



CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE

AGENDA

March 4, 2026

6:30 p.m. – 8:30 p.m.

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

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

**Members' Representatives and Alternate Representatives are requested to attend all meetings in person.
Members of the public may attend meetings in person, or virtually.**

CACNR Mission:

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

Centennial Airport Noise Complaint Hotline – 303-790-4709

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

1. CALL TO ORDER AND DETERMINATION OF QUORUM:

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

2. **CONSENT AGENDA:** (items here may be moved to Agenda Item #3, on the request of any CACNR Representative)
A. DRAFT MINUTES, February 4, 2026 – Alison Biggs, Secretary
B. TREASURER'S REPORT, February 2026– Andy Jones, Treasurer, Zach Gabehart, ACPAA Staff

3. ITEMS REMOVED FROM CONSENT AGENDA:

4. PART 150 STUDY UPDATE/PROGRESS:

- A. UPDATE IF ANY RE FAA/NEM/PUBLIC COMMENT PERIOD/MODELING/ETC. – Zach Gabehart, ACPAA Staff
B. PART 150 NOISE COMPATIBILITY STUDY ADVISORY COMMITTEE – Chris Eubanks

5. NOISE REPORTS: Zach Gabehart, ACPAA Staff

- A. JANUARY 2026

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

- A. MEETING ATTENDEES /VIRTUAL ATTENDEES
B. RECEIVED BY CACNR –
1. Email from Carrick and Laurie Boshart,
2. Email from Brenda Dyche
3. Emails from Kim Hellweg
4. Email from Randy Johnson
5. Email from Michael Koscielniak
6. Email from Joe Panem
7. Email from Ryan Sarni

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

- A. PREVIEW OF DASHBOARD – Zach Gabehart, ACPAA Staff
B. UPDATE ON 3 TOWERS AND CENTENNIAL AREA DATA COLLECTION – Zach Gabehart, ACPAA Staff
C. SLIDES BY MATT FRENETTE re Q4 2025 UPDATE – sent by Zach Gabehart 02/05/26

8. **EXECUTIVE COMMITTEE:**
 - A. ACPAA MEETING – February 12, 2026, Pam Thompson
 - B. WEBMASTER – Chris Eubanks
 - C. WORK PROGRAM – Chris Eubanks
9. **AIRPORT DIRECTOR:** Mike Fronapfel
 - A. FLIGHT SCHOOL ACTIVITY/NEXT MEETING DATE
 - B. AVIATION FUEL SALES
 - C. LEGISLATIVE/LOBBYING
 - D. COMMUNITY RELATED ACTIVITY
 - E. OTHER
10. **OLD BUSINESS:**
 - A. EXPLORATION OF CREATING A NAG-TYPE DOCUMENT POSSIBLY WITH THE FLIGHT SCHOOLS
 - B. ELECTION OF CACNR OFFICERS
 1. Job Descriptions
11. **NEW BUSINESS:**
12. **PUBLIC COMMENT EXTENSION IF NEEDED:** (3 minutes per person time limit):
13. **REPRESENTATIVES' COMMENTS:**
 - A. REPRESENTATIVES FROM MEMBERS OF COLORADO MUNICIPAL LEAGUE
14. **RECOMMENDATIONS TO ACPAA AND OTHERS TO POTENTIALLY REDUCE NOISE OVER AFFECTED COMMUNITIES:**
15. **NEXT MEETINGS:**
 - A. **CACNR** –

April 1, 2026	6:30 p.m.	7565 South Peoria Street, Englewood, CO 80112
May 6, 2026	6:30 p.m.	7565 South Peoria Street, Englewood, CO 80112
June 3, 2026	6:30 p.m.	7565 South Peoria Street, Englewood, CO 80112
July 1, 2026	NO CACNR MEETING	
 - B. **ACPAA** –

March 12, 2026	3:00 p.m.	7565 South Peoria Street, Englewood, CO 80112, Pam Thompson for CACNR
April 9, 2026	3:00 p.m.	7565 South Peoria Street, Englewood, CO 80112, Pam Thompson for CACNR
May 14, 2026	3:00 p.m.	7565 South Peoria Street, Englewood, CO 80112, Pam Thompson for CACNR
June 11, 2026	3:00 p.m.	7565 South Peoria Street, Englewood, CO 80112, Pam Thompson for CACNR
July 9, 2026	NO ACPAA MEETING	
- C. **PART 150 NOISE COMPATIBILITY STUDY ADVISORY COMMITTEE –**
16. **ADJOURN:**



CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE MINUTES

DRAFT

February 4, 2026

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

VISION – QUIETER SKIES FOR OUR COMMUNITIES

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

A. **CALL TO ORDER, ROLL CALL, and QUORUM:** The meeting was called to order at 6:31 p.m. by Chair Chris Eubanks. The following were in attendance, and a quorum was present:

Douglas County:	DJ Beckwith	Foxfield:	Pam Thompson
Douglas County:	Alison Biggs	Greenwood Village:	Donna Johnston
Elbert County:	Mike Buck virtually	Highlands Ranch:	Andy Jones
Elbert County:	Brenda Dyche	Lone Tree:	Mike Anderson
Aurora:	Brad Pierce	ACPAA:	Michael Fronapfel
Castle Pines:	Chris Eubanks	AOPA:	Joe Patton
Centennial:	Don Sheehan	Wings Over the Rockies:	Bill Wasmund
Cherry Hills Village:	Dave Heller virtually		

Also present: Elbert County Alternate Representative Deidre Dyche virtually; Castle Pines Alternate Representative Ron Cole virtually; ACPAA Alternate Representative Zach Gabehart; AOPA Alternate Representative Mike Koscielniak; and ACPAA Staff Matt Frenette and Lauren Wiarda. BrieAnna Grady audited virtually for Castle Rock.

Absent:	Arapahoe County:	Rhonda Fields/Leroy Evans	Parker:	Cynthia Liston Thyme/Bryce Matthews
	Arapahoe County:	Sreenivasan Alakappan/Vacant	CABA:	Don Kuskie/Mike Straka
	Castle Rock:	Laura Cavey/Sandy Vossler	CDOT Aeronautics Div:	Todd Green/Vacant

B. **CONSENT AGENDA:** The Consent Agenda included the draft CACNR Minutes from December 3, 2025; and the Treasurer's Report from 01/30/26, showing a balance of \$31,888.10. The CACNR Attendance Record through January 2026 was included. On the motion of Andy Jones, duly seconded, the consent agenda was approved.

C. **ITEMS REMOVED FROM THE CONSENT AGENDA:** None.

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

A. **SLIDES FROM HMMH FROM 12/03/25 MEETING** – These had been sent after the meeting but were included again in this mailing for everyone's easy reference. The NEM had been submitted to the FAA; a response had been received and a revision submitted. Once the NEM have been approved, there will be a 30 day public comment period and HMMH will be doing modeling of some alternative approaches. The next public meetings in this process would probably be in April.

B. **PART 150 NOISE COMPATIBILITY STUDY ADVISORY COMMITTEE** – None

5. **NOISE REPORTS:**

A. THE NOVEMBER 2025 NOISE REPORT included the following information:

November Local Operations:	8,676	November Total Operations:	22,795
Year to Date Local Operations:	132,069	Year to Date Total Operations:	284,947

22,795 Total Operations in November resulted in 555 complaints from 34 households.

November Noise Events:							
November Total:		November 60 – 69 db:		November 70 – 79 db:		November 80 – 89 db:	
Meridian	8,075	Meridian	6,762	Golf Course	2,590	Airport East	534
Golf Course	7,122	Golf Course	4,410	Meridian	1,263	Golf Course	119
Airport East	3,181	Parker	2,458	Airport East	1,104	Meridian	48
Parker	2,671	State Park	1,605	State Park	597	Port. Station 31	19
State Park	2,209	Airport East	1,482	Port. Station 31	251	State Park	7
Grandview Estates	1,525	Grandview Estates	1,360	Parker	208	Greenwood Village	5
Port. Station 31	1,313	Port. Station 31	1,040	Grandview Estates	162	Parker	5
Castle Rock	827	Castle Rock	790	Greenwood Village	83	Grandview Estates	2
Greenwood Village	723	Greenwood Village	635	Lone Tree	46	Lone Tree	1
Lone Tree	628	Lone Tree	581	Castle Rock	37	Hunters Hill	1

Hunters Hill	445	Hunters Hill	418	Hunters Hill	26	Castle Pines	0
Castle Pines	218	Castle Pines	194	Castle Pines	24	Castle Rock	0
Sagebrush Park	91	Sagebrush Park	85	Sagebrush Park	6	Sagebrush Park	0

November Noise Events in the 90+ decibel range: Airport East – 61 Golf Course – 3 Portable Station 31 – 3 Meridian – 2
Grandview Estates - 1

November Noise Complaints per Municipality		Numbers of Households:		YTD Complaints and		Number of Households:	
Unincorporated Elbert County	160 (29%)	UDC	8 (23.5%)	UAC	2,623 (29%)	UAC	66 (26%)
Centennial	114 (21%)	UAC	6 (18%)	GV	1,461 (16%)	GV	55 (22%)
Unincorporated Douglas County	113 (20%)	Greenwood Village	6 (17%)	UEC	1,426 (16%)	UDC	41 (16%)
Unincorporated Arapahoe County	99 (18%)	Lone Tree	3 (9%)	UDC	1,383 (16%)	Other	18 (8%)
Greenwood Village	53 (9.5%)	Other	3 (9%)	Centennial	1,210 (14%)	Centennial	17 (7%)
Lone Tree	5	Centennial	2	Parker	516 (6%)	Lone Tree	17 (7%)
Other	4	Highlands Ranch	2	Other	111	HR	9 (3.5%)
Castle Pines	2	Aurora	1	HR	83	Parker	7 (3%)
Denver	2	Castle Pines	1	Denver	62	Aurora	6
Highlands Ranch	2	Denver	1	Castle Rock	35	Denver	6
Aurora	1	UEC	1	Lone Tree	33	Castle Rock	4
Castle Rock	0	Parker	0	CHV	7	Castle Pines	2
Cherry Hills Village	0	Cherry Hills Village	0	Aurora	6	CHV	2
Parker	0	Highlands Ranch	0	Castle Pines	4	UEC	2

Year to Date, the top five households complaining were:

Household #1 1,425 (16%) Other Elbert County
Household #2 1,190 (13%) Unincorporated Arapahoe County
Household #3 1,056 (12%) Centennial

Household #4 519 (6%) Greenwood Village
Household #5 495 (6%) Parker
Remaining Households 4,275 (48%)

In November, 63 noise complaint responses were completed from 555 noise complaints, with 63 of those by email and 0 by telephone.

In November 515 complaints were received from 7:00 a.m. – 9:59 p.m. (93%)
40 complaints were received from 10:00 p.m. – 6:59 a.m. (7%)

In November props accounted for **91% of the complaints by aircraft type; jets** accounted for **6% of the complaints**, and **helicopters caused 3%**. Comparatively, **Year to Date** figures showed propellers had caused 89% of the complaints; jets caused 9%, and helicopters caused 2%

In November, departures were responsible for **38% of the complaints**, **training** was responsible for **37% of the complaints**, and **arrivals** were responsible for **25% of the complaints**. Comparatively, **Year to Date** figures showed training had caused 43% of the complaints, departures had caused 37%, and arrivals had caused 20%.

A graph was provided showing the **November number of complaints by the hour** in which they were made, with a climb at the 7:00 9:00 a.m. hours; a slight stagger before and after equal peaks at 1:00 p.m. and 4:00 p.m., followed by a rather dramatic decrease after 4:00 p.m. to 6:00 p.m.; and a blip at 7:00 p.m.

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

B. THE DECEMBER 2025 NOISE REPORT included the following information:

December Local Operations:	9,085	December Total Operations:	21,511
Year to Date Local Operations:	141,154	Year to Date Total Operations:	306,458

21,511 Total Operations in December resulted in 365 complaints from 29 households.

December Noise Events:			
December Total:	December 60 – 69 db:	December 70 – 79 db:	December 80 – 89 db:
Meridian 7,852	Meridian 6,771	Golf Course 2,278	Airport East 437
Golf Course 7,187	Golf Course 4,803	Meridian 1,046	Golf Course 105
Airport East 2,809	Parker 2,440	Airport East 837	Meridian 32
Parker 2,691	State Park 1,744	State Park 497	Port. Station 31 13
State Park 2,246	Airport East 1,494	Parker 248	Grandview Estates 5
Grandview Estates 1,279	Grandview Estates 1,156	Port. Station 31 156	State Park 5
Port. Station 31 985	Port. Station 31 816	Grandview Estates 118	Parker 3
Castle Rock 645	Castle Rock 631	Castle Pines 44	Castle Pines 1
Greenwood Village 519	Greenwood Village 477	Greenwood Village 41	Greenwood Village 1
Lone Tree 440	Lone Tree 418	Lone Tree 22	Hunters Hill 0
Hunters Hill 310	Hunters Hill 292	Hunters Hill 18	Lone Tree 0
Castle Pines 241	Castle Pines 196	Castle Rock 14	Castle Rock 0
Sagebrush Park 116	Sagebrush Park 103	Sagebrush Park 13	Sagebrush Park 0

December Noise Events in the 90+ decibel range: Airport East – 41 Meridian – 3 Golf Course – 1

December Noise Complaints per Municipality		Numbers of Households:		YTD Complaints and		Number of Households:	
Unincorporated Elbert County	109 (30%)	UDC	8 (28%)	UAC	2,653 (28%)	UAC	68 (26%)
Unincorporated Douglas County	108 (30%)	Greenwood Village	5 (17%)	UEC	1,535 (17%)	GV	56 (22%)
Centennial	87 (24%)	UAC	4 (14%)	UDC	1,491 (16%)	UDC	41 (16%)
Unincorporated Arapahoe County	30 (8%)	Centennial	3 (10%)	GV	1,481 (16%)	Centennial	19 (7%)
Greenwood Village	20 (5%)	Lone Tree	3 (10%)	Centennial	1,297 (14%)	Lone Tree	19 (7%)
Other	6	Other	3 (10%)	Parker	516 (6%)	Other	19 (7%)
Lone Tree	3	Aurora	1	Other	117	HR	9 (3.5%)
Aurora	1	Castle Rock	1	HR	83	Parker	7 (3%)
Castle Rock	1	UEC	1	Denver	62	Aurora	6
Castle Pines	0	Castle Pines	0	Castle Rock	36	Denver	6
Cherry Hills Village	0	Cherry Hills	0	Lone Tree	36	Castle Rock	4
Denver	0	Denver	0	Aurora	7	Castle Pines	2
Highlands Ranch	0	Highlands Ranch	0	CHV	7	CHV	2
Parker	0	Parker	0	Castle Pines	4	UEC	2

Year to Date, the top five households complaining were:

Household #1 1,534 (16%) Unincorporated Elbert County
Household #2 1,202 (13%) Unincorporated Arapahoe County
Household #3 1,144 (12%) Centennial

Household #4 580 (6%) UDC
Household #5 495 (5%) Parker
Remaining Households 4,374 (47%)

In December, 41 noise complaint responses were completed from 365 noise complaints, with 41 of those by email and 0 by telephone.

In December 348 complaints were received from 7:00 a.m. – 9:59 p.m. (95%)
17 complaints were received from 10:00 p.m. – 6:59 a.m. (5%)

In December props accounted for **92% of the complaints by aircraft type; jets** accounted for **6% of the complaints**, and **helicopters caused 2%**. Comparatively, **Year to Date** figures showed propellers had caused 89% of the complaints; jets caused 9%, and helicopters caused 2%.

In December, departures were responsible for **35% of the complaints, training** was responsible for **40% of the complaints**, and **arrivals** were responsible for **25% of the complaints**. Comparatively, **Year to Date** figures showed training had caused 43% of the complaints, departures had caused 37%, and arrivals had caused 20%.

A graph was provided showing the **December number of complaints by the hour** in which they were made, with a climb at the 7:00 - 9:00 p.m. hours; peaking at the 9:00 a.m. hour; a slight drop before a second peak at 12:00 p.m.; followed by a steady decrease after 2:00 p.m. until the early morning hours.

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

Comments made regarding the November and December/Year End Noise Reports were as follows:

- In the November report, there were 40 nighttime complaints. Were these mostly inbound flights or was there training traffic at or after 10:00 p.m.? There is a small amount of arriving and departing overnight, but many of the nighttime complaints come in about the 6:00 a.m. – 6:59 a.m. time frame when numerous aircraft are departing the airport to go to the practice areas,
- Could the nighttime hours be changed to closer reflect sunrise and sunset so such flights would not be counted as nighttime flights? The 10:00 p.m. and 7:00 a.m. times match those used by the FAA, so various data and comparisons, etc. would not be possible if Centennial used differing times. The noise exposure maps and noise events do have a 10 decibel penalty built in to help provide an accurate comparison base.
- Request was made for an overlay of the radar track density map over the map showing the location and numbers of complaints, and the map showing the number of noise events in relation to the noise monitors. Airport staff would look into doing that.
- The December and End-of-Year report showed a total of 306,458 operations, down from 341,548 in 2024. End of year complaints were 9,325 in 2025 v 11,914 in 2024. Numbers of complaints in December were also down from the previous year, 365 v 555 in 2024.
- Over half of the complaints come from five households, and taking out the number one household seemed to skew the data. However, regardless of how many complaints are submitted, staff individually verifies that for each complaint, an aircraft was present at that time to have caused the complaint.
- Question was asked if there were any enforcement actions by the FAA in 2025. There was no knowledge of an answer to that. The FAA had not asked for information about any alleged violations, and nothing would be sent unless it was requested by the FAA.
- Registering a complaint takes time, so those who are doing so enough to be part of the 5 household making up the 50% of all calls need to be recognized for having a problem which should be researched.
- The Airport East monitor registers higher decibel ratings because it sits on elevated terrain above the end of a runway, so aircraft climbing away from the airport pass very close to the monitor.
- Apparently there had been no suggestion of moving any of the permanent noise monitors in the Part 150 Study. There was one portable monitor in the Greenwood Village area (P1), and the second was in a Greenwood Village backyard per a resident's request. It was between monitor #12 and P1. More complaints had been coming from the Cherry Creek High School area, and that was where the second portable monitor had been placed.

- Although the weather had been milder than usual, complaints and operations had been down in December when an increase in training might have been expected. The shortage of air traffic controllers would have affected the numbers, as would the number of very windy days which had occurred. The meetings with the flight schools may also contribute to the changes.
- The shape of the areas shown on the radar track density map changes very little from month to month but small variations may be noted depending on seasonal wind patterns.
- The airport had purchased a third portable noise monitor which would be coming. There was an aside that the current portable noise monitors were getting a bit old.

C. PORTABLE MONITOR REPORT submitted as follows:

Portable Noise Monitor Location - Kiowa, CO
Under Fairgrounds Practice Box
22.5 Miles Southeast of Centennial Airport
Report Date Range - 11/19 – 12/17/2025

Centennial Airport Associated Flight Track within 1 Mile of NMT by Aircraft Type

Propeller 351	Jet 14	Helicopter 1	Total 366
---------------	--------	--------------	-----------

Centennial Airport Associated Flight Track within 1 Mile of NMT by Operation Type

Arrival 104	Departure 44	Training 218	Total 366
-------------	--------------	--------------	-----------

Airport	Arrival	Departure	Training	Total
Centennial (KAPA)	104	44	218	366
Denver Intl (KDEN)	816	109	0	925
Colorado Air & Space Port (KCFO)	6	10	7	23
Rocky Mountain Metro (KBJC)	4	1	0	5
Northern CO Regional (KFNL)	0	1	0	1
Colorado Springs (KCOS)	2	1	0	3
Pueblo (KPUB)	0	1	0	1

Noise Data

Aircraft DNL (The 24-hour average sound level of aircraft with a 10dB penalty for nighttime noise events.)	35.8
Community DNL (The 24-hour average sound level of the community with a 10dB penalty for nighttime noise events)	57.6
Total DNL (The 24-hour average sound level with a 10dB penalty for nighttime noise events)	57.6
Average Aircraft LMax (dB) (The peak noise level for a single aircraft noise event)	64.8

Noise Events

Centennial Airport Aircraft Noise Events at Noise Monitor	118
Non-Centennial Airport Aircraft Noise Events at Noise Monitor	75
Total Aircraft Noise Events at Noise Monitor	193
Total Community Noise Events at Noise Monitor	507

Noise Events at Noise Monitor

Decibel Range (dB)	Centennial Airport Aircraft	Non-Centennial Airport	Community
60-69	94	57	346
70-79	9	1	113
80-89	0	0	22
90+	0	0	0

Comments made following the Fairgrounds Portable Noise Reports were as follows:

- With the information provided by the portable noise monitors related to the practice boxes, what would be the next steps? As the airport and CACNR have no jurisdictions over the practice boxes, the next steps would continue to be utilization of the information during discussions with the flight schools. The frequency the practice boxes are utilized and the impact on citizens there would be useful discussion information. Other useful data may become apparent with further collection as well.
- Decibel levels picked up from non-Centennial commercial aircraft were mostly in the high 60 level, with an occasional one over 70. Usually they are about 9,000 feet so they are not incredibly loud, unless deploying flaps and landing gear which do increase noise levels.
- The 25 mile distance restriction would extend into the Elizabeth and Kiowa training boxes, so flight schools should not be limited to only using the 3 Towers training box. However the data showed 1,300 plus events over the 3 Towers training box and only the low 100s over the Fairgrounds training box. Like the fly buzzing around one's head, it is quantity that so frequently causes problems.
- Although the coming dashboard information might have been of use in monitoring events over the training boxes, CACNR was reminded the dashboard will not monitor the practice areas because they were not in the study area. There had been some discussion of potentially doing so in the future. The upcoming report of the Study Group Committee might be a place for further discussion of this topic.

- Data about the additional time, distance and fuel consumption involved in using training boxes other than 3 Towers would be useful for everyone involved. There may be additional cost and time for the flight school instructor and/or the student for them to go a bit further to use some of the other training boxes, but credit is also given for the additional flight time, so how all of these work together would be of interest to both the public, CACNR, the airport, and the flight schools,

6. **PUBLIC COMMENT:**

A. MEETING ATTENDEES/VIRTUAL ATTENDEES –

- Reporting virtually, Randy Johnson of Louviers indicated there still seemed to be many fights purposely flying over him, and he did submit complaints on those, so his numbers had increased. For December, he had noted 393, mostly training planes, with 167 from Centennial and 127 from Rocky Mountain Metropolitan. He had submitted 62 complaints to Centennial and 67 to Rocky Mountain.

In January, he had written down 549 planes, with 199 from Centennial and 244 from Rocky Mountain. He had lodged 60 complaints to Centennial and 14 to Rocky Mountain. Related to many of those complaints, he could see the planes flying directly towards Louviers and seemingly turning on purpose to fly directly over him and his neighbors. He felt it was retribution for him filing complaints – they increased throttle and flew lower and noisier when over his home.

In relation to the five households submitting the most complaints, perhaps those households were representing their neighborhoods, as some still do not know how to submit complaints, or do not wish to take the time to do so but are still bothered. There is a difference between jets which may be quite loud but come and go rather quickly and the training flights which go round and round and are replaced with another as soon as one departs.

- Reporting virtually, Kim Helwig from Elizabeth noted agreement with Randy Johnson's comments about jets v training flights whose repetition was the most bothersome. Her area is unfortunately also in a pathway to DIA, so in bad weather the jets come in loud and low, but at least for short periods of time. Training flights are seeming to be nonstop every day, morning until night. She also agreed with Johnson's comments about one neighbor complaining for many who don't take the time or effort or rely on someone who does lodge complaints. She noted the dramatic difference shown by the portable noise monitor between the use of the 3 Towers and the Fairgrounds training boxes and wondered why pilots seem to refuse to use anything but 3 Towers.

B. RECEIVED BY CACNR –

- Three emails had been received from Kim Helwig who had actually tracked some of the tail numbers of planes from 1:00 p.m. to about 1:32 p.m. on January 22nd. She had 11 in the training box she was recording during that time, but flights actually went on until about 5:00 p.m. Pam Thomspon had responded and noted concern for those who are living with such a situation.

7. **CACNR STUDY GROUP COMMITTEE:**

- A. 4TH QUARTER 2025 REPORT – It was agreed to move to the data collection portions of the agenda instead of going to the 4th Quarter report first.

B. & C. DATA COLLECTION DISCUSSIONS / ELBERT COUNTY CONCERNS – From December CACNR had agreed to look at what options might be available for the Study Group Committee to broaden its scope of study. Since then, Centennial has emerged as another area having an increase in traffic and noise. Staff had committed to looking more closely at data from both the problem areas. While no solution to the problems was available now, whatever data staff could gather could at least be used for education purposes at the next flight school meeting in April. CACNR was reminded again that the airport cannot tell the flight schools that they can or cannot use any of the training boxes, but the schools can be educated about the frequency with which they use the boxes and the kinds of effects that has on the communities represented by CACNR.

There was discussion about how the dashboard would be created and used, what data could be tracked and if it might be used in establishing any kind of reward or recognition system. It was noted that concerns related to the training boxes, and now Centennial, had not been “on the radar” when the first draft of the dashboard was being created. Eight metrics had been identified. That version was rolled out in January. The contract for creating and working with the dashboard was apparently in the \$70,000 range; things to be added may be contracted to be phased in later, but the details of how that would work were not further explored.

Question was asked at what point CACNR would be allowed to see the dashboard and be educated about what the eight metrics were and how the information gathered would be utilized. It was anticipated CACNR could see this information at its May meeting. There had been a commitment to the flight schools that they and the airport would be the first to see the original data collected (from the 4th quarter of 2025). Information from the first quarter of 2026, ending in March, would be the first that would be released to CACNR and the rest of the public in May. Flight schools would receive this material along with that from the 4th quarter of 2025 in April.

Nothing was officially known about the dashboard by CACNR, which seemed off since the Committee which was producing it was a CACNR committee and there was a policy that committee work should be approved by the entire group before being released elsewhere.

Request was made for CACNR to at least see the dashboard, without specific data if necessary, along with a review of the 8 metrics. Response was this would be done for the March CACNR meeting, and the areas would be filled with sample data to show how it worked, making it clear that none of the data should be connected to any particular flight school.

There had been concern expressed that some of the work being done on the part of the Study Group Committee had actually resulted in an increase in traffic in another area, so the second noise monitor had been placed to look into the situation.

The question of expanding the scope of the Study Group Committee to include the training boxes, and now Centennial was again reviewed. Again, the reminder that CACNR and the airport have no official control over the training boxes and their use, but they do have influence through the flight school meetings, providing information and education, and discussions.

Question was asked if this was a Study Group Committee decision, or as it was a CACNR Committee, should CACNR be the one to decide to expand the committee's scope? With the success so far, the same attention to the training boxes area and now the Centennial problem area should prove useful. Cooperatively looking at data and other information and exploring what can be done to help could have possibilities again. The fact that the training boxes are outside the airport's airspace would present a different challenge and the fact that the FAA is not allowed to attend meetings any longer also had challenges.

As the Study Group Committee was most familiar with the workings which had had some success in the study area, that group needed to discuss its perspective on expanding or altering its scope. Efforts were underway to get the FAA back to the table with this group, noting that safety was a factor that had been considered when the boxes were first established about 15 years ago, and the FAA is primarily concerned with safety. Question was asked why anyone would build houses within gliding distance of take-offs and landings of the airport. Concern was expressed that if there was too much negative reaction to the training boxes, the flight schools could just eliminate their use and do their training anywhere, including the current areas or over densely populated areas closer to the airport.

A. RETURN TO 4TH QUARTER 2025 REPORT – Brad Pierce noted it had been three years since the Study Group Committee had been formed and touch and go activity had continued to decline. He referenced the 4th Quarter 2025 Report which had been included in the meeting materials. He then turned the discussion of further details in the 4th Quarter 2025 report over to Matt Frenette.

Frenette noted there were several external factors involved in solving noise problems for any area that the airport and the roundtable cannot solve, such as weather or air traffic control staffing, or the demand for operations at the airport. Frenette continued with discussing details from the report, shown on slides during his presentation. The 'Takeaways' he highlighted included:

- Solving noise problems remains a complicated problem, affected by external factors CACNR and the airport cannot control
- What can be controlled included discussions and education at the flight school meetings and follow-up with nighttime outliers, and the initiation of the fly quiet dashboard on 1/1/26, and distribution of the NAG
- Comparison of touch and go aircraft entering the study area from 4th quarters of 2023 – 2025
- Comparison of the percentage of touch and go aircraft entering the study area from 4th quarters of 2023 – 2025
- Historically, 2025 was the best in the above categories since the Study Group Committee had been formed, both during the 4th quarter and yearly

Request was made for the slides from Frenette's presentation to be made available to everyone on the CACNR emailing list, as that amount of detail could be very useful to Representatives in their jurisdictions. The request would be met. The comparative data from 2023 would also regularly be included in future reports. Although the numbers have gone down since 2023, caution was given that some causative factors such as the air traffic controller staffing may change in 2026, having an effect on the numbers.

Question was asked if airport staff had found a need to update the NAG? There would be discussion later, but the only thing that appeared to need to be updated was the changed airspace, and that would be done for the next printing. Appreciation was expressed to the flight school instructors and others at the flight schools for partnering with CACNR to address this noise problem.

8. **EXECUTIVE COMMITTEE:**

A. ACPAA – Pam Thompson had submitted a report from the December 2025 ACPAA meeting and there had been no ACPAA meeting in January 2026. There were no questions.

B. WEBMASTER – Chris Eubanks reported he had asked Zach Gabehart to help with getting an RFP out soliciting interest in the redesign and maintenance of CACNR's website. Also, if anyone knew of someone who did good work in those areas, they should get contact information to Eubanks so they would definitely receive an RFP when it was ready.

C. TREASURER'S REPORT – Andy Jones deferred to Zach, who had prepared a memo to the Executive Committee about providing more detailed information on CACNR expenditures than that provided in the monthly Treasurer's Reports. He had intended this to go to just the EC but could make it available to everyone. It was noted this could be done by expanding the information in the "Notes" column in the report everyone already received instead of creating a separate report. Gabehart indicated the separate piece of paper already existed for the accounting department so would not be extra work; he would provide it to everyone for a few months' trial.

Jones indicated the invoices had gone out; if anyone did not receive theirs, let him know. The amount was for zero dollars this year but should be used as a reminder to the jurisdictions that there is a responsibility to CACNR through both their Representative's attendance and financially when needed by CACNR.

D. WORK PROGRAM – Chris Eubanks reviewed the action taken at the last meeting, for everyone to send suggestions to him for desired changes to the draft which had been provided for that meeting and also sent out separately. He thanked the few Representatives who had done so. He had intended to compile those suggestions for the Executive Committee to consider and

develop a final draft for CACNR to consider at this meeting. He had found how to handle varying ideas about some content challenging, so promised to have something for the EC to consider soon, in order to bring a final draft to the March meeting.

E. UC DAVIS ATTENDEES – Three individuals would be going, Chris Eubanks, Dave Heller, and Pam Thompson. It was noted UC Davis had traditionally had two pre-conference sessions, Noise 101 and a session for noise officer airport staff. This year, a session on advanced air mobility had been added. It will include such things as electric vertical takeoff and landing aircraft and other things that are on the horizon for aircraft and airports, what kind of noise would result, and what kind of noise standards should the FAA consider. Zach Gabehart and Matt Frenett would be attending the conference in addition to the three from CACNR.

F. ELECTION OF OFFICERS – There was a reminder the election of officers would be held in March. Job descriptions for those offices, as well as the expectations of the Members and the Members' Representatives, had been provided in the emailing. Anyone representing a Regular Member is eligible to run for any of the four offices. Self-nominations are accepted in addition to anyone nominating someone else for any office. If there is more than one nominee for any office, election will be by secret ballot. It was suggested that if anyone felt something was missing or needed to be changed in any of the job descriptions, those idea should be brought for the group to consider.

9. **AIRPORT DIRECTOR:** Mike Fronapfel provided the following information. In 2024, operations had been around 340,000 and in 2025, they were down to a little over 306,000. One of the reasons could have been the air traffic controller shortage. When fully staffed, Centennial has 25 individuals but currently has 15 full-time personnel. There are six in training, so it was hoped they would all complete training and become certified. Question was asked if 25 was the optimum number here, and that would be a question for the FAA. Probably anything over 20 might be considered sufficient and 25 would be ideal. There are also six more in earlier training, although not all of them might complete the training, nor could there be any guarantee they might be assigned to Centennial once they became certified.

Even with operations down, fuel sales were up 1.7%, mostly for jets. Unleaded avgas was unfortunately down from last year, which could be related to several months when the fuel truck was down. Additionally, Aspen Flying Club had noted there was a performance and overheating issue with one of their aircraft types and had stopped using unleaded fuel until the weather cooled and the use was resumed. Since the program began, the airport has sold 380,000 gallons of unleaded fuel. Ocky Mountain Metropolitan Airport is on the verge of beginning to offer unleaded fuel shortly, so Centennial will have company in the transition to unleaded gas in Colorado.

Airport staff had begun going to the cities and counties surrounding the airport to discuss Part 150 study and the land use portion of that study, reviewing the newly developed noise exposure maps and the airport influence area. As each jurisdiction has its own separate guidelines, it was hoped to have all at least ensure there were navigation easements on all new development. The goal was to achieve less incompatible development around the airport. Ideally, all would adopt the same, most recent set of noise contours, and the highest achievement would be if all jurisdictions would have the same set of land use guidelines. This would take some time, as the zoning regulations of each jurisdiction, and the timing for making changes, varies between groups, but hopefully there would be some parity in the future and how they address land use and noise for their citizens.

Fronapfel would be going to Washington D.C. mid-March and will have meetings scheduled with some of Colorado's legislators, providing an update on the progress of the Part 150 study, the progress of the Study Group Committee, encouraging another letter to the FAA about returning FAA representation in the SGC, and a general overview of the airport's status and functioning. He will mention the eventual need for having a new FAA-owned control tower, rather than the existing one which is being repaired now and is one of the few in the country owned by an airport rather than the FAA.

A further note on the National level was a bill which would limit access to aircraft data, being supported by some in the aviation industry and pilot community which did not want such information available to the public or airports. That would definitely handicap both the airport and CACNR as work progressed on noise abatement and the Study Group Committee dashboard. The airport's lobbyists had just informed Fronapfel that it looked like the bill was not going to proceed, but it was an example of the kinds of things which come up in DC which need awareness and attention from here.

Fronapfel provided further detail about the rehabilitation efforts going on with the control tower, including a welcome replacement of the elevator. There will also be a new HVAC system, break room and restrooms.

The dashboard began collecting data on January 1, and a sample would be shared with CACNR in March as previously discussed. Flyers for the June 6 Runway 5K Hotdogs and Airplanes were distributed. This run/walk event will raise funds for the Centennial Airport Foundation which provides three \$10,000 scholarships: one for a student pilot; one to someone going into aviation management; and one for someone studying aviation maintenance. Funds are also donated to the Tuskegee Airmen, the Metropolitan University aviation program, and aviation programs at Cherry Creek schools and the Legacy Campus in Douglas County. There may also be a proposal to donate something to the Wings Over the Rockies Space Museum as well. At least 2,000 participants were anticipated and sponsorships were available.

There would be a period of time from March until April when the tower would be shut down at night, Monday through Thursday, 10:00 p.m. – 6:00 a.m. This would be in relation to the renovation going on in the control tower. More specific details would be forthcoming. Question was asked if there would be opportunity for CACNR Representatives to tour the control tower, once the renovations were completed and the response was in the affirmative. Question was asked if/what an effect an Xcel power outage would have on the airport during this time of drought and concern about wildfires. Although there would be an effect on airport tenants, the airport itself has backup generators for the airfield and the tower, the maintenance building and the administration building. There are two spotter

aircraft based out of Centennial, and although it does not supply the fire retardant for aircraft or helicopters, they can refuel and switch out crews here.

Finally, Fronapfel noted there had been 6,107 medical flight operations out of the airport in 2025, an average of 17 such flights a day. That would likely increase with the construction of another hospital near Peoria and E470.

10. **LAND USE REFERRAL:** 4TH Quarter 2025

Zach Gabehart reported during the fourth quarter of 2025, October through December the airport received a total of 19 land use referrals. Nine of those were approved as submitted with no comment and 10 were subject to comment. Comments on commercial projects related to things such as height restrictions. Comments on residential areas recognized development pressures the jurisdictions are seeing from the state and the airport being cognizant of those. A map was provided showing the locations of those residential developments subject to comments. There were no questions.

11. **OLD BUSINESS:** None

12. **NEW BUSINESS:** An item had been added to the agenda, for Zach Gabehart to inform CACNR the airport was ready to place an order of 1,250 Noise Abatement Guidelines: 1,000 would be for normal distribution, and 250 would have the seven hole punch for the pilots' kneeboards, per their request. The only change from the current content would be the addition of the new airspace shape. Following a discussion with the CACNR Chair, Gabehart was bringing a proposal for CACNR to pay half of the cost and the airport would pay the other half. Apparently this had occurred when the NAGs had been ordered previously.

Question was asked if there were also noise abatement posters. Response was yes, they had been reordered after the airspace change and there was still a good supply of those available. It was noted the printed NAGs do not take the place of the overlays which pilots use with their iPads, and which are provided by a pilots' association.

MOTION TO EXTEND THE MEETING: On the motion of Andy Jones, duly seconded, CACNR agreed to extend the meeting by 30 minutes, per the Public Comment Procedure.

Returning to discussion, it was mentioned the \$546.92 for this would come from the Consultation/Education part of the CACNR budget, which had been designated in the budget for "Projects with consultant(s) for entire Roundtable." Indication was that there had been a motion to that effect, although at this point no motion had actually been made.

Question was asked if there should be any language added to the NAG to talk about the use of the practice area boxes for noise mitigation, since that was such a problem area needing to be addressed and it seemed it should be considered for inclusion. There would need to be a delay in printing while such language was developed. Once again, reference was made this could not be done since there already was a motion and a second, but there had been none.

It was noted again that the practice boxes were not under the control of the airport nor CACNR, although the topic could fall under the umbrella of the Noise Roundtable and so might be included in noise mitigation guidelines. Information was provided that the FAA's guidance on voluntary noise abatement guidelines was that anything in such guidelines should pertain to the immediate airport environment (airspace) only. Suggestion was made to have a future discussion with perhaps a separate document rather than delaying the printing of the needed NAG now. It might be something which could be done in collaboration with the flight schools. This should be put on the March agenda for further discussion.

Estimation was that 1,000 documents last about a year. In addition, the Colorado Pilots' Association publishes the NAG for most of the airports in the state and also publishes the training boxes on behalf of the flight schools. Information is also published in the directory the State puts out, and on a big wall map, new versions of which would be available soon.

Once again it was noted that the monies for this should not come from the Consultation/Education section of the budget which was listed as for "Projects with consultant(s) for entire Roundtable." Once again, reference was made about a motion and a second, and that it spelled out the money should come from Consultation/Education, but no motion had yet been officially made. There had apparently been a small group discussion about this before the meeting. To clarify, Andy Jones moved that the roundtable utilize funds from Education to pay \$546.92 for printing costs of the NAG. Motion was seconded and carried. The group was informed that as this expense would likely become a regular budget item in the future, where the money should come from could be addressed in the 2027 budget.

13. **PUBLIC COMMENT EXTENSION IF NEEDED:** None

14. **REPRESENTATIVE COMMENTS:**

- A. MEMBERS OF COLORADO MUNICIPAL LEAGUE – None
- B. REPRESENTATIVES –

- Bill Wasmund noted Wings Over the Rockies would have a breakfast fly in on Valentine' Day, with a food truck and everyone invited.
- Brenda Dyche indicated the Elbert County Commissioners and their staff had done a great job getting out information to citizens of the county on how to report noise and complaints, particularly regarding the flight training boxes, so there may be more data available from the area.
- Donna Johnson thanked the group and staff for the Study Group Committee report. She had not gotten any noise complaint contacts in quite a while.

- Not related to noise, but Alison Biggs noted an article in the January 28th *Denver Post* about the NTSB report of that airplane/helicopter crash in Washington, D.C. that killed so many. It was rather critical of the FAA for not taking action on several reports of problems that they had received over several years.
- Mike Anderson reported the Lone Tree planning department appreciated airport staff coming to discuss the Part 150 Study, and clarify the NEMs. They are updating the LT unified code and appreciated having current data and how it affects Lone Tree as they address its land use codes.
- Several Representatives noted their jurisdictions had also been visited by staff, or had visits scheduled in the near future.

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

16. **NEXT MEETINGS:**

- A. **CACNR** – March 4, 2026 6:30 p.m. 7565 South Peoria Street, Englewood, CO 80112
 April 1, 2026 6:30 p.m. 7565 South Peoria Street, Englewood, CO 80112
 May 6, 2026 6:30 p.m. 7565 South Peoria Street, Englewood, CO 80112
 June 3, 2026 6:30 p.m. 7565 South Peoria Street, Englewood, CO 80112
 July 1, 2026 NO CACNR MEETING
- B. **ACPAA** – Feb. 12, 2026 3:00 p.m. 7565 South Peoria Street, Englewood, CO 80112, Pam Thompson for CACNR
 March 12, 2026 3:00 p.m. 7565 South Peoria Street, Englewood, CO 80112, Pam Thompson for CACNR
 April 9, 2026 3:00 p.m. 7565 South Peoria Street, Englewood, CO 80112, Pam Thompson for CACNR
 May 14, 2026 3:00 p.m. 7565 South Peoria Street, Englewood, CO 80112, Pam Thompson for CACNR
 June 11, 2026 3:00 p.m. 7565 South Peoria Street, Englewood, CO 80112, Pam Thompson for CACNR
 July 9, 2026 NO ACPAA MEETING

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

16. **ADJOURNMENT:** The meeting was adjourned at 8.42 p.m.

Alison Biggs, Secretary

CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE 2026 BUDGET - Approved November 5, 2025; Updated as of 2/27/2026				
		BUDGET	ACTUAL	
INCOME:			as of 2/27/2026	NOTES
CARRY OVER FROM PRIOR YEAR	\$	34,000.00	\$34,673.10	Carry over from 2025
ACPAA	-		\$0.00	Not to be Invoiced for 2026 - donation still accepted
CACNR REGULAR MEMBERS	-		\$0.00	Regular Members Not to be Invoiced for 2026
TOTAL INCOME:	\$	34,000.00	\$34,673.10	
EXPENDITURES:				
WORK PROGRAM:				
PROJECT EXPENDITURES	\$	7,300		
WEBSITE	\$	5,000		Webmaster; Website Maintenance & Update
EXECUTIVE/WORK PLAN	\$	500		Annual Report
CONFERENCES:	\$	9,000	\$2,785.00	3 Reps to UC Davis (Previously 2 in 2025) No N.O.I.S.E. Conference held in 2025; \$4,000 had been budgeted
CONSULTATION/EDUCATION:	\$	2,000	\$546.92	Projects with consultant(s) for entire Roundtable, Noise Abatement Guidelines
MEMBERSHIP DUES:	\$	1,000		N.O.I.S.E.
ADMINISTRATIVE:	\$	2,000		Consultation on Work Plan
	\$	3,000		Legal
ADMINISTRATIVE	\$	1,650		Meeting Space
	\$	1,500		Recorder
RESERVE	\$	1,050.00		For presently unidentified and unanticipated expenses and/or CACNR activities consistent with the approved Work Plan.
TOTAL EXPENDITURES:	\$	34,000.00	(3,331.92)	
CARRY OVER TO 2026	\$	-	\$31,341.18	Actual to be determined at the end of 2026
** 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."				

For the year ended December 31, 2026

-\$3,331.92



CENTENNIAL
AIRPORT®

CENTENNIAL AIRPORT
**JANUARY 2026
NOISE REPORT**



Visit Our Website
centennialairport.com

1. TABLE OF CONTENTS

2. Definitions3

3. About APA’s Noise Monitoring Program4

4. About WebTrak™5

5. Operations Statistics6

6. Noise Monitor Reports7

7. Current Month Noise Complaint Statistics8-10

8. Radar Track Density.....11

9. Notes and Disclaimer12

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.

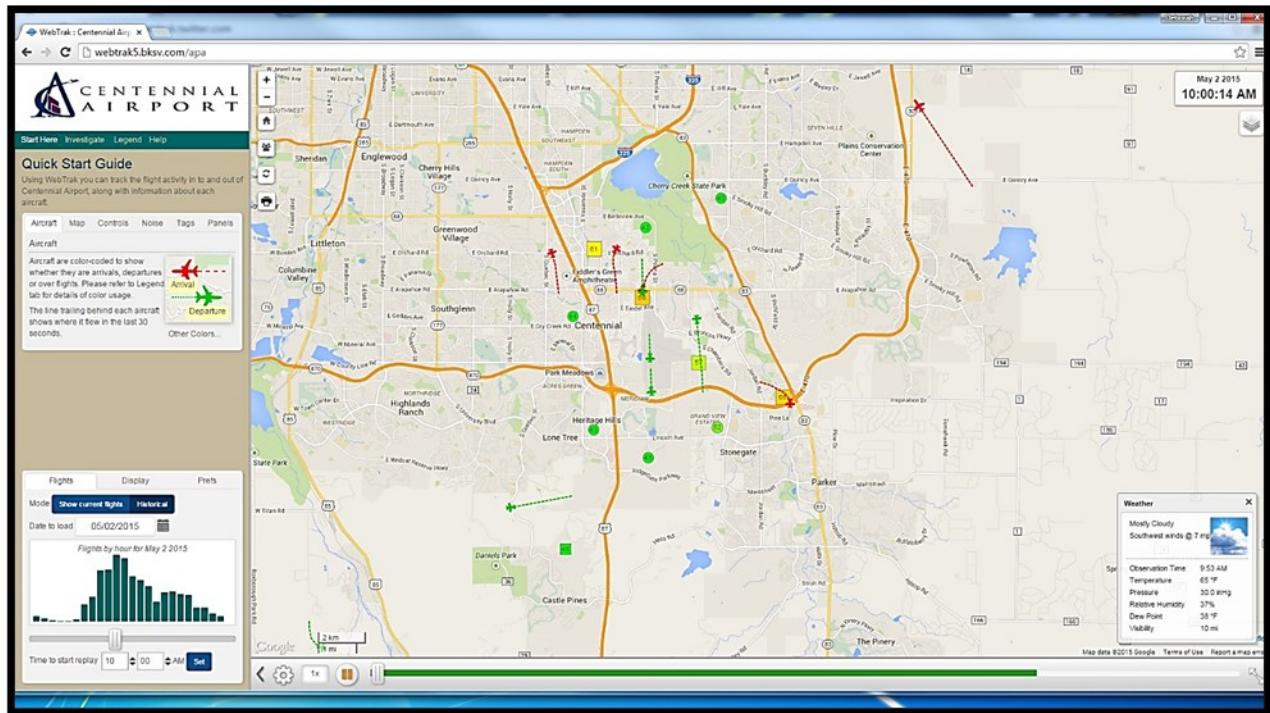
Sound Exposure Level (SEL) – The total energy in the A-weighted sound level measured during a transient noise event. SEL accounts for both the duration and the loudness of a noise event.

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



4. ABOUT WebTrak™

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



How to participate

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

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

Additional Noise Information: <https://noise.centennialairport.com/>

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



5. OPERATIONS STATISTICS

	IFR ITINERANT				VFR ITINERANT				LOCAL		
	AIR TAXI	G.A.	MILITARY	TOTAL ITINERANT	AIR TAXI	G.A.	MILITARY	TOTAL	G.A.	MILITARY	TOTAL LOCAL
January	2,880	2,644	82	5,606	1,713	5,480	44	7,237	12,900	6	12,906
February				0				0			0
March				0				0			0
April				0				0			0
May				0				0			0
June				0				0			0
July				0				0			0
August				0				0			0
September				0				0			0
October				0				0			0
November				0				0			0
December				0				0			0
Y-T-D Totals	2,880	2,644	82	5,606	1,713	5,480	44	7,237	12,900	6	12,906

	IFR OVERFLIGHTS				VFR OVERFLIGHTS					TOTAL OPERATIONS
	AIR TAXI	G.A.	MILITARY	TOTAL INTINERANT	AIR TAXI	G.A.	MILITARY	TOTAL		
January	3	0	1	4	49	58	6	113	January	25,866
February				0				0	February	
March				0				0	March	
April				0				0	April	
May				0				0	May	
June				0				0	June	
July				0				0	July	
August				0				0	August	
September				0				0	September	
October				0				0	October	
November				0				0	November	
December				0				0	December	
Y-T-D Totals	3	0	1	4	49	58	6	113	Y-T-D Totals	25,866

Definitions

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

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

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

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

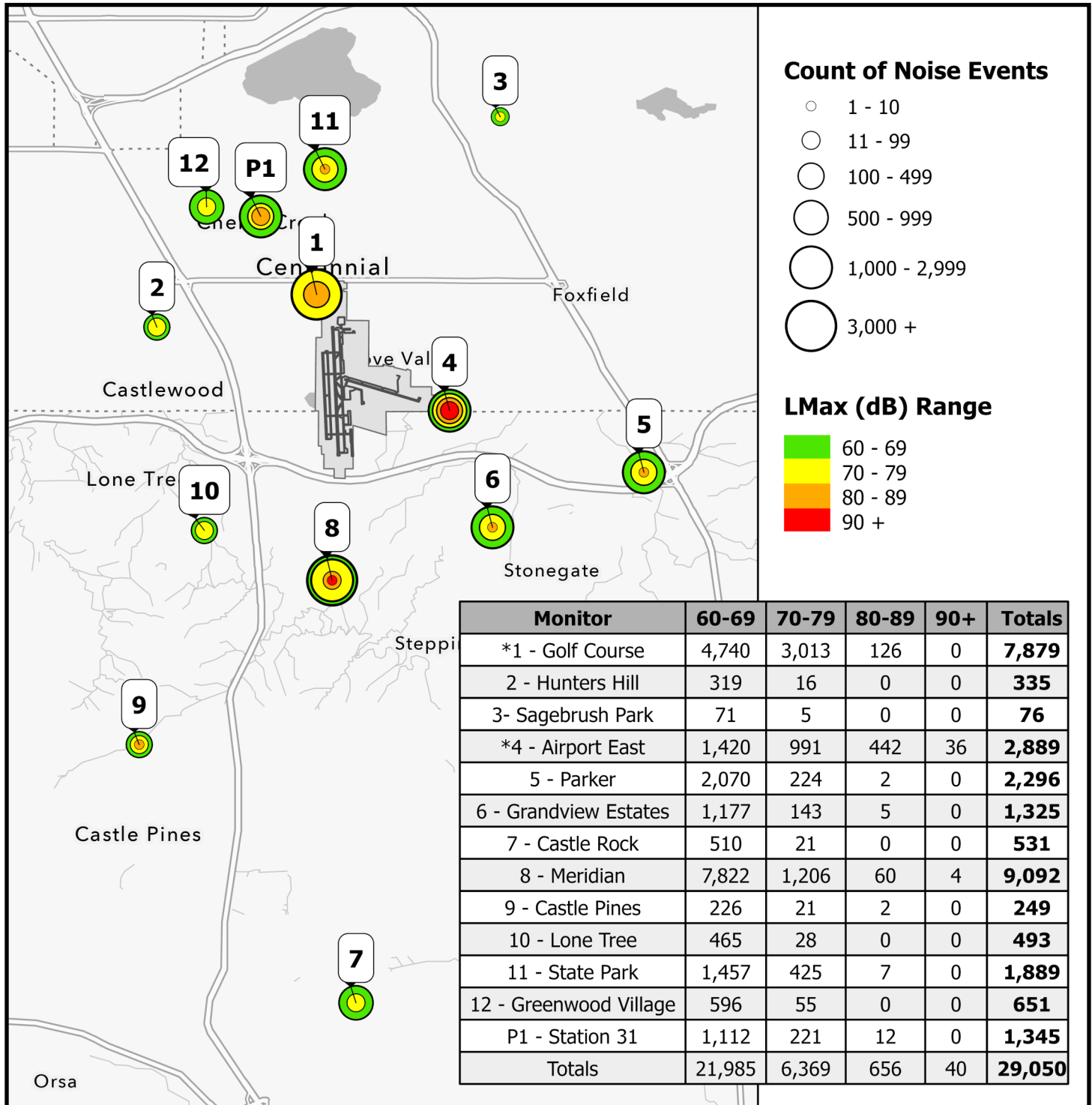
VFR Itinerant – Operations other than local operations conducted under Visual Flight Rules.

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

6. NOISE MONITOR REPORT

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

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



**NMT located on airport.*

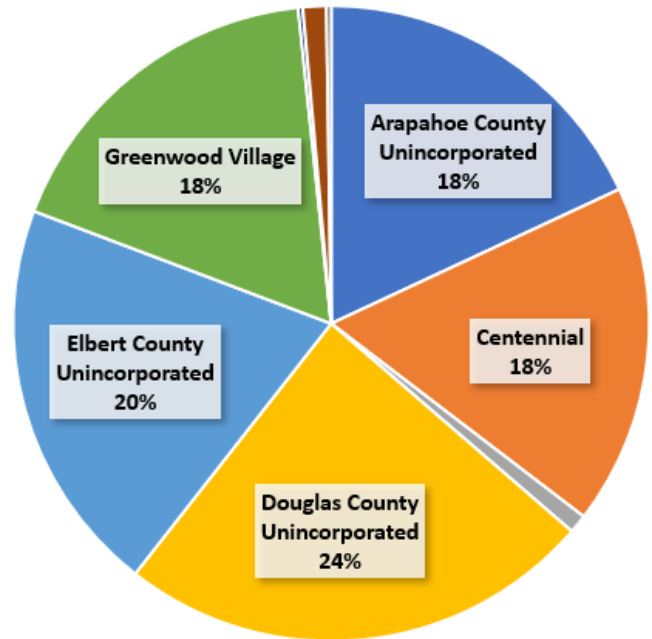
7

NMT Downtimes: NMT7 intermittent throughout the month

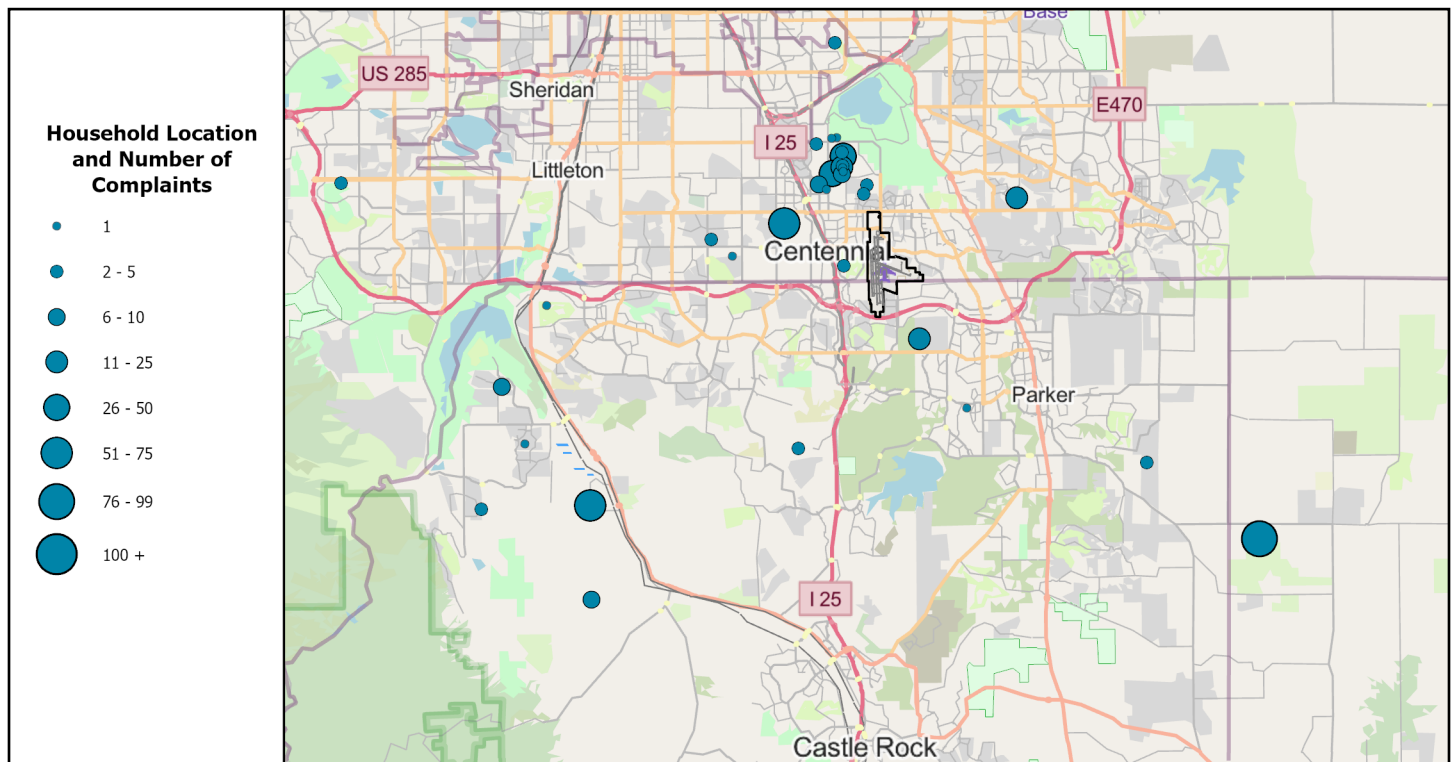
7. JANUARY 2026 NOISE COMPLAINT STATISTICS

Municipality	Complaints	Households	Population
Arapahoe County Unincorporated	76	6	98,066
Aurora	0	0	399,913
Castle Pines	0	0	14,000
Castle Rock	0	0	86,000
Centennial	73	3	108,422
Cherry Hills Village	0	0	6,442
Denver	4	1	715,522
Douglas County Unincorporated	102	8	276,493*
Elbert County Unincorporated	85	1	29,382
Greenwood Village	74	11	15,691
Highlands Ranch	1	1	103,444
Lone Tree	0	0	14,253
Parker	1	1	68,000
Other	5	3	-
Total	421	35	1,936,078

Complaints per Municipality

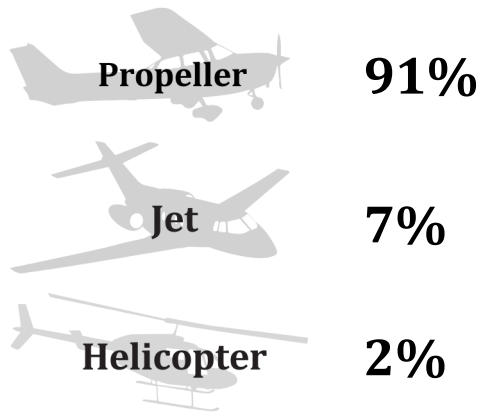


*Douglas County Unincorporated Population with Highlands Ranch Removed



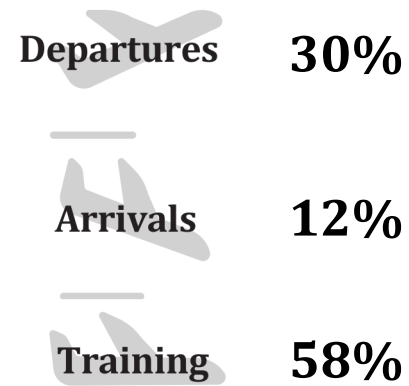
7. JANUARY 2026 NOISE COMPLAINT STATISTICS CONT'D.

Complaint by Aircraft Type



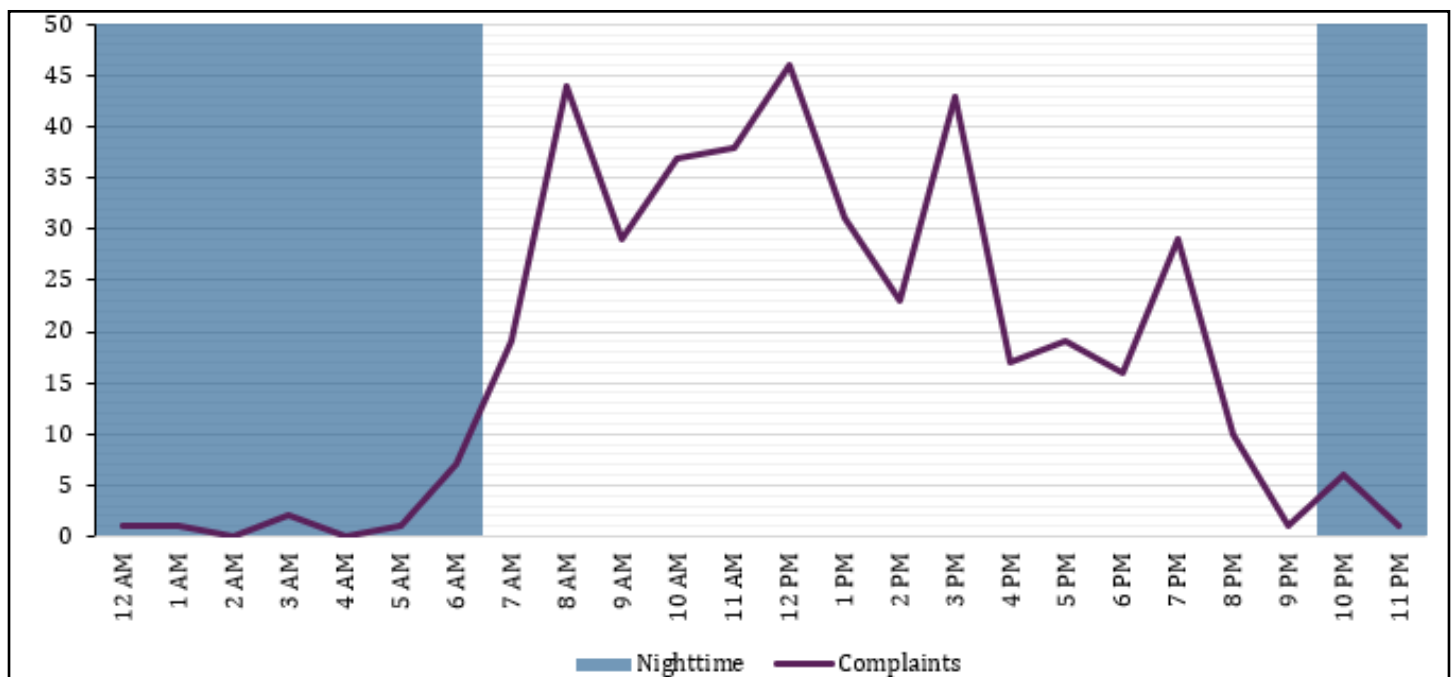
*#1 Household Removed

Complaint by Operation Type



*#1 Household Removed

Complaints by Hour

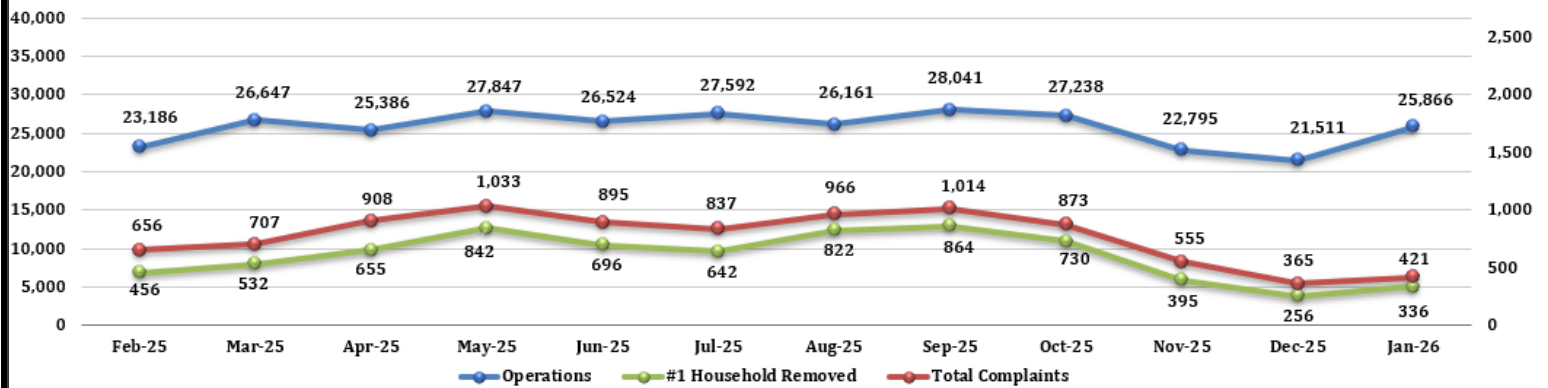


Noise Complaint Responses Completed	
Email	52
Phone	2
Total	54

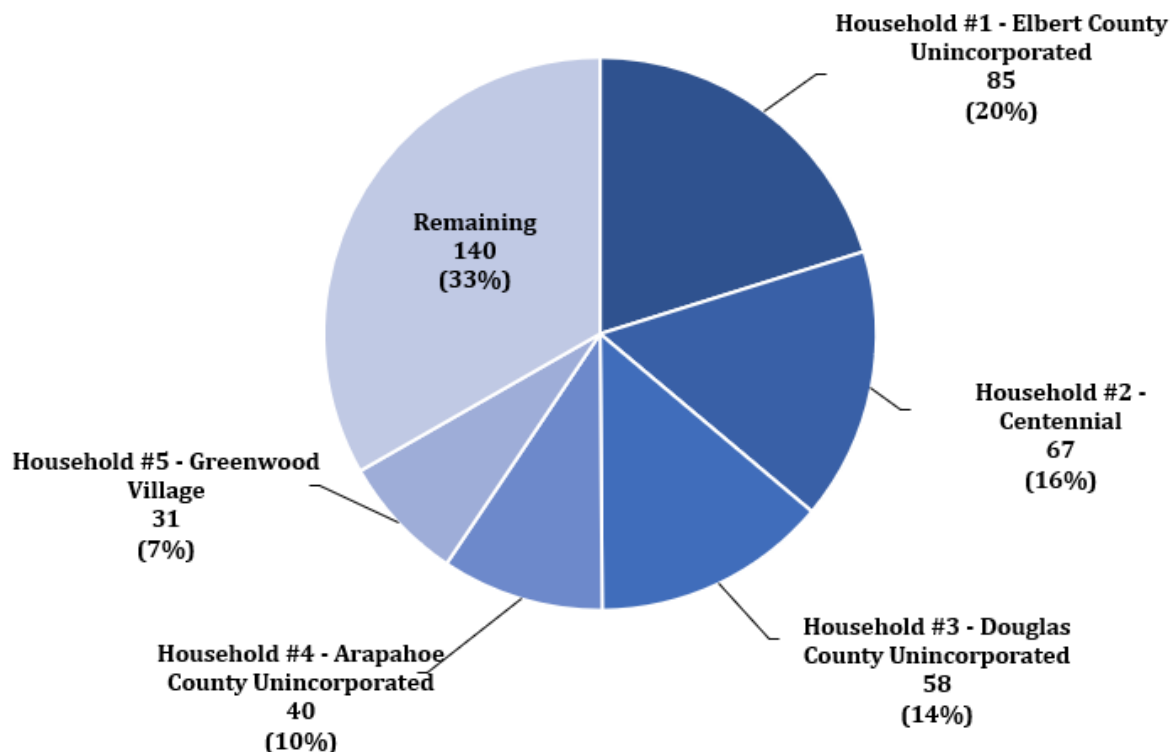
Time Complaint Received	
Day (7:00 AM—9:59 PM)	402
Night (10:00 PM—6:59 AM)	19
Total	421

7. JANUARY 2026 COMPLAINT STATISTICS

13-Month Trend



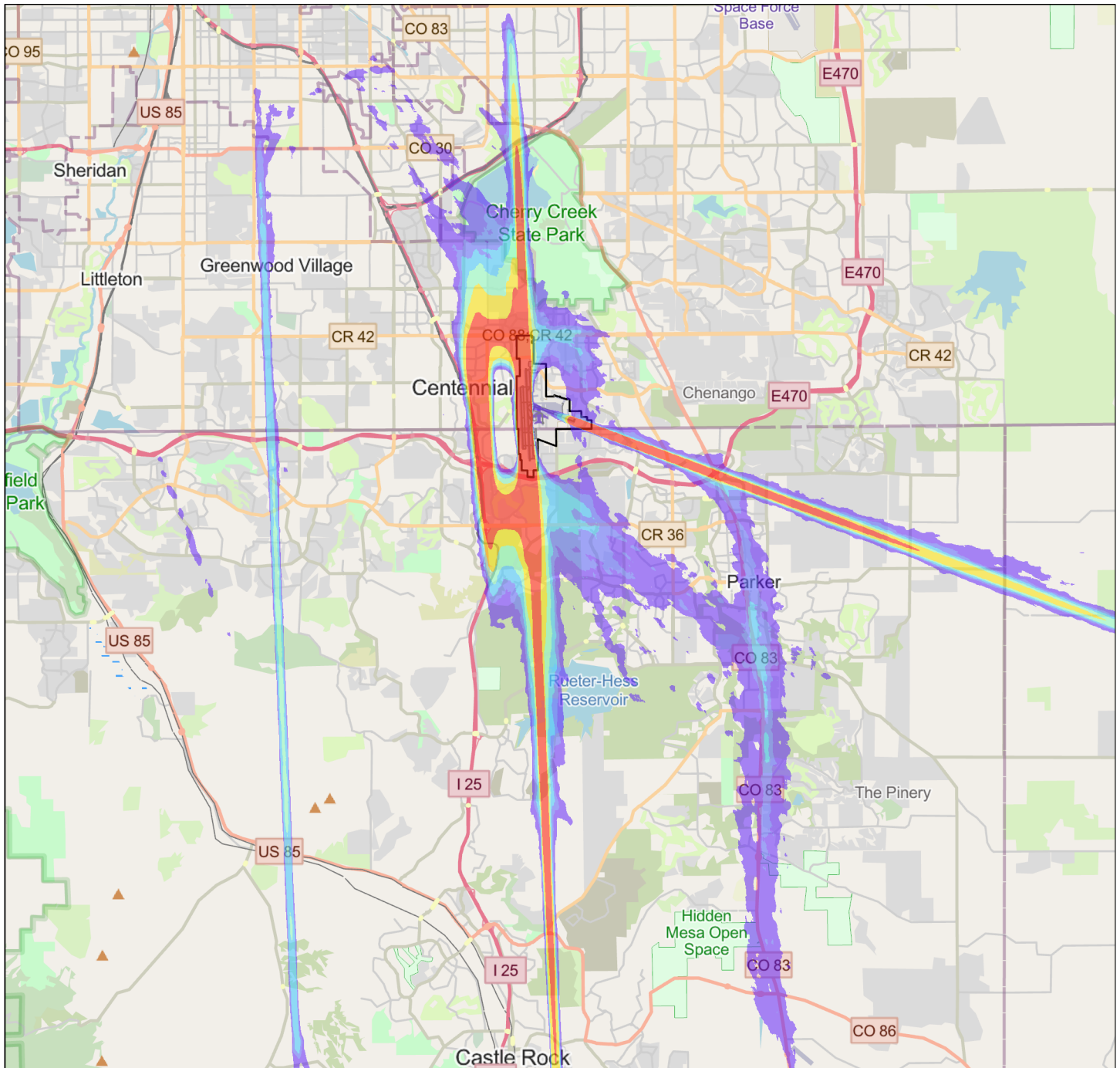
Top 5 Household Complaints YTD



8. CENTENNIAL AIRPORT RADAR TRACK DENSITY MAP

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

JANUARY 2026



Lower Density Traffic

Higher Density Traffic

9. 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.noise.centennialairport.com

Snapshot of APA Flight School Fly Quiet Dashboard

APA
FLY QUIET

Selection

Year

2025

Month

Oct

Nov

Dec

School Size

Large

Small

Oct-25 - Dec-25

Flight School Fly Quiet Program - Overall Scores

Overall Scores

Anonymous Names	Total Movements	OPERATIONAL (70 pts)	TRAINING AND OUTREACH (30 pts)	BONUS (10 pts Max)	TOTAL SCORE
School G	10	63.6	20.0	9.0	92.6
School E	614	60.3	20.0	10.0	90.3
School H	469	57.0	20.0	9.0	86.0
School C	5,312	56.6	20.0	9.3	85.9
School B	14,284	53.7	22.0	9.3	85.0
School A	10,716	54.2	20.0	9.0	83.2
School F	928	53.5	20.0	9.0	82.5
School D	7,103	48.2	20.0	6.6	74.8

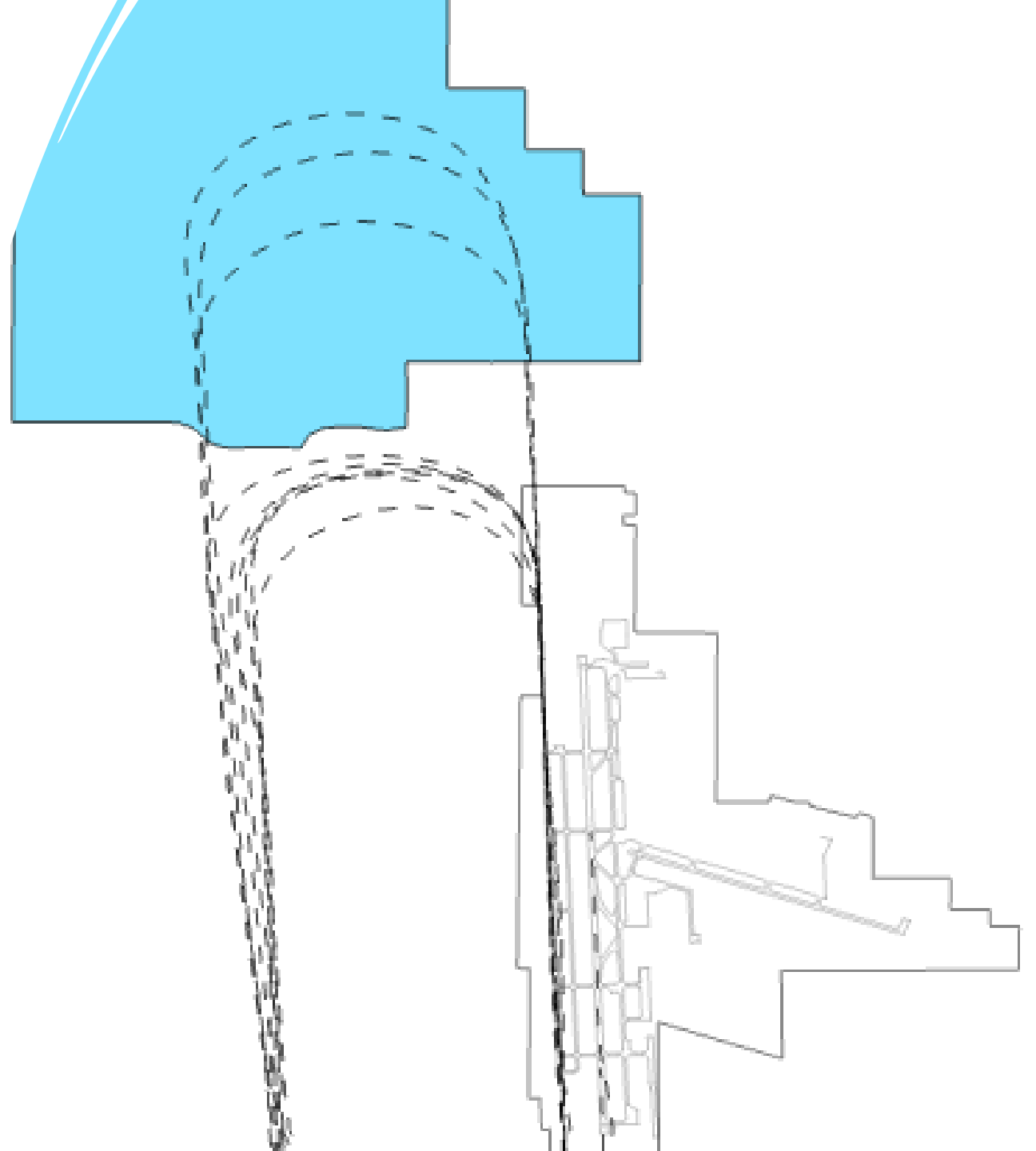
Element Scores

FLIGHT SCHOOL		OPERATIONAL (70 PTS)					TRAINING & OUTREACH (30 PTS)			BONUSES (10 PTS MAX)			
Anonymous Names	Total Movements	Reduce extended downwind s in South Flow (15 pts)	Reduce overflights of noise sensitive areas (10 pts)	Reduce flights during voluntary curfew (20 Pts)	Increase use of night pref. runway (5 pts)	Limit the number of touch-and-go's per flight (20 pts)	Integrate noise abat. into instructor training (20 pts)	Attend monthly noise CACNR meetings (10 pts)	Attend qtr. noise abat. meetings (~5 pts per missed meeting)	Obtain UL94 Supp. Type Cert. (3 pts)	Install climb prop blades (3 pts)	Use flight sims for training (3 pts)	Participate in airport charitable events (3 pts)
School A	10,716	10.6	6.5	18.9	3.2	15.0	20.0	0.0	0.0	0.0	3.0	3.0	3.0
School B	14,284	10.6	6.2	17.6	4.4	14.7	20.0	2.0	0.0	2.9	0.4	3.0	3.0
School C	5,312	10.4	6.3	19.3	4.4	16.2	20.0	0.0	0.0	0.8	2.5	3.0	3.0
School D	7,103	9.7	7.7	12.1	3.0	15.8	20.0	0.0	0.0	0.6	0.0	3.0	3.0
School E	614	8.2	7.4	19.7	5.0	20.0	20.0	0.0	0.0	2.1	3.0	3.0	3.0
School F	928	7.6	5.5	19.7	5.0	15.8	20.0	0.0	0.0	0.0	3.0	3.0	3.0
School G	10	15.0	3.6	20.0	5.0	20.0	20.0	0.0	0.0	0.0	3.0	3.0	3.0
School H	469	11.5	6.3	19.6	5.0	14.6	20.0	0.0	0.0	1.5	1.5	3.0	3.0

Q4 2025 Study Group Report Update

February 4, 2026 CACNR Meeting

Matt Frenette
Noise Analyst



It's a Complicated Problem

External factors to consider:

- Weather
 - *IFR, VFR, wind / flow*
- ATC
 - Staffing
 - *Can the pattern be ran with current staffing levels?*
 - Instruction
 - *Safety takes precedence*
 - Training
 - *New trainees may not be able to run the pattern at a fuller capacity*
- Overall Operations / Demand
 - *More arrivals to RY 17L means a potential for the downwind to be extended (staggered finals)*
 - *More aircraft using the airport at the same time can extend the traffic pattern to maintain safe separation*
 - *Full-stop-taxi-backs being integrated into the pattern (more spacing needed)*
- Runway closures
 - *Pattern typically closes when a runway is closed for maintenance*

Mitigation Updates

(pg. 13)

Proactive Outreach & Education to Flight Schools

- Flight School, ACPAA, and FAA Meeting
 - December 10, 2025
 - **20** flight school representatives
 - BridgeNet FSFQ discussion
 - Final discussion on metrics
 - Dashboard live on January 1, 2026
 - ACPAA noise presentation with 2025 Q3 Study Group data
 - FAA safety discussion
 - *Next meetings: January 21, 2026 (Q1) & April 15, 2026 (Q2)*

Mitigation Updates

(pg. 14)

Proactive Checking of Extended Traffic During Nighttime Hours

- **1 nighttime outliers** identified and contacted

Mitigation Updates

(pg. 15)

Airport Add Full-Time Employee for Data Analysis

- The full-time employee continues to do various data analysis tasks for the Study Group to evaluate the overflights and as well as examining the effectiveness of implemented mitigation strategies.

Mitigation Updates

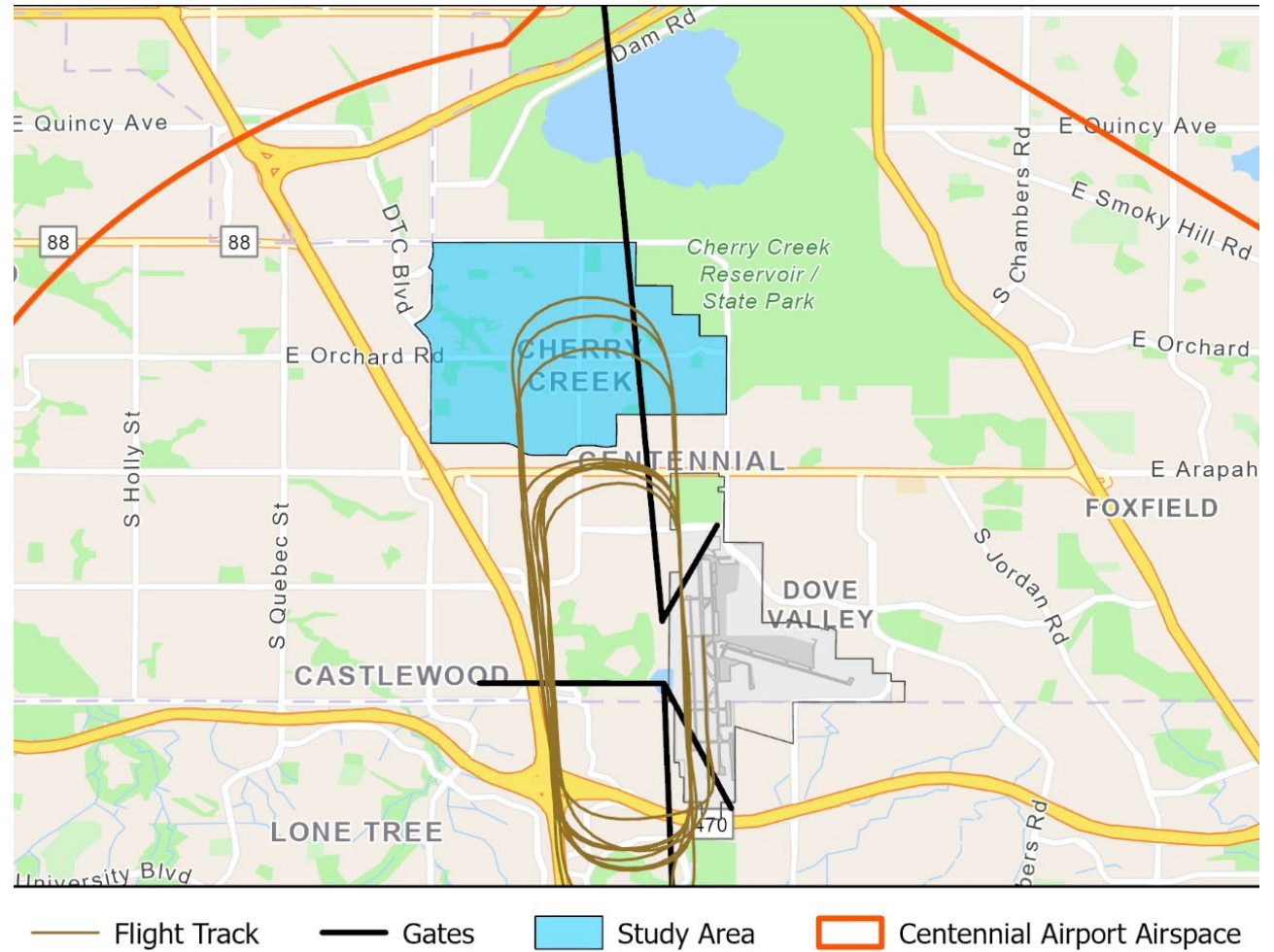
(pg. 16)

Analyze Flight Track Data within the Defined Study Area

- Data analysis ongoing (included in this update)

Data Analysis

(pg. 24)



Q4 2024 & 2025 Comparison

(pg. 26)

- 2,221 touch-and-go aircraft **reduction**
- 6.5 percentage point **reduction**
- November and December saw the **lowest** number of touch-and-go aircraft entering Study Area since July 2023 (Study Group formation).

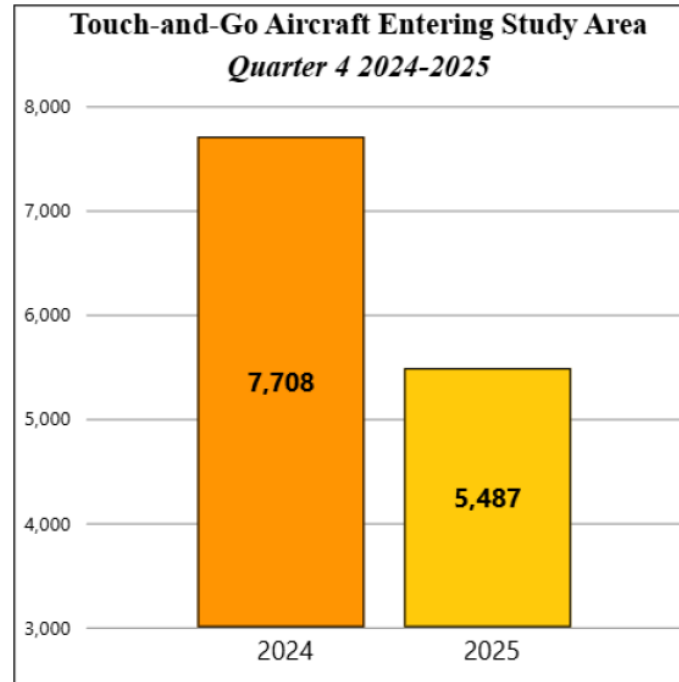


Figure 1.1

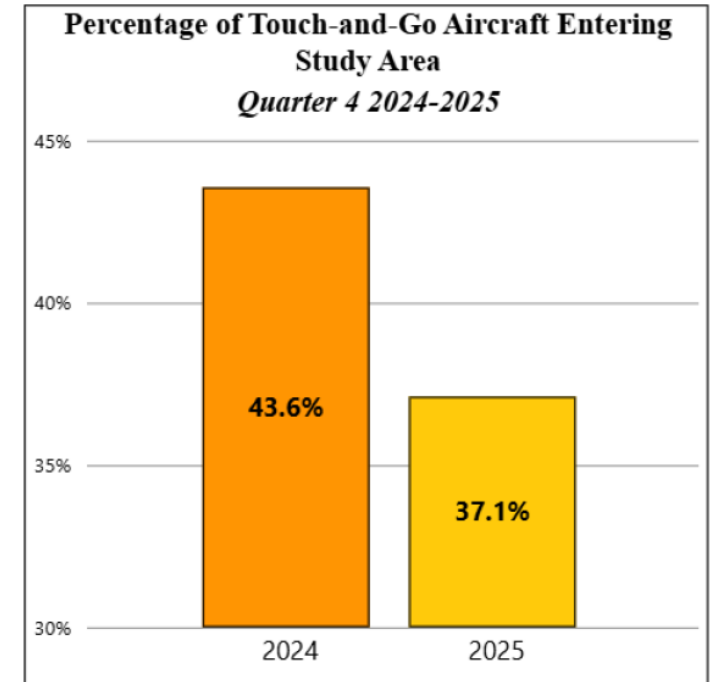


Figure 1.2

YTD 2024 & 2025 Comparison

(pg. 27)

- 12,010 touch-and-go aircraft **reduction**
- 7.8 percentage point **reduction**

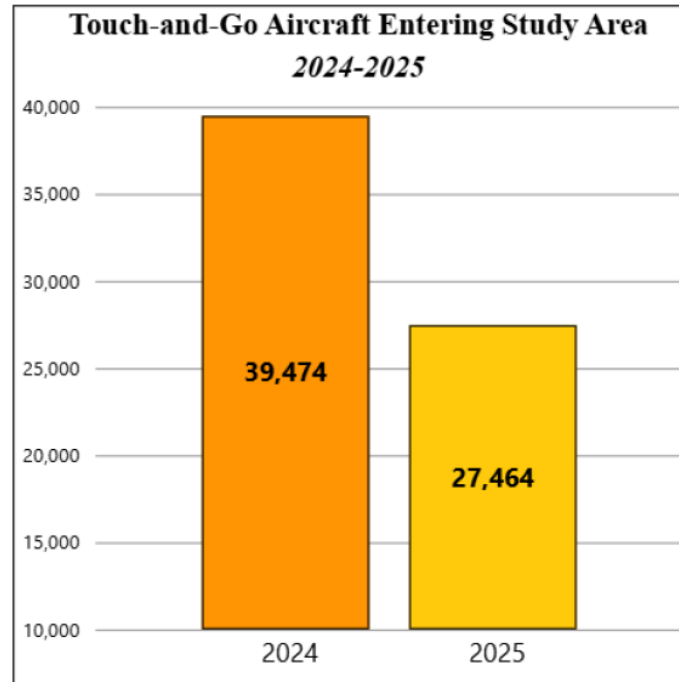


Figure 2.1

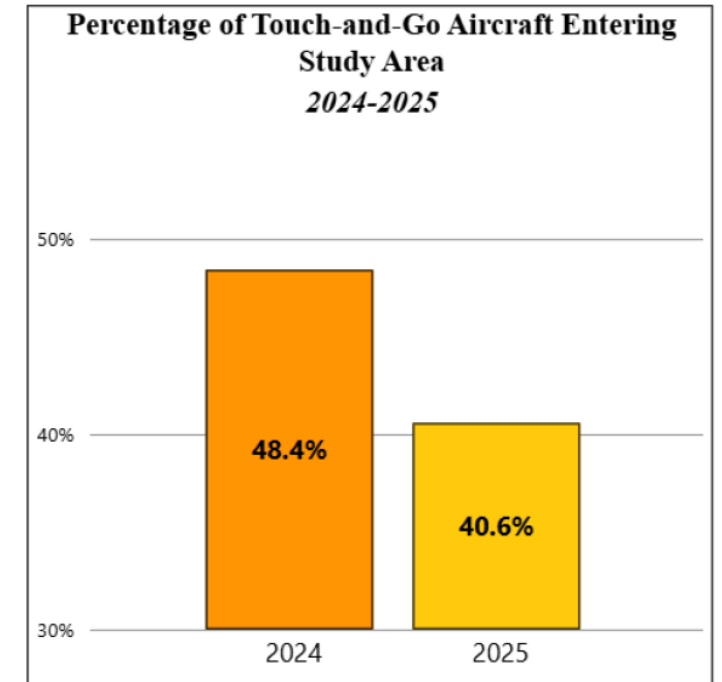


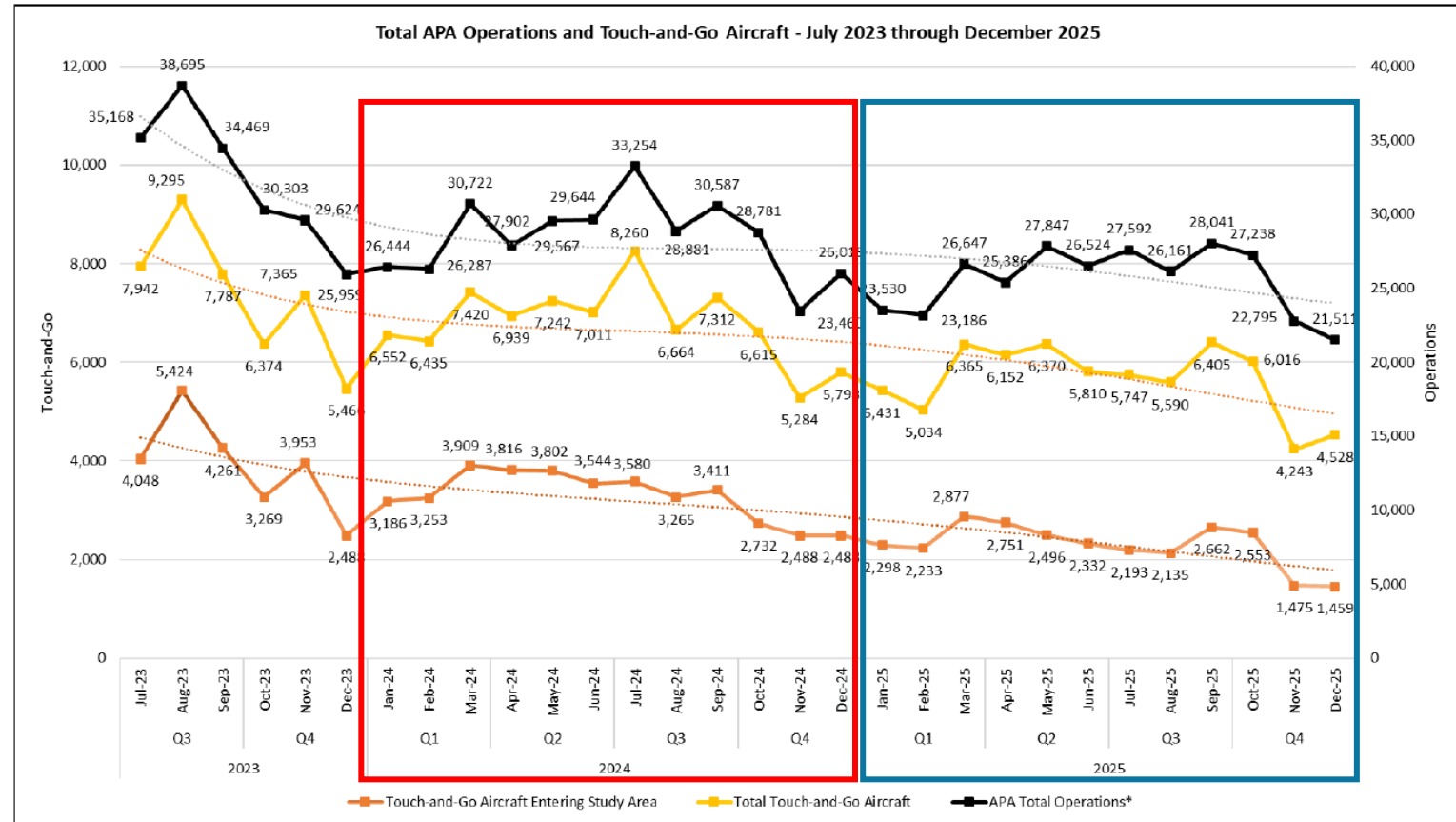
Figure 2.2

Operation Trends

(pg. 28)

2025

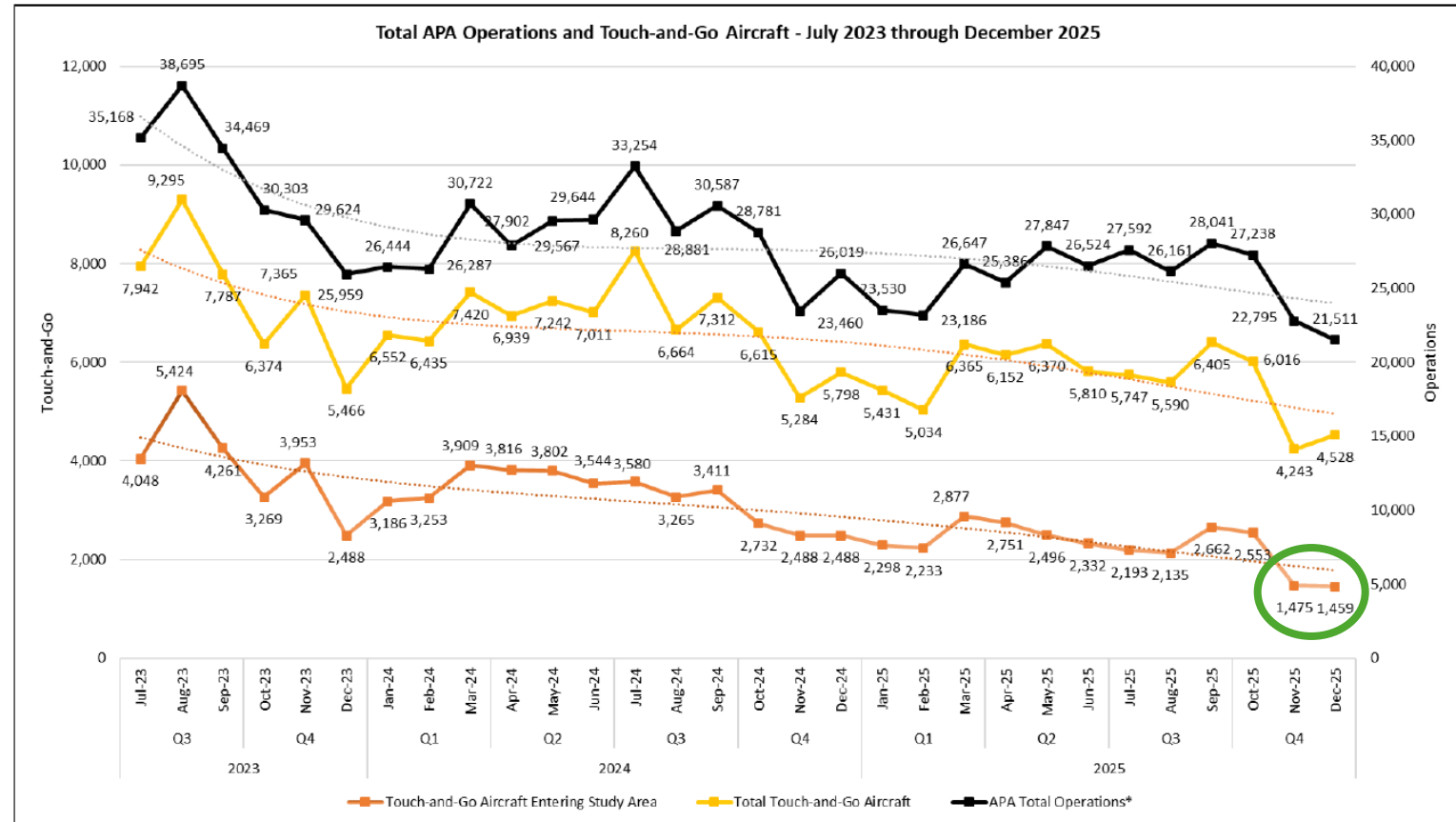
- **90%** of **2024** operations
- **83%** of **2024** touch-and-go aircraft
- **70%** of **2024** touch-and-go aircraft entering Study Area



Operation Trends

(pg. 28)

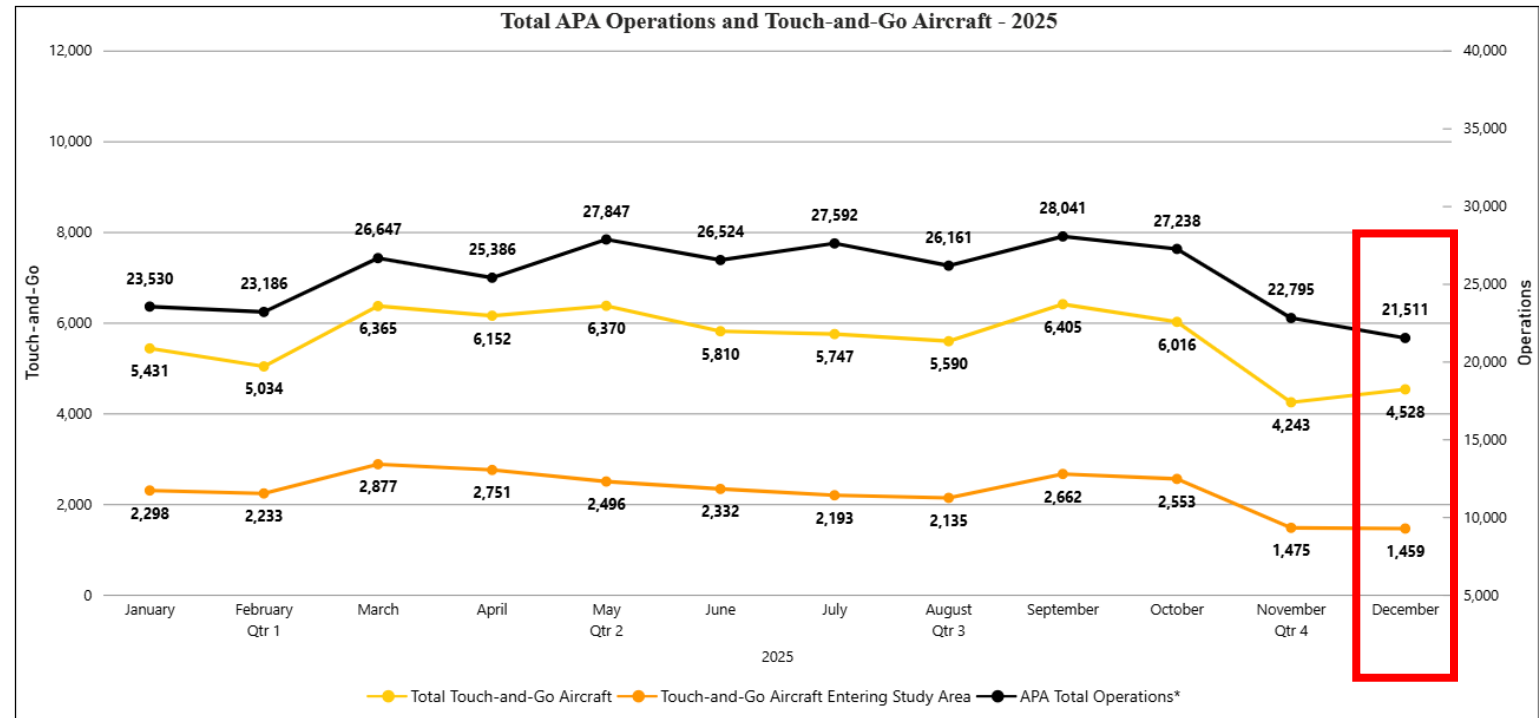
- November and December 2025 saw the **lowest** touch-and-go entries since the Study Group began (July 2023).
- All trend lines point generally **downward**, signaling a **long-term decline** in operational activity and touch-and-go movements since mid-2023.



Operation Trends

(pg. 28)

- Generally, the lines were interdependent in 2025
- **December**, total operations decreased, but total touch-and-go aircraft increased.
 - Abnormally warm weather means more training opportunities
 - Study Area penetrations decreased

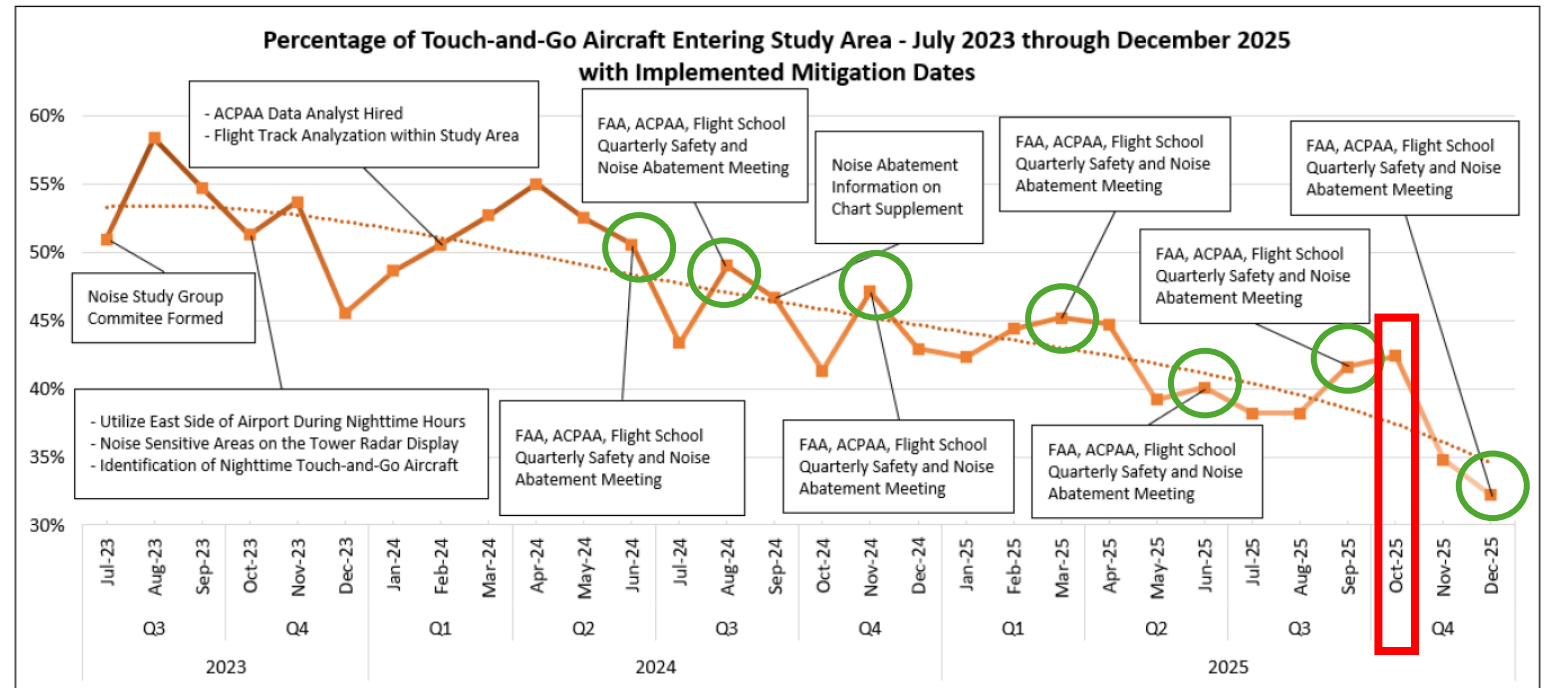


*Note: figure not found within Q4 2025 Study Group Report

Normalization Trends

(pg. 29)

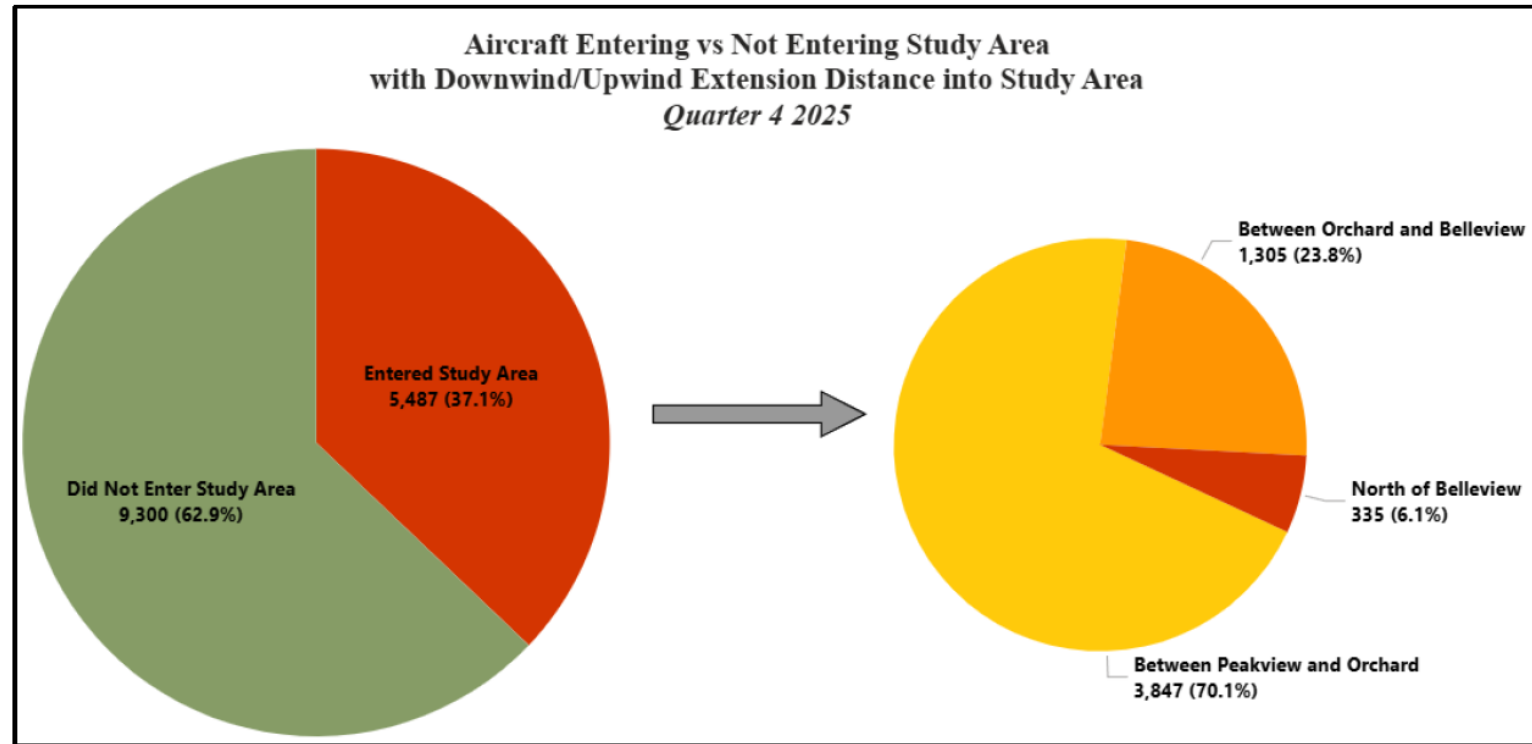
- Trend continues **downward** overall (*updated trend line*)
- FAA, ACPAA & Flight School Meetings still measuring effective
 - Peak months
- October 2025
 - Decrease in total touch-and-go aircraft and Study Area entries
 - Total touch-and-go aircraft decreased at a higher rate than Study Area entries



Downwind / Upwind Extension

(pg. 30)

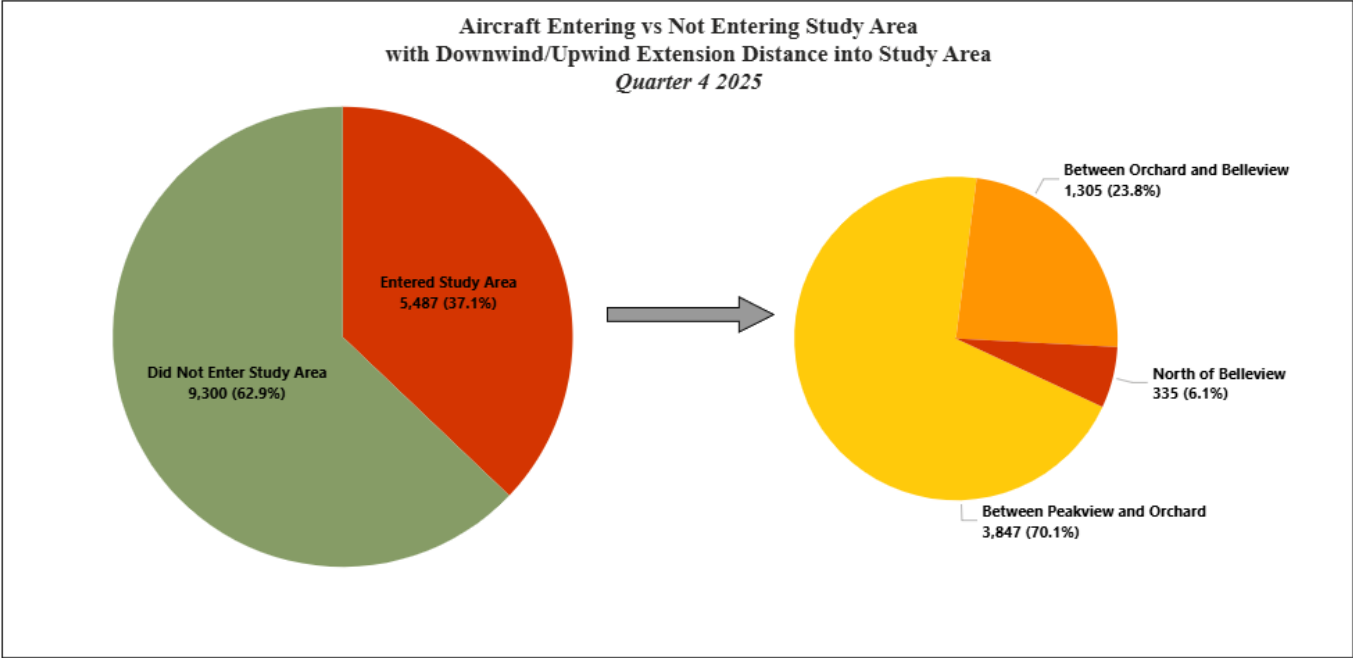
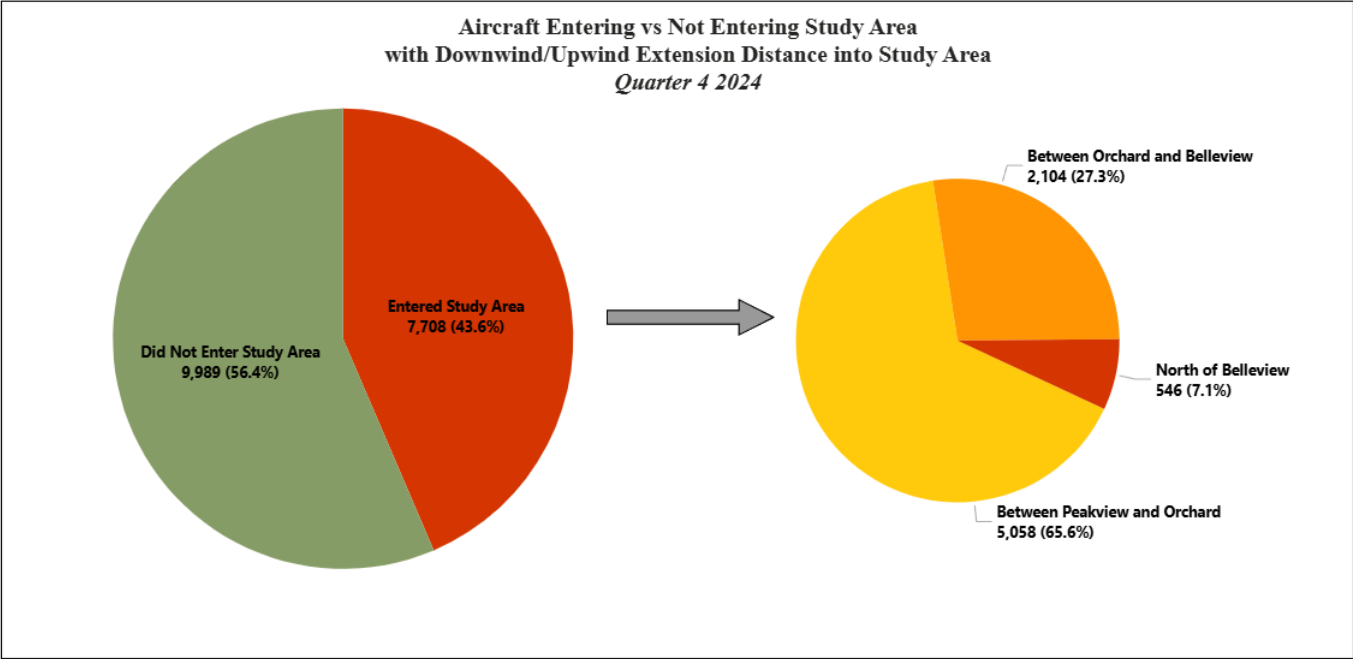
- **62.9%** of touch-and-go aircraft did **not** enter Study Area
- **70.1%** of aircraft entering turn base / crosswind **prior** to Orchard



Downwind / Upwind Extension

(pg. 30)

- Slight shift in extension distance percentages



	2024 Q4	2025 Q4
Entering Study Area	43.6%	37.1% (-6.5%)
Peakview and Orchard	65.6%	70.1% (+4.5%)
Orchard and Belleview	27.3%	23.8% (-3.5%)
North of Belleview	7.1%	6.1% (-1.0%)

*Note: table not found within Q4 2025 Study Group Report

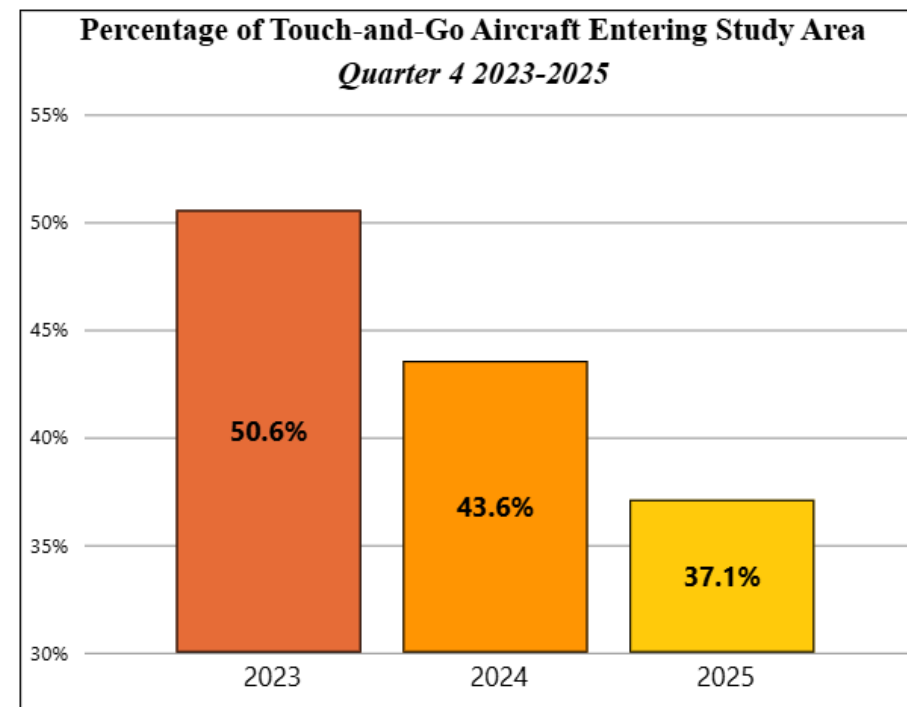
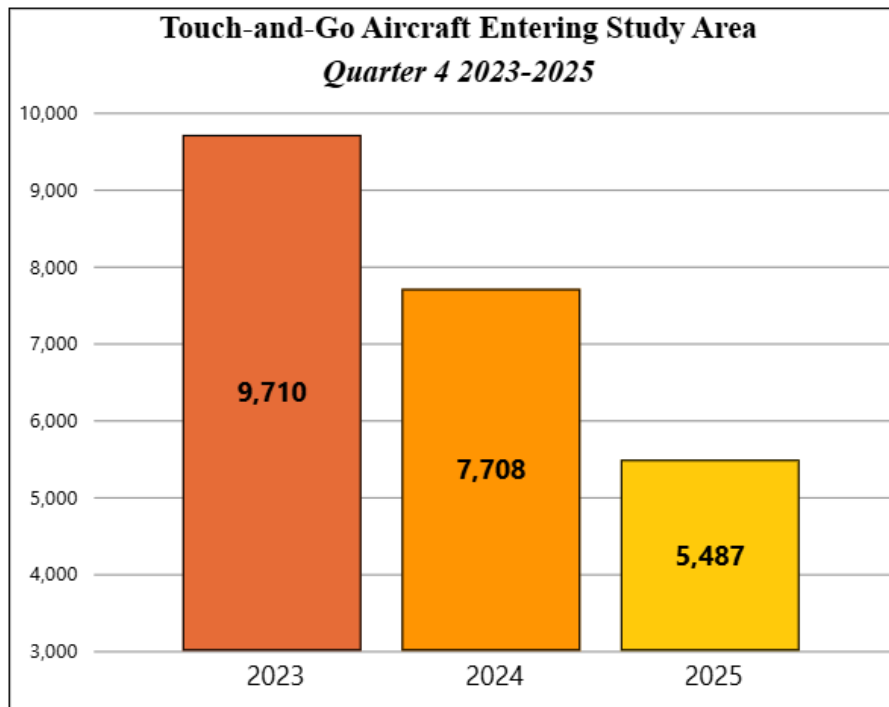
Q4 2025 Takeaways

- It remains a complicated problem
 - External factors: weather, ATC staffing, ATC instruction (safety), etc
- Control what we can control
 - FAA, ACPAA & Flight School Meetings – Effective!
 - Minimum Standard
 - Distributing Voluntary Noise Abatement Guidelines
 - Proactive education with Flight Schools
 - Nighttime Outliers
 - Flight School Fly Quiet Dashboard (BridgeNet International)
 - Measures Flight Schools' adherence to **voluntary** noise abatement guidelines and airport sustainability initiatives
 - Dashboard live on January 1, 2026

Q4 2025 Takeaways

Historically

- Best Q4 since Study Group formation

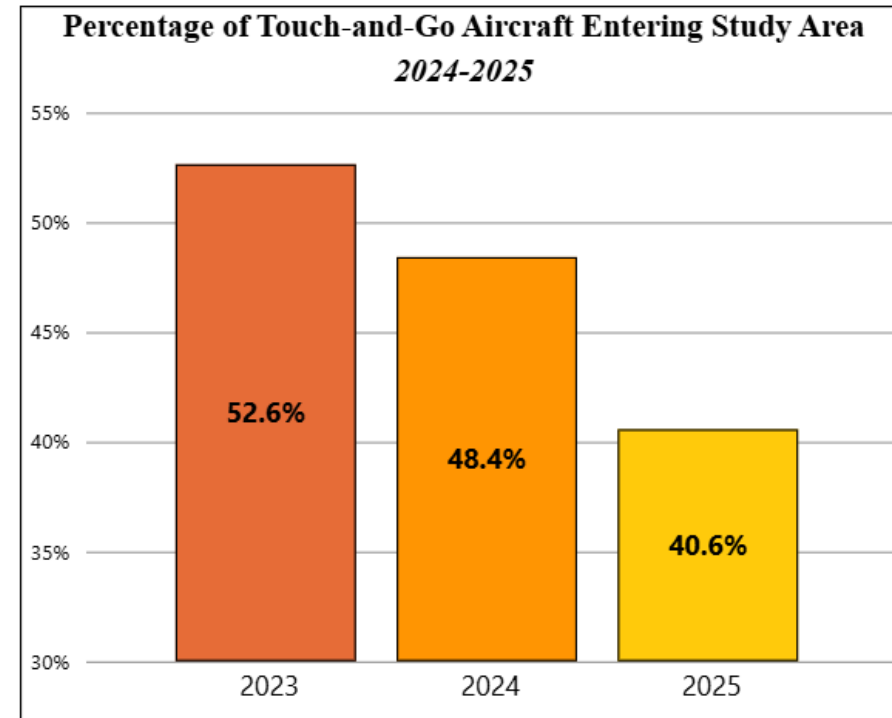
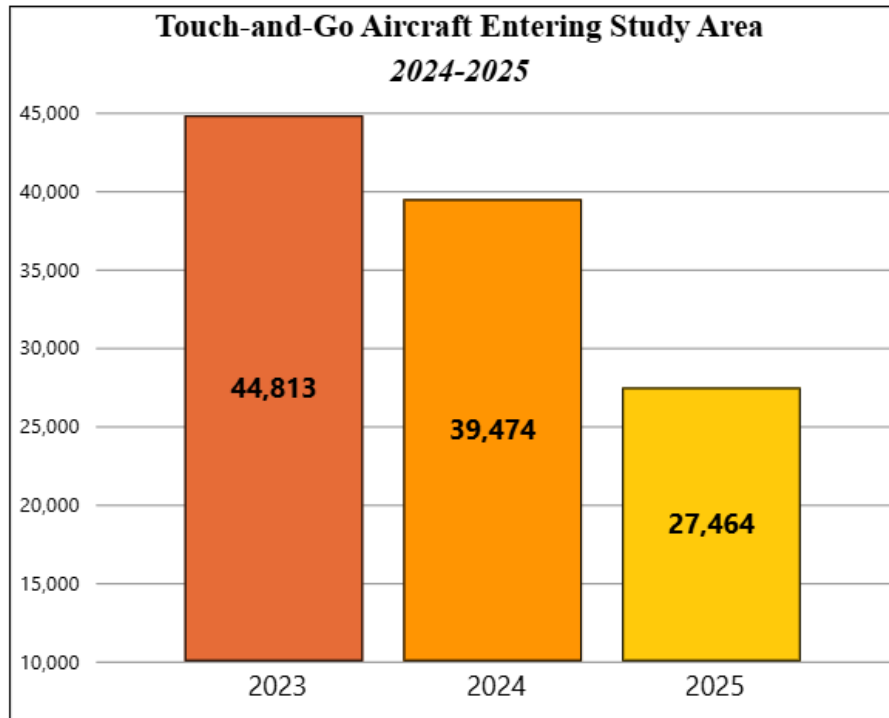


*Note: these charts are not found in Q4 2025 Study Group Report but can be interpolated with help from previous reports.

Q4 2025 Takeaways

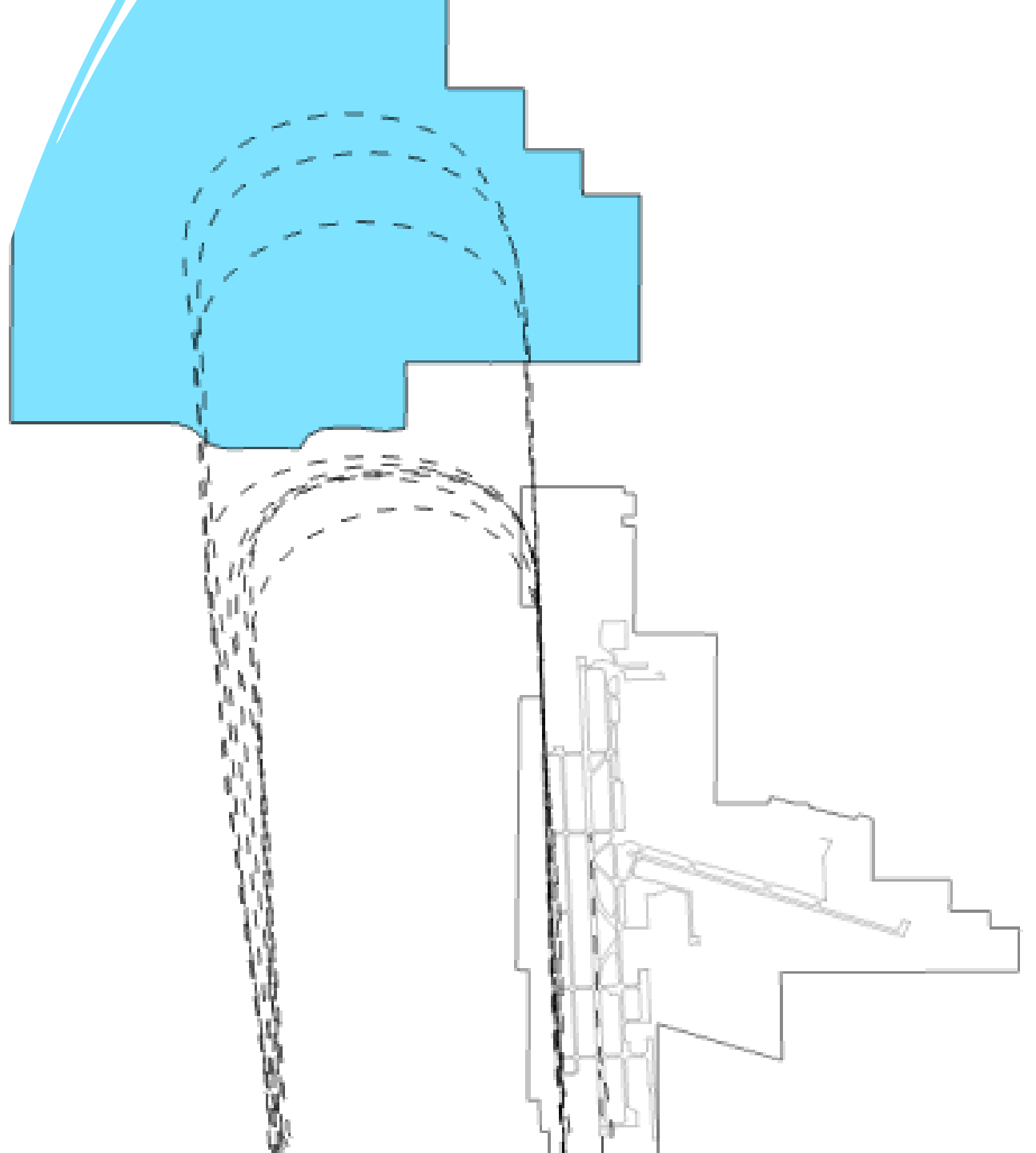
Historically

- Best year since Study Group formation



*Note: these charts are not found in Q4 2025 Study Group Report but can be interpolated with help from previous reports.

Questions?





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.

FEBRUARY 4TH, 2025 MEETING

➤ **Public Comment**

- Louviers, Elbert County (3 Towers Training Box)

➤ **October & December 2025 Noise Report**

- Operations / Complaints / Time of Day

➤ **Portable Noise Monitor – Fairgrounds Practice Box**

3 Tower October 2024 v.s. Fairgrounds October & November 2025

- Aircraft DNL 3 Towers = 40 dB / Fairgrounds = 33.9 dB & 35.7 dB
- Average Aircraft LMax 3 Towers = 59 dB / Fairgrounds = 64.6 dB & 64.8 dB

3 Towers 13.5 MNSE of KAPA	Aug-25	Oct-25	Nov-25	Fairgrounds 22.5 NMSE OF KAPA
Centennial Airport Associated Flight Track within 1 mile of NMT by Operation Type				
Arrival	□□	93	104	Arrival
Departure	□□□	52	44	Departure
Training	□□□	233	218	Training
	559	378	366	
Centennial Airport Noise Events				
60-69 DBL	□□□	93	94	60-69 DBL
70-79 DBL	□	2	9	70-79 DBL
80-89 DBL	□	0	0	80-89 DBL
Centennial Airport Total Aircraft Noise Events at Monitor				
	1,308	152	193	

➤ **Study Group Q4 2025** (Figure 4 & Figure 5)

- July 2023 through December 2025 - consistent downward trend.
- Majority of Aircraft Do Not Enter the Study Area – T&G not extending as far into the Study Area; most initiating their base or crosswind turns before reaching Orchard

➤ **CACNR Work Program to be adopted March 2026**

- Chris Eubanks – revisions

FIGURE 4

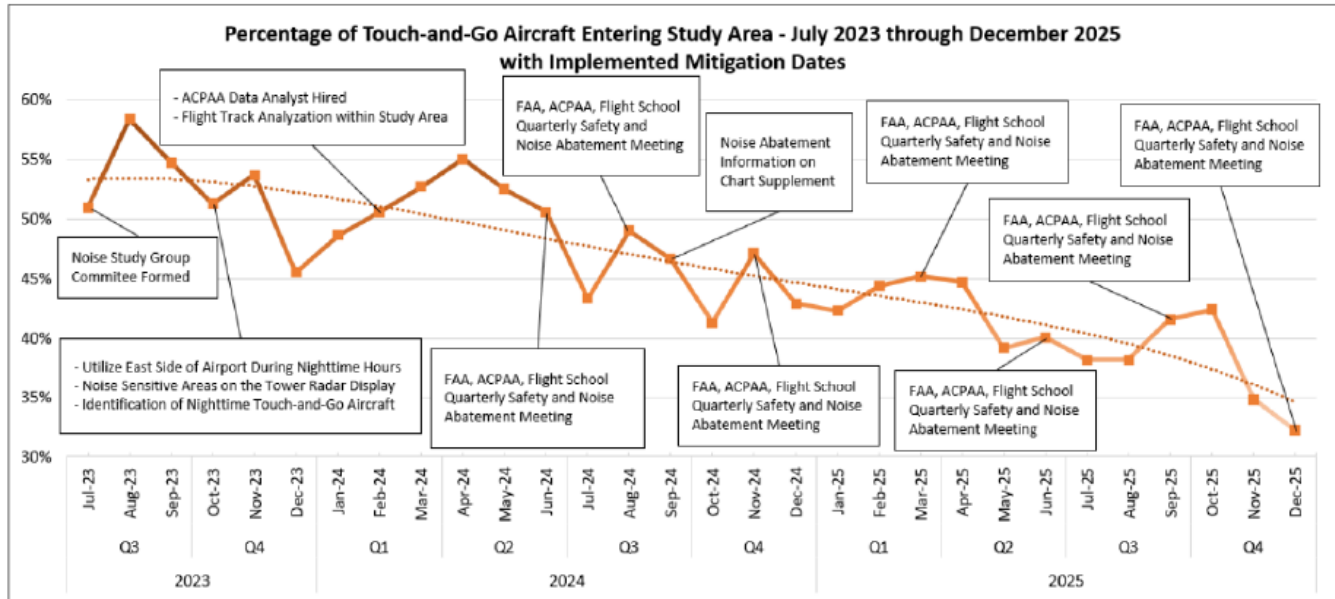
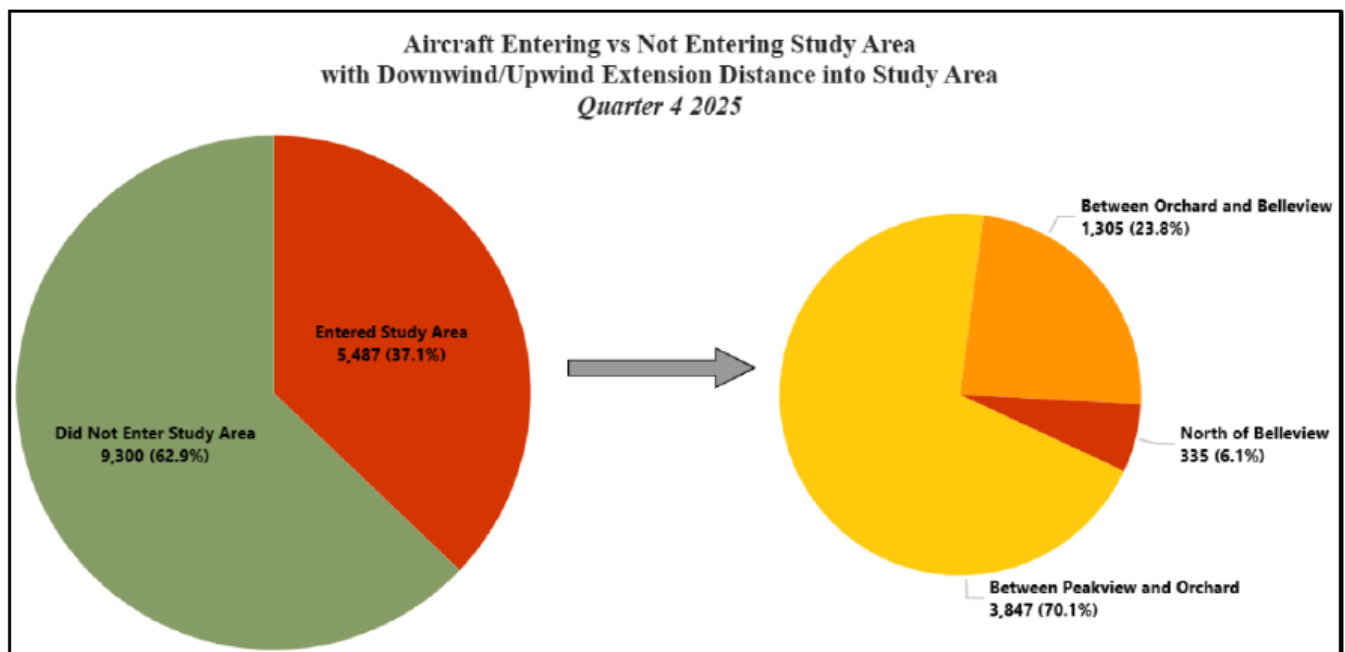


FIGURE 5





Centennial Airport Community Noise Roundtable

2026 - 2028 Work Program

DRAFT

CACNR MEMBERSHIP

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

The Mission, Vision, and Values of the Centennial Airport Community Noise Roundtable (page 3) are implemented, in part, through the efforts of CACNR , as described on the following pages.

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.”

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

RESPECT

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

ETHICS

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

COMMITMENT TO

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

ACCOUNTABILITY

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

INNOVATION

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

Work Program Tasks

1. Logistics		
Task	Responsible Party	Priority
A. Continue work on CACNR orientation process and materials, including knowledge of FAR Part	Exec Committee	High
B. Become familiar with the airport's Master Plan, Strategic Plan, Vision statement, and Part 150 study (Orientation)	Exec Committee	Medium
C. Use of consultant(s) to assist with furthering aspects of CACNR Work Program.	Exec Committee	Low
2. Collaboration		
Task	Responsible Party	Priority
A. Encourage FAA participation and collaboration with CACNR	Study Group	High
B. Educate and support the Airport and community on land-use/zoning impacts. Ensure the Airport notifies CACNR of land use referrals and airport reactions.	Exec Committee	High
C. Monitor legislative activity both at the State and Federal levels and identify ways for CACNR to be involved as appropriate.	Lobbyist / Exec Committee	Low
3. Outreach		
Task	Responsible Party	Priority
A. Update CACNR website and create and/or redesign its content; maintain.	Exec Committee	High
B. Develop and implement a plan for enhanced communication with Member jurisdictions, HOAs and the community at large. Consider methods such as newsletters, information re: noise hotlines, newspaper publications, press releases, etc.	Ad Hoc committee to be appointed	Medium
C. Social media – Establish a social media presence and content.	Ad Hoc committee to be appointed	Low

4. Accountability		
Task	Responsible Party	Priority
A. CACNR Annual Reports – Publish annually	Exec Committee	Medium
B. Update Work Program biennially.	Exec. Committee / CACNR Reps	Low
5. Noise Study/Issues		
Task	Responsible Party	Priority
A. Review data available from the dashboard for implications important to CACNR.	Study Group	High
B. Encourage placement of additional portable and permanent noise monitors in areas identified a noise sensitive and not currently covered, and recommend to the Part 150 Study.	Exec. Committee / CACNR Reps	High
C. Review monthly noise reports that are reported/presented to the CACNR. Determine if additional/different information is desired. Determine next steps for response based on noise complaint information.	Exec. Committee / CACNR Reps	High
D. Continue looking at GA airports with roundtables and noise monitors to learn if ideas from those airports could benefit noise reduction efforts here.	Exec. Committee / CACNR Reps	Low
6. Flight School Engagement		
Task	Responsible Party	Priority
A. Help minimize noise impacts by encouraging pilots to fly the published voluntary Noise Abatement Guidelines.	Airport Staff	High
B. Develop an incentive program for flight schools/pilots. Determine which incentives might appeal to the schools.	Study Group	High
7. Fly Quiet		
Task	Responsible Party	Priority
A. Periodically review the Centennial Airport Fly Quiet Program.	Exec Committee	Low
B. Recommend additional noise abatement messages for approval by CACNR and ACPAA.	Exec Committee	Low

APPENDIX II
RESPONSIBILITIES OF CACNR MEMBERS, REPRESENTATIVES/ALTERNATES, AND OFFICERS

MEMBERS: Members in good standing of CACNR will

1. appoint their Representatives and Alternates, or their replacements, in accordance with these bylaws and in a timely fashion;
2. understand and support the objectives and activities of CACNR;
3. communicate with CACNR through their Representatives/Alternates;
4. maintain their financial obligations in accordance with the CACNR MOU.

REPRESENTATIVES/ALTERNATES: All Members' Representatives/Alternates to CACNR will

1. coordinate with each other to assure their Member's representation at all CACNR meetings;
2. if the Representative and Alternate of any Member will be absent for a CACNR meeting, the Representative of such Member may designate a Substitute Representative for that meeting only, and shall notify the CACNR Chair of that designation, in writing;
3. become familiar with the agenda and other meeting materials prior to each meeting;
4. assure confidentiality of designated information shared during CACNR meetings;
5. support the work of CACNR through active participation in the formation and implementation of CACNR's Work Program;
6. present new or differing ideas in a cooperative, respectful and objective manner;
7. assume responsibilities related to the CACNR Work Program as requested by the Chair.
8. If the Representative and Alternate of any Member will be absent for a CACNR meeting, the Representative of such Member may designate a Substitute Representative for that meeting only, and shall notify the CACNR Chair of that designation, in writing.

CHAIR: The Chair of CACNR will

1. chair all regular and special meetings of CACNR, and coordinate with the Vice Chair if unable to be present at any meeting;
2. assure business of CACNR is conducted in accordance with Robert's Rules of Order Newly Revised;
3. assure business of CACNR is conducted with decorum and with respect for differing points of view;
4. notify any Member whose Representative(s) or Alternate(s) have not attended at least 75% of CACNR meetings as established in Article III c. of the bylaws, documenting such absences and requesting replacement of that Representative or Alternate;
5. notify any Member whose Representative(s) or Alternate(s) have behaved in a manner detrimental to the advancement of CACNR's Work Program or has displayed disruptive or rude behaviors, documenting such behaviors, and requesting replacement of that Representative or Alternate;
6. represent CACNR to the general public and at outside functions as appropriate;
7. coordinate CACNR activities with ACPAA, the FAA, and any other appropriate agencies or organizations;
8. oversee implementation of the CACNR Work Program and develop plans to advance its various components;
9. serve as Chair of the CACNR Executive Committee;
10. as necessary, appoint committees to address the various matters relating to CACNR's Work Program;
11. upon the resignation of any officer, appoint a replacement to fill the unexpired term, subject to the approval of CACNR's Regular Representatives;
12. upon the absence of the Secretary at any meeting, appoint an Acting Secretary for that meeting;
13. authorize, with the Treasurer or other member of the CACNR Executive Committee, the expenditure of funds from the designated/restricted fund maintained for CACNR by ACPAA;
14. in coordination with the Treasurer, prepare a CACNR budget for approval of the Regular Representatives;
15. determine the time and place for any special meeting requested by at least 25% of the Regular Representatives;
16. prepare the agenda for all regular and special meetings, in coordination with ACPAA staff;
17. assume other responsibilities and tasks as directed by the Members' Representatives.

VICE CHAIR: The Vice Chair of CACNR will

1. perform the duties of the Chair in her/his absence;
2. serve on the CACNR Executive Committee;
3. work closely with the Chair to develop and implement plans to advance CACNR's Work Program;
4. assist the Chair in monitoring the implementation of the CACNR Work Program;
5. authorize, with either the Chair or the Treasurer, the expenditure of funds from the designated/restricted fund maintained for CACNR by ACPAA, in the absence of either the Chair or the Treasurer;
6. assume other responsibilities and tasks as requested by the Chair or as directed by the Members' Representatives.

SECRETARY: The Secretary of CACNR will

1. record and keep the minutes of each regular and special meeting of CACNR which, when approved, shall be posted on the CACNR and Centennial Airport websites;
2. record meeting attendance at each regular and special meetings of CACNR;
3. assure the records of all meetings are available to the Members' Representatives and Alternates and to the general public;

4. be the custodian of CACNR records, and may coordinate with ACPAA staff to assure maintenance of the CACNR archives;
5. assume responsibility for maintaining and updating the CACNR Work Program which, when approved, will be posted on the CACNR and Centennial Airport websites;
6. provide for notice of the biennial review and updating of the CACNR Work Program as required by these bylaws;
7. provide notice of the upcoming election, one month prior to that election, and invite nominations in accordance with Article IV.a.
8. receive any written, proposed amendments to the bylaws, confirm such amendments have been provided by at least 25% of the Regular Members' Representatives, and provide electronic notification of the proposed amendments to the CACNR Members' Representatives at least 48 hours in advance of the next meeting.
9. serve on the CACNR Executive Committee;
10. authorize, with either the Chair or the Treasurer, the expenditure of funds from the designated/restricted fund maintained for CACNR by ACPAA, in the absence of either the Chair or the Treasurer;
11. assume other responsibilities and tasks as requested by the Chair or as directed by the Members' Representatives.

TREASURER: The Treasurer of CACNR will

1. serve as the chief financial officer of CACNR;
2. coordinate with ACPAA staff in the establishment and management of the designated/restricted fund maintained for CACNR by ACPAA containing the funds from CACNR Members;
3. monitor and provide oversight for CACNR funds and expenses;
4. in coordination with the Chair, prepare a CACNR budget for approval of the Regular Members' Representatives;
5. provide financial reports to CACNR at every regularly scheduled meeting, and as otherwise requested;
6. authorize, with the Chair or other member of the CACNR Executive Committee, the expenditure of funds from the designated/restricted fund maintained for CACNR by ACPAA;
7. serve as a member of the CACNR Executive Committee;
8. assume other responsibilities and tasks as requested by the Chair or as directed by the Members' Representatives.



Q1 2026 APA Flight School Safety & Noise Abatement Meeting Report

Fifteen representatives from various flight schools participated, contributing to a highly engaged and productive session.

FAA Air Traffic Presentation

FAA Air Traffic Personnel led the safety portion of the meeting, presenting updates and operational changes relevant to Centennial Airport:

- **ATCT Staffing Levels:** Attendees were briefed current and projected ATC Staffing levels and impacts from current ATCT Construction.
- **General Operations:** The FAA and attendees dialogued on best everyday practices in the APA airspace.

Noise Abatement Discussion

The noise abatement segment included several key updates and discussions:

- **Airport staff reviewed key airport operational considerations including: Safe Taxi Procedures on Uncontrolled ramp areas.**
- **Q4 Noise Abatement Report Recap:** A summary of noise trends, community feedback, and observations from the first quarter were presented.
- **Practice Area Usage:** Airport Staff reviewed the designated practice areas and discussed strategies for minimizing noise impact during training operations. This discussion also included potential areas to avoid based on complaint trends.
- **Noise Abatement Guidelines:** Participants were reminded of established noise abatement procedures.

Fly Quiet Dashboard Presentation

BridgeNet International delivered a detailed presentation on the development of the Fly Quiet Dashboard for APA. The presentation covered:

- **Scoring Methodologies:** Ideas for quantifying operator performance in relation to noise abatement goals.
- **Data Review:** Beta period scores (Q4 2025) were reviewed and discussed among BridgeNet and attendees.
- **Project Timeline:** Dashboard launched January 1, 2026.

Flight school representatives actively participated in the discussion, raising thoughtful questions and providing valuable feedback on potential implementation challenges and opportunities.



El Paso, Texas Airspace Closure

Late Tuesday, February 10, the Federal Aviation Administration (FAA) abruptly issued a temporary flight restriction that effectively closed airspace around El Paso International Airport and grounded all commercial, cargo, and general aviation flights up to 18,000 feet. The restriction, initially described as lasting up to 10 days, was implemented with little advance notice to local officials and cited unspecified security reasons. The sudden decision sparked significant concern as the disruption came about with a lack of communication to the airport officials and the FAA's official notice included language typical for national defense airspace, including warnings that aircrafts found violating the restriction "may be intercepted, detained, and interviewed."

By the following morning, the FAA abruptly lifted the restriction stating that there was no longer a threat to commercial aviation, and that flights would resume normally. Federal officials subsequently offered differing explanations for the event. Transportation Secretary Sean Duffy stated that the closure was a response to an alleged Mexican cartel drone incursion, though details on this claim are limited. Other reporting states that the grounding is potentially related to a prior military deployment of a "high energy laser" near Fort Bliss. The episode caused flight cancellations and delays at the airport over the period of airspace shutdown and local and national criticism over federal and local coordination.

Potential DHS Funding Lapse and TSA Implications

If lawmakers fail to act on appropriations by Friday, Feb 13, the Department of Homeland Security (DHS) could enter another partial shutdown, disrupting agencies responsible for border security, disaster response and travel. The standoff comes as Congress debates DHS spending priorities, with democrats refusing to advance the bill until their demands related to immigration enforcement reform are addressed. TSA officers considered essential

workers, would continue working amid the partial shutdown without pay, potentially leading to airport security delays, staffing shortages, and operational impacts as workers manage financial strain.

A funding lapse would mean that roughly 61,000 TSA workers at more than 430 commercial airports across the country would be affected. Beyond the aviation industry, a funding lapse would also strain other DHS agencies, including FEMA disaster response services, and Coast Guard operations.



N.O.I.S.E.

N.O.I.S.E.
50 F St. NW, Suite 440
Washington, D.C. 20001
United States

N.O.I.S.E.

✉ Forward

<http://www.aviation-noise.org>