



CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE

AGENDA

April 2, 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.

1. CALL TO ORDER AND DETERMINATION OF QUORUM:

<i>Arapahoe County:</i>	Rhonda Fields/Leroy Evans	<i>Foxfield:</i>	Pam Thompson/Frank Lawrence
	Sreenivasan Alakappan/Vacant	<i>Greenwood Village:</i>	Donna Johnston/John Jackson
<i>Douglas County:</i>	Abe Laydon/Dan Avery	<i>Highlands Ranch Metro Dist.</i>	Andy Jones/Renee Anderson
	Alison Biggs/Mark Adams	<i>Lone Tree:</i>	Mike Anderson/Chuck Darnell
<i>Aurora:</i>	Brad Pierce/Maurice Healy	<i>Parker:</i>	Vacant/Bryce Matthews
<i>Castle Pines:</i>	Chris Eubanks/Ron Cole	<i>ACPAA:</i>	Michael Fronapfel/Zach Gabehart
<i>Castle Rock:</i>	Laura Cavey/Sandy Vossler	<i>AOPA:</i>	John Hirshman/Brad Schuster
<i>Centennial:</i>	Don Sheehan/Amy Sharp	<i>CABA:</i>	Don Kuskie/Mike Straka
<i>Cherry Hills Village</i>	Dave Heller/Doug Robinson	<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, March 5, 2025 – Alison Biggs, Secretary
- B. TREASURER'S REPORT, March 2025 – Andy Jones, Treasurer, Zach Gabehart, ACPAA Staff
- C. NOISE REPORT, February 2025 – Zach Gabehart, ACPAA Staff

3. SPECIAL EDUCATION SESSION – Airspace – Bill Wasmund

4. ITEMS REMOVED FROM CONSENT AGENDA:

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

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

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

- A. STUDY GROUP UPDATE

7. PART 150 STUDY UPDATE/PROGRESS:

- A. PART 150 NOISE COMPATIBILITY STUDY ADVISORY COMMITTEE
 - 1. Next Meeting Wednesday, April 9th : 10AM to 12PM, Wright Brothers Room
- B. PART 150 PUBLICMEETING – April 9, 2025 4:30 – 6:30, Greenwood Village Maintenance Facility, Mr. Elbert Room, 10001 E. Costilla Avenue, Greenwood Village, CO 80112
- C. CACNR POINTS OF INTEREST FOR CONSIDERATION DURING THE PUBLIC MEETING

7. REPORT OF UC DAVIS NOISE SYMPOSIUM: Chris Eubanks, Bill Wasmund (Under budget)

8. EXECUTIVE COMMITTEE:

- A. ACPAA MEETINGS – March 2025 – Pam Thompson
- B. CACNR ATTENDANCE THROUGH MARCH 2025
- C. CACNR FEES – Andy Jones
- D. WEBMASTER – Chris Eubanks
- E. WORK PROGRAM – Alison Biggs

9. REPRESENTATIVES' COMMENTS:

10. **AIRPORT DIRECTOR:** Mike Fronapfel
 - A. Q1 2025 FLIGHT SCHOOL SAFETY & NOISE ABATEMENT MEETING RECAP (March 26th)
 - B. FLIGHT SCHOOL ACTIVITY
 - C. AVIATION FUEL SALES
 - D. LEGISLATIVE/LOBBYING
 - E. COMMUNITY RELATED ACTIVITY
 - F. OTHER
11. **OLD BUSINESS:**
12. **NEW BUSINESS:**
13. **PUBLIC COMMENT EXTENSION IF NEEDED:** (3 minutes per person time limit):
14. **FINAL REPRESENTATIVES' COMMENTS:**
15. **RECOMMENDATIONS TO ACPAA AND OTHERS TO POTENTIALLY REDUCE NOISE OVER AFFECTED COMMUNITIES:**
16. **NEXT MEETINGS:**
 - A, **CACNR** –

May 7, 2025	6:30 p.m.	7565 South Peoria Street, Englewood, CO 80112, Pam Thompson for CACNR
June 4, 2025	6:30 p.m.	7565 South Peoria Street, Englewood, CO 80112, Pam Thompson for CACNR
July 2, 2025	NO JULY CACNR MEETING	
August 6, 2025	6:30 p.m.	7565 South Peoria Street, Englewood, CO 80112,
 - B. **ACPAA** –

April 10, 2025	3:00 p.m.	7565 South Peoria Street, Englewood, CO 80112, Pam Thompson for CACNR
May 8, 2025	3:00 p.m.	7565 South Peoria Street, Englewood, CO 80112, Pam Thompson for CACNR
June 12, 2025	3:00 p.m.	7565 South Peoria Street, Englewood, CO 80112, Pam Thompson for CACNR
July 10, 2025	NO JULY ACPAA MEETING	
August 14, 2025	3:00 p.m.	7565 South Peoria Street, Englewood, CO 80112, Pam Thompson for CACNR
 - C. **PART 150 MEETING** – April 9, 2025 4:30 – 6:30, Greenwood Village Maintenance Facility, Mt. Elbert Room, 10001 E. Costilla Avenue, Greenwood Village, CO 80112
17. **ADJOURN:**



CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE MINUTES

DRAFT

March 5, 2025

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.

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

1. **CALL TO ORDER, ROLL CALL, and QUORUM:** The meeting was called to order at 6:32 p.m. by Chair Chris Eubanks. The following were in attendance, and a quorum was present:

Arapahoe County: Sreenivasan Alakappan (virtual)
Douglas County: Alison Biggs
Aurora: Brad Pierce
Castle Pines: Chris Eubanks
Centennial: Don Sheehan
Foxfield: Pam Thompson

Greenwood Village: Donna Johnston
Lone Tree: Mike Anderson
ACPAA: Mike Fronapfel
AOPA: John Hirshman (virtual)
CABA: Don Kuskie (virtual)
Wings Over the Rockies: Bill Wasmund

Also present: Castle Pines Alternate Ron Cole (virtual); ACPAA Alternate Zach Gabehart; and ACPAA Staff Matt Frenette.

Absent: Arapahoe County Rhonda Fields/Leroy Evans
Douglas County: Abe Laydon/Dan Avery
Castle Rock: Laura Cavey/Sandy Vossler
Cherry Hills Village Robert Eber/Randy Weil
Highlands Ranch: Andy Jones/Renee Anderson
Parker: Ashley Chasez/Bryce Matthews
CDOT Aeronautics Div: Todd Green/Vacant

2. **CONSENT AGENDA:** The Consent Agenda included the Draft CACNR Minutes from February 5, 2025; a Treasurer's Report from March 5, 2025, showing a balance of \$37,733.97; and a Noise Report from January 2025.

On the request of Pam Thompson, the noise report was removed from the Consent Agenda.

On the motion of Alison Biggs, duly seconded, the Consent Agenda, minus the Noise Report, was approved.

3. **SPECIAL EDUCATION SESSION:** Luke Skaflen, Senior Business Support Specialist for the airport was present to provide information about the airport's Minimum Standards (MS). Considerable background information had been provided prior to the meeting. MS are the minimum requirements entities which want to perform commercial aeronautical activities at an airport must meet. These include fueling, ground handling services, maintenance, repair, aircraft storage, charters, sales, flight training and aircraft management. Airports which have received federal grants are subject to the terms and conditions of those grants, and the MS help airports meet those.

The purpose of MS are to promote a level playing field, protect airport users and the public from dangerous operators, ensure operators are able to operate there, encourage and protect operators' investments in the airport, help keep less than desirable operators out, and their use is just good management practice.

Skaflen provided a history of the MS at Centennial Airport, and outlined the reasons for and process of amending the MS. Changes cannot violate grant assurances or discriminate against any user, type of user, or state or local laws. Proposed changes are developed by airport staff which discusses them with others with similar interests or which might be affected by them. They are then subject to public hearing notices and a public hearing before being adopted by the airport board.

On the suggestions of CACNR's Study Group Committee, the airport's MS were recently amended to include a requirement that flight schools participate in the quarterly noise meetings which the airport holds, as well as to have a local point of contact on airport to receive safety and noise abatement information. The FAA does not approve or comment on MS but will investigate if prompted by a specific complaint.

The MS are divided into four parts: Definitions; General Requirements; Specific Requirements for specific activities; and the Application Process. Among other topics, the third part includes specifics related to flight training, commercial flying clubs/nonprofit flying clubs, air charter, specialized commercial aeronautical activities, and multiple commercial activities. Every lease with the airport indicates the participant is subject to the MS, and if an issue is discovered, the participant is spoken to and either comes into compliance, ceases the problem activity, or goes elsewhere.

Question was asked if the hotel on airport property that has yet to reopen was subject to MS. Response was no, because it is not an aeronautical activity. Attention was again called to the change made at the suggestion of CACNR's Study Group Committee that flight schools shall attend the airport's quarterly noise meetings and have a point of contact to receive safety and noise abatement information (Part 3, Section 9).

It was noted renewals are every 10 years. Question was asked what happens if safety issues are involved? Skaflen indicated he would begin with a discussion with whatever entity was involved; if the behavior continued to be a problem, its agreement could be rescinded and the steps outlined above would ensue. If safety was a problem, it could become an FAA issue, as safety is its domain. The Colorado State Patrol does not have to follow the MS, although there are other regulations which cover its relationship with the airport.

Skeflen was thanked for his information and his time.

4. **ITEM REMOVED FROM THE CONSENT AGENDA:** The January 2025 Noise Report was available for further consideration. Noise monitors 9 & 10 had had periods of outages during January. The report updates made by Zach Gabehart were noted.

The January 2025 Noise Report included the following information:

January Local Operations:	11,199	January Total Operations:	23,530
Year to Date Local Operations:	11,199	Year to Date Total Operations:	23,530

23,530 Total Operations in January resulted in 516 complaints from 47 households.

January Noise Events:

<u>January Total:</u>		<u>January 60 – 69 db:</u>		<u>January 70 – 79 db:</u>		<u>January 80 – 89 db:</u>	
Meridian	8,154	Meridian	6,931	Golf Course	2,751	Golf Course	167
Golf Course	8,052	Golf Course	5,126	Meridian	1,174	Airport East	131
Parker	2,457	Parker	2,307	State Park	460	Meridian	45
State Park	1,873	State Park	1,407	Airport East	304	Portable Station	9
Portable Station	1,396	Portable Station	1,128	Portable Station	259	State Park	6
Grandview Estates	1,256	Grandview Estates	1,119	Parker	149	Grandview Estates	4
Castle Rock	919	Castle Rock	877	Greenwood Village	135	Lone Tree	2
Airport East	897	Greenwood Village	708	Grandview Estates	133	Greenwood Village	1
Greenwood Village	844	Lone Tree	517	Lone Tree	45	Hunters Hill	1
Lone Tree	564	Airport East	444	Castle Rock	42	Parker	1
Hunters Hill	382	Hunters Hill	358	Hunters Hill	23	Castle Pines	0
Sagebrush Park	115	Sagebrush Park	107	Sagebrush Park	8	Castle Rock	0
Castle Pines	76	Castle Pines	74	Castle Pines	2	Sagebrush Park	0

January Noise events in the 90+ decibel range: Airport East – 18 Golf Course – 8 Meridian – 4

<u>January Noise Complaints</u>	<u>and</u>	<u>Numbers of Households:</u>	<u>YTD Complaints</u>	<u>and</u>	<u>Number of Households:</u>
(516)		(47)			same as January
Unincorporated Arapahoe County	262 (51%)	UAC	14 (30%)		
UDC	91 (18%)	UDC	8 (17%)		
Centennial	53 (10%)	Greenwood Village	7 (15%)		
Other	39 (7%)	Centennial	4 (9%)		
Greenwood Village	35 (7%)	Other	4 (9%)		
Highlands Ranch	20	Lone Tree	3		
Lone Tree	6	Castle Rock	2		
Denver	5	Highlands Ranch	2		
Castle Rock	3	Aurora	1		
Aurora	1	Denver	1		
Parker	1	Parker	1		
Castle Pines	0	Castle Pines	0		
Cherry Hills Village	0	Cherry Hills Village	0		

Year to Date, the top five households complaining were:

Household #1	162	Unincorporated Arapahoe County	Household #4	35	Other
Household #2	66	Unincorporated Arapahoe County	Household #5	29	Unincorporated Douglas County
Household #3	49	Centennial			

In January, 79 responses were requested from 516 noise complaints, with 75 of those requests made by email and 4 made by telephone.

In January, 488 complaints were made about **daytime flights** (7:00 a.m. – 9:59 p.m.) – 95%.
28 complaints were made about **nighttime flights** (10:00 p.m. – 6:59 a.m.) – 5%.

In January, props accounted for **86% of the complaints by aircraft type**; **jets** accounted for **12% of the complaints**, and **helicopters** caused **2%**.

In January, training was responsible for **39% of the complaints**, **departures** were responsible for **35% of the complaints**, and **arrivals** were responsible for **26% of the complaints**.

A graph was provided showing the **number of complaints by the hour** in which they were made, with them gradually building during the day until a peak at 3:00 p.m., followed by a rather dramatic decrease by 5:00 p.m.

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

Comments about the January noise report: Zach Gabehart noted various areas of the report which had been altered or updated from previous reports; no information categories had been deleted. There will be additional Year To Date information provided in future reports.

Pg 7 – the red dots in the centers of all the circles gave an impression that all areas had aircraft noise in the 90+ dB range. Gabehart will attempt to resolve that erroneous impression and make the circles more clear, perhaps without the colors stacked upon each other. Request was made for the dB figures from the noise monitors to be listed with the highest number at the top and then descending order, but it was unclear which dB ranking would be used in such a system, or if there would need to be four separate lists. It was noted the meeting minutes do provide the ranked listings for each dB category. There was clarification that identified parameters were used to determine which flights fall into the “Training” category.

On the motion of Pam Thompson, duly seconded, the January 2025 Noise Report was approved.

5. PUBLIC COMMENT:

A. RECEIVED BY CACNR –

1. 20 emails had been received from Brenda Dyche each including photo evidence of multiple violations by pilots over her home. There was also a question about a color change happening in the tracking material; perhaps it was a feature in the app, but no one knew for sure how to determine that.

2. Email received requesting additional information about day night average sound levels at each of the noise monitors, for comparison to the noise contours. The request was mainly for educational purposes in relation to what might be useful for Rocky Mountain Airport. The inquiry had been referred to Zach Gabehart, who had provided a detailed response.

B. MEETING ATTENDEES /VIRTUAL ATTENDEES –

1. Flight instructor Bill Ward provided comments on the ‘insanity’ of incompatible numerous land uses which had been approved for areas surrounding Centennial Airport. He noted the thousands of people who would therefore be subject to airport noise and other negative and dangerous factors. The airport had sent letters discouraging such incompatible land uses, all of which had been ignored. So, people will move in, be bothered, and come to the airport seeking solutions which in most instances cannot be implemented as they are illegal or prohibited by the FAA.

These scenarios happen time after time when incompatible land uses are allowed – ‘insanity is doing the same thing over and over and expecting different results.’ He also noted none of the homes in these incompatible areas will likely be eligible to receive any federal funds to help alleviate their noise issues, because of where they are being constructed.

Ward commended CACNR Representative Sheehan for his effort during a Centennial City Council meeting to prevent more such zoning; he was the only one who voted no, but he had brought up points that were otherwise being ignored. How can “we” be better neighbors if such dangerous activity keeps being approved? Those looking at moving to such areas need to be fully informed about the airport, and the noise and safety issues involved while they are looking at models rather than just having something tucked in the fine print to be signed at closing. Those showing models in some areas actively downplay any mention of the airport and its consequences. He offered to further discuss these issues with anyone interested.

2. Randy Johnson was present representing Louviers. He noted he had changed his recording somewhat and heard 330 propeller planes from Centennial, Rocky Mountain and the Air Force Academy. He had submitted 21 complaints. Some aircraft continue to fly southwest from Centennial and then turn right over Louviers, and he is working with Zach Gabehart about them. He did note there have been longer periods of quiet which are much appreciated, and he wanted to thank the pilots and Zach for those efforts.

3. On-line, Brenda Dyche noted she still has planes over her house all day long, and she wanted to have a noise monitor back at her location. She questioned why we do not hear what the flight schools have to say about the complaints that are reported, or are they even provided with that information? The public has to provide considerable information when filing a complaint and she would like to know the flight schools are being told about the complaints. She believes the public has a right to know what their responses are. It feels there is a lot of protecting the flight schools going on, and no one is caring about how lives are being affected by their actions. She watches planes going up and down the corridor before coming back to practice in the box closest to her home, and wondered, if they can do that, why they cannot fly to use one of the other boxes where no one lives. She indicated she would be meeting with the Elbert County Commissioners about this issue and wondered what kind of help CACNR might provide.

Chair Eubanks thanked the three speakers and wished the minutes to show that this public comment period lasted from 7:14 p.m. to 7:27 p.m..

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

Chair Pierce thanked Chris Eubanks for his creation of the group’s Fourth Quarter 2024 power point presentation from the report which was in the email for this meeting, and Matt Frenette for always providing the group with data. Pierce read the Executive Summary on page 2 of the report. Updates from earlier versions of the report could be found on pages 13 (Outreach and Education to Flight

Schools); 14 (Proactive Checking of Extended Traffic during Nighttime Hours); 15 (Addition of a Full-Time Employee for Data Analysis); and 16 (Analysis of Flight Track Data within the Study Area).

The next meeting with the flight schools will be in March, and as reported, the January 2025 changes to the airport's Minimum Standards require flight schools to participate in those meetings, as well as to have a local point of contact on airport to receive safety and noise abatement information. Data analysis showed there was a decrease in the number and percentage of touch-and-go aircraft entering the study area in the fourth quarter of 2024 compared to the fourth quarter of 2023, as well as year-to-date for 2024 and 2023.

The Analysis Summary indicated a noticeable decline in touch-and-go aircraft entering the study area following the implementation of mitigation strategies which started in October 2023, suggesting the strategies may have had a positive effect, although seasonality may also have played a role. As the Study Group continues to analyze flight track data, it plans to present information in innovative ways to enhance understanding of the effect of touch-and-go aircraft in the study area.

The five gates through which an aircraft must pass to be considered part of the airport's traffic pattern were reviewed. This is VFR traffic of all kinds, not just flight school traffic. This knowledge then allows staff to determine if any aircraft in the pattern then 'strayed' into the study area. Both the number and the percentage of touch-and-go aircraft entering the study area declined from 2023 to 2024, both in the fourth quarter and year-to-date. Further, when total air traffic increased (both operations and touch-and-go aircraft), touch-and-go aircraft entering the study area did not increase. Other information provided showed such things as a noticeable decline in touch-and-go aircraft following FAA, ACPAA, and Flight School Safety and Noise Abatement meetings.

Donna Johnston indicated a noticeable difference in her area since this work began and thanked those involved. She hoped such work would continue, and also that the area around Elizabeth could also have some benefit related to the problems in that area.

7. **PART 150 STUDY UPDATE/PROGRESS:** Information on the next public meeting would be coming out soon, possibly April 9th.

8. **EXECUTIVE COMMITTEE:**

A. ACPAA MEETINGS – Pam Thompson continues to represent CACNR at these meetings, which are going well. She was thanked for continuing this representation and asked anyone with ideas of what she should be saying to communicate that with her.

B. CACNR ATTENDANCE THROUGH February 2025 – The anticipated involvement of Members' Representatives is noted at the bottom of the attendance chart, with those falling outside of that requirement noted in yellow. Representatives have changed during the year, so it is hoped the chart is accurate for current Representative and Alternate Representatives. A full year's attendance will be provided at the April meeting.

C. CACNR FEES – Andy Jones was unable to attend this meeting, but most Regular Members had submitted their fees. Those which had not included Castle Rock, Cherry Hills Village, Foxfield and Parker.

D. WEBMASTER - Trish Coberly, previous webmaster, had resigned, and Chris Eubanks would be substituting for her in keeping the web site up to date for the time being. There may be a learning curve involved, but it will be updated soon. A new webmaster will be sought in the future, when it is determined if we only need someone to update things, or if a redesign might be desired.

E. SEPTEMBER 2023 RETREAT PRIORITIES - It seemed items E. and F. might be referred to the group which will be working on the Work Program. Volunteers to serve on that group were encouraged and welcomed.

F. FOLLOW-UP ITEMS – see E. above

9. **REPRESENTATIVES' COMMENTS:** Not considered here

10. **OTHER REGULAR REPORTS:**

A. AIRPORT DIRECTOR'S REPORT – The following information was provided by Mike Fronapfel:

Federal government changes – Grant concerns and funding for the FAA, currently existing federal AIP and BIL grants should not be affected by Trump Executive orders. There is concern future grants could be delayed because of the new criteria they are requiring.

This week, Arapahoe County Commissioners are **interviewing applicants for the airport board.**

There is a **new contract with the Normandy Group** which is helping lobby on noise and environmental priorities on behalf of the airport, Greenwood Village and Arapahoe County at state and national levels. He would be going to D.C. at the end of March and would take any concerns of CACNR if it wished.

The State Division of Aeronautics has released the latest **economic impact information** for Colorado Airports. Based on 2023 activity levels, on-airport jobs increased from 3,052 jobs to 3,148. There were fewer jobs reliant on airports, but payrolls increased, to \$770,000,000, and the total economic impact went from \$2.1 to \$ 2.4 billion annually.

The **Part 150** Forecast was approved by the FAA on February 3, 2025, and draft noise contours will be presented at the next public meeting on April 9th. They will be finalized in the coming week. The meeting will be at the Greenwood Village maintenance facility.

Refurbishment of the control tower will begin this year. Peoria Street will be repaved and new street signage is out to bid. The opening of the **Four Points at Sheraton Hotel** should be soon, as it just received the last necessary approval from the county today.

The **5K Runway** will be held on June 7th, with all invited to join. In 2024, there were 1,000 participants and \$65K was raised for the Centennial Airport Foundation. Donations are made to aviation causes in Cherry Creek the Tuskegee Airmen doing local aviation programs at the high school and college levels. Additionally there are three \$10K scholarships awarded: one for pilots, one for aviation management and one for aviation maintenance.

The FAA was reviewing rules behind **Part 141** related to flight schools, and the comment period was open until March 21st. Considerable background information had been provided, and all were encouraged to submit comments. A joint letter had been prepared for Centennial Airport and CACNR to sign, and it had been provided in the mailing for this meeting. Following a brief discussion, on the motion of Pam Thompson, duly seconded, it was agreed to have Chris Eubanks sign the letter for CACNR.

It was reported there were **3 plane crashes** during the past week in Colorado, but the airports involved were not disclosed. Apparently, one person had been killed. Frohnafel was asked if he had any information, which he did not. He would try to find out by the next CACNR meeting.

Zach Gabehart informed CACNR about **new equipment** which the airport had obtained from 1200.Aero. It will be used by the staff operations and noise offices and primarily provides information which staff now has to research manually. Some of its features will include no blocked N-numbers and it will track such things as practice area trends, noise abatement parameters, nighttime operations, what occurs over noise sensitive areas, and medevac operations. There will be no delay in obtaining information as the current system has, and it will also show the weather involved related to the various data provided. Its use will be internal and the public will see the resulting information in the staff reports. Reports may not change for their current formats, but there will be good data integrity and information can be added to those reports as the data is determined to be useful. It will take 8-12 weeks for the system to be operational.

11. **OLD BUSINESS** – None

12. **NEW BUSINESS** – Election of officers for 2025-2026. Donna Johnston nominated Chris Eubanks as Chair – motion seconded and carried. Donna Johnston nominated Pam Thompson as Vice Chair – motion seconded and carried. Donna Johnston nominated Alison Biggs as Secretary – motion seconded and carried. Donna Johnston nominated Andy Jones as Treasurer – motion seconded and carried.

13. **PUBLIC COMMENT:** Completed.

14. **ADDITIONAL REPRESENTATIVES' COMMENTS:** Ron Cole recommended signing up for Aerospace Day at the Capitol on March 17, 9:00 a.m. - 5:00 p.m. He would provide detailed information to Zach Gabehart for those interested. He also noted the Army National Guard had done 56 rescues of individuals stranded in the Rocky Mountains last year, something of which it is quite proud and for which it does not charge.

Pam Thompson indicated she would be going to the Elbert County Commissioners' meeting in Kiowa on March 12 at 9:00 a.m. Anyone who would like to join her was most welcome. Brenda Dyché would be submitting a proposal for CACNR membership, and Thompson would be there as a resource about what CACNR is and does. She asked if the flight schools ever see the "red dot" map which shows the location of noise complaints. Mike Fronapfel responded it would be included in the materials for the quarterly meetings of that group. Thompson also reminded everyone to make sure information about how to lodge noise complaints was included on their websites and any other available public resource.

Mike Anderson reported some here would get an invitation to the Lone Tree State of the City on April 22nd, 7:30 a.m. Although not specifically invited, all were welcome to attend to learn about what has been accomplished recently and what plans are for growth, including under the flight path. It will be at the Lone Tree Art Center, 10075 Commons Street, Lone Tree, CO 80124.

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

16. **NEXT MEETINGS:**

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	August 6, 2025	6:30 p.m.	7565 South Peoria Street, Englewood, CO 80112

- B. ACPAA – February 13, 2025 3:00 p.m. 7565 South Peoria Street, Englewood, CO 80112, Pam Thompson for CACNR
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C. PART 150 MEETINGS – Possible April 9, 2025.

17. **ADJOURNMENT:** The meeting was adjourned at 8:27 p.m.

Alison Biggs, Secretary

CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE		2025 BUDGET - Approved October 2, 2024; Updated as of 03/28/2025		
		BUDGET	ACTUAL	
INCOME:			as of 03/28/2025	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	\$5,000.00	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	\$38,448.97	
EXPENDITURES:				
WORK PROGRAM:				Community Outreach; Incentive Program(s); Fly Quiet; Practice Areas; Noise Monitors; Legislative/Governmental Affairs
TEAM EXPENDITURES		\$ 10,000		
WEBSITE		\$ 2,100	\$325.00	Webmaster; Website maintenance and update
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		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		for presently unidentified and unanticipated expenses and/or CACNR activities consistent with the approved Work Plan.
TOTAL EXPENDITURES:		\$ 37,075.00	\$1,715.00	
CARRY OVER TO 2025		\$ 3,925.00	\$34,317.13	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."				



CENTENNIAL AIRPORT

FEBRUARY 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.

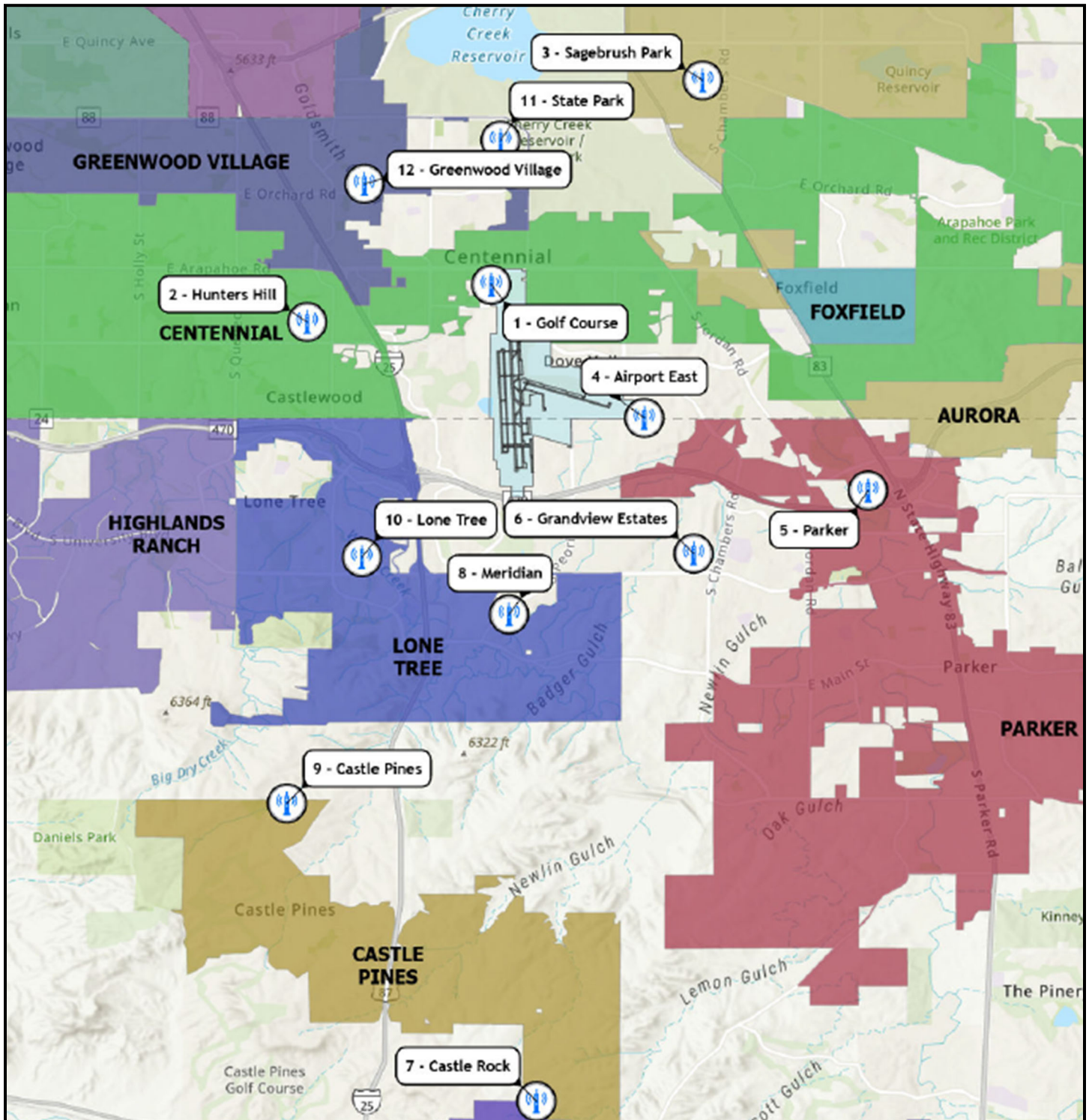
Overflight – Aircraft flight originating and terminating outside the area that transits the airspace without landing.

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.

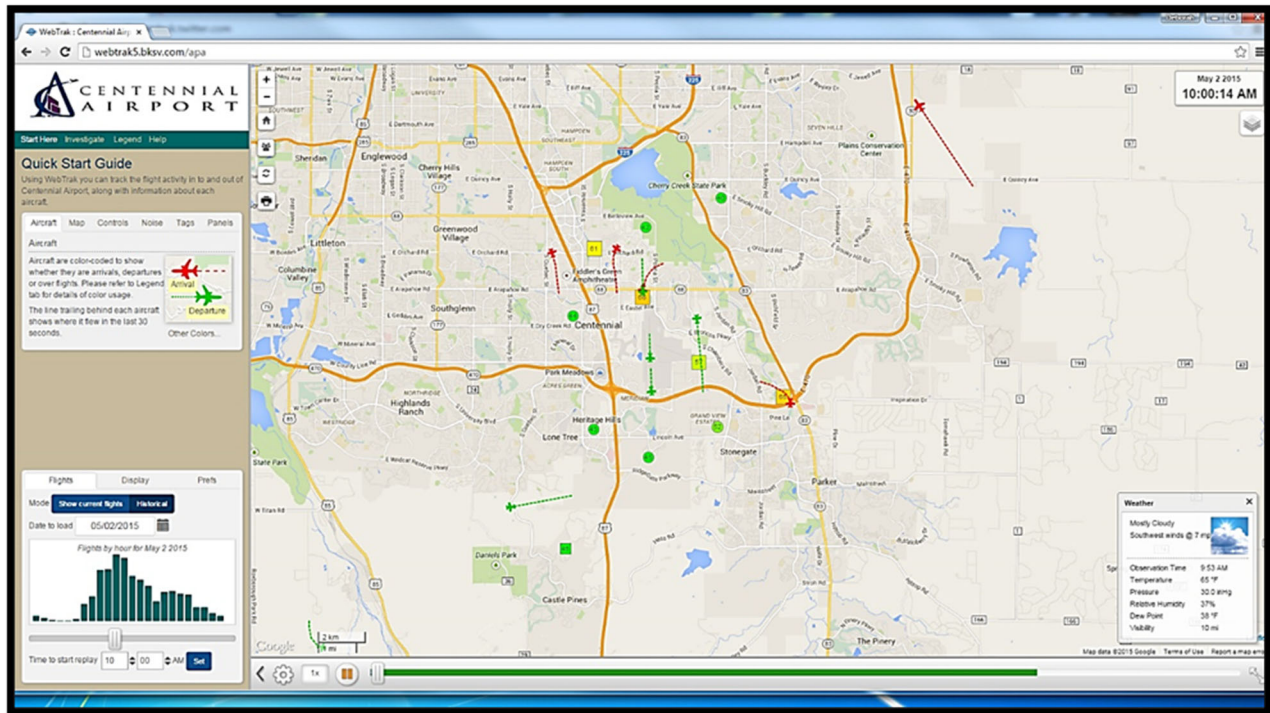
3. ABOUT APA's NOISE MONITORING PROGRAM

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/apa>

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				0				0			0
April				0				0			0
May				0				0			0
June				0				0			0
July				0				0			0
August				0				0			0
September				0				0			0
October				0				0			0
November				0				0			0
December				0				0			0
Y-T-D Totals	5,143	5,045	265	10,453	3,047	10,388	161	13,596	22,468	8	22,476

	IFR OVERFLIGHTS				VFR OVERFLIGHTS					TOTAL OPERATIONS
	AIR TAXI	G.A.	MILITARY	TOTAL INTINERANT	AIR TAXI	G.A.	MILITARY	TOTAL		
January	6	3	2	11	31	49	2	82	January	23,530
February	0	3	1	4	35	53	6	94	February	23,186
March				0				0	March	
April				0				0	April	
May				0				0	May	
June				0				0	June	
July				0				0	July	
August				0				0	August	
September				0				0	September	
October				0				0	October	
November				0				0	November	
December				0				0	December	
Y-T-D Totals	6	6	3	15	66	102	8	176	Y-T-D Totals	46,716

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.

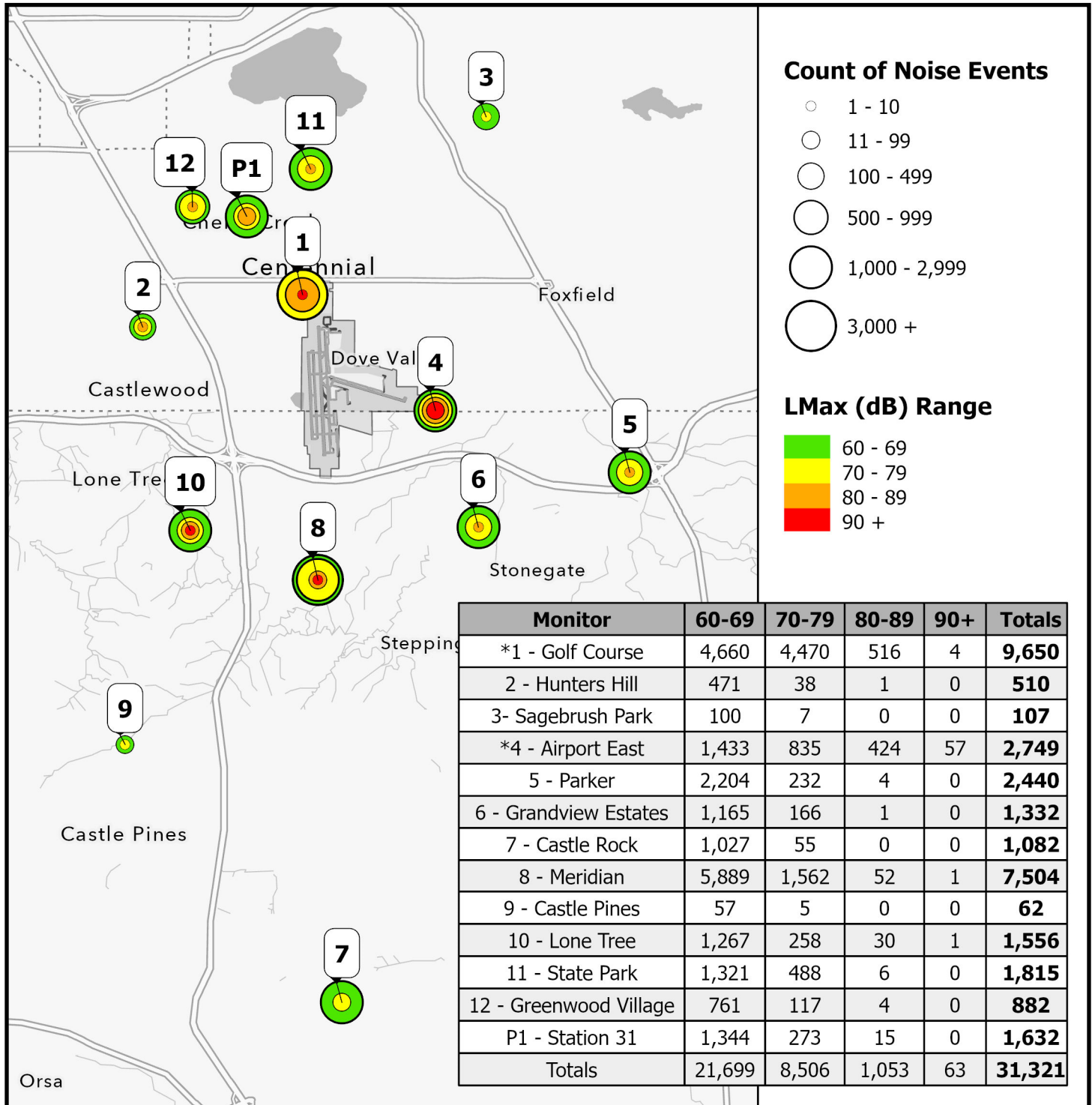
VFR Itinerant – Operations other than local operations conducted under Visual Flight Rules.

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.

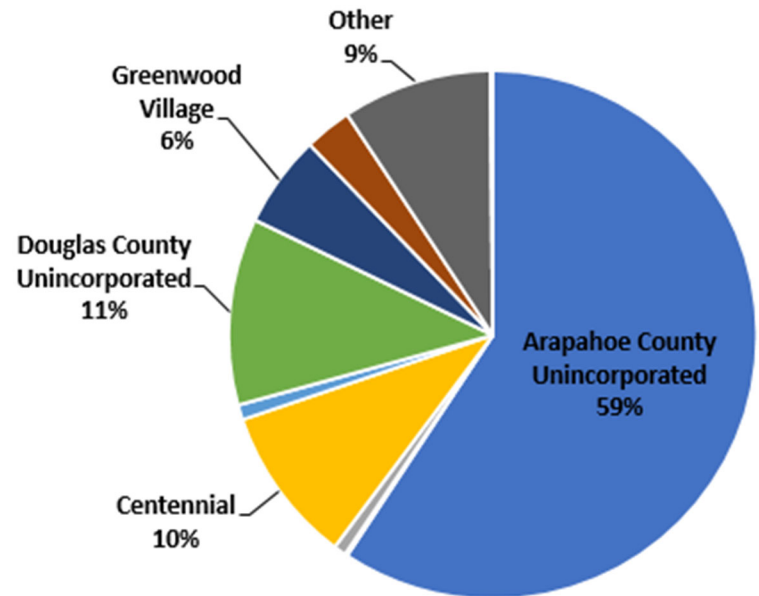


NMT 9 Missing Data due to equipment outages. Repair is in progress.

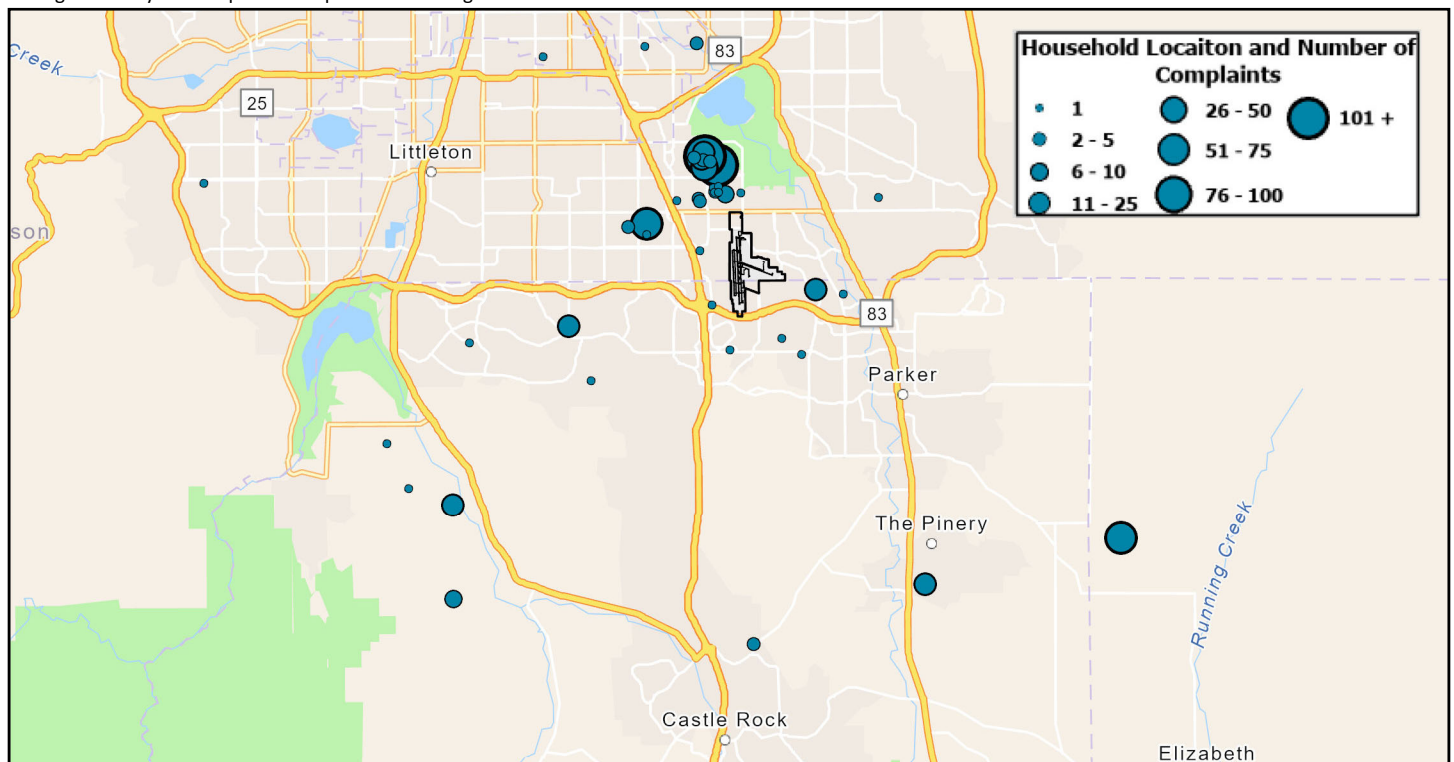
7. FEBRUARY 2025 NOISE COMPLAINT STATISTICS

Municipality	Complaints	Households	Population
Arapahoe County Unincorporated	389	14	98,066
Aurora	1	1	399,913
Castle Pines	0	0	14,000
Castle Rock	5	1	86,000
Centennial	63	3	108,422
Cherry Hills Village	0	0	6,442
Denver	6	3	715,522
Douglas County Unincorporated	75	8	276,493*
Greenwood Village	37	5	15,691
Highlands Ranch	19	3	103,444
Lone Tree	0	0	14,253
Parker	1	4	68,000
Other	60	1	-
Total	656	43	1,906,246

Complaints per Municipality

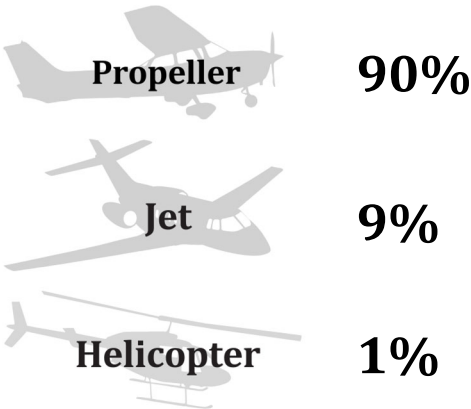


*Douglas County Unincorporated Population with Highlands Ranch Removed



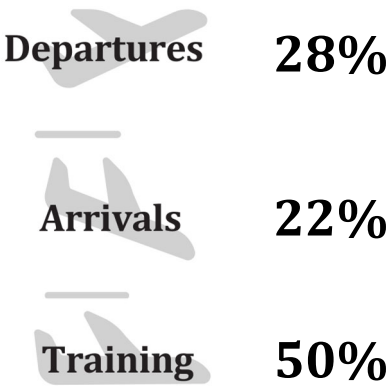
7. FEBRUARY 2025 NOISE COMPLAINT STATISTICS

Complaint by Aircraft Type



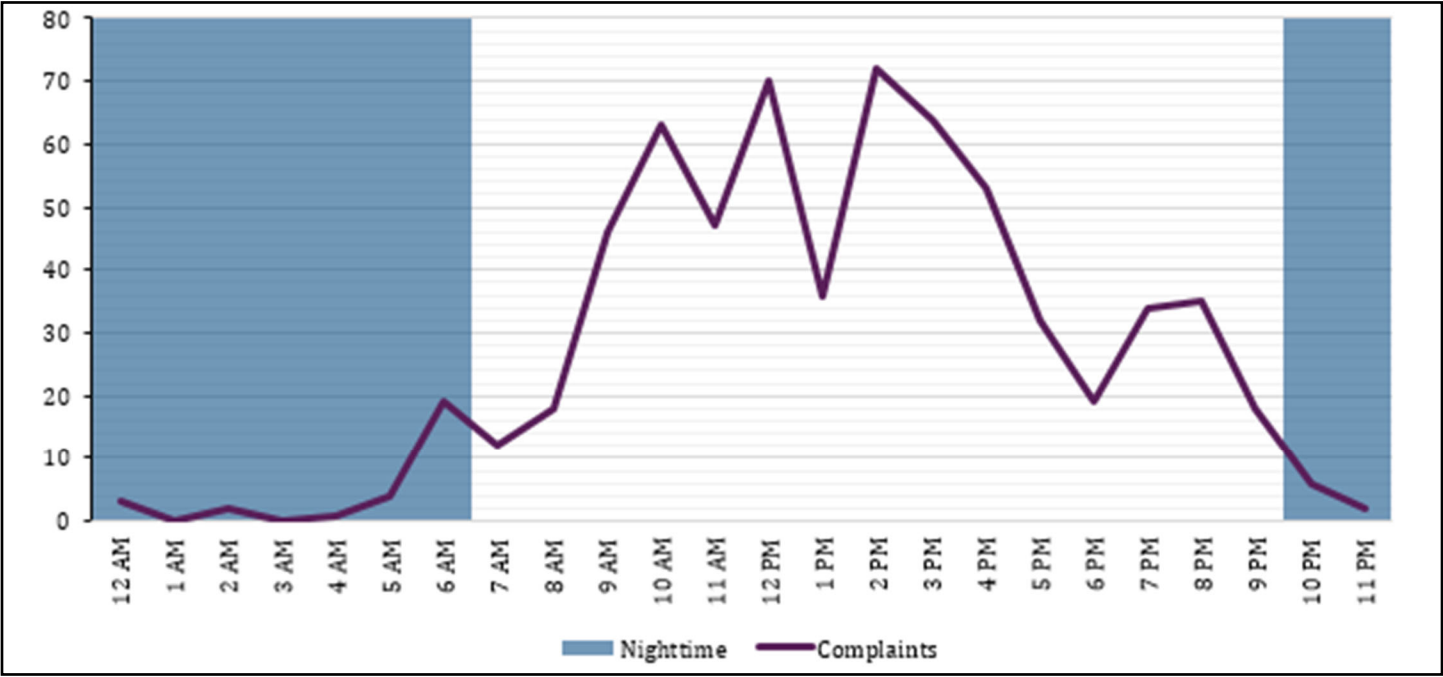
*#1 Household Removed

Complaint by Operation Type



*#1 Household Removed

Complaints by Hour



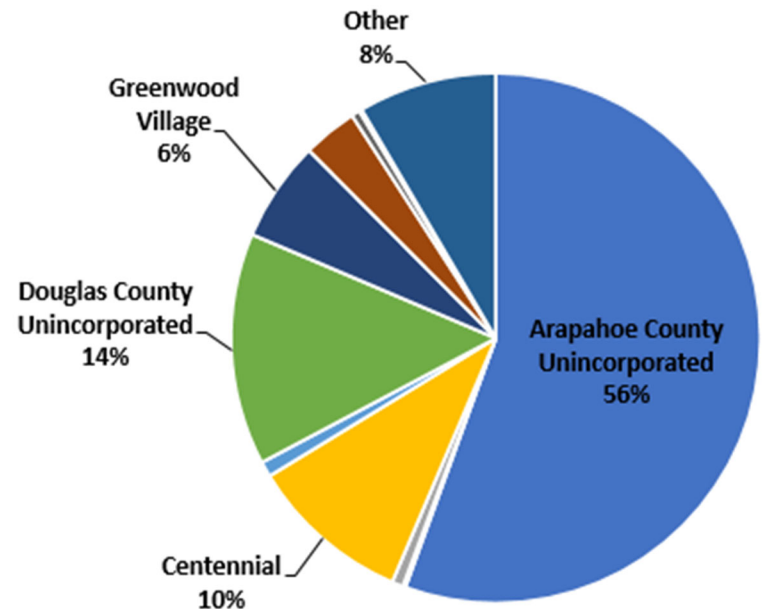
Noise Complaint Responses Completed	
Email	76
Phone	0
Total	76

Time Complaint Received	
Day (7:00 AM—9:59 PM)	619
Night (10:00 PM—6:59 AM)	37
Total	656

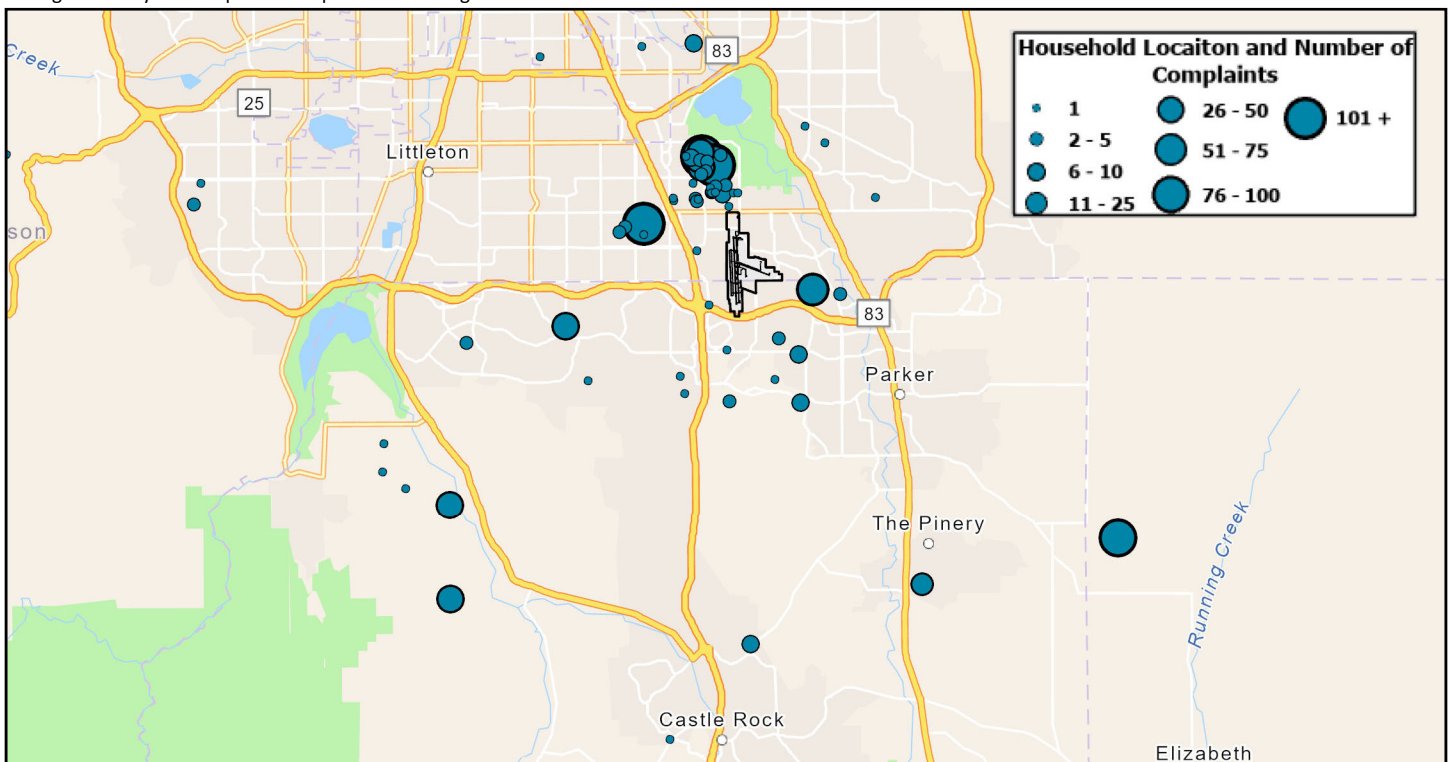
8. YEAR-TO-DATE 2025 NOISE COMPLAINT STATISTICS

Municipality	Complaints	Households	Population
Arapahoe County Unincorporated	651	20	98,066
Aurora	2	2	399,913
Castle Pines	0	0	14,000
Castle Rock	8	2	86,000
Centennial	116	5	108,422
Cherry Hills Village	0	0	6,442
Denver	11	3	715,522
Douglas County Unincorporated	166	10	276,493*
Greenwood Village	72	10	15,691
Highlands Ranch	39	3	103,444
Lone Tree	6	3	14,253
Parker	2	1	68,000
Other	99	7	-
Total	1,172	66	1,906,246

Complaints per Municipality

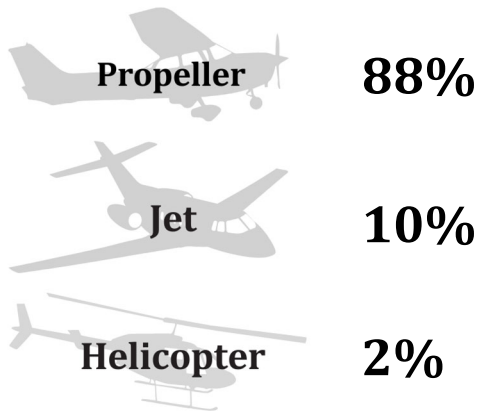


*Douglas County Unincorporated Population with Highlands Ranch Removed



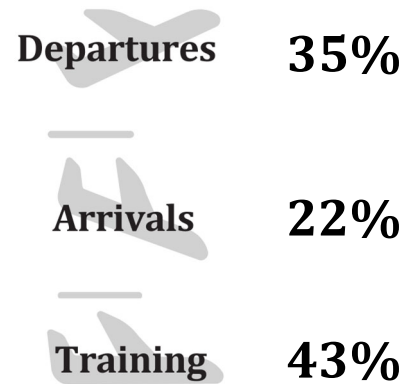
8. YEAR-TO-DATE 2025 NOISE COMPLAINT STATISTICS

Complaint by Aircraft Type



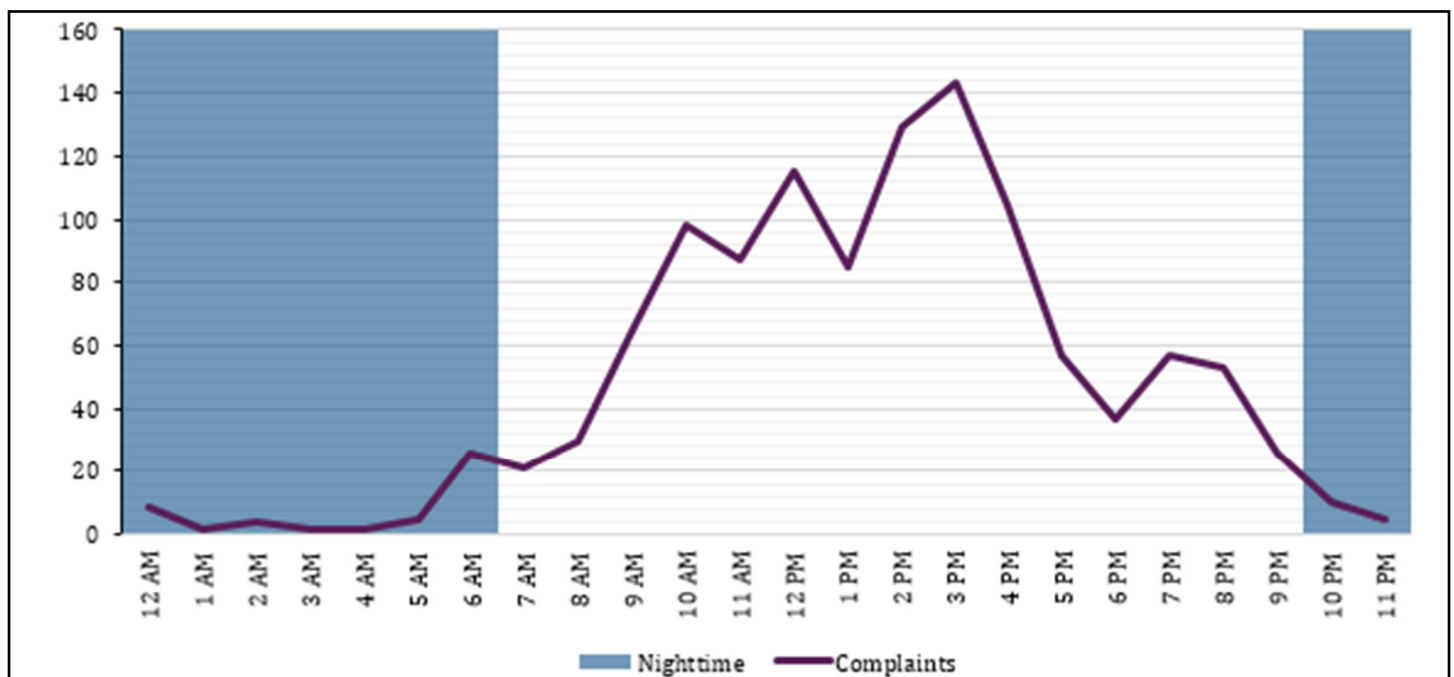
*#1 Household Removed

Complaint by Operation Type



*#1 Household Removed

Complaints by Hour

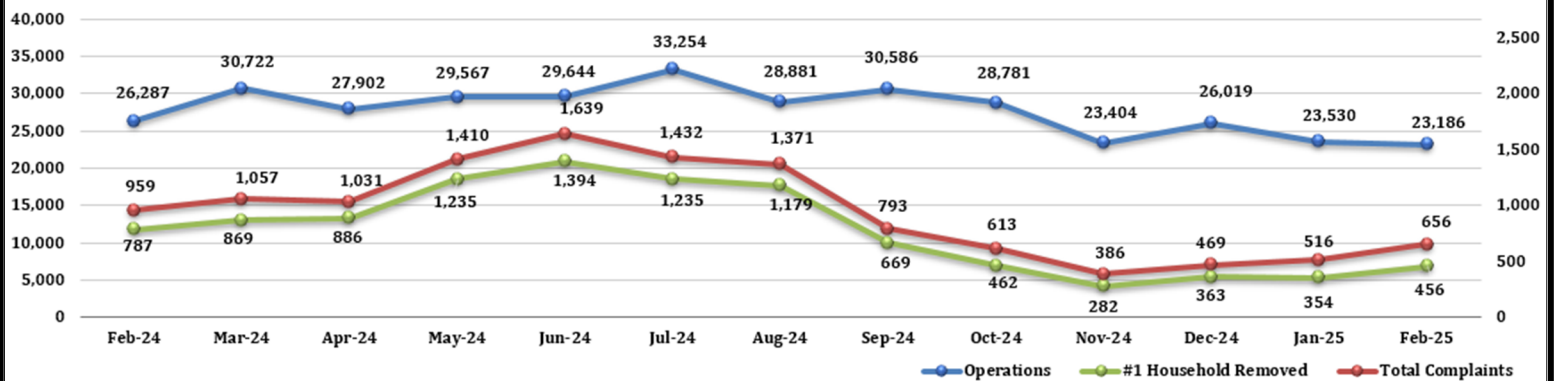


Noise Complaint Responses Completed	
Email	151
Phone	4
Total	159

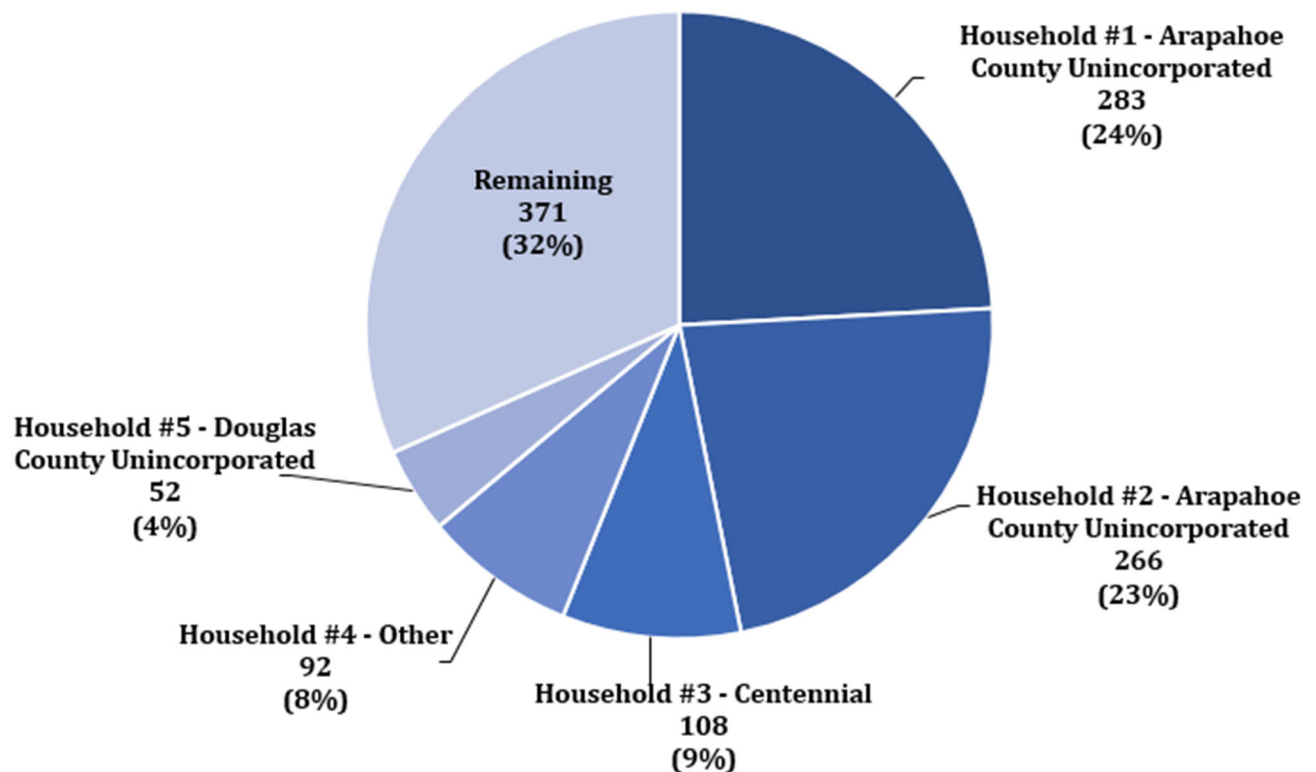
Time Complaint Received	
Day (7:00 AM—9:59 PM)	1,107
Night (10:00 PM—6:59 AM)	65
Total	1,172

8. COMPLAINT STATISTICS

13-Month Trend



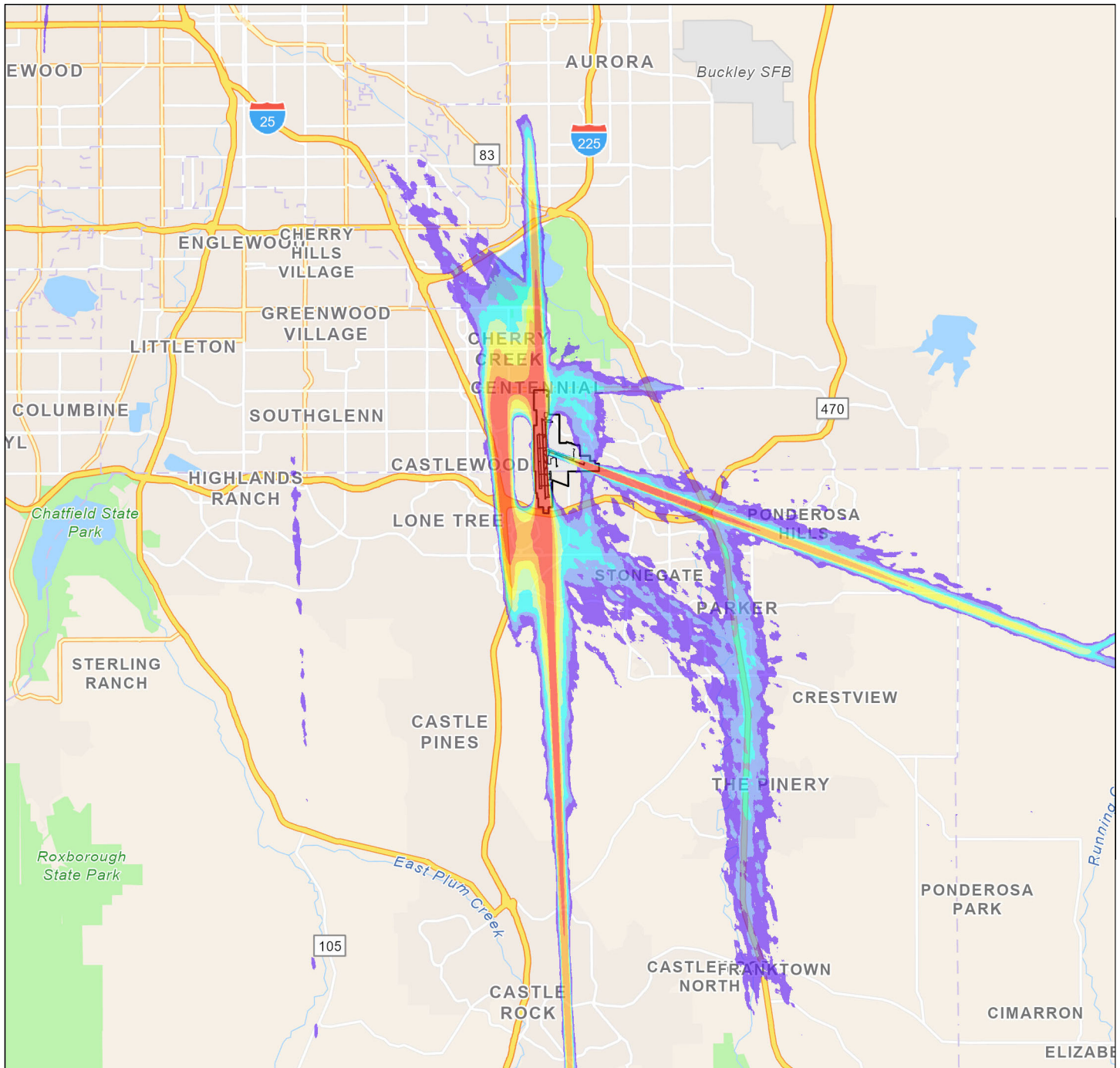
Top 5 Household Complaints YTD



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.

FEBRUARY 2025



Lower Density Traffic

Higher Density

10. NOTES AND DISCLAIMER

This report is for informational use only. Every effort has been made to ensure the accuracy of this data; however, the material may be altered as new information is added or updated in the system.

Centennial Airport disclaims any responsibility or liability for any direct or indirect damages resulting from the use of this data. We hope this information provides you with a valuable tool in which to review noise data and characteristics in your area. If you have questions or concerns, please contact the Centennial Airport Noise office at 303-790-0598.



CENTENNIAL
AIRPORT

Noise Hotline: 303-790-4709

www.centennialairport.com

CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE

MARCH 3rd, 2025 MEETING

Minimum Standards Education Opportunity

- Luke Skaflen Collaborative set of standards / locally driven– equal playing field– ensures all qualifications are met - transparency

Public Comment Received

- Arapahoe County, Louviers, - improvements are being observed
- Elbert County – Commissioners meeting / public comment by top household asking for representation on CACNR/ opportunity to introduce CACNR – bylaws / MOU and contact information

Emails – monitors and understanding of calculate the Ldn (Day night average sound level for each of the monitoring stations and how these compare to the Part 150 noise contours.

CACNR Study Group Committee

- Fourth Quarter 2024 Report (Figure 3 & 5)

Kudos to the work being done – Figure 3 – Total Operation Dec 24 = trend up 26,019. Total Touch & GO Operations trend up 5,798. Yet the Touch and Go entering the study area remains flat 2,488.

Not entering the study area = 56.4% trending up (2023 = 48.1%)

1200 Aero ADS-B Software Update

- Zach Gabehart – Collect solid data on training areas / looking forward to this possible helping to relieve some of the activity in the 3 Towers/ Ponderosa training boxes as an incentive program for the flight schools may be developed.

Representative Comments:

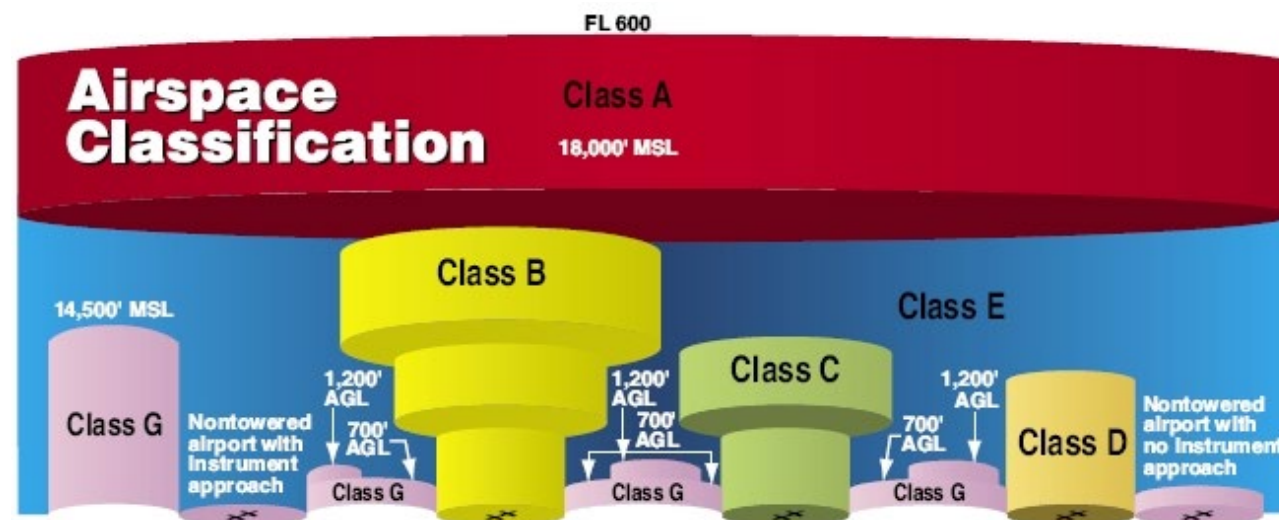
- Educational Opportunities: Airspace – April Bill Wasmund -wings over rockies
- Part 141 Flight Training Response – letter co-written and signed by airport staff and CACNR sent as response.

Airspace

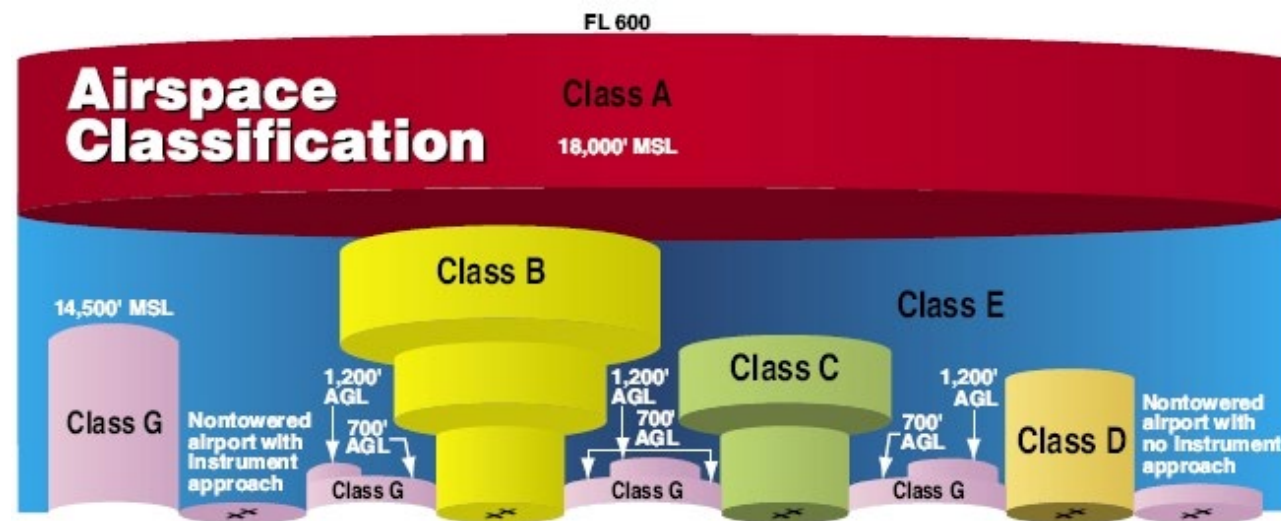
- The National Airspace System (NAS) is the network of United States airspace: air navigation facilities, equipment, services, airports, aeronautical charts, information/services, rules, regulations, and procedures. Divided into 2 categories
- Regulatory airspace - Regulatory airspace includes Class A, B, C, D and E airspace areas, restricted and prohibited areas
- Non-regulatory airspace - includes military operations areas (MOA), warning areas, alert areas, controlled firing areas (CFA), and national security areas (NSA)

Airspace Types

- Controlled Airspace
 - Class A
 - Class B
 - Class C
 - Class D
 - Class E
- Uncontrolled Airspace
 - Class G
- Special Use - Warning areas, MOAs, alert areas,
- Other – TFRs, ADIZ



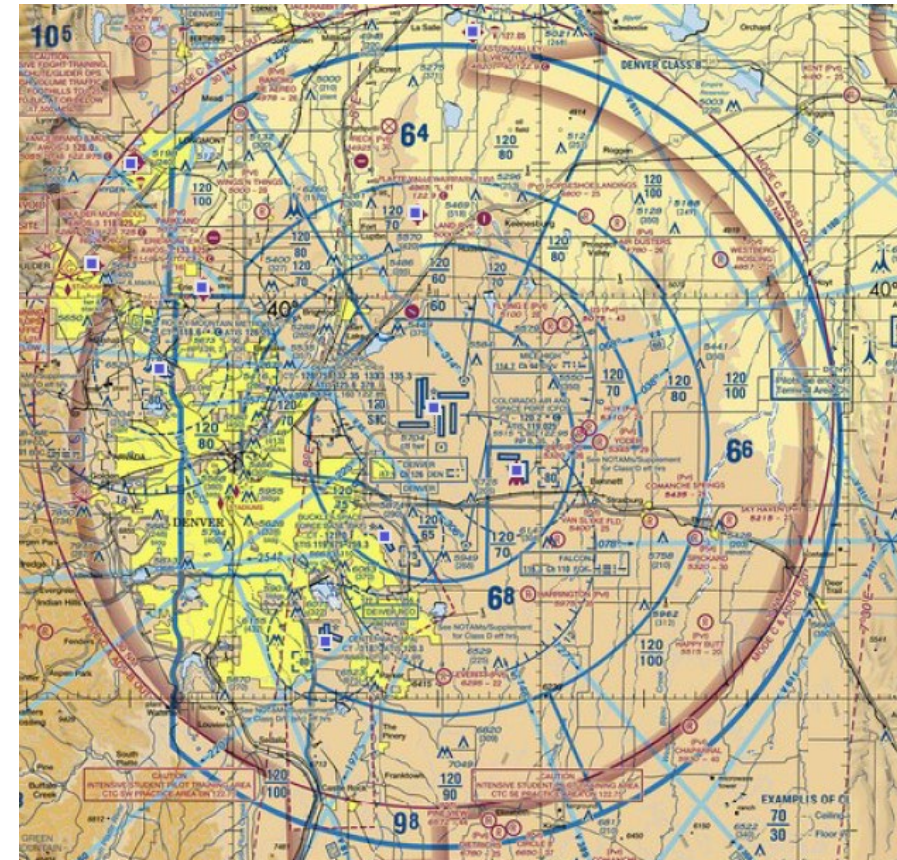
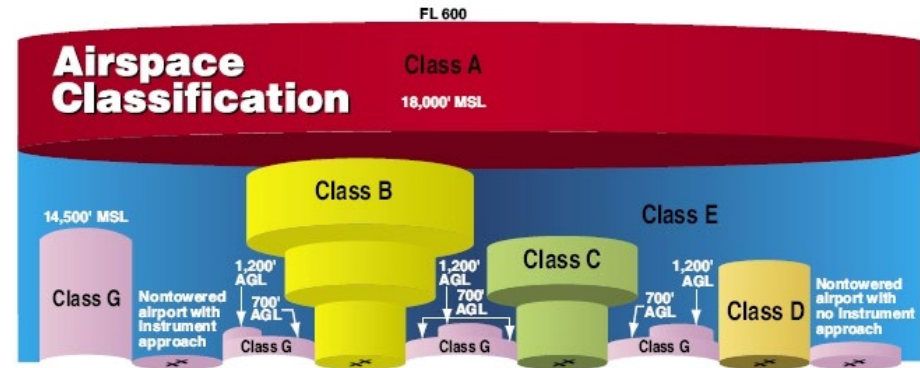
Class A Airspace



- 18,000' MSL up to and including 60,000' MSL
- All operation in class A is conducted under IFR
- Altimeter set to 29.92

Class B Airspace

- Surface up to 10,000' MSL
- Surrounds nations busiest airports
- Surface layer and two or more outer layers
- Two-way radio communications and ATC clearance required
- 4096 Transponder with mode C
- Student pilots require an endorsement from CFI



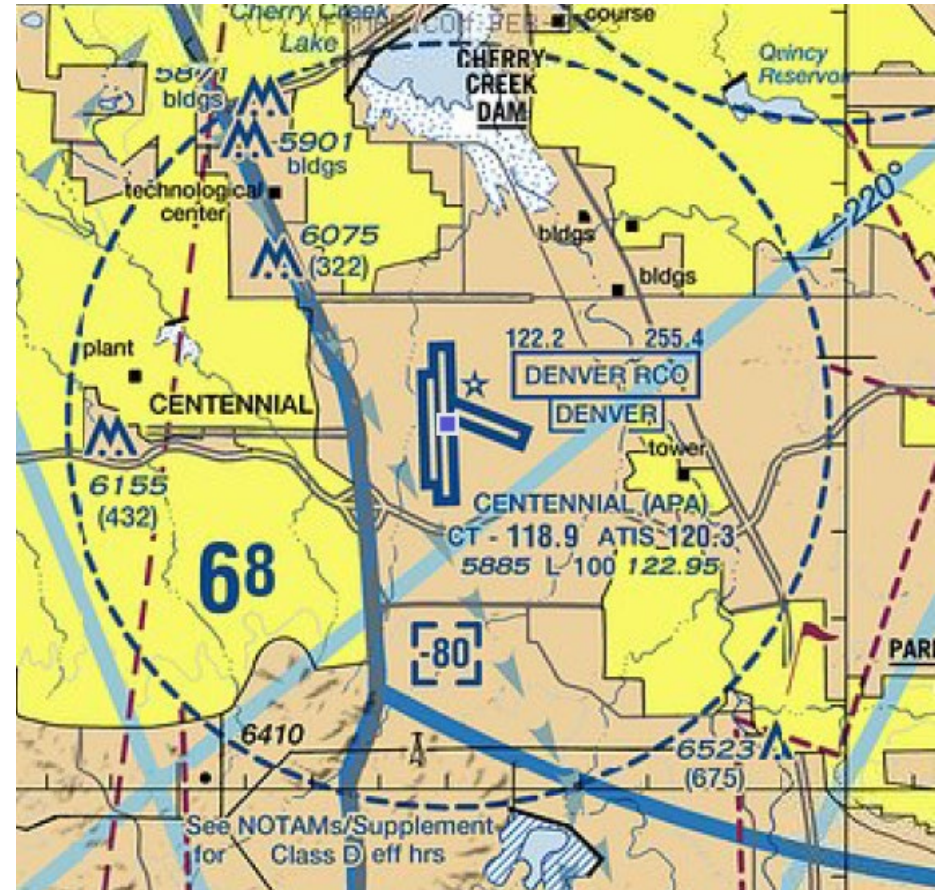
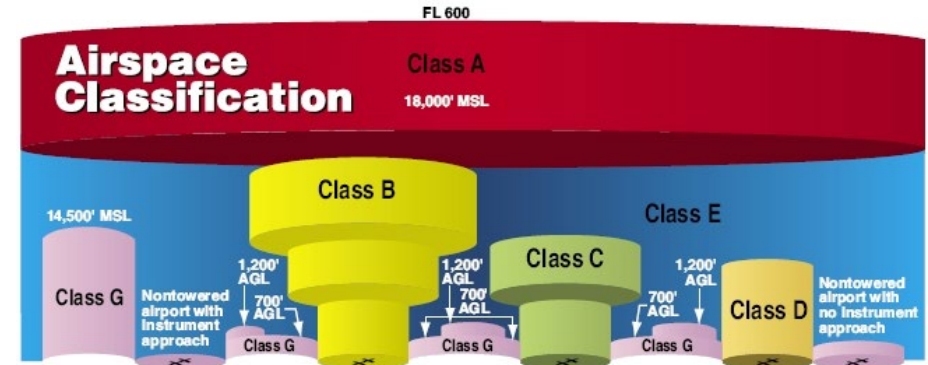
Class C Airspace

- Surface up to 4000' AGL
- RADAR approach control
- Surface area with 5 nm radius
- Shelf area with 10 nm radius
- Two-way radio communications and ATC clearance required
- 4096 Transponder with mode C



Class D Airspace

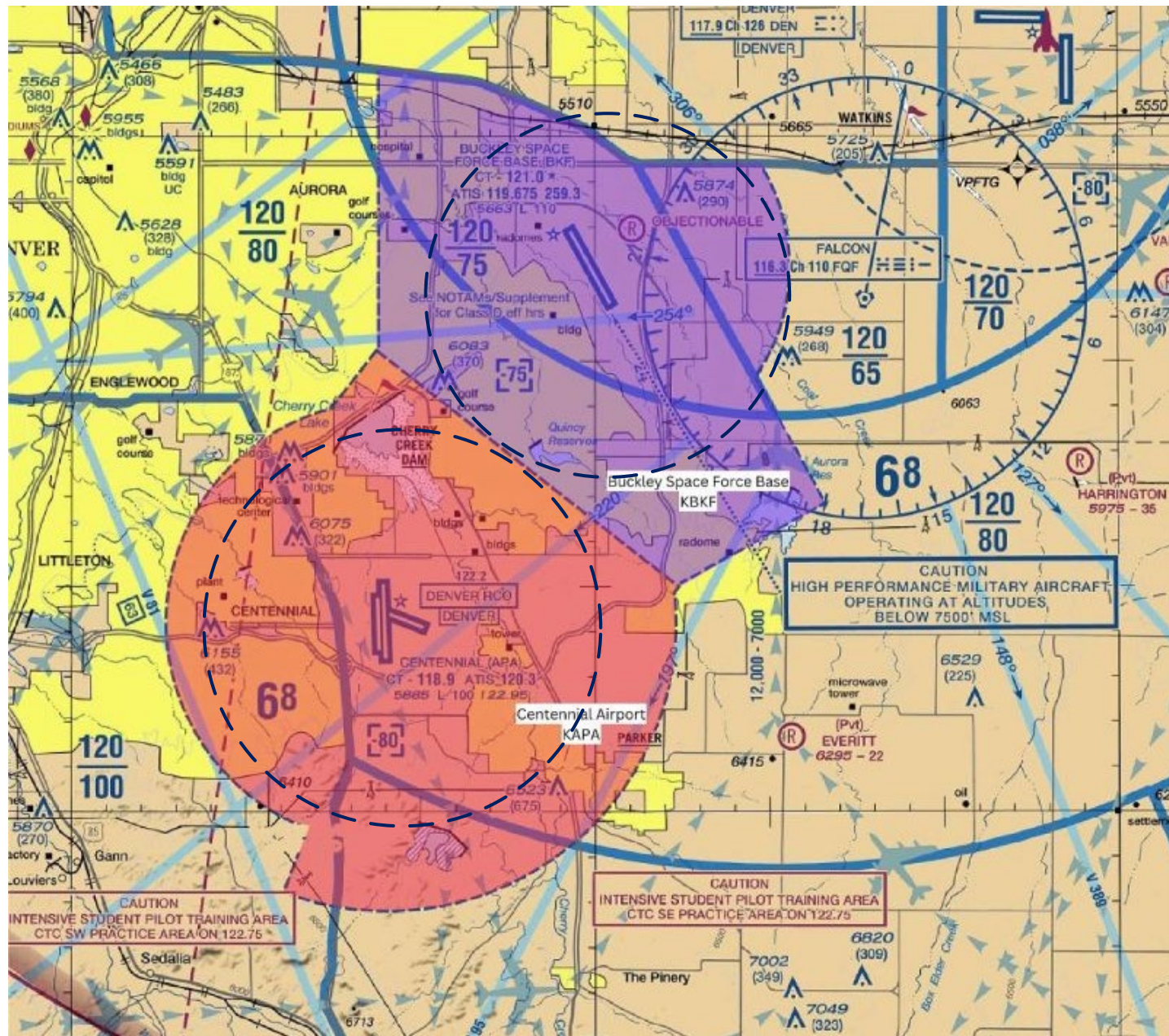
- Surface up to 2,500' AGL
- Control tower
- Surface area with 5-8 nm radius
- Two-way radio communications and ATC clearance required
- Depicted on a sectional chart by a blue segmented circle





KAPA/KBKF Class D Airspace Redesign 2/20/25

- Configurations for both the KAPA and KBKF Class D airspaces have been expanded and reshaped
- The corridor between KBKF and KAPA airspaces has been eliminated. Pilots must now be in contact with ATC when transiting the airspace
- Aircraft must communicate with ATC over a wider area



Questions

