

THE REGULAR MEETING WILL NOT BE HELD ON THIS DATE  
STAY TUNED FOR NOTICE OF RESUMPTION OF MEETINGS

**Centennial Airport Community Noise Roundtable**  
**June 3, 2020 Meeting is cancelled**

~~Arapahoe Board Room, 6924 S. Lima Centennial, CO 80112~~

~~6:30 p.m. — 8:30 p.m.~~

**Chair:** Brad Pierce   **Vice Chair:** Melissa Coudeyras   **Treasurer:** Tom Dougherty   **Secretary:** Alison Biggs  
**CACNR Mission:** Utilizing Partnerships to Reduce Airport Noise for the Benefit of Neighboring Communities

<i>Arapahoe County:</i>	Kathleen Conti/Bill Skinner Paul Krier/Joseph Berger	<i>Foxfield:</i>	Pam Thompson/Dave Goddard
<i>Douglas County:</i>	Abe Laydon/Lauren Pulver Alison Biggs/Mark Adams	<i>Greenwood Village:</i>	Tom Dougherty/Karen Blilie
<i>ACPAA:</i>	Robert Olislagers/Michael Fronapfel	<i>Lone Tree:</i>	Mike Anderson/Jennifer Drybread
<i>Aurora:</i>	Brad Pierce/Porter Ingram	<i>Parker:</i>	Amy Holland/Vacant
<i>Castle Pines:</i>	Melissa Coudeyras/Kevin Rants	<i>AOPA:</i>	Robert Doubek/John Hirshman
<i>Castle Rock:</i>	Jason Gray/James Townsend	<i>CABA:</i>	Don Kuskie/Mike Straka
<i>Centennial:</i>	Candace Moon/Don Sheehan	<i>CDOT Aeronautics Div:</i>	Todd Green/Vacant
<i>Cherry Hills Village:</i>	Al Blum/Afshin Safavi	<i>FAA APA Control Tower:</i>	Joseph Wolters/Ron Curry
		<i>FAA District Office:</i>	John Bauer/John Sweeney
		<i>FAA TRACON:</i>	Steve Martin/Bill Dunn

CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE TREASURER'S REPORT AS OF MAY 29, 2020					
			CACNR 2020 BUDGET	ACTUAL TO DATE	NOTES
INCOME:	CARRY OVER FROM 2019		\$ 14,000	\$ 16,539.09	
	ACPAA		\$ 10,000	\$ 10,000.00	
	CACNR REGULAR MEMBERS		\$ 12,250	\$ -	
TOTAL INCOME:			\$ 36,250	\$ 26,539.09	
EXPENDITURES:	WORK PROGRAM				
	COMMUNITY OUTREACH	Community meetings and materials	\$ 1,500		
		Website updating/maintenance	\$ 3,000	\$ 36.34	3 year Go Daddy Domain Renewal
	FLY QUIET	Various Projects	\$ 2,000		
	NOISE MONITOR	Data Development and Use	\$ 1,500		
	WORK PLAN	Work Plan	\$ 500		
	EDUCATION	2 Reps to UC Davis Symposium**	\$ 5,000	\$ 2,393.19	Melissa Coudeyras' and Alison Bigg's total expenses for March 1-3, 2020
		2 Reps to 2 N.O.I.S.E. Conferences***	\$ 4,000	\$ 535.00	Reimbursement to Mike Anderson for attending in Nov. 2019
	CONSULTATION/TASK SUPPORT	Pilot Project with Jason Schwartz	\$ 3,000		
				\$ 10,000.00	Transfer of 2020 ACPAA contribution back to ACPAA due to the COVID-19 pandemic economic impacts
	MEMBERSHIP DUES	N.O.I.S.E.	\$ 1,000		
	ADMINISTRATIVE	Part-time secretarial assistance prn	\$ 1,000		
		Legal	\$ 1,000		
TOTAL EXPENDITURES:			\$ 23,500	\$ 12,964.53	
BALANCE AS OF 05 29 2020:				\$ 13,574.56	
CARRY OVER TO 2021					To be determined at end of year
** Includes registration, travel, ground transportation, lodging, meals. Symposium is in San Diego, March 1-3, 2020					
*** Includes registration, travel, ground transportation, lodging, meals. N.O.I.S.E. conferences are held annually in conjunction with the National League of Cities. The Spring meeting is always in the Washington, DC area, and the 2020 Fall meeting will be in Tampa, Florida.					
FRAME OF REFERENCE: MOU Funding Structure adopted 12/13/2018 calls for initial funding to generate \$22,250, with \$10,000 from ACPAA and \$12,250 to come from CACNR's Regular Members. "This funding would be in place for the next two years, subject to annual appropriations. 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**



**April 2020**

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# 1 Definitions

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**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.

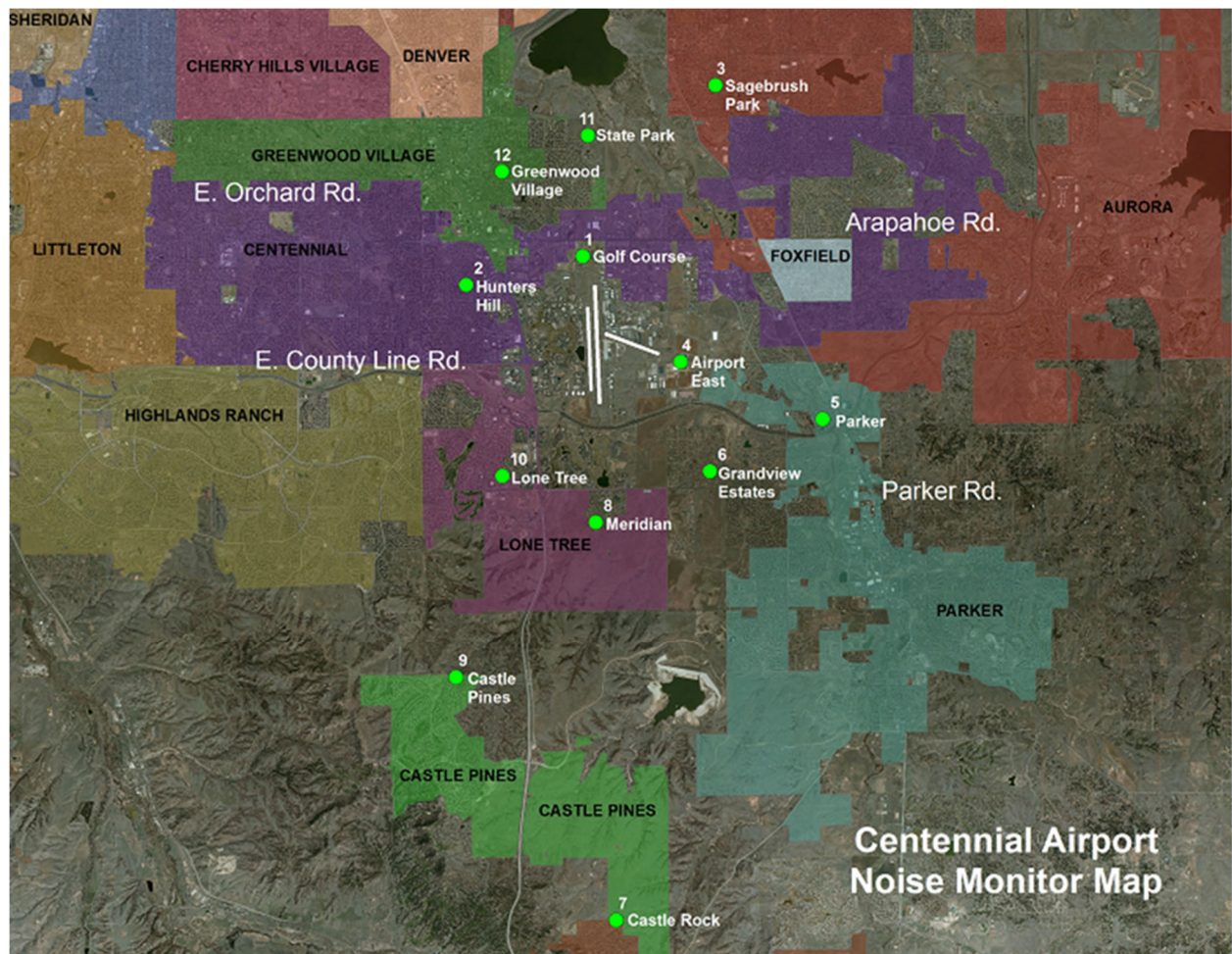
**Sound Exposure Level (SEL)** – The total energy in the A-weighted sound level measured during a transient noise event. SEL accounts for both the duration and the loudness of a noise event.



# Overview

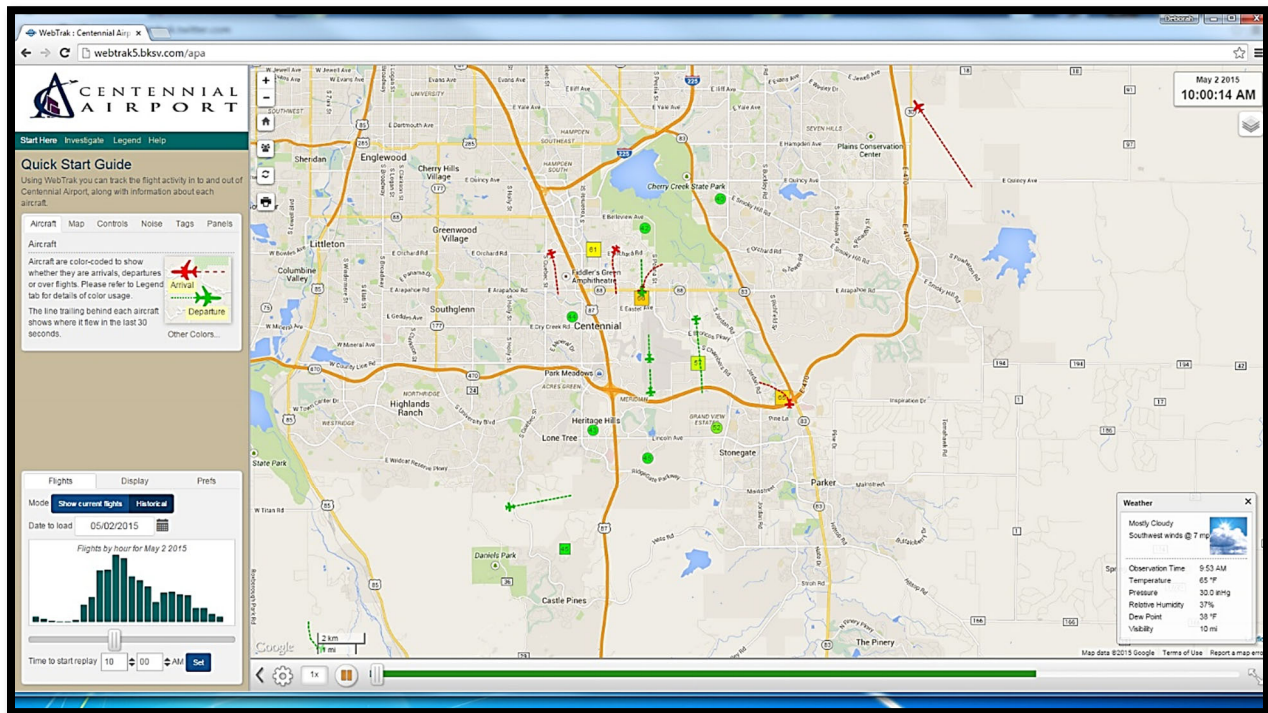
## 3 ABOUT APA'S NOISE MONITORING PROGRAM

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://complaint-us.emsbk.com/apa7>

**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 ININERANT				LOCAL		
	AIR TAXI	G.A.	MILITARY	TOTAL INTINERANT	AIR TAXI	G.A.	MILITARY	TOTAL	G.A.	MILITARY	TOTAL LOCAL
January	2,258	3,326	173	5,757	528	8,585	116	9,229	14,386	52	14,438
February	2,280	2,969	109	5,358	384	6,097	99	6,580	10,383	61	10,444
March	1,896	2,457	83	4,436	359	6,933	90	7,382	14,465	35	14,500
April	949	1,024	51	2,024	289	3,378	62	3,729	5,516	43	5,559
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	7,383	9,776	416	17,575	1,560	24,993	367	26,920	44,750	191	44,941

	IFR OVERFLIGHTS				VFR OVERFLIGHTS					TOTAL OPERATIONS
	AIR TAXI	G.A.	MILITARY	TOTAL INTINERANT	AIR TAXI	G.A.	MILITARY	TOTAL		
January	7	13	2	22	97	390	7	494	January	29,940
February	2	4	0	6	53	266	1	320	February	22,708
March	1	9	2	12	52	214	6	272	March	26,602
April	1	2	9	12	84	87	10	181	April	11,505
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	11	28	13	52	286	957	24	1,267	Y-T-D Totals	90,755

## 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

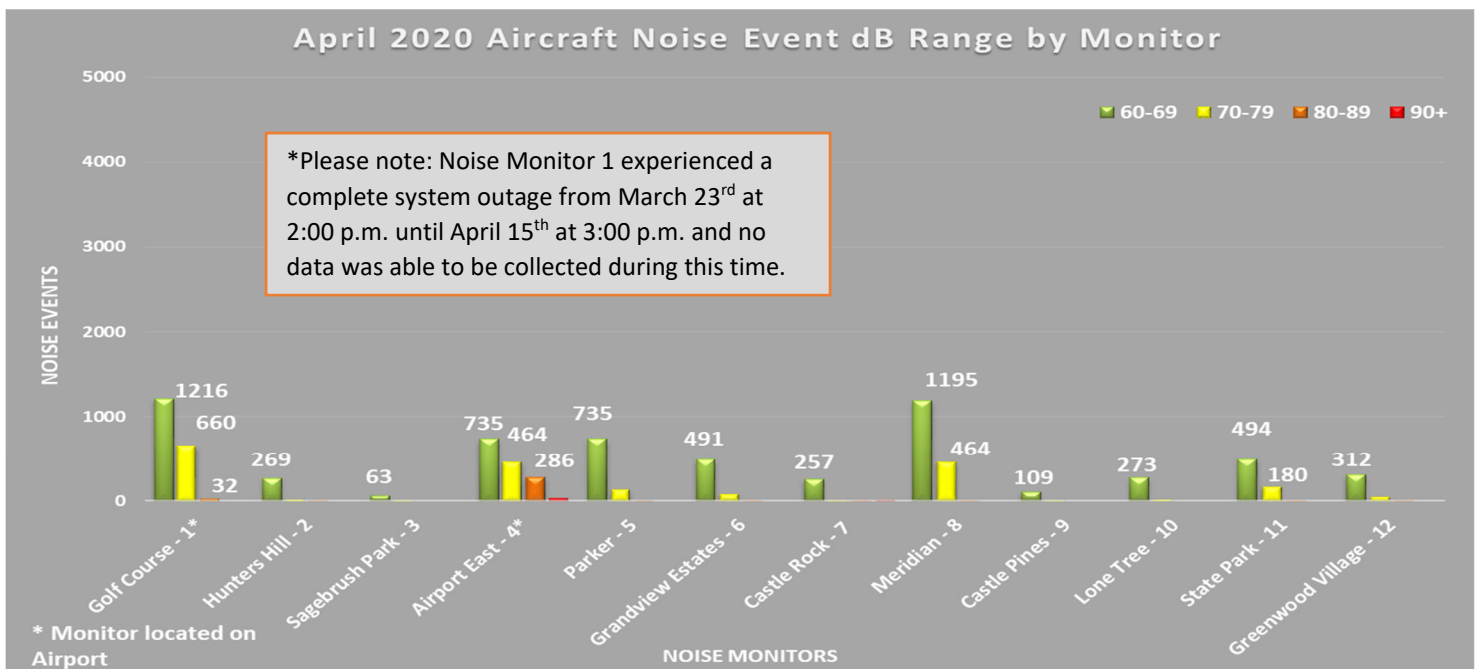
The following data displays the amount and associated decibel level of aircraft noise events at a given monitor. An aircraft noise event must contain the following characteristics:

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.

The information below reflects only aircraft noise events as described above.

April 2020 Aircraft Noise Event Decibel Range By Monitor					
Monitor	60-69	70-79	80-89	90+	Totals
Golf Course - 1*	1216	660	32	0	1908
Hunters Hill - 2	269	30	2	0	301
Sagebrush Park - 3	63	8	0	0	71
Airport East - 4*	735	464	286	41	1526
Parker - 5	735	147	3	0	885
Grandview Estates - 6	491	86	1	0	578
Castle Rock - 7	257	17	1	8	283
Meridian - 8	1195	464	9	0	1668
Castle Pines - 9	109	2	0	0	111
Lone Tree - 10	273	30	0	0	303
State Park - 11	494	180	2	0	676
Greenwood Village - 12	312	61	2	0	375
Totals	6149	2149	338	49	8685

\*Monitor located on Airport



## 7 APRIL 2020 NOISE COMPLAINTS

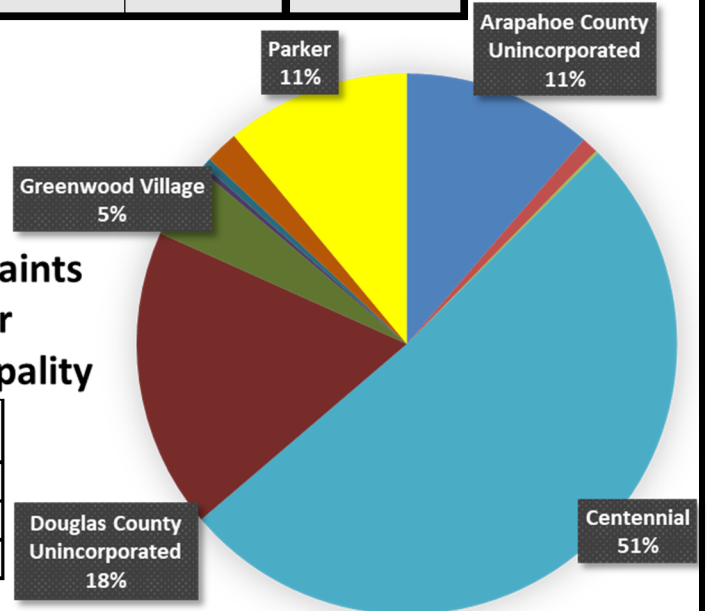
In April, Centennial Airport received 607 complaints from 34 households.

April Noise Complaints			YTD		Population
Municipality	Complaints	Households	Complaints	Households	Census 2018
Arapahoe County Unincorporated	69	5	386	18	83,764
Aurora	6	2	71	3	374,114
Castle Pines	1	1	3	3	10,507
Castle Rock	0	0	0	0	64,827
Centennial	311	3	1205	6	110,831
Cherry Hills Village	0	0	2	2	6,650
Denver	0	0	3	2	716,492
Douglas County Unincorporated	109	7	382	12	100,536*
Greenwood Village	27	4	774	16	15,801
Highlands Ranch	2	1	4	3	105,264
Lone Tree	3	1	17	5	14,653
Parker	67	2	136	3	55,636
Other	12	8	36	12	UNK
<b>Total</b>	<b>607</b>	<b>34</b>	<b>3019</b>	<b>85</b>	<b>1,659,075</b>

\*Douglas County Unincorporated Population with Highlands Ranch Removed

Noise Complaints Response Requested	
Email	7
Phone	8
<b>Total</b>	<b>15</b>

Complaints per Municipality

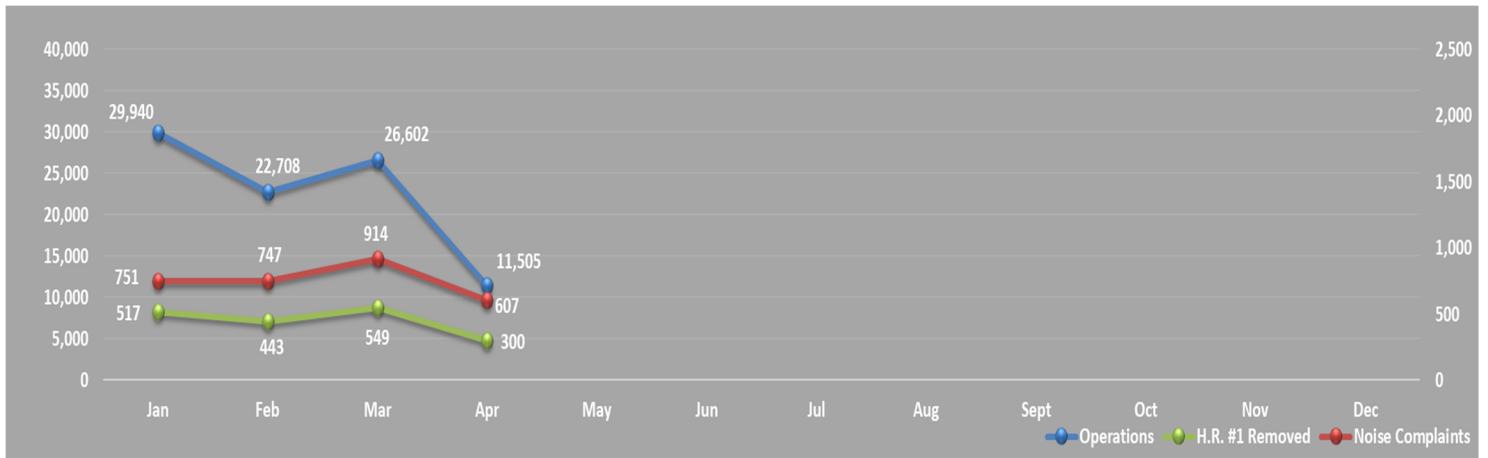


Time Complaint Received	Jan	Feb	Mar	Apr
Day Hours (7:00 am - 9:59pm)	700	700	865	581
Night Hours (10:00 pm - 6:59 am)	51	47	49	26
<b>TOTAL</b>	<b>751*</b>	<b>747*</b>	<b>914</b>	<b>607</b>

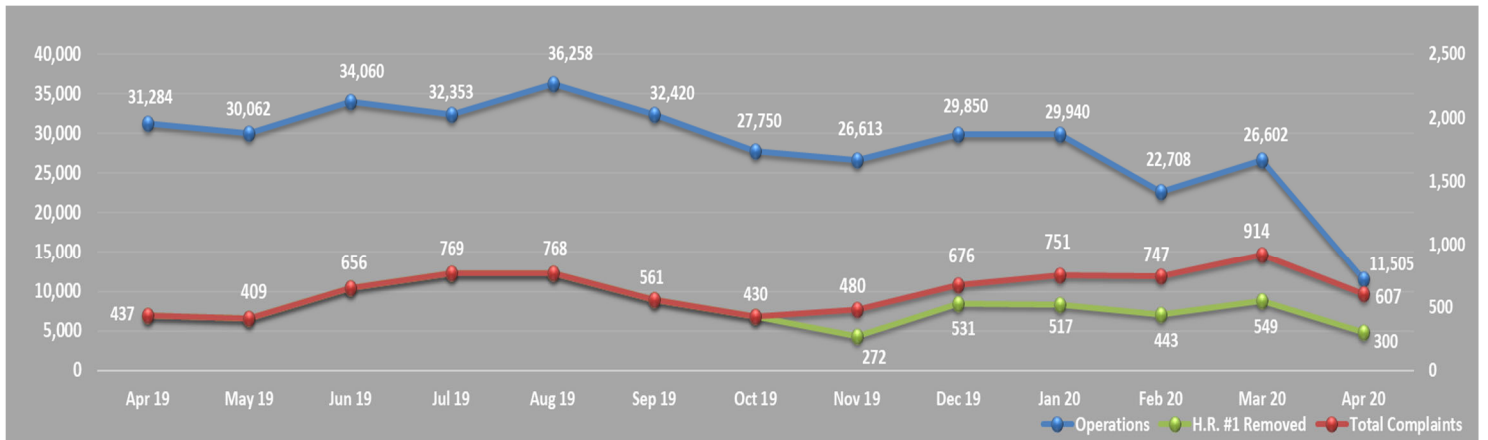
\*Retroactively received 12 additional complaints from Greenwood Village in January

\* 52 web complaints in February did not process into system and needed to be manually entered

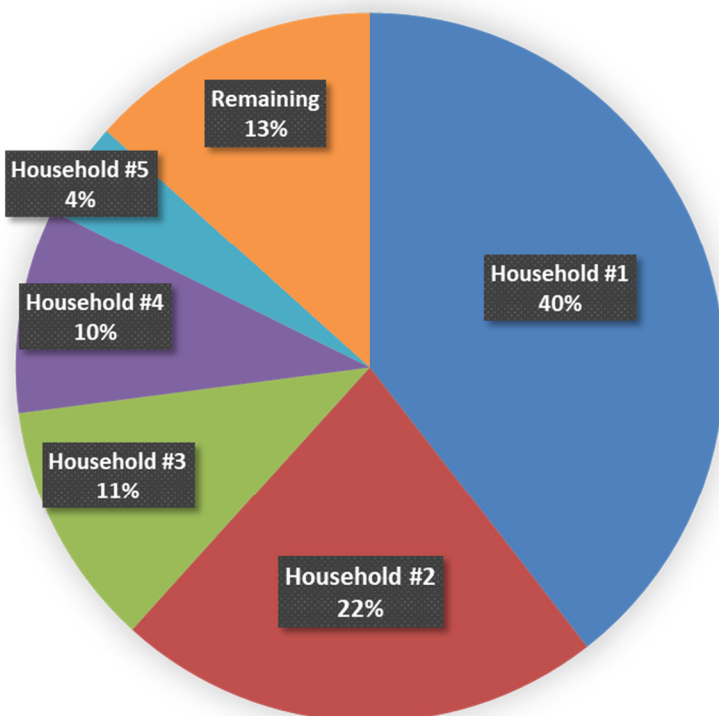
## Current 12 Month Trend



## Previous Year 13 Month Trend



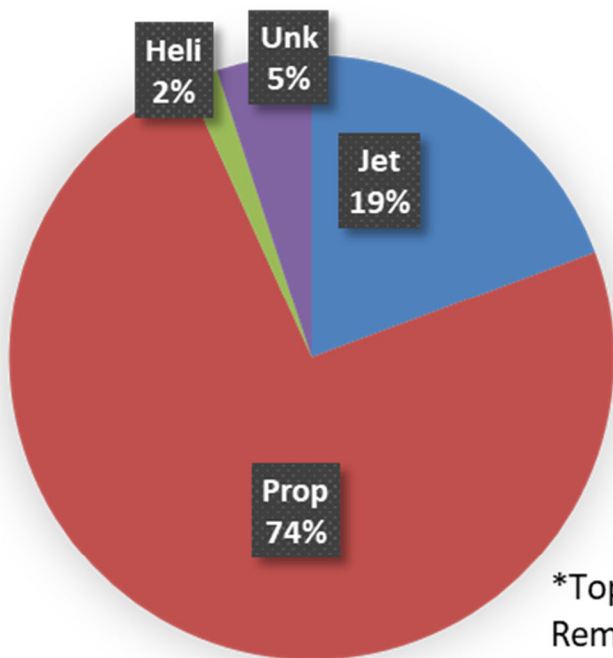
## Top 5 Household Complaints YTD



## Top 5 Household Complaints YTD

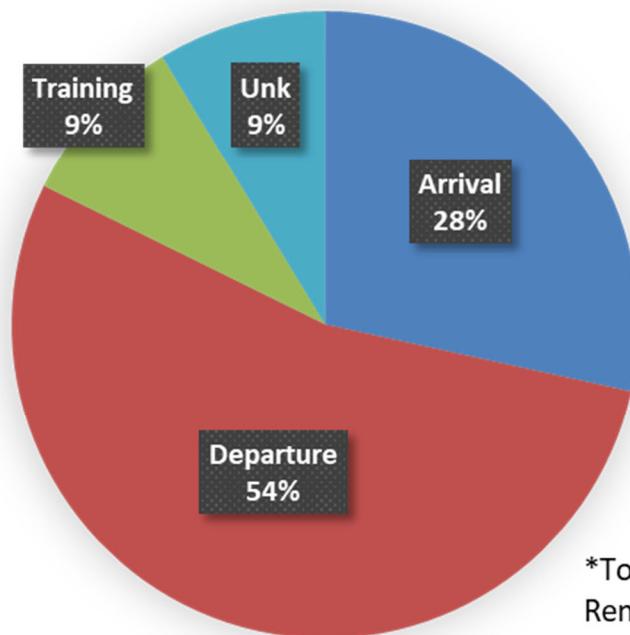
Household	Complaints	Households
Household #1	1,192	Centennial
Household #2	671	Greenwood Village
Household #3	339	Douglas County Unincorporated
Household #4	283	Arapahoe County Unincorporated
Household #5	131	Parker
Remaining	403	
<b>Total</b>	<b>3,019</b>	

## Complaints by Aircraft Type



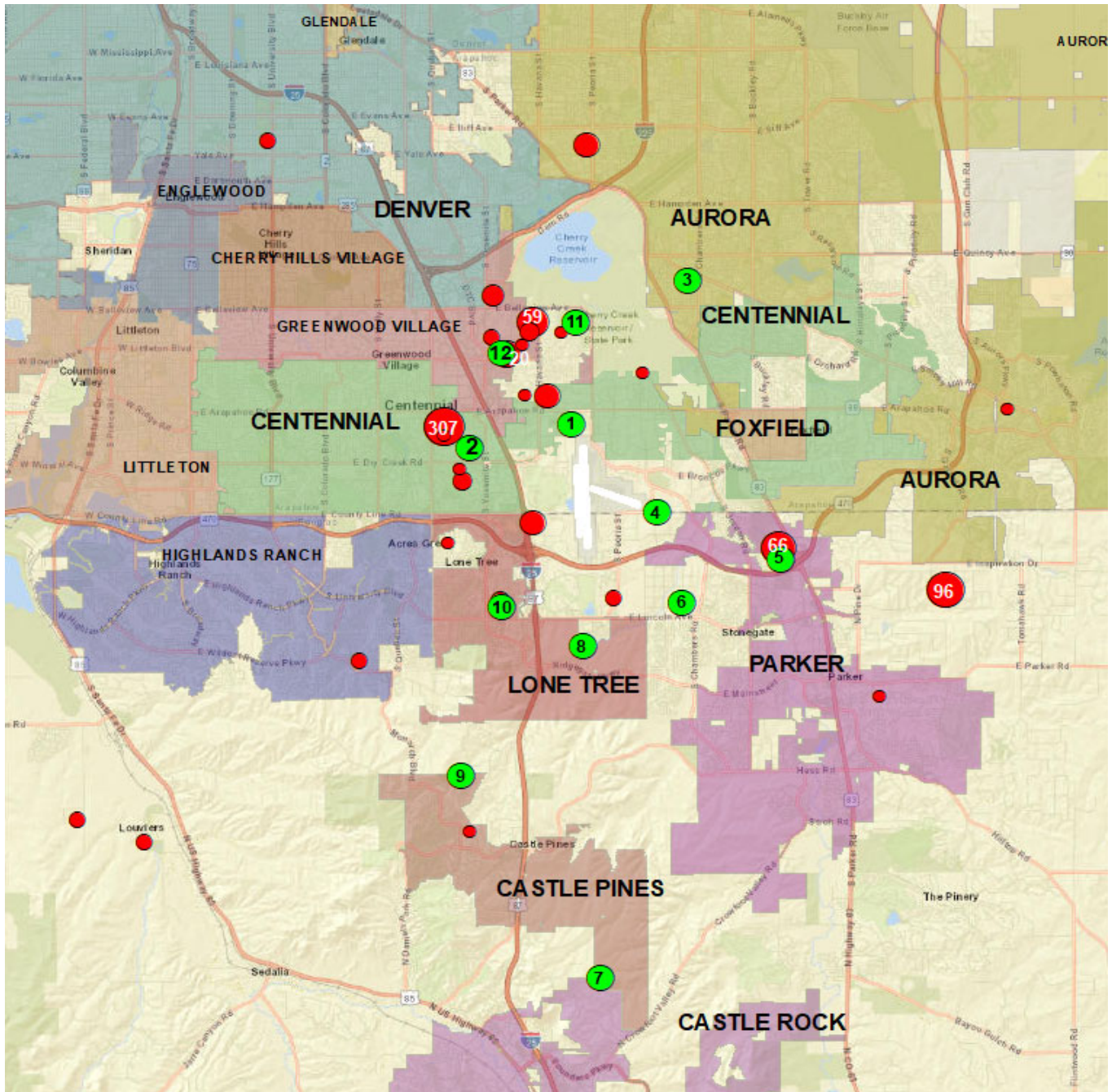
\*Top Household  
Removed

## Complaints by Operation Type



\*Top Household  
Removed

## 8 COMPLAINT MAP



### April 2020 Complaints

MAP LEGEND:

\*5 households are located outside the map area

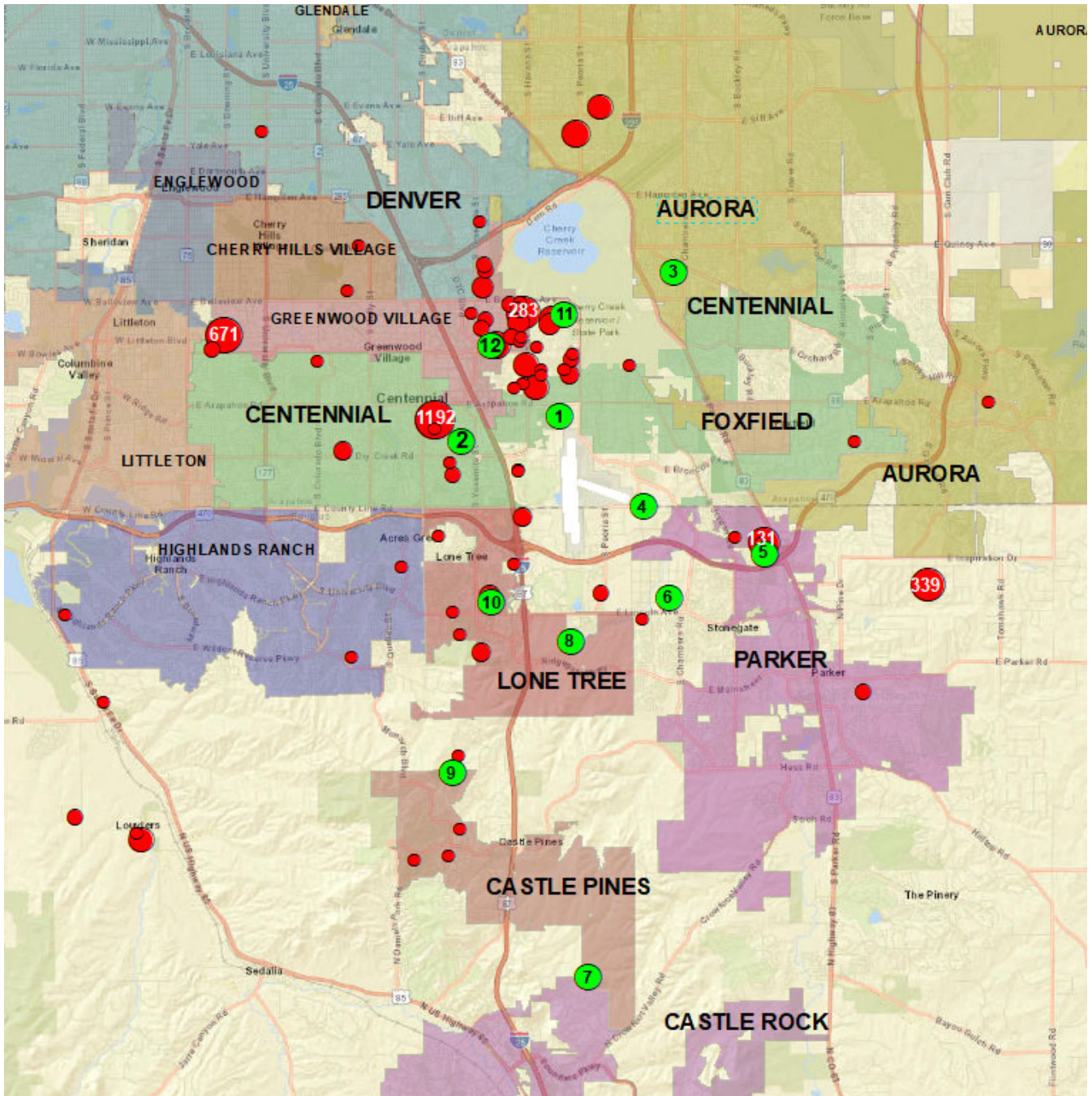
**Green** = Noise Monitor Locations

**Red** = Household Complaint Locations.

\*\*Larger dots equate to more complaints for that particular household



## 9 YEAR TO DATE COMPLAINT MAP



### Year to Date 2020 Complaints

MAP LEGEND:

\*11 households are located outside the map area

**Green** = Noise Monitor Locations

**Red** = Household Complaint Locations.

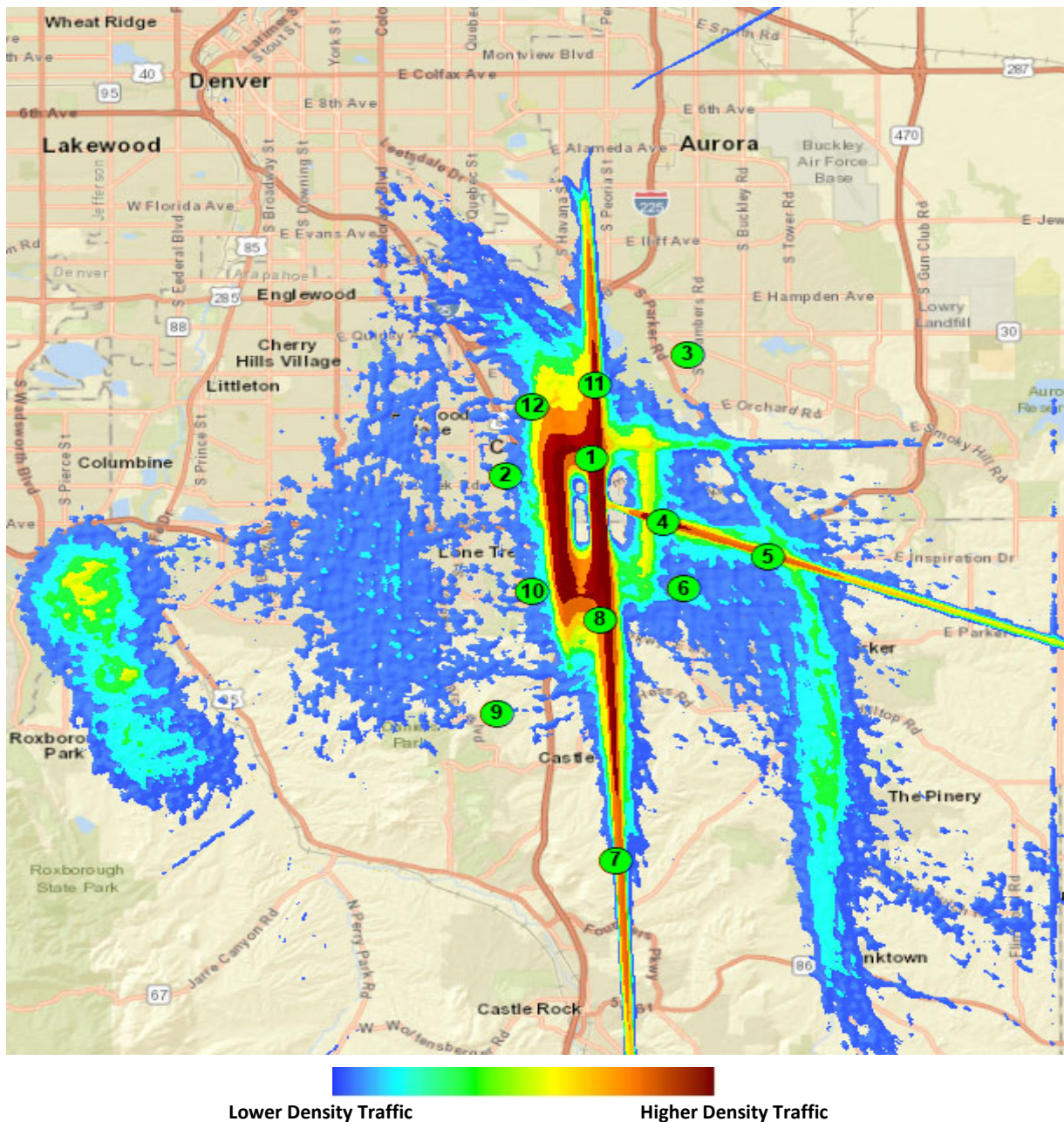
\*\*Larger dots equate to more complaints for that particular household



## 10 RADAR TRACK DENSITY MAP

The following 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.

**March 2020 Flight Tracks into Centennial Airport (To be updated June 2020)**



## 11 NOTES AND DISCLAIMER

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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](http://www.centennialairport.com)

ACPAA BOARD MEETING NOTES  
May 14, 2020  
Robert Doubek, ACPAA Treasurer

Due to Covid19, the May 14 Meeting was held Virtually with minor glitches.

The CONSENT AGENDA included one item of interest:

Congress passed and the president signed the CARES ACT legislation to assist individuals and businesses with grants and loans as a result of the economic fallout caused by the Corona virus. The Act provided up to \$10 Billion for commercial services airports and \$100 Million for G.A. airports.

Centennial Airport upon acceptance of a grant, will receive \$157,000 to be allocated for operating expenses. The grant covers less than one month of our expenses!

Robert Olislagers provided an update on the impact of COVID-19 on Centennial Airport including economics, job losses and decline in flight operations and fuel sales.

The Administrative office is closed, and most employees are equipped with computers and working from their home.

The BUSINESS AGENDA established jurisdiction and opened a Public Hearing to Conditionally approve a VF Corporation Office/ Hangar development Plan. The plan involves a 33,830 square foot hangar, 14,047 square foot office and 5 058 square foot of indoor parking.

The plan was conditionally approved pending approval from Meridian International Business Center, final approval from Douglas County and construction is to start within 2 years.

rjd/5,23,2020



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(/)

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# Centennial Airport re-files legal action against FAA over flight-paths project

Case joined by Arapahoe, Douglas, Gilpin counties, Greenwood Village over Denver Metroplex



(/uploads/original/20200504-120033-361532805

Planes stand at Centennial Airport in May 2019.  
ELLIS ARNOLD

Posted Monday, May 4, 2020 1:00 pm

**Ellis Arnold**  
[earnold@coloradocommunitymedia.com](mailto:earnold@coloradocommunitymedia.com)

Just before the federal government implemented a plan in March to reroute airplane traffic in the Denver metro area, Centennial Airport and local governments filed in a court to review a study of the plan's potential impact on noise and the environment.

The Federal Aviation Administration's plan to optimize arrival and departure at local airports is called the Denver Metroplex project (<https://centennialcitizen.net/stories/airport-says-faa-left-gaps-in-flight-path-study,282924>), and it includes Denver International Airport, Centennial Airport and some others.

An FAA environmental-assessment study looked at impacts the project could have on noise, air quality, wildlife, and historic and cultural resources.

It said the proposed change in flight paths is expected to have "no significant impacts" on those aspects of the project's area, including metro Denver and the Greeley



The FAA released an official final word — a “finding of no significant impact” and “record of decision” — which enabled the agency to move forward with the Metroplex decision was announced Jan. 24.

The finding means the FAA determined that a further review, called an environmental impact statement, isn’t necessary before the plan is put into action, according to the website.

Despite the court challenge, the project went into effect as scheduled on March 26, according to Centennial Airport, after nearly four years since the FAA put the plan on hold. Local officials in the south Denver metro area and beyond are hoping to pump the brakes.

Centennial Airport; the boards of commissioners of Arapahoe, Douglas and Gilpin counties; and the City of Greenwood Village filed legal action in the U.S. Court of Appeals for the District of Columbia Circuit in March, a few days before the plan’s implementation date. It’s the latest outcry in years of complaints local officials have raised about the project.

The legal action seeks to address whether “the FAA’s finding of no significant impact in its environmental assessment was arbitrary and capricious” and whether the agency violated federal environmental policy, according to an April 23 filing in the case.

It also asks the court for review of the FAA’s determination that an environmental impact statement isn’t needed.

While the plan would directly impact only a handful of airports, potential effects could be felt in an area that includes all, or portions of, 31 counties in Colorado — although analysis indicates only a few dozen people would experience notable noise increases, located in unincorporated Jefferson County and unincorporated Elbert County.

## Conflicting accounts

“The FAA’s environmental review for the project indicates some people will experience slight noise decreases, some will see no changes and some will experience slight noise increases,” the FAA said in a news release.

Centennial Airport has argued at length that the FAA didn’t consider the impact of flight that occurs below 3,000 feet above ground, and that leaves unclear how much noise could be affected by the planned changes.

Littleton, Centennial, Cherry Hills Village, Lone Tree, Castle Rock and other nearby cities could experience effects, but it’s unknown how much, Robert Olislagers, executive director of Centennial Airport, has said.

“As has been stated before, the FAA completely ignores impacts below 3,000 (feet above ground), which makes any noise modeling deeply flawed,” the airport wrote in a letter to the FAA.

That means the final part of flight wasn’t adequately analyzed by the agency, the airport argued in a separate letter to the FAA.

But Kenitzer, the FAA spokesman, said in December that noise modeling was done in the environmental assessment for the portion of flight that occurs below 3,000 feet above ground for all proposed paths in the Metroplex plan, and said that includes the final portion of flight.

It remains unclear what explains the discrepancy between the airport’s and FAA’s statements.

“We respectfully disagree with the FAA,” Olislagers said in January. The airport intends to address the point in court, according to Deborah Grigsby Smith, airport spokeswoman.

## Gilpin criticism

A filing in the case argues the FAA’s movement of a flight path south at the request of a Boulder County citizen increased negative impacts on Gilpin County and was arbitrary and capricious.

The case also argues the FAA failed to involve Gilpin County, including the county’s board of commissioners, its Historic Preservation Advisory Commission and its outreach about the plan. It also said the FAA failed to include county officials and the county’s historic preservation body in consultation required under the National Historic Preservation Act.

## COVID-19 weighs on case

By the time the Metroplex project went into effect on March 26, the coronavirus pandemic had altered the commercial and the general aviation landscape, said Olislagers, Centennial Airport’s director.

The COVID-19 crisis caused massive reductions in flights by as much as 90%, Olislagers said. That made it impossible to assess the impact of the project’s new flight paths.

“The coronavirus basically upended that for the time being since there will be no good baseline comparison at this time between pre- and post-Metroplex implementation,” Olislagers said.

When “we see a return to normal, those impacts will become much clearer, and the expectation is that any relevant evidence will be presented in court.”

The action is a petition for review in the U.S. Court of Appeals for the District of Columbia Circuit, filed March 20 by the Arapahoe County Public Airport Authority — the body that oversees the airport — and Greenwood Village, Gilpin County and Mountain Aviation Inc., a charter and owner-operated aircraft services company headquartered in Mountain Metropolitan Airport in the Broomfield area.

Arapahoe and Douglas counties filed a separate petition for review March 23, and the two petitions were consolidated into one case.

Initially, Centennial Airport had filed a petition for review June 19 but later withdrew its case because the filing was premature (<https://centennialcitizen.net/stories/centennial-airport-legal-action-against-faa-delayed,285624>), and the court formally dismissed the case Aug. 16. The new petition bears no difference from the airport’s side of the case, Grigsby Smith, the airport spokeswoman.

### Keywords

Centennial Airport ([/search\\_mode/keyword/browse.html?search\\_filter=Centennial Airport](/search_mode/keyword/browse.html?search_filter=Centennial%20Airport)), Denver Metroplex ([/search\\_mode/keyword/browse.html?search\\_filter= Denver Metroplex](/search_mode/keyword/browse.html?search_filter=Denver%20Metroplex)), flight paths ([/search\\_mode/keyword/browse.html?search\\_filter= flight paths](/search_mode/keyword/browse.html?search_filter=flight%20paths)), noise ([/search\\_mode/keyword/browse.html?search\\_filter= noise](/search_mode/keyword/browse.html?search_filter=noise)), legal ([/search\\_mode/keyword/browse.html?search\\_filter= legal](/search_mode/keyword/browse.html?search_filter=legal)), Ellis Arnold ([/search\\_mode/keyword/browse.html?search\\_filter= Ellis Arnold](/search_mode/keyword/browse.html?search_filter=Ellis%20Arnold))

## Comments

**United States Court of Appeals**  
FOR THE DISTRICT OF COLUMBIA CIRCUIT

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**No. 20-1075****September Term, 2019****FAA-January 24, 2020****FAA- November 2019****Filed On: March 24, 2020** [1835057]

Arapahoe County Public Airport Authority, et  
al.,

Petitioners

v.

Federal Aviation Administration and Stephen  
Dickson, in his capacity as Administrator of  
the Federal Aviation Administration,

Respondents

**ORDER**

The petition for review in this case was filed and docketed on March 20, 2020, and assigned the above number. It is, on the court's own motion,

**ORDERED** that petitioners submit the documents listed below by the dates indicated.

Certificate as to Parties, Rulings, and Related Cases	April 23, 2020
Docketing Statement Form	April 23, 2020
Procedural Motions, if any	April 23, 2020
Statement of Intent to Utilize Deferred Joint Appendix	April 23, 2020
Statement of Issues to be Raised	April 23, 2020
Underlying Decision from Which Appeal or Petition Arises	April 23, 2020
Dispositive Motions, if any (Original and 4 copies)	May 8, 2020

It is

**United States Court of Appeals**  
FOR THE DISTRICT OF COLUMBIA CIRCUIT

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**No. 20-1075****September Term, 2019**

**FURTHER ORDERED** that respondents submit the documents listed below by the dates indicated.

Entry of Appearance Form	April 23, 2020
Procedural Motions, if any	April 23, 2020
Certified Index to the Record	May 8, 2020
Dispositive Motions, if any (Original and 4 copies)	May 8, 2020

It is

**FURTHER ORDERED** that briefing in this case be deferred pending further order of the court.

The Clerk is directed to transmit to respondents a copy of this order and a copy of the petition for review.

**FOR THE COURT:**

Mark J. Langer, Clerk

BY: /s/

Lynda M. Flippin  
Deputy Clerk

The following forms and notices are available on the Court's [website](#):

[Agency Docketing Statement Form](#)

[Entry of Appearance Form](#)

[Request to Enter Appellate Mediation Program](#)

[Notice Concerning Expedition of Appeals and Petitions for Review](#)

[Stipulation to be Placed in Stand-By Pool of Cases](#)