



CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE **AGENDA**

November 6, 2024
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>	Sreenivasan Alakappan/Leroy Evans	<i>Foxfield:</i>	Pam Thompson/Frank Lawrence
	Leslie Summey /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/Mindy Parnes	<i>Parker:</i>	Ashley Chasez/Bryce Matthews
<i>Castle Pines:</i>	Chris Eubanks/Ron Cole	<i>ACPAA:</i>	Michael Fronapfel/Vacant
<i>Castle Rock:</i>	Laura Cavey/Sandy Vossler	<i>AOPA:</i>	John Hirshman/Brad Schuster
<i>Centennial:</i>	Don Sheehan/Amy Tharp	<i>CABA:</i>	Don Kuskie/Mike Straka
<i>Cherry Hills Village</i>	Robert Eber/Randy Weil	<i>CDOT Aeronautics Div</i>	Todd Green/Vacant
		<i>Wings Over the Rockies:</i>	Bill Wasmund/Vacant

****** SPECIAL ACTIVITY – GROUP PHOTOGRAPH FOR USE ON WEBSITE AND WITH ANNUAL REPORT**

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

- A. DRAFT MINUTES, October 2, 2024 – Alison Biggs, Secretary
- B. TREASURER'S REPORT, October 2024 – Andy Jones, Treasurer, Zach Gabehart, ACPAA Staff
- C. NOISE REPORT, September 2024- Zach Gabehart, ACPAA Staff

3. ITEMS REMOVED FROM CONSENT AGENDA:

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

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

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

- .A. GRADY STONE RESPONSE TO CACNR LETTER OF AUGUST 8, 2024

6. PART 150 STUDY UPDATE/PROGRESS:

- A. REPORTS OF STUDY ADVISORY COMMITTEE MEETINGS – Colleen Bosold email of 10/28/24
- B. NOISE COUNTOURS
- C. MODELING, EVALUATION, REFINEMENT
- D. ADVANCE NOTICES FOR BRAINSTORMING
- E. OTHER ITEMS OF CONSIDERATION/INTEREST TO CACNR

7. EXECUTIVE COMMITTEE:

- A. DRAFT REVISIONS TO PUBLIC COMMENT PROCEDURE
- B. ACPAA MEETING, OCTOBER 10, 2024 – Pam Thompson
- C. SEPTEMBER 2023 RETREAT PRIORITIES
- D. FYI – APPROVED 2025 BUDGET – Andy Jones
- E. FYI – 2025 CACNR/ACPAA MEETING SCHEDULE – NOTE NO MEETING IN JANUARY 2025

8. **REPRESENTATIVES' COMMENTS:**
 - A. RE CACNR BEING REQUIRED TO MEET TITLE 7 STANDARDS – Pam Thompson & Donna Johnston
9. **OTHER REGULAR REPORTS:**
 - A. AIRPORT DIRECTOR – Mike Fronapfel
 1. Flight School Activity
 2. Part 150 Study Update
 3. Aviation Fuel – How Much Sold/What Kind
 4. Community Related Activity
 5. Final Version of Noise Abatement Guidelines
 6. Proposed Changes to Centennial Airport Class D Airspace
 7. Other Airport Activity
 8. Legislative
 9. Status of Follow Up Items
10. **OLD BUSINESS:**
11. **NEW BUSINESS:**
12. **PUBLIC COMMENT:** (3 minutes per person time limit):
 - A. MEETING ATTENDEES /VIRTUAL ATTENDEES
13. **ADDITIONAL REPRESENTATIVES' COMMENTS:**
14. **RECOMMENDATIONS TO ACPAA AND OTHERS TO POTENTIALLY REDUCE NOISE OVER AFFECTED COMMUNITIES:**
15. **NEXT MEETINGS:**
 - A. **CACNR** –

December 4, 2024	6:30 p.m.	7565 South Peoria Street, Englewood, CO 80112
January 8, 2025	NO MEETING	
February 5, 2025	6:30 p.m.	7565 South Peoria Street, Englewood, CO 80112
 - B. **ACPAA** –

November 14, 2024	3:00 p.m.	7565 South Peoria Street, Englewood, CO 80112 (Ron Cole for CACNR)
December 12, 2024	3:00 p.m.	7565 South Peoria Street, Englewood, CO 80112
January 9, 2025	NO MEETING	
February 13, 2025	3:00 p.m.	7565 South Peoria Street, Englewood, CO 80112

C. **PART 150 MEETINGS** –
16. **ADJOURN:**

HAPPY THANKSGIVING



CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE MINUTES

October 2, 2024

DRAFT

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: Chris 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 6:30 p.m. by Chair Chris Eubanks.

The following were in attendance, and a quorum was present:

Arapahoe County:	Leslie Summey	Greenwood Village:	Donna Johnston
Douglas County:	Dan Avery (virtual)	Highlands Ranch Metro:	Andy Jone (virtual)
Douglas County:	Alison Biggs	Lone Tree:	Mike Anderson
Aurora:	Brad Pierce	ACPAA:	Michael Fronapfel
Castle Pines:	Chris Eubanks	CABA:	Don Kuskie
Centennial:	Don Sheehan	Wings Over the Rockies:	Bill Wasmund
Foxfield:	Pam Thompson		

Others in attendance were Sreenivasan Alakappan, Alternate Representative from Arapahoe County (virtual); Ron Cole, Alternate Representative from Castle Pines; and ACPAA staff Zach Gabehart, Lauren Wiarda, Matt Frenette and Adam Ellsell. There was 1 member of the public in attendance and two spoke online.

Those absent were: Arapahoe County: Vacant/Vacant Parker: Ashley Chasez/Bryce Matthews
Castle Rock: Laura Cavey/Sandy Vossler AOPA: John Hirshman/Brad Schuster
Cherry Hills Village: Robert Eber/Randy Weil CDOT Aeronautics Div: Todd Green/Vacant

2. **CONSENT AGENDA:** The Consent Agenda included the Draft CACNR Minutes from September 4, 2024; a Treasurer's Report from 09/27/24, showing a balance of \$24,782.88; and the Noise Report from August 2024. On the motion of Don Sheehan, duly seconded, the Consent Agenda was approved.

The August 2024 Noise Report included the following information:

August Local Operations:	13,560	August Total Operations:	28,881
Year to Date Local Operations:	121,614	Year to Date Total Operations:	232,701

28,881 Total Operations in August resulted in 1,371 complaints from 87 households.

August Noise Ev

<u>August Total:</u>		<u>August 60 – 69 db:</u>		<u>August 70 – 79 db:</u>		<u>August 80 – 89 db:</u>	
Golf Course	11,186	Meridian	7,429	Golf Course	3,962	Airport East	636
Meridian	9,535	Golf Course	6,963	Meridian	2,042	Golf Course	257
Parker	3,226	Parker	2,982	Airport East	1,005	Meridian	62
Airport East	3,117	State Park	1,903	State Park	939	Portable Station	28
State Park	2,858	Portable Station	1,758	Portable Station	303	Hunters Hill	16
Portable Station	2,090	Airport East	1,444	Parker	241	State Park	14
Grandview Estates	1,517	Grandview Estates	1,374	Grandview Estates	139	Greenwood Village	10
Greenwood Village	1,078	Castle Rock	986	Greenwood Village	104	Grandview Estates	04
Castle Rock	1,024	Greenwood Village	963	Lone Tree	69	Castle Pines	03
LoneTree	714	Lone Tree	645	Hunters Hill	62	Castle Rock	03
Hunters Hill	564	Hunters Hill	486	Castle Rock	35	Parker	03
Castle Pines	302	Castle Pines	279	Castle Pines	20	Lone Tree	00
Sagebrush Park	183	Sagebrush Park	169	Sagebrush Park	14	Sagebrush Park	00

August Noise events in the 90+ decibel range: Airport East – 32 Golf Course – 04 Meridian – 02 State Park – 02
Greenwood Village – 01 Portable Station – 01

<u>August Noise Complaints</u>	<u>and</u>	<u>Numbers of Households:</u>	<u>YTD Complaints</u>	<u>and</u>	<u>Number of Households:</u>
(1,371)		(87)	(9,651)		(268)
Unincorporated Arapahoe County	767 (56%)	UAC	30 (34%)	UAC	95
Other	195 (14%)	Greenwood	17 (20%)	GV	71
Greenwood Village	110 (08%)	UDC	14 (16%)	Other	28
Castle Pines	92 (07%)	Other	08 (09%)	Centennial	21
Centennial	82 (06%)	Lone Tree	06 (07%)	UDC	15
Unincorporated Douglas County	54 (04%)	Centennial	04(05%)	Denver	10

Denver	38	Castle Rock	02	Castle Pines	158	Highlands R	08
Castle Rock	12	Highlands R	02	Castle Rock	66	Parker	07
Highlands Ranch	11	Aurora	01	Aurora	30	Aurora	05
Lone Tree	08	Castle Pines	01	Parker	29	Castle Rock	05
Aurora	01	Denver	01	Lone Tree	28	Denver	03
Parker	01	Parker	01	Highlands R	22	Castle Pines	02
Cherry Hills Village	00	CHV	00	CHV	00	CHV	00

Year to Date, the top five households complaining were:

Household #1	1,199	Unincorporated Arapahoe County (12%)	Household #4	723	Centennial (08%)
Household #2	932	Greenwood Village (10%)	Household #5	704	Other (Elizabeth) (07%)
Household #3	744	Unincorporate Arapahoe County (08%)			

In August, 139 responses were requested from 1,371 noise complaints, with 120 of those requests made by email (86%), and 19 of those made by telephone (14%).

In August 1,090 complaints were made about **daytime flights** (7:00 a.m. – 9:59 p.m.) – 80%.
281 complaints were made about **nighttime flights** (10:00 p.m. – 6:59 a.m.) – 20%.

In August, props accounted for **85% of the complaints by aircraft type**; **jets** accounted for **14% of the complaints**, and **helicopters** caused **1%**.

In August, training was responsible for 61% of the complaints, **departures** were responsible for 26% of the complaints, and **arrivals** were responsible for 13% of the complaints.

An August Complaint Map , a Year to Date Complaint Map, and an August Radar Track Density Map/Flight Tracks Associated with Centennial Airport map were provided. All continued to show the highest concentration of complaints coming from areas to the northwest of the airport,

3. ITEMS REMOVED FROM CONSENT AGENDA: None

4. CACNR STUDY GROUP COMMITTEE: Brad Pierce presented a verbal report for this group, joined by Chris Eubanks and Mike Fronapfel. Some new members had been added to the group, from the FAA, a flight school, and the Colorado Pilot's Association. The latter was interested in learning how this group was structured and functioned, anticipating perhaps doing something similar at Rocky Mountain Metropolitan Airport.

The group was still waiting on getting radar tracks unmasked by the FAA so the information could be used to develop a point system to incentivize meeting the voluntary noise abatement guidelines. Request had also been made for technical assistance from the FAA for developing alternative pattern shapes for touch and goes. Thirdly, a response from the FAA had not yet been received to the letter which had been written seeking clarification of points in Grady Stone's letter of April 6, 2023.

It was noted staff was working on changes to the quarterly reports which would make them more easily understood and utilized by everyone. Feedback received about the last report would be considered and utilized wherever possible.

5. PART 150 STUDY UPDATE/PROGRESS: The airport continued to meet with the FAA about items which would result in progress on this study. It appeared the next public meeting on the study would be pushed back to January 2025.

6. EXECUTIVE COMMTEE:

A. ACPAA MEETING – A copy of Pam Thompson's report to and from the September ACPAA meeting had been provided. ACPAA seemed to appreciate having the consistency of one CACNR Representative joining it every month, and learning more regularly about the kinds of issues with which CACNR and the community and thus ACPAA, are involved. A good rapport and dialogue seemed to have been developed. Thompson would not be available to attend the ACPAA meeting in November, so Ron Cole had volunteered to assume that role.

B. DRAFT CACNR 2025 BUDGET – In developing the draft budget, it was felt CACNR needed to be doing more since the easing of Covid, so the budget was designed with a more proactive focus in mind. A team approach to various areas which affect the communities was included, so the focus would be more broadly inclusive than just the work of the Study Group Committee. Volunteers would be needed to work on those areas, and the CACNR Bylaws do allow for the Chair to appoint community members to committees (or teams) as well.

As there would be considerable carry-over from 2024 to 2025, it had been agreed to propose the Regular Members contribute ½ of their usual amounts: \$500 for cities and towns and \$1,000 for the counties. This would allow the Regular Members to be reminded of their financial commitment to CACNR through the MOU. They had not been invoiced in 2021, 2022, and 2024.

Other areas discussed included updating the website and asking Trish Coberly for her ideas on doing that (it was noted she had not invoiced CACNR for her work this year and that would be handled before the end of the year); developing an annual report which had not been done for several years; joining the Colorado Municipal League (CML), not only for legislative and other information of interest to CACNR and its Members, but to bring CACNR to the attention of the members of CML; doing community outreach projects; exploring alternative meeting space so the group might become more of a roundtable literally as well as figuratively; and working with a consultant to implement the work program (which needs to be developed for the 2025-2027 time frame) and to provide informational/educational projects of interest to the roundtable Representatives.

Obviously, these topics would require the active involvement of Representatives and Alternate Representatives, as well as interested community members. Work on the topics could be more of an 'ad hoc' approach – identify a task, accomplish it, and the group dissolved. Then another task could be addressed, with the same or a potentially different group, task accomplished and group dissolved. It was hoped much could be accomplished in this more flexible manner.

Whether or not CACNR would be required to meet the new Title 7 standards was brought up. Thinking was that CACNR as a non-profit would not be required to, but further exploration would be done. The attorneys for Greenwood Village and Foxfield would be consulted.

Following discussion of a possible redesign of the website, it was agreed there was flexibility in the current budget draft for Representatives to approve financing such an update. The idea of CACNR being a tab under the airport's website was raised. However, CACNR is an organization independent of the airport, and needs to maintain its own identity and therefore its own website. Following further discussion, by consensus, it was agreed to move \$500 from the Reserve category into the Website category. This would put the Website category amount at \$2,100 and the Reserve category at \$2,000.

On the motion of Pam Thompson, duly seconded, the 2025 budget was adopted as amended. At this point, Andy Jones had to leave the meeting.

C. 2023 RETREAT PRIORITIES UPDATE: Further discussion of the retreat priorities would take place at the November meeting. Representatives were asked to determine what areas they would be willing to work on, so that CACNR would be addressing more than just the activities of the Study Group Committee. The potential ad hoc nature of the work was again reviewed. There may not be action on everything quickly, but there be further discussion and commitment for advancing CACNR's approach to priorities in November.

D. & E. Looking at the two calendars, and coordinating with ACPAA meetings, Pam Thompson moved that CACNR meet on December 4, 2024, and not meet on January 8, 2025. The motion was duly seconded, and following brief discussion, the motion carried and the two calendars were adopted as amended. It was announced that at the November meeting a new photograph would be taken of the CACNR Representatives and Alternate Representatives, primarily to accompany the 2024 Annual Report and to be included on the website.

7. REPRESENTATIVES' COMMENTS:

A. Pam Thompson had met with a community member who lived on the northern side of the Three Towers practice area. For the September 2024 CACNR meeting, Zach Gabehart had provided a noise analysis for both the Three Towers and the Elizabeth areas, comparing numbers from July 2023 with July 2024. Both boxes had shown considerable increases in total overflights. The Three Towers numbers were similar to those of Greenwood Village which have been the focus of the Study Group Committee.

Thompson had offered to have a noise monitor placed on the resident's property, and the resident was most willing to have that occur. While this may not provide any kind of relief from the noise, it would provide data as to the constant stream of flights and noise, especially during peak hours. One of the two portable noise monitors was still in the Greenwood Village area, and the other was available to be placed here, for at least two weeks, but could remain longer unless there was a need for it to be located elsewhere. Dan Avery was attempting to contact the individuals who had attended the August CACNR meeting to see if there was any interest in having a noise monitor in that vicinity as well.

B. Donna Johnston suggested looking at the procedure for public comment, as there had been many fewer members of the public wishing to speak at the more recent CACNR meetings, and it has been difficult for some to stay until the end of the meetings. It was suggested to add some flexibility to the procedure while still allowing CACNR business to be accomplished. Following discussion and notation that there would still be a vote at the end of the meeting to extend the meeting by 30 minutes to accommodate any additional speakers, Donna Johnston moved to add 20 minutes for public comment, after agenda item #3. Motion was duly seconded and carried.

C. Bill Wasmund inquired why the Three Towers and the Elizabeth practice area boxes were being so heavily used when the others appeared not to be. Apparently, according to FAR 61.93, solo student pilots must remain within 25 nautical miles of their originating airport unless they have approval of their instructors. The distance had likely been established so that solo student pilots might have a reasonable chance of returning to their originating airports if a problem was encountered. The two noted boxes were the only two not outside of that distance. A map of the 11 practice area boxes had been provided; three are to the west and south of the airport, and 8 are to the south and east.

Wasmund noted the Colorado Department of Transportation had an excellent Aeronautical Chart. Question was asked why CANR was not getting as much public interest as it had been. Wasmund also noted efforts at LA and Van Nuys where they issue a fly quieter award, monitoring how well airlines follow their fly quiet programs. The awards are issued every year, and might something similar be done here at Centennial?

Question was asked if CACNR would find the CDOT Aeronautical Chart of use or interest. Response was definitely, and it turned out airport staff actually had enough copies on hand for distribution to everyone present. It was mentioned that Wasmund consistently provided good information to CACNR, and question was asked who else was here to help CACNR with obtaining this kind of information? Suggestion was made that the flight schools might be willing to come to CACNR meetings to share information about things they deal with on a regular basis of which CACNR might not be aware but could benefit from, and perhaps share with the public for greater understanding. Suggestion was also made to ask the flight schools if they could relook at the boxes, to see if something could be done to relocate them into a more user-friendly configuration.

A willingness to share might also be a factor considered when establishing some sort of incentives or rewards criteria for those who follow the voluntary noise abatement guidelines or other determined categories for recognizing "the good guys." In order to do this,

the FAA would have to unmask the tail numbers of planes. Mike Fronapfel noted the airport was exploring using various vendors for the noise monitors, and this decision might have implications for such information and recognition as well.

D. Chris Eubanks reported he had flown here the previous week and found there was actually very little time to make a decision of whether or not to extend his flight path north of Arapahoe Road – the decision had to be made in seconds.

8. **OTHER REGULAR REPORTS:**

A. **DIRECTOR'S REPORT** – Mike Fronapfel reported pilots are trained to look for potential landing sites. The recent crash where the plane flipped resulted in no injury. The prior day, a private plane's landing gear collapsed, again with no injury. Reports of these kinds of things may take the FAA and the NTSB a very long time to be issued, frequently long after the public may have lost track of the original event. The airport will also be considering whether anything has been occurring at the airport which might have caused the increased number of events which have occurred at Centennial in recent months.

Fronapfel noted the October ACPAA meeting would be looking at changes in minimum standards to have the flight schools have someone on site who can be accessed whenever something untoward occurred. The flight schools will also be required to have mandatory quarterly safety and noise abatement meetings done jointly with the FAA. There have already been two such meetings which have garnered attention, and which may have been one of the more effective results of the work of the Study Group Committee. Some instructors and flight schools were not even aware the airport had the capability of watching what was occurring, and this may result in improved behaviors.

Another change in the minimum standards will be a request to increase the fuel flowage fees. Such fees cannot be used to decrease traffic at the airport, but Centennial's costs are currently below the median so need to be increased to keep up with the cost of inflation and of doing business.

Suggestion was made to add the airport's minimum standards to the list of education items for CACNR Representatives, as not everyone was familiar with their existences, content or what they do. Suggestion was met with agreement.

Donna Johnston moved to extend the meeting by 30 minutes to complete business and hear from members of the public. Motion was duly seconded and carried.

The upcoming Friday would be the 36th meeting of the Study Group Committee. It is awaiting the response from the FAA on some issues, and will be determining next steps following the receipt of that information. The airport is a part of the Colorado Green Business Group, is at a sliver status and had received an innovation award due to its work on the utilization of unleaded fuel.

There was still hope the hotel would be open by the end of the year. Considerable upgrading had occurred, and Fronapfel noted it might be a good option if CACNR decides to explore alternative meeting space.

It was noted airport operations had been down in August, and was there any particular reason. Contributing factors might have been the hot weather, afternoon thunderstorms, and a shortage of air traffic controllers.

Don Kuskie reported there were 569 single engine aircraft based at Centennial and 104 multi-engine planes. All of those pilots have to recertify every two years, so this adds to the training traffic saturation which affects our communities. Many of those pilots, not being in a flight school, have no idea where the training boxes are and need that education. Another flight school may be applying to open at Centennial, and there might possibly be a public hearing on that at the November ACPAA meeting.

9. **OLD BUSINESS:** **DRAFT VOLUNTARY NOISE ABATEMENT GUIDELINES** – Zach Gabehart indicted he and Mike Fronapfel had decided on the content of the draft, and then Samantha Blymyer had done the layout. Much of the content was utilized from the previous version, plus the two sections required by state law. The first was the statement limiting the number of consecutive touch-and-goes to 10 per flight, and the second was a statement to minimize the number of flight training departures during periods of heavy traffic (i.e. morning and early afternoon arrival/departure rush.) To comply with state law, the document has to be published and in effect by November 15, 2024.

Question was asked why the language about remaining south of Arapahoe Road had been removed from the original, with the request it be retained. It had been felt the graphic related to the voluntary touch and go guidelines made that point without the need for additional language. Question was asked where the number 10 came from in the limitation of touch-and-goes per flight. Response was determined by Zach and Mike, in consultation with the flight schools. Question was asked who from CACNR was involved in the development of this draft version of the guidelines. Response was that this version had been done by airport staff, although the original document had been developed with assistance from CACNR. Request was made to indicate this version had been approved by CACNR, but not that it had been developed by CACNR, as that had not occurred. Request was also made that the final version have more clear indication of where roads and other landmarks exist, as they were not clear in the draft version under consideration. Other grammatical difficulties were pointed out.

There was additional discussion about whether or not the document had indeed been developed by CACNR, with differing opinions and no final consensus seemingly being reached. There was disappointment that the original fourfold document had morphed into a threefold document whose use was not as clear as the original. It was explained that pilots used to use a knee board, and now mostly use a digital ipad or phone so a different set-up was considered more useful. Helicopter routes had also been eliminated, as they were considered between the tower and the pilots, so were unnecessary here. Reference to maximum weight had also been removed. It had been felt the digital format might make it easier to do more frequent future updates. It was requested that the term Voluntary be removed from the 'title' of the document, so it would just read Noise Abatement Guidelines; the voluntary nature was

covered by language elsewhere. Again, determination of the document's final content would be made by airport staff. It was suggested that a QR code be added.

Lone Tree requested that the map of noise sensitive areas be amended to show where its planned residential and mixed use commercial development, public schools, etc. would go to the south of the airport's main runway. It was noted the noise sensitive areas had originally been based on complaints from residents in such areas, and as there were no residents in the areas as yet, there was little on which to base such designation. Question was asked how elected officials would answer questions about why such development was approved for areas of questionable public health and safety, the overhead use of lead based fuel, etc. It was also noted the areas were under the Instrument Landing System which cannot be avoided particularly in inclement weather.

Given the more rapid increase in development in the area, it might be necessary to revisit the content of the NAG more frequently, even as much as annually, to reflect changes. As development increases, there may be a time when everything surrounding the airport could be designated as noise sensitive. Some consideration may need to be given to those areas which existed before and in the early days of the airport's existence, versus those areas which have been developed since that initial time. Question was asked what were the criteria for being designated as a noise sensitive area. Question was asked about the timing of getting the document finalized to meet state law.

A motion was made to extend the meeting for another 30 minute period. Motion seconded and carried. Mike Anderson indicated Lone Tree had not understood the need to show regular use before obtaining a noise sensitive area designation. Discussion continued on how to handle this situation. There was general agreement that more frequent consideration of the document would be in order, and a more clear understanding of what a noise sensitive area is would also be in order.

Motion – Chris Eubanks made a motion to approve the Noise Abatement Guidelines, contingent on the inclusion of the changes requested by CACNR Representatives at this meeting. Motion was duly seconded and carried.

Chris Eubanks made another motion to reconsider the request from Lone Tree in six months, and to establish criteria for what constitutes designation as a noise sensitive area. Motion was seconded and carried. Gabehart indicated he would have a final draft out to everyone by the end of the week.

10. **NEW BUSINESS:** None

11. **PUBLIC COMMENT:**

A. RECEIVED BY CACNR – None

B. ATTENDEES/VIRTUAL/TELEPHONE – Randy Johnson was present from Louviers. He noted the planes he hears, and had heard 510 propeller planes. Many pilots seemed to be avoiding flying directly overhead and flight schools had been reasonably receptive which he appreciates that considerably. He had submitted 7 complaints here and 3 to Rocky Mountain.

The resident from the Three Towers area thanked Pam Thompson and looked forward to having the noise monitor place to provide further attention to what is happening in that area. She asked that already developed land be given consideration regarding flights and noise as much or more than the undeveloped land that had been discussed earlier. There are still very low flights occurring over the homes in her area, as well as stall-out maneuvers which can be very unnerving. The previous day there had been two planes in the practice box at the same time. She hoped the FAA was receiving the information she reports to Centennial, as she does not have access to the specifics about the offending aircraft which the FAA wants her to provide. She had spoken with someone from the FAA, but the individual had not gotten back to her. She requested the box be closed due to unsafe conditions.

Another resident from the Three Towers area appreciated it is getting some attention. She has seen two planes in the box more than once, and the growth has changed until her area is almost an extension of Parker. There was real frustration after attending these meetings for years and the only change was that things had gotten worse. Adding another flight school will only exacerbate the problem – where are all those training planes going to go? It seems pilots and flight schools can do whatever they want, as CACNR and the airport cannot establish limits and the FAA makes sure limits cannot be established. She appreciated the efforts CACNR makes, but it was no wonder the public does not attend these meetings any more because they are essentially useless.

12. **NEXT MEETINGS:**

A. **CACNR** – November 6, 2024 6:30 p.m. 7565 South Peoria Street, Englewood, CO 80112
December 4, 2024 6:30 p.m. 7565 South Peoria Street, Englewood, CO 80112
January 8, 2025 NO MEETING

B. **ACPAA** – September 12, 2024 3:00 p.m. 7565 South Peoria Street, Englewood, CO 80112
October 10, 2024 3:00 p.m. 7565 South Peoria Street, Englewood, CO 80112
November 14, 2024 3:00 p.m. 7565 South Peoria Street, Englewood, CO 80112
December 12, 2024 3:00 p.m. 7565 South Peoria Street, Englewood, CO 80112
January 9, 2025 NO MEETING

A. **PART 150 MEETING DATES** When and What Meetings, When Available from APA Staff

13. **ADJOURNMENT:** The meeting was adjourned at 9:34 p.m.

Alison Biggs, Secretary

CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE			2024 BUDGET - Approved November 1, 2023; Updated as of 11/01/2024		
		BUDGET		ACTUAL	
INCOME:				as of 11/01/24	
CARRY OVER FROM PRIOR YEAR		\$ 20,000.00		\$20,317.55	
ACPAA		\$ 10,000.00		\$10,000.00	
CACNR REGULAR MEMBERS		\$ -			
TOTAL INCOME:		\$ 30,000.00		\$30,317.55	
EXPENDITURES:					
WORK PROGRAM:					
COMMUNITY OUTREACH		\$ 2,000			
		\$ 5,000			
FLY QUIET		\$ 1,000			
NOISE MONITOR		\$ 1,000			
EXECUTIVE/WORK PLAN		\$ 500			
EDUCATION					
2 Reps to UC Davis Symposium		\$ 4,000		\$4,534.67	
2 Reps to 2 N.O.I.S.E. Conferences		\$ 4,000			
CONSULTATION/ TASK SUPPORT		\$ 4,000			
MEMBERSHIP DUES		\$ 1,000		\$1,000.00	
ADMINISTRATIVE		\$ 1,000			
		\$ -			
RESERVE		\$ 2,500.00			
TOTAL EXPENDITURES:		\$ 26,000.00			
CARRY OVER TO 2025		\$ 4,000.00		\$24,782.88	
** 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 Monthly Noise Report



September 2024

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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.

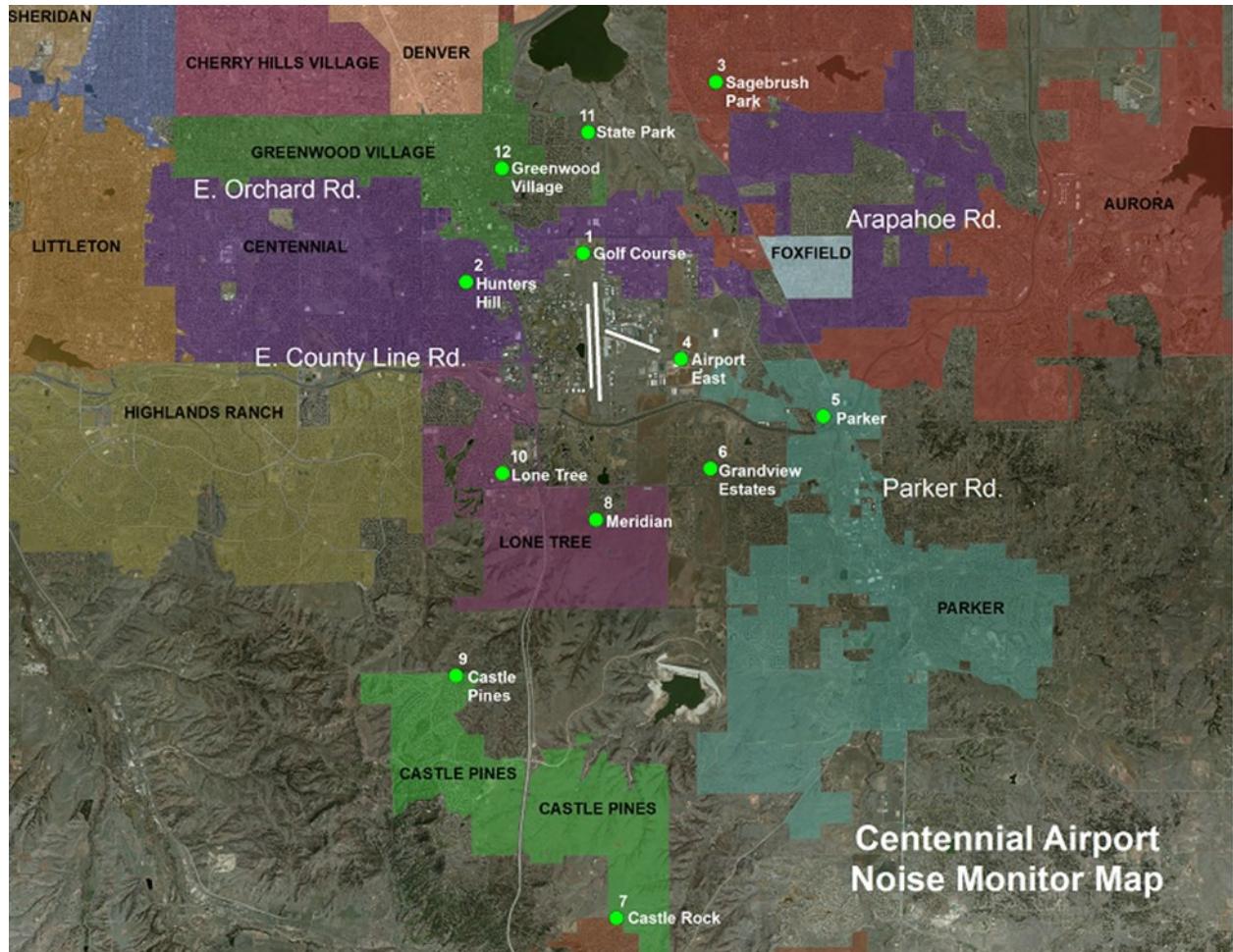
Overflight – Aircraft flight originating and terminating outside the area that transits the airspace without landing.

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.

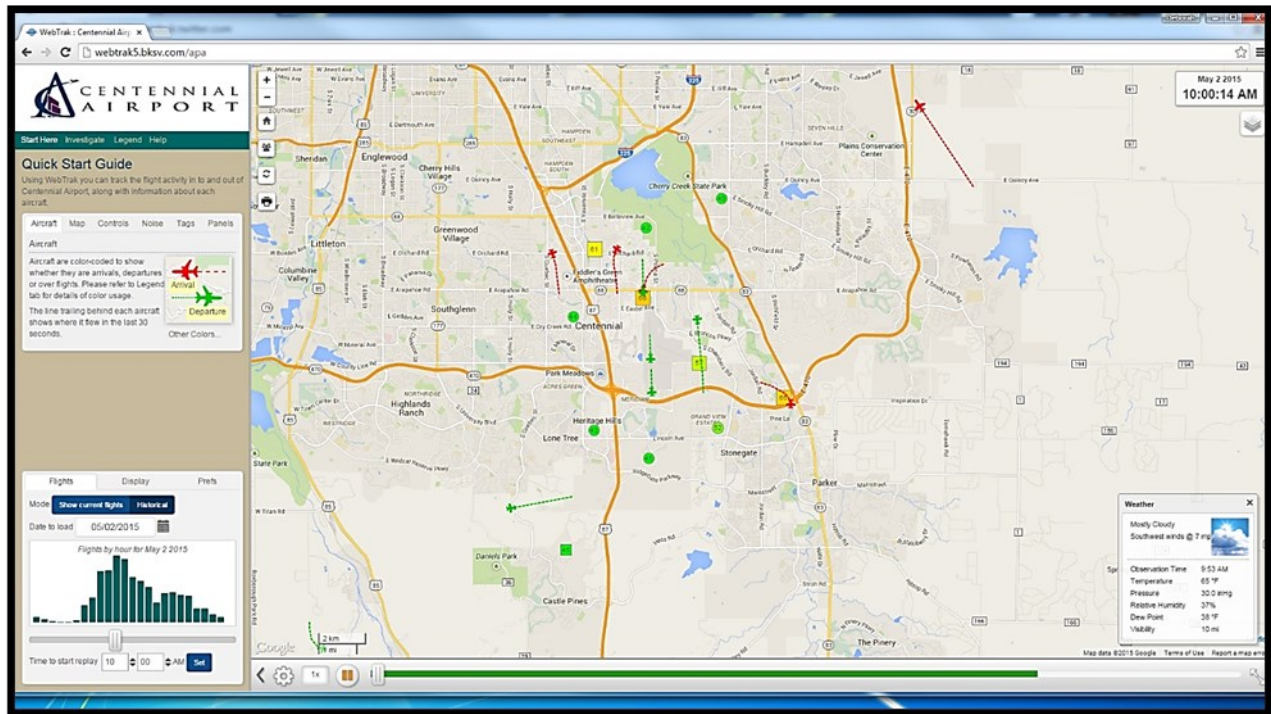
3. ABOUT APA’S NOISE MONITORING PROGRAM

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 now 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, Front Range Airport and Buckley Air 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:

APA WebTrak:

[https://webtrak.emsbk.com/apa?](https://webtrak.emsbk.com/apa?fbclid=IwAR1xnXwQ2sVwisSZ_szUAIHFtyYBNIZTACOI1PF7ZSH8PPbBxORnnaidUUE)

[fbclid=IwAR1xnXwQ2sVwisSZ_szUAIHFtyYBNIZTACOI1PF7ZSH8PPbBxORnnaidUUE](https://webtrak.emsbk.com/apa?fbclid=IwAR1xnXwQ2sVwisSZ_szUAIHFtyYBNIZTACOI1PF7ZSH8PPbBxORnnaidUUE)

Centennial Airport Website: <http://www.centennialairport.com>

In addition, noise complaints can also be submitted on our noise hotline:

APA Noise Hotline:

303-790-4709

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	2,483	2,640	172	5,295	1,607	5,408	132	7,147	13,881	2	13,883
February	2,374	2,702	161	5,237	1,709	5,384	83	7,176	13,797	2	13,799
March	2,527	2,771	133	5,431	1,947	6,487	89	8,523	16,676	13	16,689
April	2,247	2,606	140	4,993	1,592	5,580	105	7,277	15,502	29	15,531
May	2,659	2,833	164	5,656	1,933	6,068	112	8,113	15,677	24	15,701
June	2,743	2,961	190	5,894	2,145	6,599	97	8,841	14,805	5	14,810
July	2,618	3,056	230	5,904	2,301	7,138	140	9,579	17,631	10	17,641
August	2,983	3,413	191	6,587	2,011	6,522	101	8,634	13,537	23	13,560
September	2,865	2,966	250	6,081	2,043	7,510	96	9,649	14,742	6	14,748
October				0				0			0
November				0				0			0
December				0				0			0
Y-T-D Totals	23,499	25,948	1,631	51,078	17,288	56,696	955	74,939	136,248	114	136,362

	IFR OVERFLIGHTS				VFR OVERFLIGHTS				TOTAL OPERATIONS
	AIR TAXI	G.A.	MILITARY	TOTAL INTINERANT	AIR TAXI	G.A.	MILITARY	TOTAL	
January	3	4	4	11	35	61	12	108	26,444
February	4	8	1	13	21	36	5	62	26,287
March	0	10	1	11	31	31	6	68	30,722
April	3	5	3	11	39	47	4	90	27,902
May	8	7	0	15	16	60	6	82	29,567
June	4	5	1	10	21	61	7	89	29,644
July	4	12	5	21	14	91	4	109	33,254
August	7	19	1	27	31	37	5	73	28,881
September	6	8	1	15	27	62	4	93	30,586
October				0				0	
November				0				0	
December				0				0	
Y-T-D Totals	39	78	17	134	235	486	53	774	263,287

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 REPORTS

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:

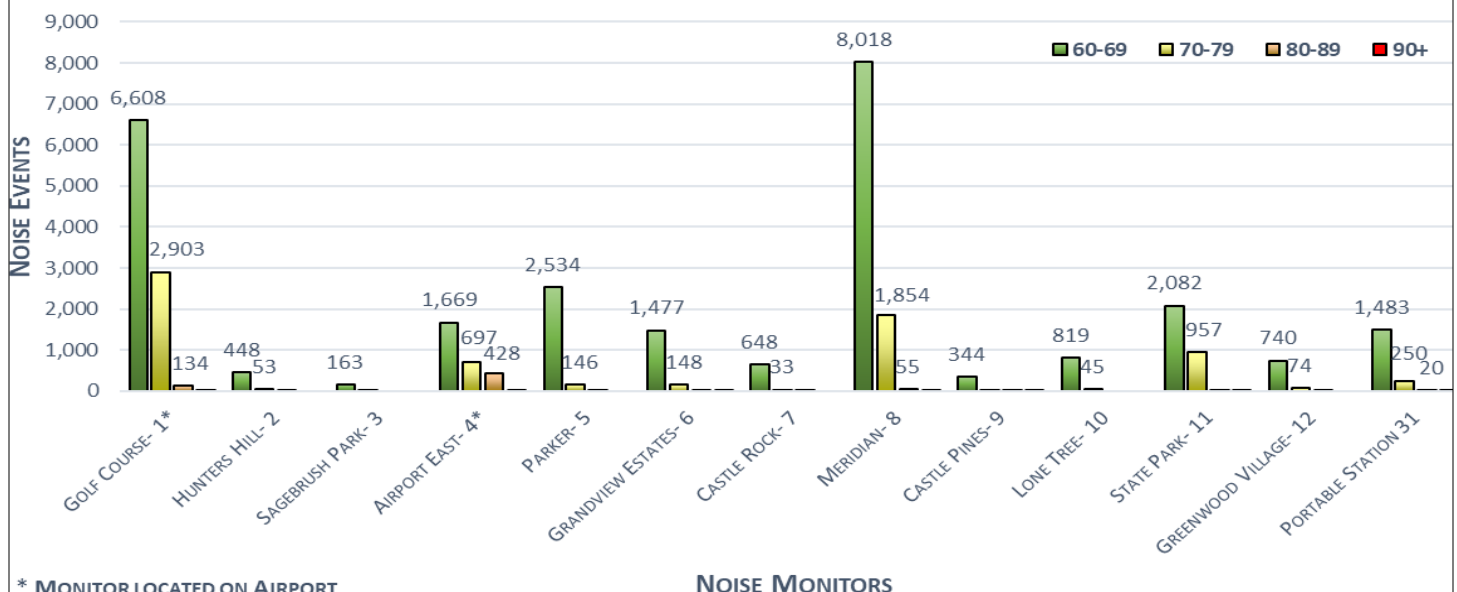
First, the noise event must exceed the ambient noise level. This number varies at every monitor, but is generally greater than 50-55db. Secondly, the noise event must last longer than 5 seconds. Lastly, using radar data, the system must correlate an aircraft with the noise event. This ensures that the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

Automated Aircraft Noise Event Decibel Range By Monitor

Monitor	60-69	70-79	80-89	90+	Totals
Golf Course- 1*	6,608	2,903	134	17	9,662
Hunters Hill- 2	448	53	6	0	507
Sagebrush Park- 3	163	15	0	0	178
Airport East- 4*	1,669	697	428	27	2,821
Parker- 5	2,534	146	5	0	2,685
Grandview Estates- 6	1,477	148	9	1	1,635
Castle Rock- 7	648	33	1	0	682
Meridian- 8	8,018	1,854	55	5	9,932
Castle Pines- 9	344	19	1	1	365
Lone Tree- 10	819	45	0	0	864
State Park- 11	2,082	957	15	1	3,055
Greenwood Village- 12	740	74	11	0	825
Portable Station 31	1,483	250	20	1	1,754
Totals	27,033	7,194	685	53	34,965

*Monitor located on Airport

September 2024 Automated Aircraft Noise Event db Range by Monitor



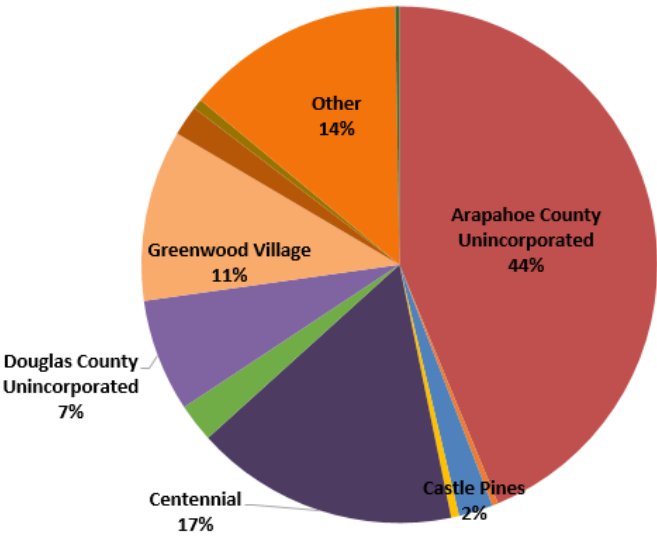
7. SEPTEMBER 2024 NOISE COMPLAINT STATISTICS

In September, Centennial Airport received 793 complaints from 81 households

September Noise Complaints			YTD		Population
Municipality	Complaints	Households	Complaints	Households	
Arapahoe County Unincorporated	347	25	5,038	99	98,066
Aurora	3	3	33	7	399,913
Castle Pines	17	1	175	2	14,000
Castle Rock	4	2	70	5	86,000
Centennial	131	4	876	12	108,422
Cherry Hills Village	0	0	0	0	6,442
Denver	19	3	264	5	715,522
Douglas County Unincorporated	56	12	440	26	276,493*
Greenwood Village	85	11	2,448	68	15,691
Highlands Ranch	15	3	37	9	103,444
Lone Tree	5	4	33	18	14,253
Parker	2	2	31	8	68,000
Other	109	11	1,000	32	UNK
Total	793	81	10,445	290	1,906,246

*Douglas County Unincorporated Population with Highlands Ranch Removed

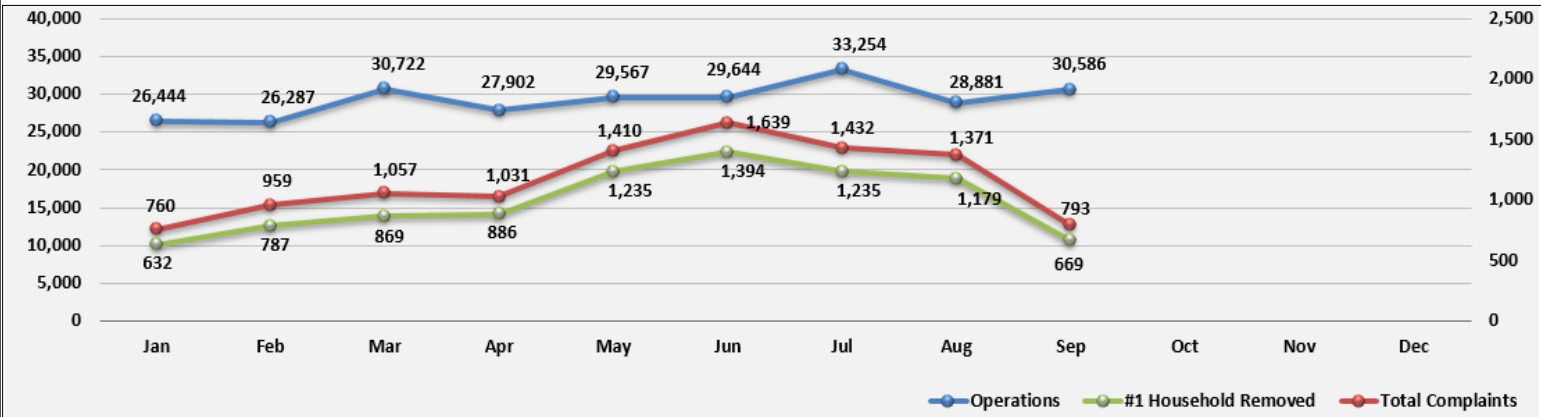
Complaints per Municipality



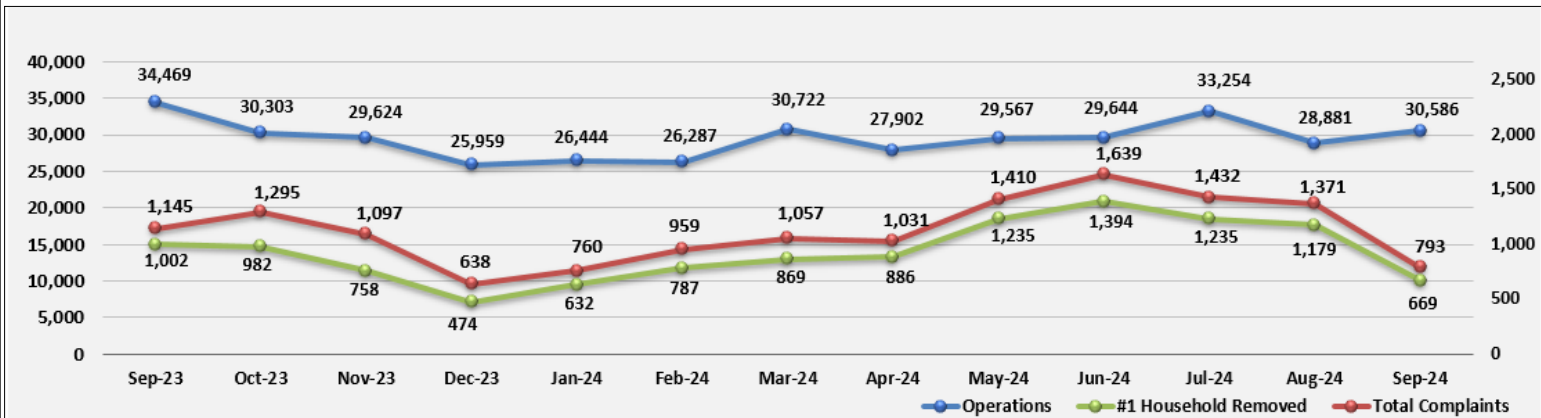
September 2024 Noise Complaint Responses Completed	
Email	105
Phone	3
Total	108

Time Complaint Received	Sep
Day Hours (7:00 am - 9:59pm)	714
Night Hours (10:00 pm - 6:59 am)	79
TOTAL	793

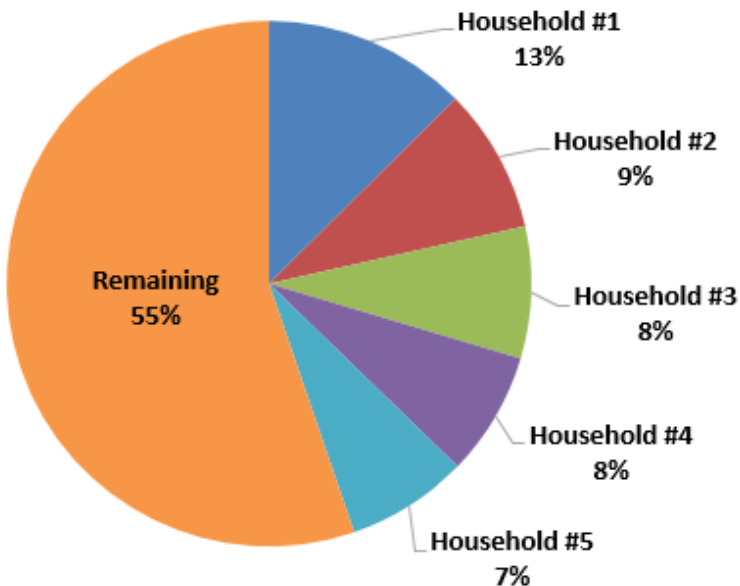
Current 12 Month Trend



Previous Year 13 Month Trend



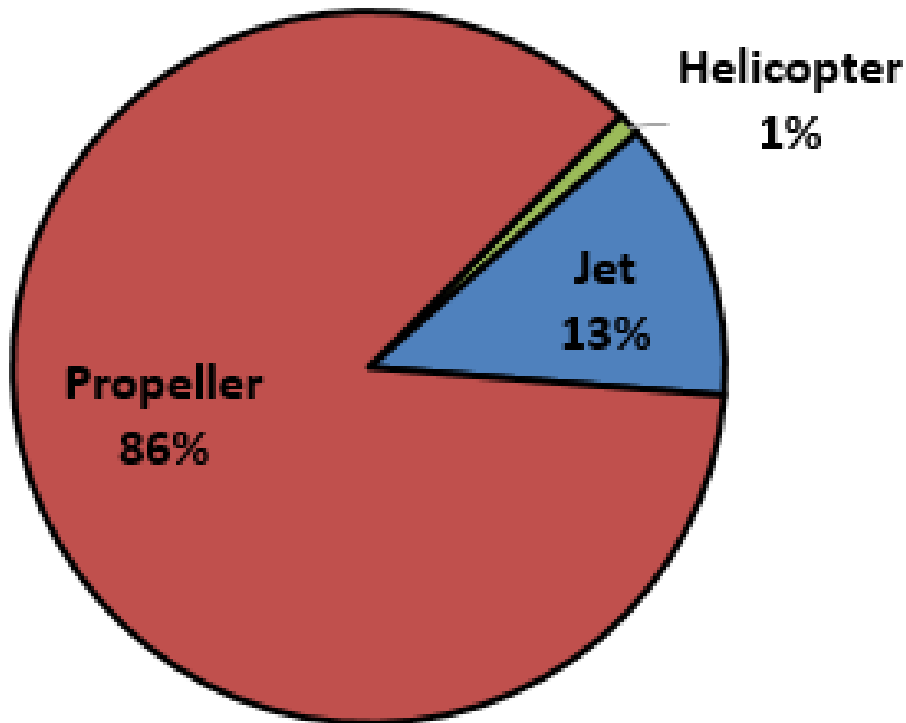
Top 5 Household Complaints YTD



Top 5 Household Complaints YTD

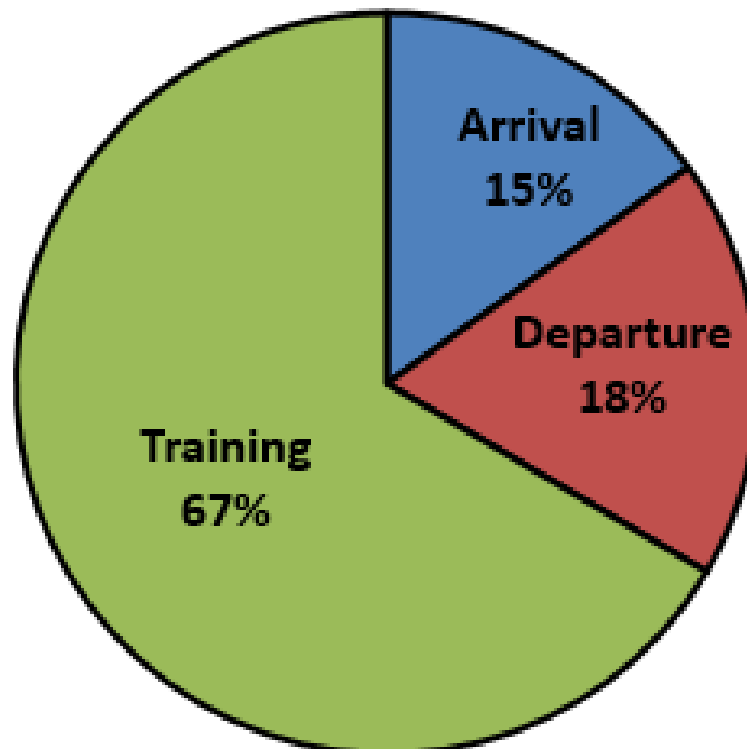
Household	Complaints	Resides In
Household #1	1,313	Arapahoe County
Household #2	932	Greenwood Village
Household #3	847	Centennial
Household #4	798	Other (Elizabeth)
Household #5	784	Arapahoe County
Remaining	5,771	
Total	10,445	

Complaints by Aircraft Type

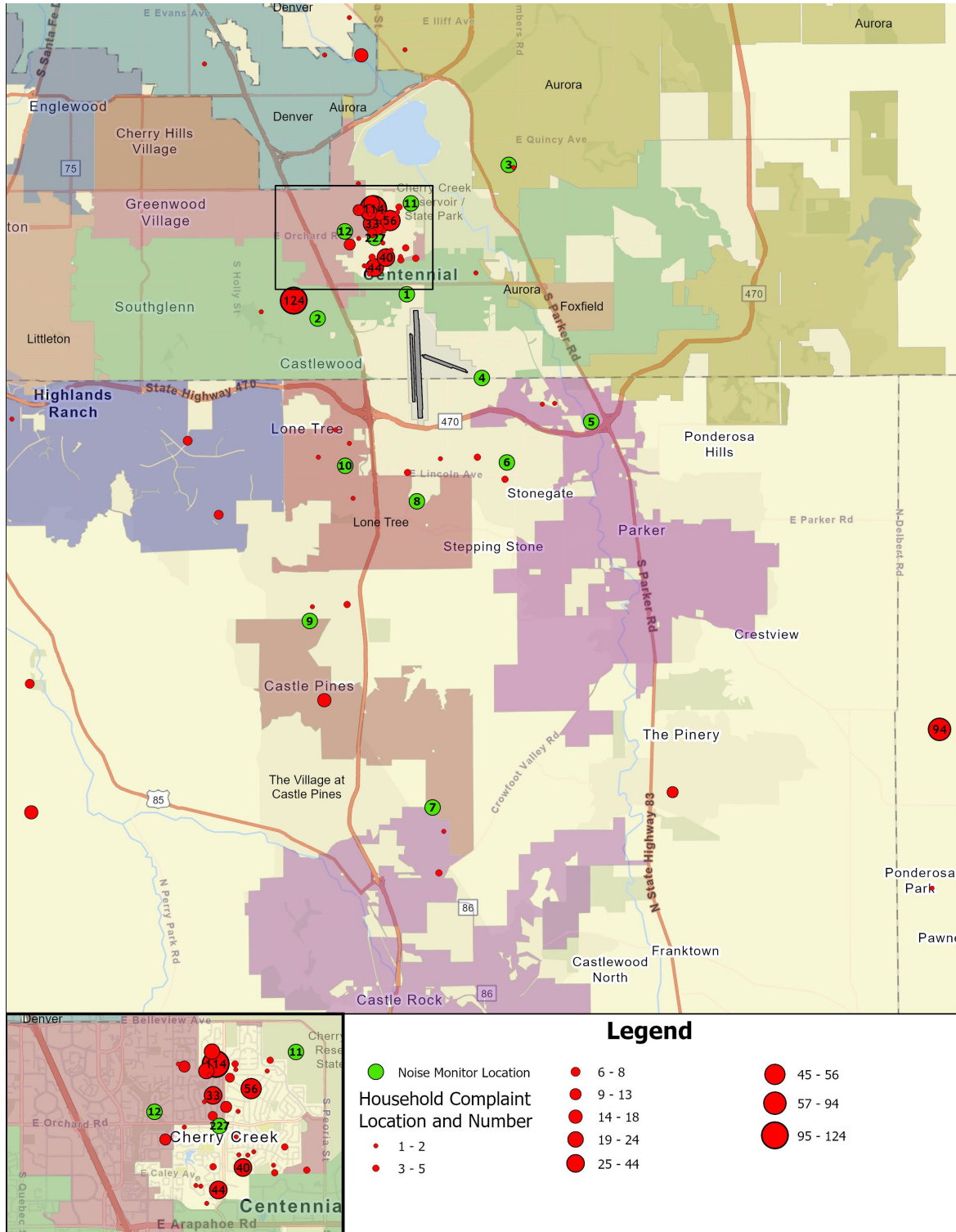


*#1 Household removed from the charts on this page.

Complaints by Operation Type



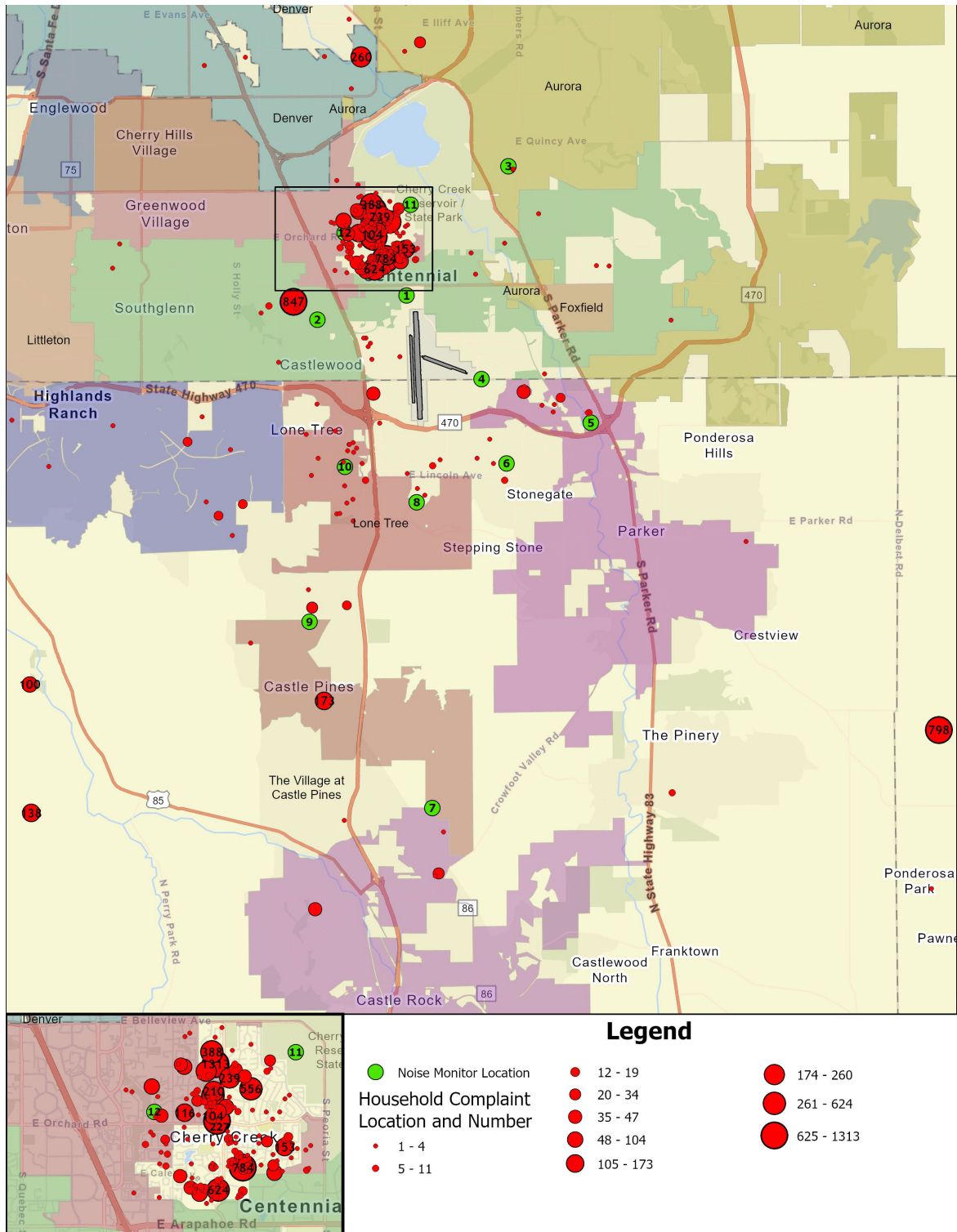
8. CENTENNIAL AIRPORT COMPLAINT MAP—SEPTEMBER 2024



**Larger dots equate to more complaints for that household.

**12 households not visible in map view.

CENTENNIAL AIRPORT COMPLAINT MAP—YEAR TO DATE



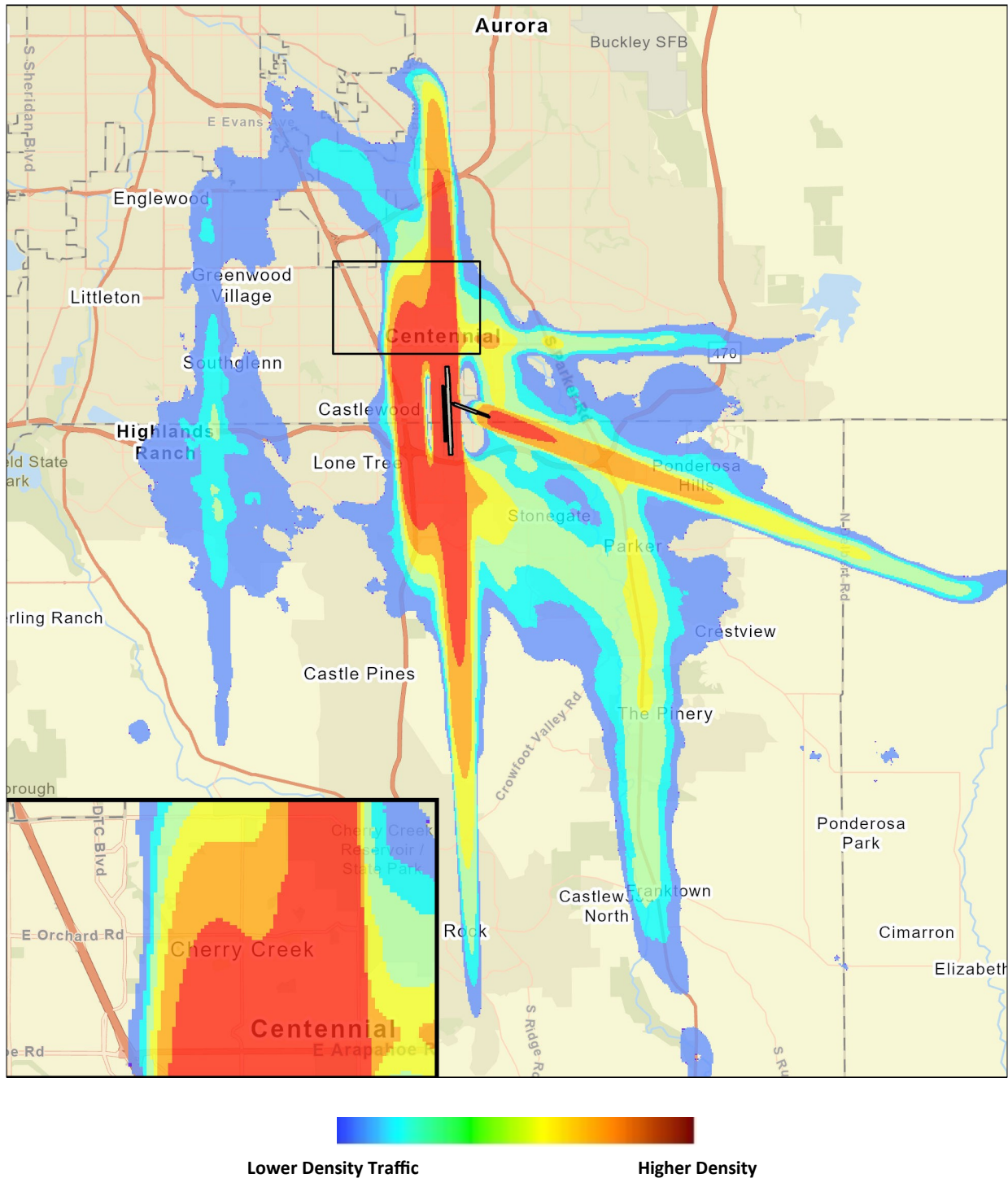
**Larger dots equate to more complaints for that household.

**36 households not visible in map view.

9. CENTENNIAL AIRPORT RADAR TRACK DENSITY MAP

The following maps take all of the flight track data for the given time period and create 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.

September 2024 Flight Tracks associated with Centennial Airport



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**.



Noise Hotline: 303-790-4709

www.centennialairport.com



U.S. Department
of Transportation
**Federal Aviation
Administration**

Northwest Mountain Region
Office of the Regional Administrator

2200 S. 216th Street
Des Moines, Washington 98198

October 21, 2024

Chris Eubanks
Chair
Centennial Airport Community Noise Roundtable
7565 South Peoria St., Unit D9
Englewood, CO 80112

Dear Mr. Eubanks:

Thank you for your letter dated August 8, 2024, from the Centennial Airport (APA) Community Noise Roundtable (CACNR), regarding clarification on statements in the April 6, 2023, letter. There were two questions received that will be addressed in this letter.

*Question 1: Your letter states “decisions about flight times, number of operations, and aircraft type are in the scope of private industry (not the FAA).” **Please clarify what is meant by “private industry,” as it is important to the CACNR that we understand the entity(ies) responsible for flight times, number of operations and aircraft type at Centennial Airport. Please also clarify the limitations of the Airport Authority under Federal Grant Assurances and Statute.***

FAA Response: When mentioning “private industry” in relation to decisions about flight times, number of operations and aircraft type, we were referring to aviation’s private sector, or nongovernmental companies and organizations.

Regarding the second portion of the question, by accepting grants under the FAA’s Airport Improvement Program, Arapahoe County and the Arapahoe County Public Airport Authority, as sponsors of APA, are contractually obligated to 39 federal grant assurances. The most relevant of these is Grant Assurance #22, Economic Nondiscrimination. This grant assurance implements the provisions of 49 U.S.C. § 47107(a)(1), which state, in part, that the sponsor “will make the airport available as an airport for public use on reasonable terms and without unjust discrimination to all types, kinds and classes of aeronautical activities.” APA cannot unjustly prohibit or limit access to the airport.

Question 2: Your correspondence indicates that “The FAA did not change how the traffic pattern is managed at KAPA. Rather, as aircraft are added to the VFR pattern, the pattern naturally becomes elongated” ...” nor have any new procedures been implemented that direct the extension of traffic patterns over residential areas.” Your letter also states, “It was determined the primary and overriding causal factor for the longer VFR pattern footprint (referred to as the “extended pattern” in your questions) was the increased volume of aircraft competing for the same runway capacity.”

*We understand that the controllers elongate the pattern to allow for more aircraft in the pattern and this has always been the case at Centennial Airport. Our communities have observed a rise in the adoption of extended traffic patterns, which appears to coincide with the midair collision that occurred in May 2021. Prior to receiving your April 2023 letter, the community understood that the controllers (FAA) changed how they sequence/mix aircraft in the pattern with arrivals, which results in an increase in the number of aircraft being asked to extend their downwind. Before the 2021 midair collision it was understood that the parallel runways were operated independent of one another. Now with the controllers using positive control of base turns for Runway 17R, traffic needs to be staggered while on final approach to both parallel runways, which therefore causes substantial overflights of the communities due to extending the downwind for Runway 17R. The CACNR accepted the FAA's rationale behind the need for sequencing arrival and pattern aircraft, but your letter seems to refute the information previously understood. **Please let us know, as it is of great importance to the CACNR and our Study Group that is attempting to address the community's concerns related to the increased use of the elongated traffic pattern, whether it is indeed only attributed to an increase in the use of the traffic pattern or if the change in how the controllers sequence arrivals in with the aircraft in the pattern has contributed.***

FAA Response: While controlling the base turn and staggering approaches to the parallel runways may have some influence on the extension of the traffic pattern, a major contributor to an increase in the traffic pattern size is the number of aircraft. Staggered approaches can cause the downwind leg to be extended, but additional aircraft can also impact any portion of the pattern as controllers utilize the tools available to them to properly sequence aircraft. Even if the airport had a single runway and a staggered approach was not necessary, an increased number of aircraft can necessitate the extension of the traffic pattern just due to volume. For example, the initial upwind leg can be extended prior to turning crosswind and/or aircraft can be required to extend their downwind leg prior to turning onto the base leg as a direct result of sequencing aircraft to the runway.

We believe that the work of the Centennial Airport study group has been integral to the safety enhancements at APA. The FAA is committed to continuously strive toward the next level of safety and efficiency in aviation and we hope the study group will continue its efforts to support these same values.

Regards,



Grady Stone
Regional Administrator
Northwest Mountain Region

From: Colleen Bosold <Colleen.Bosold@meadhunt.com>
Sent: Monday, October 28, 2024 3:44 PM
To: Colleen Bosold <Colleen.Bosold@meadhunt.com>
Subject: APA Part 150 Study - SAC Update

APA Part 150 Study Advisory Committee Members,

I hope you're all enjoying your start to Fall. On behalf of the Study team, I wanted to send a quick update to let you know that the FAA is still reviewing the forecasts; therefore, we will be pushing the next Community Meeting out to early 2025. While we had hoped to hold it this Fall, as we stated at the last SAC meeting, we will not have sufficient time to get it scheduled yet this year. Once the FAA approves the forecasts, we need time to run the noise contours, secure a venue, prepare and publish public notices, and prepare for the public meeting. The holiday season will soon be upon us, and we don't want to schedule the meeting too close to the holidays and chance missing people who may want to participate. At this point, we are targeting late January, but we won't finalize and advertise a date until we have the FAA-approved forecasts in hand.

Also, 14 new [FAQs have been added to the project website](#) based on questions that came up during and after the last SAC meeting.

As always, thank you for your time and participation in the APA Part 150 Study!

Colleen Bosold
APA Part 150 Community Engagement Coordinator

Colleen Bosold (She, Her, Hers)
Planner & Community Engagement Coordinator | Aviation
Direct: 952-641-8826 | [Transfer Files](#)

Mead&Hunt

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DRAFT

CACNR Public Comment Procedure

Approved 12 18 23

Amended 01 03 24

Amended ## ## ## (TBD)

CACNR'S MISSION STATEMENT

Adopted 11 01 2023

"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."

Both roundtable representatives and the community must understand the roundtable's role, responsibilities, and the scope of its authority. While CACNR lacks the responsibility and authority to manage the airport or air traffic, it is responsible for making recommendations to the ACPAA.

CACNR believes that hearing from the community is critical to our mission. Public comment provides an important opportunity for roundtable representatives to hear directly from the communities we represent. The public may also share its questions or concerns before our meeting in writing via the CACNR email address at info@centennialairportnoise.com. All input is vital and welcomed to ensure the roundtable accurately understands community concerns.

CACNR needs to balance the importance of hearing from the community while allowing time to conduct business in an orderly and efficient manner. To help that effort, CACNR is making changes to its public comment procedures.

The public comment period is scheduled toward the beginning of the agenda and will last for thirty minutes. If necessary, an additional comment period will be included towards the end of the agenda for those who didn't get a chance to speak initially.

Public Comment Procedures will be displayed on the screen and summarized by the CACNR Chair at the beginning. The procedures are as follows:

1. Sign-up for public comment is required. A sign-up sheet will be available at the meeting.
2. The Chair will only call on those attending in person who have indicated they wish to speak on the sign-in sheet prior to the start of the public comment period. Online attendees who wish to speak will be asked to "raise their hand" at the beginning of the public comment period. Written correspondence will be read at the beginning of the comment period.
3. Comment time will be limited to 3 minutes per individual speaker. Individuals with presentations longer than 3 minutes will contact the CACNR Chair in advance of the meeting.
4. Comment time will be limited to 4 minutes per person for speakers representing a group.
5. Each speaker will be afforded the ability to speak once during the public comment period.

6. An individual's public comment time may be delegated to someone who has previously signed in to speak and is present. Unused time cannot be yielded to another speaker.
7. Each speaker shall state their name and their community.
8. Speakers are asked to provide new information whenever possible and will avoid repeating comments made by other speakers.
9. When speaking, please remain polite, courteous and respectful and address the CACNR.
10. Speakers shall not make personal, slanderous, or profane remarks toward airport staff, roundtable representatives or other individuals or organizations. Such behavior will not be tolerated.
11. There will not be back and forth discussion between the speakers and the roundtable during public comment.
12. Please do not interrupt speakers while they are at the podium providing comments.
13. When your time is up, please leave the podium.
14. If the meeting has not adjourned by 8:30 PM, the chair will call for a vote to approve or not approve extending the meeting by 30 minutes to continue the agenda.
15. At the conclusion of public comments, an attempt will be made by CACNR Representatives, airport staff or other individuals to address questions raised during public comment or to clarify misunderstanding or misinformation.
16. Unaddressed questions after the public comment period may be answered later by roundtable representatives or airport staff following the meeting. Roundtable representatives are also available between meetings for further discussions on concepts or questions.

SEPTEMBER 2023 RETREAT PRIORITIES

Update September 2024

The Summary Report from Jason Schwartz was received and accepted. Comment was made that the retreat was useful, and perhaps such meetings should be held more often. Agreed upon as top priorities from that report were:

- 1) Establish training for roundtable members ***process began in May, 2024; needs to be ongoing***
- 2) Make recommendations to Airport Authority and other than can reduce noise ***suggest making this an on-going agenda item, to keep the idea from getting 'lost;'*** ***activity of the Study Group Committee has also included this activity***
- 3) Restructure meeting agendas to make meetings more effective and productive ***a revised meeting agenda has been adopted***
- 4) Publish annual reports ***plans are in place to resume this activity for the 2024 calendar year***
- 5) Expand community outreach ***needs attention; using a team approach may facilitate progress here***
- 6) Strengthen relationships with FAA ***the Study Group Committee has established a good working relationship with the FAA within its area of work focus***
- 7) Expand industry engagement ***needs attention; using a team approach may facilitate progress here***
- 8) Fly Quiet briefings ***with whom? Is this being handled adequately by the Study Group Committee? Also addressed by the previous meetings with airport staff and the flight schools, to which CACNR was invited and has asked to be again.***
- 9) Study Noise Monitor data ***needs attention; using a team approach may facilitate progress here***
 - Correlate complaints to noise levels
 - Do more to leverage available noise data

Other Current / High Priority Issues were:

- 1) FAA Support of Roundtable ***the Study Group Committee has established a good working relationship with the FAA within its area of work***
- 2) Flight School Engagement ***see #8 above; determine what other types of engagement might be established between the flight schools and CACNR if additional engagement is desired; determine what types of incentives might be appealing to the flight schools.***
- 3) Airport Capacity ***needs further clarification; explore the types of aircraft related to noise complaints***

Finally, from the Consultant's Observations and Recommendations:

- 1) Sometimes roundtable "structures" seem to get in the way of the mission ***restructuring efforts are underway to make better use of Representatives' time and interests***
- 2) Relationship to the Airport and Airport Board ***having a consistent CACNR Representative attend ACPAA meetings and speak on behalf of CACNR seems to be having a positive effect***
- 3) Meetings with Airport Management ***relationship with airport management, though not via regularly scheduled meetings, seems to be open and useful***
- 4) Value in additional Roundtable training ***2025 draft budget includes funding for such activity***
- 5) Expand community outreach ***needs attention***
- 6) Consider additional roundtable support ***2025 draft budget provides some administrative support***



Our Vision

Quieter Skies for Our Communities

Mission Statement

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 COMMUNITY NOISE ROUNDTABLE

October 2nd, 2024 MEETING

- CACNR Study Group Report
 - New FAA Member / New Flight School Member
New Minimum Standards - move in the right direction CACNR & public
 - Next 2024 Quarterly Report / FAA Responses
Quarterly reports to be summarized for better understanding of data
No response from FAA to date.
Study Group positive impact – Training Boxes similar type of set up
- Adopted 2025 Budget of
 - Execution of Teams / Website / Meeting Place / Recorder
Outlook for 2025 – Training Boxes / Legislative / Education CACNR members and public engagement
- CACNR Meeting Calendar 2024 & 2025
 - Reflect ACPAA Calendar
Adopted - CACNR will meet in Dec and not in January
- Portable Monitor Placement
 - 3 Towers Area
Placement tomorrow (Fri) Frequency of noise disturbance over homes
- Roundtable Reports
 - Training Areas / FAR 61.93
Questions arise causing overuse of 3 Towers & Elizabeth boxes
 - Public Interest / Comments
Reevaluating adopted procedures to better serve public & conduct business
- Noise Abatement Guideline Brochure
 - Undeveloped Areas
Clearly define Noise Sensitive Area / parameters / data
- Public Comment Received
 - Louviers, Elbert County and Elizabeth
Randy Johnson in attendance to speak

ACPAA Report

Public Hearing / Stacey Davenport

Minimum Standards Adopted –

“Ground Space, Facilities, Accommodations, Point of Contact, and Meeting Participation”

“Operator shall assign a point of contact at the Airport to receive safety and noise abatement information. Operator shall participate in quarterly meetings with the Authority and other operators offering flight training at the Airport.”

Fuel Flowage Fees Adopted – Fees cannot be utilized as a method to reduce training operations etc. Nondiscriminatory / Competitive Locally and Nationally

Effective 1/1/2025 fuel flowage rates will be raised to

Avgas Fuel \$.10 per gallon

Jet Fuel \$.15 per gallon

Questions regarding Noise Reports – Zach Gabehart

Number of reports in Training Box Areas / Southern Corridor - Castle Pines Area

CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE		2025 BUDGET approved 10 02 24			
		2025 BUDGET	2024 ACTUAL		
INCOME:				NOTES	
CARRY OVER FROM PRIOR YEAR	\$	24,000.00	\$	20,317.55	approximate carry over from prior year
ACPAA	\$	10,000.00	\$	10,000.00	
CACNR REGULAR MEMBERS	\$	7,000.00	\$	-	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	\$	30,317.55	
EXPENDITURES:					
WORK PROGRAM:					
TEAM EXPENDITURES	\$	10,000	\$	-	Community Outreach; Incentive Program(s); Fly Quiet; Practice Areas; Noise Monitors; Legislative/Governmental Affairs
WEBSITE	\$	2,100			Webmaster; Website maintenance and updates
EXECUTIVE/WORK PLAN	\$	500	\$	-	Annual Report
CONFERENCES:					
2 Reps to UC Davis Symposium	\$	5,000	\$	4,534.67	** 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
	\$	1,650			Meeting Space
	\$	1,500			Recorder
RESERVE	\$	2,000	\$	-	for presently unidentified and unanticipated expenses and/or CACNR activities consistent with the approved Work Plan
TOTAL EXPENDITURES:	\$	37,075.00	\$	5,534.67	
CARRY OVER TO 2026	\$	3,925.00	\$	24,782.88	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."					

CACNR/ACPAA 2025 MEETING SCHEDULES

2025 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 08</u>	NO CACNR MEETING		NO ACPAA MEETING
<u>February 05</u>	Pam Thompson	Feb 06	February 13
<u>March 05</u>	Pam Thompson	March 06	March 13
<u>April 02</u>	Pam Thompson	April 03	April 10
<u>May 07</u>	Pam Thompson	Verbal or on dais	May 08
<u>June 04</u>	Pam Thompson	June 05	June 12
<u>July 02</u>	NO CACNR MEETING		NO ACPAA MEETING
<u>August 06</u>	Pam Thompson	August 07	August 14
<u>September 03</u>	Pam Thompson	September 04	September 11
<u>October 01</u>	Pam Thompson	October 02	October 09
<u>November 05</u>	Pam Thompson	November 06	November 13
<u>Dec 03</u>	Pam Thompson	December 04	December 11

Propeller Aircraft

Limit consecutive touch-and-goes to 10 per flight.

Wind permitting, request Runway 10/28 for arrival and departure.

Take off and climb at best angle of climb (Vx) to 500 ft. then best rate (Vy).

Reduce RPM as soon as possible and do not increase RPM until on short final for landing.

Avoid intersection take offs.

Minimize the number of flight training departures during periods of heavy traffic (i.e. morning and early afternoon arrival/departure rush).

Jet Aircraft

Follow NBAA noise abatement guidelines.

Use thrust reduction techniques and minimize use of reverse thrust.

Helicopters

Helicopter operators please contact tower for preferred noise abatement routes.

APA Pilot Information

Coordinates

N39°34.21' W104°50.96'

Field Elevation

5885'

Airport Frequencies

DEN App/Dep **132.75**

ATIS **120.3** 303-799-6722

CLNC DEL **128.6**

FSS **122.2** 800-428-7652

ILS/DME **111.3**

Ground **121.8**

Tower **118.9**

123.7

124.6

jetCenters of Colorado (FBO) **130.57** 303-790-4321

Signature Aviation North (FBO) **130.07** 303-790-2575

Signature Aviation South (FBO) **129.72** 303-799-8388

Modern Aviation (FBO) **129.62** 877-649-9538

The Heliplex (Heli FBO) **130.27** 303-799-8877

Instrument and Visual Approaches

RY 17L PAPI/RNAV GPS

RY 17R PAPI/REIL

RY 35L PAPI/REIL/ILS sidestep approach

RY 35R ILS or LOC/DME RNAV GPS/MALSR/PAPI

RY 28 RNAV GPS PAPI/REIL

FAA Departure Procedures

All departures advise Ground Control when run up is complete. Remain on Ground Control Frequency until advised

Websites

www.centennialairport.com

www.centennialairportnoise.com



Noise Abatement Guidelines

The following guidelines are recommended voluntary practices to minimize sound levels in the vicinity of Centennial Airport.

For additional information regarding aircraft noise abatement, call the Centennial Airport Noise Office at 303-790-0598.

IN ALL CASES SAFETY AND ATC INSTRUCTIONS TAKE PRECEDENCE.

General Noise Abatement Guidelines

Traffic pattern altitude 6,885 ft. MSL (1,000 ft. AGL).

If possible, avoid noise sensitive areas as shown in green on the Noise Sensitive Areas Map.

Avoid flight training and ILS training operations between 10:00pm and 7:00am.

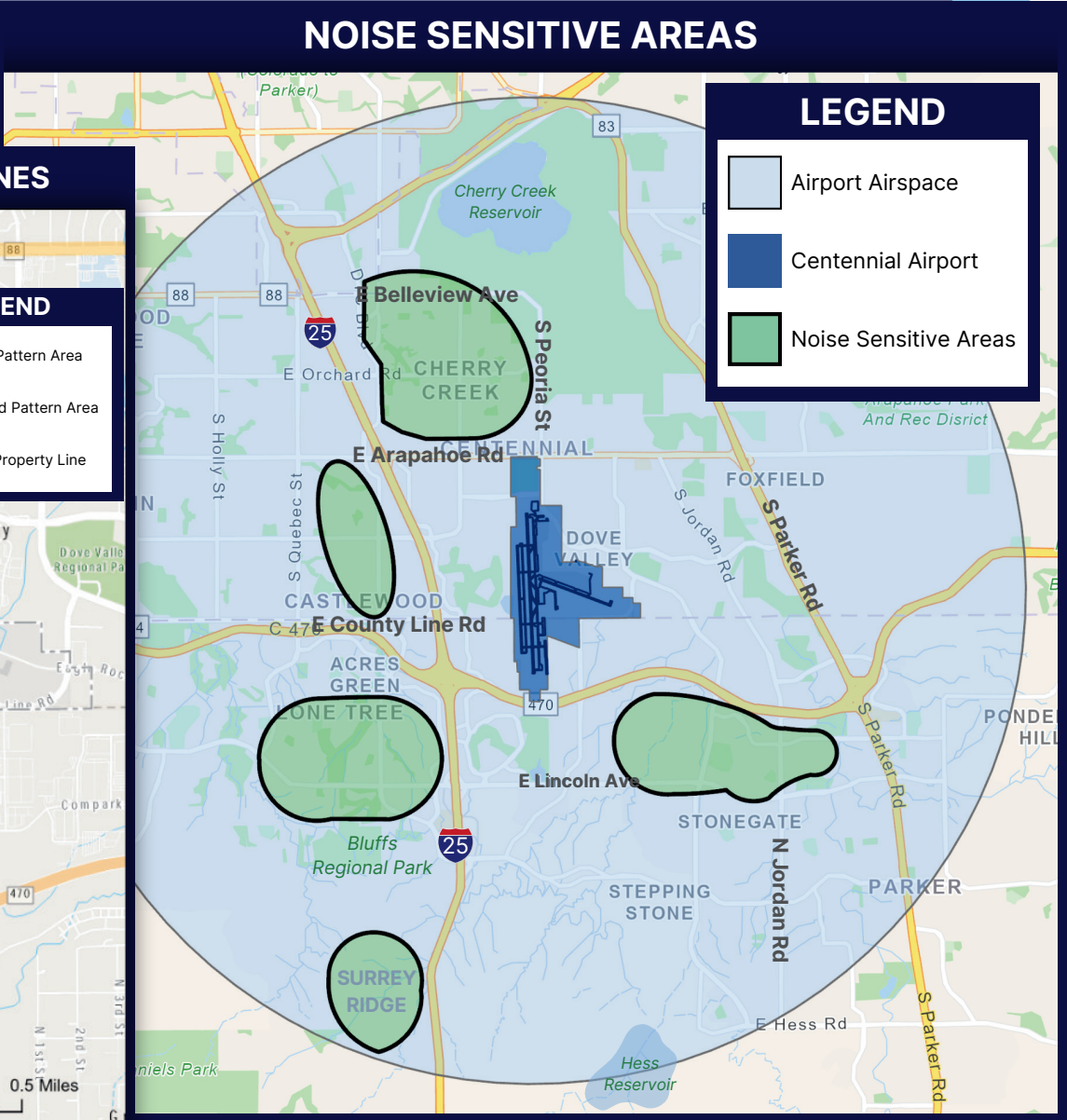
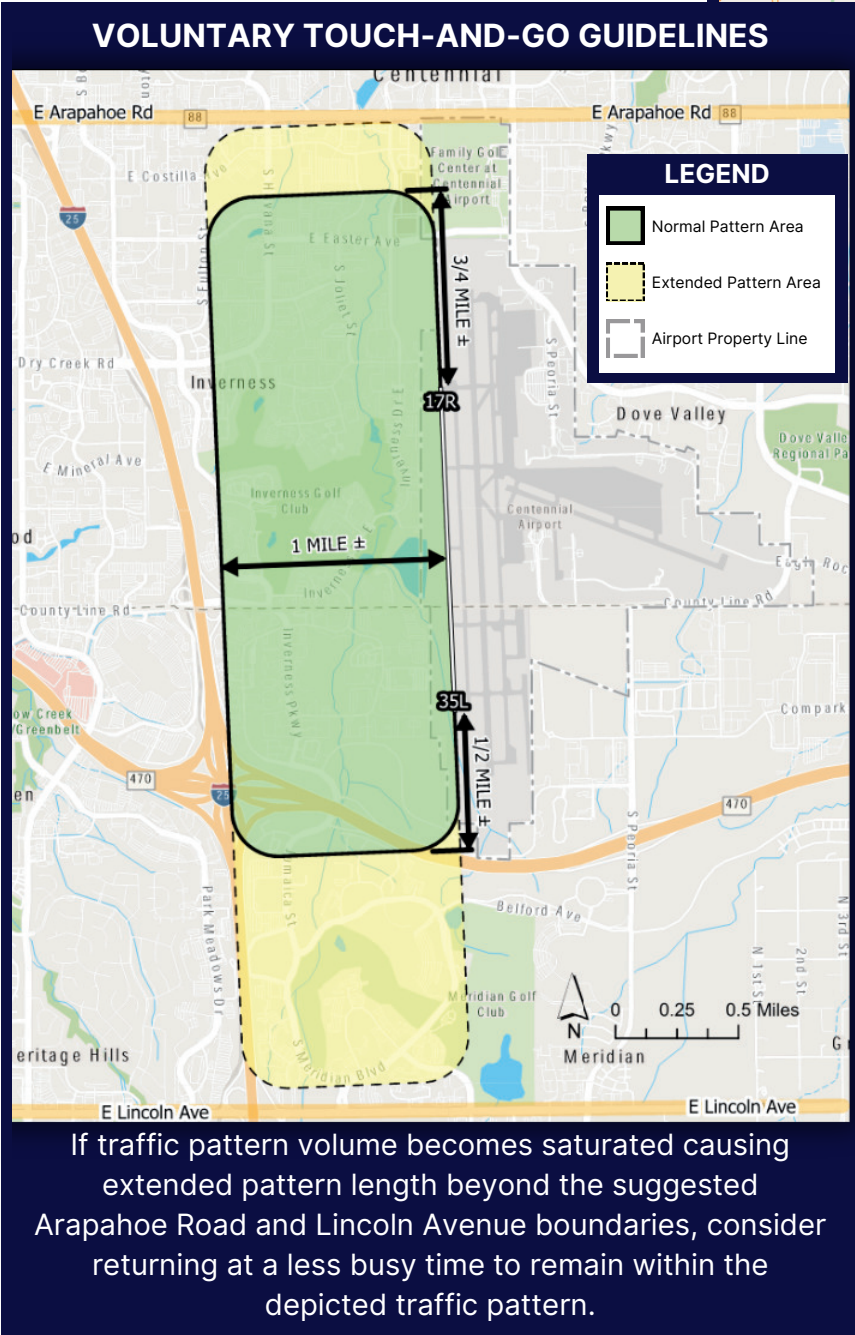
Make power setting changes slowly.

Observe noise abatement signs located at runway ends.

Terrain rises significantly to the south, southwest, and west of Centennial Airport. Adjust altitude accordingly.



Scan for digital copy of the Noise Abatement Guidelines.



Map for informational purposes only. Not to be used for navigation.

This document has been developed and approved by the Centennial Airport Community Noise Roundtable.





CENTENNIAL AIRPORT
ARAPAHOE COUNTY PUBLIC AIRPORT AUTHORITY

7565 South Peoria Street, Unit D9
Englewood, Colorado 80112
main: 303.790.0598
fax: 303.790.2129
www.centennialairport.com

October 9, 2024

Federal Aviation Administration
Western Service Center
Operations Support Group
2200 S. 216th St.
Des Moines, WA 98198

Subject: Comments Regarding FAA Docket No. FAA-2023-1477 and Airspace Docket No. 19-ANM-27

To Whom It May Concern,

The Arapahoe County Public Airport Authority, owner and operator of Centennial Airport, has reviewed the proposed changes to the Centennial Class D airspace. The Airport Authority understands the FAA is proposing airspace changes outlined in the recent Federal Register notice published on September 9, 2024. We support these proposed changes, provided that they do not result in increased noise levels or negative environmental impacts on the surrounding community. Our primary concern is safety, but we also want to ensure that minimizing noise exposure for surrounding residents remains a consideration.

Thank you for considering our comments on the proposed Centennial Class D airspace changes. Please reach out should you have any further questions.

Sincerely,

Michael Fronapfel
Executive Director and CEO
Arapahoe County Public Airport Authority