

**April 10, 2025**

The Board of Commissioners of the Arapahoe County Public Airport Authority, Arapahoe County, Colorado, held a regular meeting open to the public at Centennial Airport Administration Complex, 7565 South Peoria St., Englewood, Colorado, located within the County, on April 10, 2025, at 3:00 pm

The following members were present:

Commissioner Bagnato, Chair  
 Commissioner Campbell, Chair Pro-Tem (online)  
 Commissioner Baker, Clerk  
 Commissioner Summey, Treasurer  
 Commissioner Sieber, Ex-Officio  
 Commissioner Huffman, Ex-Officio

The following members were absent, but excused:

Commissioner Laydon, Ex-Officio  
 Commissioner Doubek, Assistant Clerk

Each Commissioner was notified of the date, time, and place of the meeting and the purpose to which it was called. At least three (3) days prior to the date of the meeting, Public Meeting notices were posted, and an agenda was posted on the Authority's website and in the window of the door at the Administration building. Please note that this public meeting was held through video and web conferencing software options for the Board members, staff, and public.

**Call to Order & Pledge of Allegiance**

Chair Bagnato called the meeting to order at 3:00 p.m. and recited the Pledge of Allegiance.

**Amendments to the Agenda**

- There were no amendments to the agenda.

**Next Meetings**

- May 7, 2025 @ 6:30 p.m. – Noise Roundtable Meeting – Wright Brothers' Room, Hybrid/Virtual
- May 8, 2025 @ 3:00 p.m. – Regular Board Meeting – Wright Brothers' Room, Hybrid/Virtual

**CONSENT AGENDA**

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| <p><b>1. Approve Minutes of March 13, 2025</b><br/> <i>Recommendation:</i> Motion to approve the minutes of March 13 2025, and authorize the Chair to sign</p>   | <p><b>Stacey Davenport</b></p> |
| <p><b>2. 94UL Reimbursement Agreement with jetCenters of Colorado</b><br/> <i>Recommendation:</i> Motion to approve the 94UL Reimbursement Agreement with jetCenters of Colorado and authorize the Chair to sign</p> | <p><b>Stacey Davenport</b></p> |
| <p><b>3. Ratification of First Quarter 2025 Expenditures</b><br/> <i>Recommendation:</i> Motion to ratify First Quarter 2025 Expenditures</p>  | <p><b>Andrew Gillespie</b></p> |
| <p><b>4. February 2025 Financial Reports</b><br/> <i>Recommendation:</i> Advisory</p>  | <p><b>Andrew Gillespie</b></p> |
| <p><b>5. Approval of Consent Agenda</b><br/> <i>Recommendation:</i> Approval of the Consent Agenda</p>   | <p><b>Thad Bagnato</b></p>     |

The motion to approve the consent agenda was made by Commissioner Baker and seconded by Commissioner Summey. The motion passed unanimously.

**BUSINESS AGENDA**

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| <p><b>6. Items Moved to the Business Agenda</b><br/>         No items moved from the Consent Agenda for discussion.</p> | <p><b>Thad Bagnato</b></p> |
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**7. Legislative Report and Airport Update****Mike Fronapfel***Recommendation: Advisory*

Mr. Fronapfel reported that the FAA completed their flight check on the instrument landing system (ILS), which passed all final tests and was returned to service. The Part 150 Noise and Land Use Study Advisory Committee held a meeting on the morning prior to the board meeting, followed by a public open house in the evening, which was attended by 29 people. He thanked Greenwood Village for hosting the open house at their maintenance office.

The Study Group had conducted 45 meetings to date and was currently working on setting the criteria for a flight school dashboard, planned for implementation by summer. The first mandatory Flight School Safety and Noise Abatement meeting was held on March 26th, with 28 participants representing all based flight schools. Although FAA staff did not attend, it was hoped they would join future meetings. Commissioners Campbell and Laydon were in attendance and expressed appreciation for the flight schools' efforts while also sharing feedback from their communities. The meeting facilitated a positive exchange of ideas on noise mitigation and residential development issues.

In March, 9,536 gallons of UL94 unleaded avgas were sold, marking the second consecutive month with lower sales compared to the previous year. Jet Centers of Colorado's unleaded fuel truck had been out of service for several days in February and for a full week in March.

Mr. Fronapfel said he attended the AAAE/ACI Legislative Conference in Washington D.C. on March 27–28, where he met with senators and representatives to discuss issues including FAA participation in study groups, the unleaded fuel program, additional entitlement funding for general aviation airports, PFAS remediation, and the air traffic controller shortage.

Then he moved to the construction update and noted that taxiway C rehabilitation would be completed this summer, with taxiway D and the S3 connector already finished. Tower renovations were expected to begin soon, with a projected duration of just over a year. And finally, the third Multifunction Snow Removal truck was delivered at the end of March and will be operational by next winter.

Phase One of the Sky Harbour hangar development was progressing, and discussions had begun for Phase Two. Signature is planning to start construction on a new hangar west of the Airport Admin Building in late summer, targeting completion by the end of next year. Colorado Karting Circuit was expected to begin construction in spring, with its first race scheduled for Saturday, April 12th. The Four Points by Sheraton hotel was anticipated to open on May 15, 2025, pending successful county inspections.

Mr. Fronapfel then informed that over 1,200 people had registered for the upcoming Runway 5K, with sponsorships already surpassing those from last year.

Finally, Mr. Fronapfel shared that Commissioner Bob Doubek was honored with a small celebration lunch on March 31st, in recognition of his more than 20 years of service on the Airport Board. He was presented with a leather bomber jacket as a token of appreciation. He also mentioned the valuable contributions that Commissioner Bob Doubek made to the airport; with his expertise in engineering and airport knowledge, he was always a great addition to the Board and showed great dedication.

Chair Bagnato praised Commissioner Doubek's contributions to the airport, noting that he was one of the few who consistently took the time to thoroughly review the engineering sections of the Board packets. He expressed that Commissioner Doubek will be greatly missed and highlighted his career as one marked by dedication and significant accomplishments.

Commissioner Huffman mentioned that an FAA representative was present at the Flight School Safety meeting. Commissioner Huffman also asked about the staff's approval of the tower and funding for digital resources. Mr. Fronapfel said that nothing was confirmed on that side.

**REPORTS****8. Fuel and Operations Report for March 2025****Derald Shaw***Recommendation: Advisory*

Mr. Shaw presented the following information:

- Monthly Operations, March: Down 13.3% from 2024 at 26,647.
- 2025 YTD Operations: Down 12.1% from 2024 at 73,363.
- Monthly 94UL, March: Down 30.8% from 2024 at 9,536.

- 2025 YTD 94UL: Down 21.3% from 2024 at 29,142.
- Monthly 100LL, March: Up 7.2% from 2024 at 48,591.
- 2025 YTD 100LL: Up 7.0% from 2024 at 128,334.
- Monthly AvGas Total, March: Down 1.7% from 2024 at 58,127.
- 2025 YTD AvGas Total: Up 0.3% from 2024 at 157,476.
- Monthly Jet A, March: Up 6.6% from 2024 at 1,223,473.
- 2025 YTD Jet A: Up 1.0% from 2024 at 3,340,698.
- Monthly Fuel Totals, March: Up 6.2% from 2024 at 1,281,600.
- 2025 YTD Fuel Totals: Up 1.0% from 2024 at 3,498,174.
- Monthly Market Share for fuel sales, March: JCoC: 44.3%; Signature South: 19.8%; Signature North: 21.0%; Modern: 14.7%; Heliplex: 0.1%

Chair Bagnato inquired whether the flight schools alternated between leaded and unleaded fuel while the truck was out of service. Mr. Fronapfel confirmed that they did and went on to explain the process. Commissioner Huffman then asked about the previously high sales percentage compared to the lower numbers this month. Mr. Fronapfel explained that the downtime of the unleaded fuel truck had a direct impact on the final sales figures.

**9. First Quarter of 2025 Land Use Referrals**  
*Recommendation: Advisory*

**Zach Gabehart**

Mr. Gabehart gave the following information.

- Received a total of 11 referrals.
- 2 were approved as submitted.
- 8 were subject to comments.
- 1 was not recommended.

Mr. Gabehart then showed a map with the specific location of the land use that was not recommended by the Airport Authority. Chair Bagnato asked if the one not recommended by the airport ended up being approved by the city. Mr. Gabehart did not have the information at the moment. Commissioner Huffman commented on the approval processes for the residential constructions and asked a question related to it, to which Mr. Fronapfel answered.

**10. Noise Report March 2025**  
*Recommendation: Advisory*

**Zach Gabehart**

Mr. Gabehart presented statistics on the March 2025 Noise complaints and provided the following information:

**March 2025**

- For March 2025, there were 707 complaints from 50 households.
- The 2025 Year-to-Date complaints are 1879 from 84 households.
- Arapahoe County Unincorporated led complaints at 42%, followed by others with 16%, then Douglas County Unincorporated and Centennial at 11%, followed by Greenwood Village at 10%.
- Of the 707 complaints received in March 2025 total of 98 were responded, 96 by email and 2 by phone.
- Of the 707 complaints 659 came from daytime operations while 48 came from nighttime operations.
- For March 2025 there were 26,647 operations.
- For the Year 2025 there were 73,363 operations.
- The number one household resides in Arapahoe County with 458 complaints which make up 24% of the complaints for the year 2025. The top five households make up 65% of the total complaint's year to date.
- For March 2025: Propeller aircraft led complaints by aircraft type with 93%, 6% for Jets, and 1% for helicopter flights. Training led complaints by operation type at 53%, followed by departures at 26 and arrivals both at 21%.

Chair Bagnato asked that since operations were down for the month of March, if that would also result in a lower number of complaints. In response, Mr. Gabehart explained that complaints were slightly higher, as March marked the first month of the year with better weather conditions.

Chair Bagnato then raised the issue of military aircraft departures from the airport and whether these flights had any impact on the reported numbers. Mr. Gabehart confirmed that such departures are typically expected to influence the results. Following this discussion, Mr. Gabehart introduced the Mead and Hunt team, who would be providing an update on the Part 150 study.

**11. Part 150 Noise Compatibility Study Update****Mead & Hunt team**

The Mead and Hunt team provided an overview of the ongoing study aimed at identifying and evaluating two primary components: Aircraft Noise and Land Use. This study is composed of two distinct sections: the Noise Exposure Map (NEM), which evaluates both existing and forecasted conditions, and the Noise Compatibility Program (NCP), which assesses noise mitigation measures. The study is set on a five-year planning horizon, and the Noise Exposure Map is already accepted by the Federal Aviation Administration (FAA), while measures in the NCP are subject to FAA approval. Those that are approved may be eligible for federal funding.

Several team members from Mead and Hunt discussed various aspects of the study, each drawing on their specific areas of expertise, as follows:

**Aviation Activity Forecast (2025-2035)**

The team discussed the aviation activity forecast covering three timeframes: the Existing Condition (2025), the 5-year Forecast (2030), and the 10-year Future Condition (2035). The forecast includes a review of fleet mix and operations data, which was collected using the airport's Noise and Operations Monitoring System (ANOMS) and has been reviewed and approved by the FAA. This data feeds into the FAA's Aviation Environmental Design Tool (AEDT), which will be used to develop aircraft noise exposure contours.

**Noise Modeling Assumptions**

The noise modeling will rely on the Day-Night Average Sound Level (DNL), with a primary focus on version 3f of AEDT. Noise levels will be examined in 5 DNL increments, ranging from 65 DNL to 75 DNL. The modeling includes cumulative noise exposure data, considering factors like the number of operations, type of aircraft, flight tracks, and meteorological data. A nighttime weighting of 10 dB will be applied between 10 PM and 7 AM.

**Goals of Alternatives**

The team explained that as per Part 150, the study must evaluate alternatives that meet several criteria, such as reducing existing noncompatible land uses and preventing new ones, minimizing any burden on interstate or foreign commerce, and maintaining safety and airspace efficiency. The alternatives will include both operational measures (controlled by the federal government), land use measures (managed by local and state governments), and administrative measures (administered by the airport sponsor).

The study also adheres to the 65 DNL noise contour as the threshold for land use compatibility, meaning residential properties within this noise contour must have sound attenuation features. The aim is to find solutions that balance local needs with the broader goals of the national air transportation system, considering tradeoffs between economic benefits and noise impacts.

The team also added to their presentation some questions for consideration, including whether the proposed actions would shift noise without meaningful overall reduction, impact airport safety or capacity, or result in new affected populations. The team emphasized the importance of ensuring that any noise reduction actions do not violate existing regulations or statutes.

**Potential Operational & Facility Alternatives**

The Mead and Hunt team outlined several potential operational alternatives, including departure thrust cutbacks, modifications to flight procedures, preferential runway use, and potential curfews or restrictions on jet aircraft. Facility alternatives such as new runways, runway extensions, and noise barriers were also considered. However, the ability to regulate airport access based on noise is restricted under Part 161.

**Potential Land Use Alternatives**

The team discussed potential land use measures, both corrective and preventive. Corrective measures include land acquisition and sound insulation, while preventive measures involve zoning, easements, building code modifications, and comprehensive planning.

**Potential Administrative Alternatives**

Finally, the team suggested administrative alternatives such as ongoing noise monitoring, modification of existing study groups, and voluntary noise abatement programs.

**Alternatives Analysis Policies**

The key principle for evaluating alternatives is that they should improve the overall noise environment, without shifting the noise burden from one area to another. Prioritization will be given to programs that reduce the highest noise levels affecting sensitive land uses without negatively impacting other areas.

**Next Steps**

Moving forward, the team will narrow down the alternatives for further modeling, conduct alternatives analysis, and gather input from the committee and the public. Based on this, they will develop recommendations and finalize the Noise Compatibility Program.



The team's presentation outlined the structured approach to balancing noise reduction with effective land use management, all while ensuring alignment with federal regulations and broader community needs. At the end of the presentation the Mead and Hunt Team answered all the questions from the commissioners regarding the noise study, the land use and the technical aspects of the study.

## 12. Centennial Airport Community Noise Roundtable (CACNR) Update

**Pam Thompson**

Mrs. Thompson began her presentation by informing that the Centennial Airport Community Noise Roundtable meeting on April 2nd, 2025 began with a presentation by Bill Wasmund on airspace issues. She highlighted the importance of this presentation since it gave them some insights on what it is to be a pilot and what they endured during flight, which helps them understand better.

She provided a briefing on the public comment segment, several topics were discussed, including the Pilot Controller Safety Meeting, which was very helpful and collaborative. Concerns from Louviers are down since they are experiencing quite time. Elbert County and the 3 Towers area is number 2 in the noise complaints, it is still a very active zone. Mrs. Thompson thanked the airport for the opportunity to be able to attend the part 150 study meetings.

She discussed the UC Davis Aviation Noise & Emissions Symposium, where the covered topics were volume increases, low-frequency noise, land use impacts, and updates from the FAA Noise Advisory Committee, alongside a fleet evaluation for noise by Delta Airlines. Also discussed was the 'Number Above' Measurement and highlighted challenges and opportunities faced by flight schools.

In the Airport Director Report, updates were shared on the Flight School Safety & Noise Abatement Q1 meeting, including the introduction of a new Dashboard for tracking noise management, a Heat Map showing training areas, and a Foreflight overlay indicating noise-sensitive zones. The meeting also touched on the airport's legislative lobbying efforts in Washington D.C., facilitated by the Normandy Group, reinforcing the ongoing commitment to addressing noise concerns and ensuring safe airport operations.

Commissioner Huffman inquired about Low Frequency Noise, to which Mrs. Thompson provided a detailed response. Chair Bagnato then commented on the noise limits, specifically noting the importance of flight schools at Centennial Airport in engaging with and committing to efforts aimed at reducing noise levels. Mr. Fronapfel also contributed to the discussion, offering an example of low-frequency noise, specifically pointing out how helicopter operations can contribute to this type of noise impact.

## Public Comment

At 4:04 pm Public comment started.

A resident from Louviers shared his observations and statistics regarding airplane activity over his area. Also confirming the information provided earlier by Mrs. Thompson, he noted that his area is experiencing extended periods of quiet time. He also addressed the earlier mention of military aircraft, stating that he does not file complaints when these types of aircraft are involved. Additionally, the resident mentioned that he had attended the Rocky Mountain Airport Board meeting, indicating his ongoing involvement in local aviation matters.

## Comments from Board or Staff

**Thad Bagnato**

## Adjournment

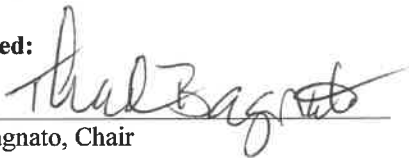
The meeting adjourned at 4:07 pm

**Thad Bagnato**

## Execution of Documents

**Stacey Davenport**

Approved:



Thad Bagnato, Chair

