA meetings by Pam Thompson, CACNR Vice-Chair

<u>CACNR MEETINGS</u>	<u>CACNR REPRESENTATIVE</u>	<u>REPORT DUE DATE</u>	<u>ACPAA MEETINGS</u>
(To zgabehart@centennialairport.com)			
<u>January 07</u>	NO CACNR MEETING		NO ACPAA MEETING
<u>February 04</u>	Pam Thompson	Feb 05	February 12
<u>March 04</u>	Pam Thompson	March 05	March 12
<u>April 01</u>	Pam Thompson	April 02	April 09
<u>May 06</u>	Pam Thompson	May 7	May 14
<u>June 03</u>	Pam Thompson	June 04	June 11
<u>July 02</u>	NO CACNR MEETING		NO ACPAA MEETING
<u>August 05</u>	Pam Thompson	August 06	August 13
<u>September 02</u>	Pam Thompson	September 03	September 10
<u>October 07</u>	Pam Thompson	October 07 or verbal	October 08
<u>November 04</u>	Pam Thompson	November 05	November 12
<u>Dec 02</u>	Pam Thompson	December 03	December 10

New Logo Options



Option 1



Option 2



Option 3



FAA finalizes new Rocky Mountain Metro Airport flight paths amid ongoing noise concerns

The FAA formalized new flight paths at Rocky Mountain Metropolitan Airport, though the routes have been in testing for several months, a spokesperson says

By **Julia King** | jking@prairiemountainmedia.com | jking@prairiemountainmedia.com

PUBLISHED: November 23, 2025 at 6:45 AM MST

In a [memo](#) released Nov. 10, the Federal Aviation Administration formalized new rules for arrival and departure routes in the airspace surrounding Rocky Mountain Metropolitan Airport. The changes come amid tension between the airport, nearby local governments, and residents who continue to have aircraft noise and safety concerns.

Testing for those new routes started in June, when the FAA sent out [an internal memo](#) informing its air traffic controllers at the airport of new directives to give pilots on arrival and departure over radio or “other communication methods,” a spokesperson for RMMA said.

RMMA personnel did not receive the June memo and were only made aware of the new route tests after the document was obtained through a Freedom of Information Act request by a citizen in September, the spokesperson said.

The new routes are scheduled to take effect Dec. 12, and will remain in place until “at least” Dec. 10, 2027, according to the FAA’s November memo.

That memo, signed by Nathan Zuck, the air traffic manager at the Rocky Mountain Metro tower, said RMMA has seen a “notable surge” in Traffic Collision Avoidance System resolution alerts — safety warnings that tell pilots to change altitude to avoid a potential mid-air collision — and close-proximity incidents.

“A contributing factor to this increase has been a lack of route structure for aircraft entering, exiting, and transitioning the airspace,” the memo says.

The new rules from the FAA lay out arrival and departure routes using visual landmarks and visual flight rules waypoints. Pilots flying under visual flight rules — or VFR — use visual references to navigate and avoid other aircraft and obstacles, as opposed to relying on instruments, according to the FAA, and a VFR waypoint is a predetermined geographical point that is shown on a chart for transitioning and circumventing controlled airspace.

The November notice formalizes modifications to departure and arrival corridors through a “Letter of Agreement,” said a spokesperson for the FAA, adding that the changes were agreed upon by controllers at the airport and several local flight schools after several months of testing.

New procedures

The new procedures are:

- North departures from runway 30L/R now fly to Home Depot instead of “Boulder Stacks.”
- South departures from runway 12L/R now fly to “VPINT” instead of “Downtown.”
- North Arrivals now follow “Route 287” instead of proceeding over Good Samaritan Hospital and entering a midfield downwind.

The FAA’s November notice states that these routes were developed to improve safety and reduce congestion in a busy and complex airspace, after the agency in June said RMMA had [the highest number of safety-related incidents](#) in the U.S. national airspace system, which spans 29 million square miles.

A Nov. 12 [announcement from RMMA](#) said it “wants to be clear” that the flight pattern changes going into effect in December were issued directly by the FAA, not the airport. “RMMA was not involved or consulted about these flight path changes,” the announcement says. “We are sharing this information proactively because we promised to keep our stakeholders and community members updated as soon as we learned anything new.”

Community concerns

The new routes have highlighted frustrations in the surrounding area, where residents and local governments [have already been organizing](#) against what they describe as noise pollution, increased flight training traffic, and a lack of local control over the airport’s operations.

RMMA hosted an open town hall on Nov. 13 — its third town hall this year — to give community members an opportunity to ask questions and learn more about the airport’s operations. However, Airport Director Erick Dahl said new flight paths are ultimately out of RMMA’s control.

“There’s nothing we can do about flight paths. That really is the FAA’s thing. They manage the control tower, they manage the flight paths, and we try to communicate with the FAA about what we’re hearing in the community, but there isn’t really anything we can do about that directly,” Dahl said at the town hall.

RMMA’s Voluntary Noise Abatement Plan suggests that if the traffic pattern is full or too busy to fly, aircraft should fly at another time or place. But the plan is voluntary, and RMMA can only suggest flying elsewhere, while what the tower says is “mandatory,” the RMMA spokesperson said.

U.S. Rep. Joe Neguse on Oct. 20 sent the FAA [a letter](#) urging the agency to “immediately reconsider and reverse” the new flight maps for RMMA and said the flight maps “were not implemented in consultation with the local community, municipal leaders, or the airport leadership, and as such, should be revisited.”

Neguse added the new RMMA flight path now covers parts of Louisville, Paragon Estates and the Spanish Hills area of Boulder County, where many of the homes and residents were victims of the Marshall Fire.

“These residents have been rebuilding their homes for years, and now, they are falling victim to the noise pollution and safety concerns associated with RMMA’s operations,” Neguse wrote.

Asked by the Daily Camera about details from Neguse’s letter, the FAA spokesperson said the agency “will respond directly to Congressman Neguse.”

At a meeting of the Lafayette City Council on Nov. 18, a resident during public comment said they live near U.S. 287 and said they observe planes flying over the area more frequently.

“That’s a deterioration of the quality of life of Lafayette, not just for my neighborhood, but everything along the corridor of 287 and other parts of Lafayette,” the resident said. “It’s affecting our children. It’s affecting our diverse population of citizens.”

The FAA spokesperson said the agency “continuously works to help reduce the number of people exposed to aviation noise in communities around airports.”

“Addressing this concern requires collaboration among the FAA, air carriers, airports, aircraft manufacturers, research universities, local communities and elected officials,” the spokesperson added. “If a community is concerned about aircraft noise, the best course of action is to contact their local aviation community roundtable or airport operator. The FAA can then work with airport operators to determine if the aircraft noise can be mitigated through changes in air traffic procedures.”



FEDERAL UPDATE

U.S. Transportation Secretary Sean Duffy Discusses Possible Closure of U.S. Airspace

Since the government shutdown began on October 1st, air traffic has slowed down due to rising air traffic control shortages at airports. During the government shutdown, air traffic controllers continue to work without pay.

This past Friday, October 31st, over 6,200 U.S. flights were delayed and almost 500 were cancelled. Almost 80% of air traffic controllers were absent at airports in New York on the 31st and half of the 30 busiest airports in the U.S. were understaffed. These disruptions continued into the weekend as the U.S. Federal Aviation Administration temporarily paused flights on Sunday night that were going into Newark Liberty International Airport. This contributed to 9% of flights being canceled and 36% being delayed at Newark.

Sean Duffy, the U.S. Secretary of Transportation, said that he would close the U.S. airspace if officials determined that air travel is too dangerous during the shutdown. Currently, Duffy says

that we are not at the point of closure yet, but that the shutdown does add additional risk to the aviation system.

Rotorcraft Operations Transparency and Oversight Reform Act

On January 29th, 2025, there was a mid-air collision of a U.S. Army Black Hawk Helicopter and an American Airlines flight that collided over the Potomac and claimed the lives of 67 people. The crash led to criticism and concern over the safety standards of the Federal Aviation Administration (FAA) and the U.S. Army helicopters.

In July 2025, Senator Ted Cruz introduced S. 2503, the *Rotorcraft Operations Transparency and Oversight Reform Act* a.k.a the ROTOR Act. On October 21st, 2025, the ROTOR Act (S.2503) advanced out of the Commerce, Science, and Transportation Committee. The bill has 8 Republican co-sponsors: Senator Moran, Senator Blackburn, Senator Budd, Senator Capito, Senator Marshall, Senator Schmitt, Senator Sheehy, and Senator Young. The purpose of the bill is to close a loophole that allows Army helicopters to turn off the Automatic Dependent Surveillance-Broadcast Out, also known as the ADS-B tracking technology. The Black Hawk helicopter involved in the January crash had its ADS-B tracking technology off. The ADS-B allows air traffic controls to see the speed, altitude and location of the aircraft. The only exception to using the ADS-B technology for the Army is in case of a national security event. If the bill passes both houses of Congress, the deadline to enact it is December 31st, 2031 for aircraft in congested areas.

It was revealed in a March NTSB hearing that the Black Hawk involved in the crash had not broadcast its location through ADS-B in the last 730 days before the collision. ALPHA, the largest airline pilot union, released a statement of support for the bill on October 21st, 2025.

The ROTOR act also includes regular safety reviews at larger sized airports, more coordination between the FAA and DoD, and an audit by the Army Inspector General of the Army's aviation protocols. Senator Cantwell (D) expressed her support for the bill. Bill

Text: <https://www.govtrack.us/congress/bills/119/s2503/text>



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Post Shutdown Air Travel

On Wednesday November 12, President Trump signed a temporary spending package into law, which ended the longest U.S. government shutdown. Air traffic's return to normalcy did not happen immediately after the spending package was signed into law. U.S. Transportation Secretary Duffy said that authorities' goal was to lift flight reductions within a week of the end of the government shutdown, at the 40 major airports that were required to reduce flight operations. This goal would ensure that normal aviation operations resumed before Thanksgiving week. Some airlines, like Delta, planned to resume normal operations by Friday, November 14. The Federal Aviation Administration's flight reduction emergency order was terminated on Monday, November 17.

Post-shutdown, the Federal Aviation Administration (FAA) plans to investigate airlines that are suspected of having been non-compliant with mandated flight reductions during shutdown. Airlines under investigation for being non-compliant with restrictions will be sent letters of investigation to formally notify them about an investigation. Under the FAA's original emergency order placed during shutdown, they stated that airlines that were not compliant with restrictions could receive penalties up to \$75,000 on every flight that operated above the mandated limit.

Bonuses and Pay for Air Traffic Controllers

During the U.S government shutdown, air traffic controllers were designated as essential, and required to continue working without pay. U.S. Transportation Secretary Duffy said in a statement that air traffic controllers would receive 70% of their missed pay within 24-48 hours of the government reopening, with the remaining 30% being allocated to air traffic controllers in the following week.

Air traffic controllers and technicians who maintained perfect attendance during the 44-day government shutdown are eligible for a \$10,000 bonus from the Federal Aviation Administration (FAA). Those who received the bonus will receive an automated notification during the week of November 24th and will receive the bonus by December 9 at the latest. The decision to offer

bonuses for air traffic controllers and technicians is similar to the effort made by the Transportation Security Administration to reward TSA agents who worked during the government shutdown.

Military and Domestic Air Travel Safety Trends

According to data reviewed by Senator Elizabeth Warren (D-MA) and Senator Dan Sullivan (R-AK), US military aviation mistakes have rapidly increased. Class A mishaps, considered the most serious, have increased 55% from 2020 to 2024, according to Senator Warren. In a November 18th [letter](#) written to Defense Secretary Hegseth, Warren expressed concern over the ability of the Pentagon to "prevent accidents and protect service members and the national security threats posed by these failures." The Senator also urged Congress to pass a proposed provision in the National Defense Authorization Act intended to increase transparency to both Congress and the public about these types of accidents.

Senator Ted Cruz (R-TX), chair of the Senate Commerce Committee, is looking to fast track the passage of the ROTAR Act by including the act in the National Defense Authorization Act. The ROTAR Act would require all aircraft in congested areas to use Automatic Dependent Surveillance Broadcast, a tracking technology, by December 31, 2031. The goal of this act is to prevent accidents like the January collision near the Washington Ronald Reagan National Airport (DCA) which killed 67 people. John Samuelson, the international president of the Transport Workers Union, supports the bill and says that it is vital for the safety of flight attendants.

