CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE

AGENDA
April 1, 2026
HAPPY APRIL FOOL'S DAY
6:30 p.m. – 8:30 p.m.
7565 S. Peoria Street, Englewood, CO 80112

Chair: Chris Eubanks **Vice Chair:** Pam Thompsom **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**:

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

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

3. **ITEMS REMOVED FROM CONSENT AGENDA**:

4. **PART 150 STUDY UPDATE/PROGRESS**:
   A. UPDATE - Zach Gabehart
   B. PART 150 NOISE COMPATIBILITY STUDY ADVISORY COMMITTEE – Chris Eubanks

5. **NOISE REPORT**: Zach Gabehart
   A. FEBRUARY 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 Jennifer Kovaleski
      2. Email from Joe Panem
      3. Email from Brenda Dyche

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

8. **EXECUTIVE COMMITTEE:**
   A. ACPAA MEETING – February 12, 2026, Pam Thompson
   B. WEBMASTER – Chris Eubanks
   C. WORK PROGRAM – Chris Eubanks
      1. Approved 03 04 26
   D. FINAL CACNR ATTENDANCE RECORD 2025 – 2026 – Alison Biggs

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. REPORT(S) FROM UC DAVIS NOISE AND EMISSIONS SYMPOIUM – Chris Eubanks, Pam Thompson, Dave Heller
      1. Jason Schwartz re Traffic Patterns
   B. CREATION OF A NAG-TYPE DOCUMENT re TRAINING BOXES, POSIBLY WITH THE FLIGHT SCHOOLS

11. **NEW BUSINESS:**

12. **PUBLIC COMMENT EXTENSION IF NEEDED**: (3 minutes per person time limit):

13. **REPRESENTATIVES' COMMENTS:**
   A. REPRESENTATIVES FROM MEMBERS OF COLORADO MUNICIPLE LEAGUE

14. **RECOMMENDATIONS TO ACPAA AND OTHERS TO POTENTIALLY REDUCE NOISE OVER AFFECTED COMMUNITIES**:

15. **NEXT MEETINGS**:
   A. **CACNR** –

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	
Aug 5, 2026	6:30 p.m.	7565 South Peoria Street, Englewood, CO 80112
Sept 2, 2026	6:30 p.m.	7565 South Peoria Street, Englewood, CO 80112
Oct 7, 2026	6:30 p.m.	7565 South Peoria Street, Englewood, CO 80112
Nov 4, 2026	6:30 p.m.	7565 South Peoria Street, Englewood, CO 80112
Dec 2, 2026	6:30 p.m.	7565 South Peoria Street, Englewood, CO 80112

   B. **ACPAA** –

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	
Aug 13, 2026	3:00 p.m.	7565 South Peoria Street, Englewood, CO 80112, Pam Thompson for CACNR
Sept 10, 2026	3:00 p.m.	7565 South Peoria Street, Englewood, CO 80112, Pam Thompson for CACNR
Oct 8, 2026	3:00 p.m.	7565 South Peoria Street, Englewood, CO 80112, Pam Thompson for CACNR
Nov 12, 2026	3:00 p.m.	7565 South Peoria Street, Englewood, CO 80112, Pam Thompson for CACNR
Dec 10, 2026	3:00 p.m.	7565 South Peoria Street, Englewood, CO 80112, Pam Thompson for CACNR

   C. PART 150 NOISE COMPATIBILITY STUDY ADVISORY COMMITTEE –

16. **ADJOURN:**

CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE
MINUTES
DRAFT
March 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 6:30 p.m. by Vice Chair Pam Thompson. The following were in attendance, and a quorum was present:

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

Also present: Castle Pines Alternate Representative Ron Cole; ACPAA Alternate Representative Zach Gabehart; AOPA Alternate Representative Mike Koscielniak; and ACPAA Staff Matt Frenette, Brycen Hoover, and Lauren Wiarda.

Absent: Arapahoe County:	Sreenivasan Alakappan/Vacant	Parker:	Cynthia Liston Thyme/Bryce Matthews
Elbert County:	Mike Buck/Shawn Fletcher	CDOT Aeronautics Div:	Todd Green/Vacant
Castle Rock:	Laura Cavey/Sandy Vossler		

B. **CONSENT AGENDA:** The Consent Agenda included the draft CACNR Minutes from February 4, 2026; and the Treasurer's Report from February 27, 2026, showing a balance of $31,341.18. On the motion of Don Sheehan, duly seconded, the Consent Agenda was approved.

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

4. **PART 150 STUDY UPDATE:**

A. **UPDATE -** Zach Gabehart indicated land use meetings had been concluded with the two counties and five jurisdictions surrounding the airport. Draft land use alternatives had been provided, and comments had been requested by the end of March. Those would be considered for any final changes to the airport influence area recommendation. Work sessions would then be scheduled to develop things which would be requested to be adopted in local land use codes. Greenwood Village already had a work session on the calendar, so would likely be the first jurisdiction to adopt recommendations into its land use codes.

Modeling for alternatives in the Part 150 Study continued, anticipated to finish around the beginning of April. Results would go to the airport for review and then be shared with the Study Advisory Committee and CACNR, targeting May 6th. Next would be development of the noise compatibility plan that would be submitted to the FAA for approval.

Question was asked when the zoning work would hopefully be finished, and was the goal to have all of the counties on board. Having the work finished would depend on the timelines of the jurisdictions, with each having its own amount of work to accomplish and schedules and procedures to be met. It was hoped most might be finished by the end of the year. There would also have to be determination by each jurisdiction as to what final recommendations they would be willing to adopt, which might take further conversations.

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

5. **NOISE REPORT:**

The **January 2026 Noise Report** included the following information:

January Local Operations: 12,906 **January Total Operations: 25,866**

25,866 Total Operations in January resulted in 421 complaints from 35 households.

January Noise Events:

January Total:		January 60 – 69 db:		January 70 – 79 db:		January 80 – 89 db:	
Meridian	9,092	Meridian	7,822	Golf Course	3,013	Airport East	442
Golf Course	7,879	Golf Course	4,740	Meridian	1,206	Golf Course	126
Airport East	2,889	Parker	2,070	Airport East	991	Meridian	60
Parker	2,296	State Park	1,457	State Park	425	Port. Station 31	12
State Park	1,889	Airport East	1,420	Parker	224	State Park	7
Port. Station 31	1,345	Grandview Estates	1,177	Port. Station 31	221	Grandview Estates	5
Grandview Estates	1,325	Port. Station 31	1,112	Grandview Estates	143	Castle Pines	2
Greenwood Village	651	Greenwood Village	596	Greenwood Village	55	Parker	2
Castle Rock	531	Castle Rock	510	Lone Tree	28	Lone Tree	0
Lone Tree	493	Lone Tree	465	Castle Rock	21	Hunters Hill	0
Hunters Hill	335	Hunters Hill	319	Castle Pines	21	Castle Pines	0
Castle Pines	249	Castle Pines	226	Hunters Hill	16	Castle Rock	0
Sagebrush Park	76	Sagebrush Park	71	Sagebrush Park	5	Sagebrush Park	0

January Noise Events in the 90+ decibel range: Airport East – 36 Meridian – 4

January Noise Complaints per Municipality		Numbers of Households:	
Unincorporated Douglas County	102 (24%)	Greenwood Village	11 (31%)
Unincorporated Elbert County	85 (20%)	UDC	8 (23%)
Unincorporated Arapahoe County	76 (18%)	UAC	6 (17%)
Greenwood Village	74 (18%)	Centennial	3 (9%)
Centennial	73 (18%)	Other	3 (9%)
Other	5	Denver	1
Denver	4	Highlands Ranch	1
Highlands Ranch	1	Parker	1
Parker	1	UEC	1
Aurora	0	Aurora	0
Castle Pines	0	Castle Pines	0
Castle Rock	0	Castle Rock	0
Cherry Hills Village	0	Cherry Hills Village	0
Lone Tree	0	Lone Tree	0

In **January, 54 noise complaint responses were completed from 421 noise complaints**, with 52 of those by email and 2 by telephone.

In January 402 complaints were received from 7:00 a.m. – 9:59 p.m. (95%)
19 complaints were received from 10:00 p.m. – 6:59 a.m. (5%)

In January props accounted for **91% of the complaints by aircraft type; jets** accounted for **7% of the complaints,** and **helicopters caused 2%.**

In January, departures were responsible for **30% of the complaints, training** was responsible for **58% of the complaints,** and **arrivals** were responsible for **12% of the complaints**.

A graph was provided showing the **January number of complaints by the hour** in which they were made, with equal peaks at the 8:00 a.m. 12:00 pm and 3:00 p.m. hours; followed by a decline and an increase again at 7:00 p.m.

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

6. **PUBLIC COMMENT:**

A. MEETING ATTENDEES/VIRTUAL ATTENDEES –

- Reporting virtually, Randy Johnson of Louviers noted he had written down 490 planes in February, with 209 from Centennial and 181 from Rocky Mountain Metropolitan Airport. He had submitted 59 complaints to Centennial and 15 to Rocky Mountain. (He noted last month's minutes indicated he had submitted 67 complaints to Rocky Mountain when it had actually been only 6.)

Johnson indicated he found he had been targeted and planes were getting really bad, so he had been submitting complaints to Zach Gabehart. It would get some better, but not really. He had begun submitting tracks to Pam Thomnpson so she could see the obvious turning and circling directly over him. Johnson noted he had just been trying to raise awareness, but when pilots were purposefully reacting as they had been, it was not good. It was one thing for planes to come to the area for training, but to purposefully harass him should not be happening.

- Joe Panem from the Solstice Community in Littleton, close to Randy Johnon, had been communicating with Zach Gabehart and had sent an email to CACNR's address. "*I am a resident of the Solstice Community in Littleton, CO (ZIP 80125-9515), writing to express urgent concern about a significant increase in low-altitude propeller aircraft activity over our neighborhood since mid-January. Planes now pass overhead every 2, 3, 5, 7, or 10 minutes throughout the day. Each flight-training loop often lasts from five minutes to an hour per plane, and on most days, these training sessions continue for 2 to 4 hours at a time, often involving multiple planes. Activity sometimes begins as early as 6:00 AM and can last past 10:00 PM. This persistent noise has disrupted daily life, resulting in loss of productivity and causing severe distress.*

*"Although the majority of these aircraft appear to originate from **Rocky Mountain Metropolitan Airport**, **Centennial Airport is contributing a significant portion of the traffic**, and the combined impact has created an overwhelming and unsustainable noise burden on our community.*

"The constant noise is extremely distracting, making it impossible to focus on work, study, or even simple daily tasks. A home is supposed to be a safe and peaceful place, free from noise assault or harassment from the sky. Unfortunately, the sharp increase in aircraft activity has made this impossible for my family. My wife and I moved to this community, miles away from any airport, seeking a peaceful environment, especially for her to recover from serious health challenges. The constant engine noise has exacerbated her post-traumatic stress symptoms, directly hindering her recovery. She has suffered a nervous breakdown due to the relentless disturbance, and I am heartbroken by the impact on her well-being.

"I have taken numerous steps to address this issue, including spending endless hours filing hundreds of complaints with the FAA, Rocky Mountain Municipal Airport, and Centennial Airport, as well as contacting local-flight schools. Despite these efforts, we have not seen any improvement or received satisfactory explanations for why training flights operate at low altitudes and repeatedly circle over residential homes. We are simply asking whether these training routes can be adjusted to reduce the concentration of low-altitude traffic over our neighborhood, or whether alternative training areas are available that would lessen the burden on residents.

"I understand that the FAA controls airspace, but I also know that the Airport Authority and the Noise Roundtable play important roles in shaping noise-abatement procedures, coordinating with flight schools, and advocating for community relief. I am advocating for stricter enforcement of noise-abatement procedures and reviewing flight-training routes to prevent concentrated patterns over residential areas. Any assistance, guidance, or next steps you can offer would be greatly appreciated.

"Thank you for your time and attention to this urgent matter. I appreciate your support and look forward to your response."

Alison Biggs had responded for CACNR and had also invited him to attend CACNR meetings. He indicated his wife was extremely sensitive to aircraft noise, particularly when the planes were circling. Although most were from Rocky Mountain Municipal Airport, a significant number had come from Centennial. His wife had been timing those circling, which ranged from one plane circling for five minute to multiple planes constantly all the way up to 50 minutes. At times it was as if they were playing at low altitude. The effect of the noise had been dramatic on his wife and he was concerned about her health. The communities in his area had grown considerably, and needed some assistance in dealing with the increased noise.

Panem was thanked for coming to the meeting, and urged to get his neighbors to communicate concerns as well so CACNR and the airport could have an accurate knowledge of the extent of the problem. If nothing is heard, the assumption is that all is well, so communication about the problems is important for accurate data collection.

- Reporting virtually, Kim Hellweg from Elizabeth indicated support for the kinds of concerns expressed by Mr. Panem. Those who do not live in areas affected by the flight school noise do not understand what it does to those who do, destroying communities and a way of life and negatively affecting health matters as well. It may not be the decibel level so much as the constant nature of the occurrences. There was particular frustration because additional training boxes exist but Three Towers seemed to be the location of choice. There continued to be the feeling that there was a large element of pilot retaliation involved, against those who have spoken out about the behaviors and the negative effects on citizens.

B. **RECEIVED BY CACNR** – Several emails had been received, with seven listed on the agenda. Pam Thompson indicated she would not read all of them verbatim but would summarize since there were so many duplicative thoughts. Comments were received about flights during the voluntary fly quiet hours of 10:00 p.m. – 7:00 a.m. There was also a wish for a different route to the training boxes as well as the use of higher altitudes to get there. That would require working within the DIA restrictions. On the other hand, there was still concern about the frequency of flights and flights being below a thousand feet in the densely populated Elbert County area. Those were constant problems, as were concerns about flights constantly circling, both in Elbert County and in the Louviers area. It would also be helpful to find a new route to the Louviers area.

- Mike Koscielniak had emailed and was present, indicating he was with the FAA Safety Team and would take any concerns about safety seriously and would follow up. He had gotten data related to low flying aircraft in Elbert County and had taken it to Epic Flight Academy. The meeting went well, with the Epic representative being very surprised to learn about the issue. They were apparently taking the matter seriously and would look into it.

Koscielniak further stated he had contacted his Team program manager, who wanted a response from Epic so the situation was documented, The FAA had also been notified so it was not off the table and, depending on its workload, the FAA might visit Epic about this in the future. He further emphasized that if anyone had safety concerns, they should let him know, either through Mike Fronapfel at the airport or the CACNR Executive Committee, who would reach him. One of the reasons he wanted to be on CACNR was to help; if he did not know the answer to something, he would find the answer. He was thanked.

- Joe Panem had emailed and was present and had spoken earlier. Things to be taken seriously included that training should not be at the expense of the well-being of the residents below; the frequency of low altitude flights; and what would happen if there was an in-flight emergency over a high density area.
- Ryan Sarni, Cherry Creek Vista South, had emailed with thanks for the work CACNR had done, with residents appreciative of the efforts. However, he had two continuing concerns. First was that he continued to believe it reasonable for residents to expect that when the traffic pattern reached capacity, additional training aircraft should wait until space became available instead of expanding the pattern over surrounding neighborhoods. Second was the continued use of leaded fuel in repetitive training patterns, particularly egregious when the patterns were extended over neighborhoods, schools, etc. He acknowledged the airport was working hard to move to unleaded fuel but thought pilots might be encourage to wait until traffic dissipated to avoid burning unleaded feud over highly dense areas. He hoped the Study Group Committee might continue to explore solutions that more directly addressed capacity management and long-term public health impacts.

It was noted Sarni had mentioned these topics several times before and perhaps it was time for CACNR to more directly look into them, to see if there was something that could be done other than extending the pattern when it became full. Jason Schwartz, who had worked with CACNR before, had worked with other airports on this issue and might be helpful. He was going to be in attendance at UC Davis, so there was general agreement those attending for CACNR would try to meet him for a general discussion about the issues, to help determine if he could be useful here.

Request was made to clarify whether capacity referred to capacity at the airport for take offs and landings, or capacity at the training areas. Assumption was made reference was to take offs and landings and pattern extension at the airport. There had been times when the tower had told pilots they were full, but whether that was due to staffing in the control tower was unknown. It seemed many complaints were centered around planes in the vicinities of Three Towers and Louviers where air traffic control had no control. There was further conversation and examples given of possible scenarios to address the variety of situations which might occur in relation to the concerns Sarni had raised. Many brainstorming ideas would be useful in future discussions, with Mr. Schwartz if accomplished or otherwise. Looking at what the controllers have to deal with including simultaneous take offs and landings, it was a complicated issue.

7. **CACNR STUDY GROUP COMMITTEE:** Brad Pierce, Committee chair, reported on an earlier Zoom meeting with himself, Chris Eubanks, Mike Fronapfel, Zach Gabehart, Matt Frenette and the FAA Regional Administrator Alita Best, Beth White, some other FAA representatives and Jennifer Redding, Senior Program Analyst from the FAA's Northwest Mountain Region office in Des Moines, Washington. The history of the Committee had been explained, including how the FAA was and then was not at meetings. At that point, the FAA personnel indicated they would get back on the issue fairly quickly. Mike Fronapfel announced that after the meeting, the FAA personnel had gotten the FAA air traffic division to agree to bring someone back to the Committee to continue participating. Who and when would be determined, but all were delighted with this decision by the FAA.

In addition, Jennifer Redding had agreed to participate in CACNR's meetings and was in virtual attendance tonight. She was warmly welcomed!

A. **DASHBOARD PREVIEW** –The meeting materials had included a sample of the flight school dashboard, with schools referenced by letter (A, B, C, etc.) and test data instead of actual values. The version which would be provided for the May 2026 CACNR meeting would have actual flight school names, and actual values and scores. It was set up to filter scores depending on the size of the schools' operations, with the dividing line at 1,000 more or less in a quarter.

Eight metrics had been identified for evaluation: 1 Reduce extended downwind in South Flow (15 pts); 2 Reduce overflights of noise sensitive areas (10pts); 3 Reduce flights during voluntary curfew (20 pts); 4 Increase use of night preferred runway (5 pts); 5 Limit the number of touch and goes per flight (20 pts); 6 Integrate noise abatement into instructor training (20 pts); 7 Attend monthly CACNR meetings (10 pts); 8 Attend quarterly noise abatement meetings(-5 pts per missed meeting). Metrics 1-5 were in an Operational category for a total of 70 points; metric 6-8 were in a Training & Outreach category for a total of 30 points. There was a 10 point maximum bonus category for obtaining UL94 support type certification (3 points); installing climb prop blades (3 points); using flight simulators for training (3 points); and participating in airport charitable events (3 points).

The upper part of the dashboard then showed the category scores and total scores, and the bottom section showed the individual school scores for each of the metrics. Those metrics with the higher scores were considered of the greatest importance and were mostly things over which pilots had the most control. Question was asked about the limit of 10 touch and goes per flight. Flight school had been asked how many is effective for learning. The large majority of the answers had been, if they're doing more than eight, it was probably not effective and not needed. This was also in compliance with a state law from 2024 which required it to be added to the voluntary noise abatement guidelines in order to be eligible for state grant funding. Meetings had been held with each of the flight schools to assure each had some form of noise abatement information in their instructor training; some were better than others, and that would be worked on as the dashboard became operational. Brief information was provided about the reasoning behind the points awarded to each of the remaining metrics.

The development of the metrics and the reasoning behind the points awarded to each had been discussed at each of the four flight school meetings held in the past year. This had been a collaborative effort throughout the year, and at the last meeting, there had been no further questions or hesitancy about anything included. All of this had been considered by the Study Group Committee as well – what worked, what was fair, what helped advance the goal of all working together for the benefit of everyone.

Going forward, flight schools would get monthly updates of their scores. CACNR and the public would get quarterly reports. At the end of the year, there would be some sort of recognition for being the top operator. What that recognition would be was as yet to be determined. Reaction to all of this was very positive, it being looked at as a game changer for improving noise related to the airport, relationships between the flight schools and the airport and the community, that kind of thing. Congratulations were given to the airport staff who had worked on this project, and to the fight schools which had entered into the collaborative effort in a positive way. There was also a forecast that this would be a topic for the next UC Davis Noise and Emissions Symposium. Centennial was the first general aviation airport to do something of this size and scope.

It was noted this first year would likely see some challenges and needed adjustments as with any first time project of this magnitude, but with the positive relationships established, they would hopefully be met in the same collaborative manner as was in its creation. Opinion was also expressed that future adjustments to the metrics would hopefully broaden the scope of the dashboard, to look beyond

just the airport's airspace and include some of the flight training areas and other surrounding areas. There was agreement that should happen when this year was assessed and new metrics were created for incorporation into the dashboard.

It was also noted that quite some time ago, CACNR had begun talking about creating some kind of incentive for flight schools to be good neighbors. At that time, there was no good way to determine how that would work or what the incentive might be, but it almost felt like the original seed for all of this had been subtly planted by CACNR. And as the topic recurred in CACNR's Work Programs, it was then able to be deferred because pf the work being done on the dashboard even though we did not really know what that would look like or how it would work. Even now, the draft Work Program being considered later still contained references to the dashboard and helping to develop incentives related to it. The circle comes around. Compliments were given to the airport staff who worked so intensely with the vendor, to the CACNR Study Group Committee for being the main focus group for the effort, to the airport itself for supporting the project, and to the flight schools for buying in to the project as well.

Question was asked how exactly would the points be assigned for the metrics and how would the schools actually be measured. In one example given, there were many detailed pieces which would be assessed and so staff was working with the vendor to produce a written manual which a flight school could pick up and see how each metric was being scored. Other examples were given which reflected similar results, discussed the amount of staff time required, how pieces built into the system would allow for recognition of variances which might affect schools' performances, etc The goal of treating the schools fairly so results could be acknowledged as accurate and reasonable and be accepted included considerable critical thinking and was noteworthy.

B. UPDATE ON THREE TOWERS AND CENTENNIAL AREA DATA COLLECTION – Zach Gabehart reported data from the Centennial area would look similar to that from the Three Towers area. Three Tower data would include specific training use, and a full analysis would show a year to year comparison for 2024 and 2025. The average altitudes would also be compared. That date would be presented to the flight schools to see if collaborative efforts might help address any trends shown by that data and how any identified problems could be mitigated. Then the May CACNR meeting would be given the two year data set and a summary of that April 15 meeting with the flight schools. There was a lot of data to be dealt with.

Queston was asked if there was a portable noise monitor still in the Three Towers area. There was not one currently there. It was clarified that aircraft originating or terminating at Centennial Airport who were just transitioning through Three Towers would not be looked at, just those circling and doing training maneuvers. The current data system does a good job of identifying that kind of activity, but if there are questions, Matt Frenette looks for any mislabeling and currents that data weekly. There was discussion of the no low altitude maneuvers shown for the Three Towers practice area I the 2026 Colorado Airport Directory from the Colorado Department of Transportation. (Thanks for being given this, by the way.) It basically meant the FAA definition of ground references would be used, as would its use of the undefined term populated area. The lack of specificity by the FAA resulted in the pilots just deciding to say there should be no low altitude maneuvers in Three Towers. It would be good to have all the schools adopt this procedure and that would be a conversation to have with all the schools in April. Using this to apply to the Elizabeth training box might also be considered because it is also getting to be densely populated as well.

Question was asked if all of this work related to areas technically outside the realm of the airport's influence area was outside the airport's purview. Mike Fronapfel responded that the airport's jurisdiction theoretically stops once an aircraft enters the taxiway or movement area when it comes under the FAA's control and the FAA's jurisdiction. However, airports have to be responsible for the noise that is created by the aircraft operations that are under the FAA's control. So it cannot be ignored that the residential areas close to the airport are heavily impacted by the traffic density, but it also cannot be ignored that the residents under the flight boxes are uniquely impacted by flight training as well. The latter is a bit more challenging for the airport to address change in a situation outside of its airspace that it did not create, but it can be a liaison between the affected communities, the flight schools, and CACNR to help find some voluntary mitigations. He was thanked for the work he and his staff were doing to try to resolve some challenging situations in these challenging times.

There was a reminder that the last Part 150 study sanctioned the creation of a noise roundtable here, so CACNR has been approved by the FAA. It did not say the group was to do nothing, so the fact that the airport is looking more broadly at noise issues might be at least partly attributed to having a noise roundtable that the FAA approved, primarily involving its Study Group Committee, pushing to address noise issues cause by the FAA's planes to and from Centennial Airport. Working together with the flight schools, the pilot's association, the airport and CACNR, it seemed there ought to be possibilities for solutions to airport noise and safety issues.

C. **SLIDES BY MATT FRENETTE** – These had been used at the February meeting and were provided so everyone would have their own copy for their own use. Frenette was again thanked for them.

8. **EXECUTIVE COMMTTEE:**

A. ACPAA – Pam Thompson had submitted a CACNR report the February 12, 2026 ACPAA meeting. It had been noted that there had been only four complaints about the many operations of JSX.

B. WEBMASTER – Chris Eubanks reported there had been no progress since the last meeting in getting an RFP ready to be sent out for the redesign and maintenance of CACNR's website.

C. WORK PROGRAM – Chris Eubanks reported there had been responses received from some members of the roundtable to the draft version of the Work Program which had been previously shared. Those had been incorporated and gone over carefully by the Executive Committee which made adjustments resulting in the draft document presented at this meeting. Discussion was invited. It was noted that on page 4, item 1.A., a number seemed to have gotten lost – the item should read "A. Continue work on CACNR orientation process and materials, including knowledge of FAR Part 161."

With that typographical change, Alison Biggs moved to approve the 2026 – 2028 CACNR Work Program. Motion was seconded and carried. Those who had submitted recommendations were again thanked. Suggestion/request was also made for all CACNR Representatives to find something in the document they would be willing to work on, and to let the Executive Committee know. Much in the WP had been at least temporarily assigned to the EC in lieu of knowing whom else to assign things to, but help was needed and would be greatly appreciated.

9. **AIRPORT DIRECTOR**: Mike Fronapfel had already reported the FAA would again be participating in the Study Group Committee.

- He and other staff had met with the Elbert County Commissioners, Mike Buck, Dallas Schroeder and Byron McDaniel. They had discussed the flight training boxes, aircraft noise, and the analysis airport staff was conducting related to the Three Towers and Elizabeth flight training boxes. The Commissioners were also given a VIP tour and discussed the aeronautical activities at the airport.
- Fronapfel would be attending the Legislative Conference of the American Association of Airport Executives in March in Washington, DC and planned to meet with Colorado legislators; discussions would include the work of the CACNR Study Group Committee and an update on other matters related to the airport. They would be thanked for their assistance in getting the FAA back to the table here in Colorado.

Potential FAA ownership of Centennial's air traffic control tower, and the potential legislation that would limit public and airport access to the ADS-B data stream, important to the new information dashboard here, would also be discussed. Although AOPA wants to limit public access to the information, it would greatly hinder the airport's noise monitoring system as well as the new dashboard, and that data is also used for various safety matters

Question was asked if that legislation would override the Freedom of Information Act or the Colorado Open Records Act and there was discussion that the airport produces reports with background detail scrubbed so the documentation provides the information which is requested but not necessarily all the detail used in the data analysis. Request was made for CACNR to be kept aware of any progress on the legislation, so assistance in opposition could be considered/provided. The airport's lobbyists did not believe it would be advancing, but Fronapfel would learn more when in DC.

- Total unleaded gas sold through February was just over 390,000 gallons, with Centennial Airport being the biggest airport user of unleaded avgas in the country. Rocky Mountain Metropolitan Airport began selling unleaded avgas as of February 17th, and other airports in the area are considering making the transition as well. Fronapfel anticipated once 100 octane unleaded becomes available, possibly later this year, the transitions will happen much more quickly.
- The FAA was soliciting comments on its draft unleaded Avgas transition plan and airport staff was drafting comments on it. The FAA goal is to begin the transition to unleaded by 2030, but Centennial would like to have the transition occur earlier, particularly when 100 octane is available. There also should be flexibility to allow Centennial to transition before 2030.
- The rehabilitation of the control tower was continuing, with it being closed at night for construction work Mon-Thurs 10pm-5:30am through April 2nd. A new LED beacon had been installed, and the tower elevator would be shut down for 5-6 months while it was being replaced. All work should be complete by the end of Summer 2026.
- The 5k run walk event, Hot Dogs and Airplanes!, was to be held on Sat June 6th, supporting the Centennial Airport Foundation. Sponsorships were still available!
- Fronapfel was congratulated about the airport receiving a $1.4 million grant from the Colorado Aeronautical Board for runway maintenance equipment, and the design and engineering of a community observation area. He explained the latter as making use of space to the west of the current building, originally planned as a Phase Two of the current building but determined to not be necessary. That space was now envisioned as a type of community park; a design firm had been hired to do initial conceptual designs for a place where the community could come to experience aviation, see the aircraft on the ramp, maybe have an observation tower and/or a patio with picnic space. Much would depend on cost factors, but perhaps airport tenants and local communities might be willing to contribute. All remained to be seen as the project developed.

10. **OLD BUSINESS:**

A. EXPLORE CREATING A NAG-TYPE DOCUMENT RELATED TO THE TRAINING BOXES, POSIBLY WITH THE FLIGHT SCHOOLS – As a reminder from when CACNR was looking at the NAG, question had been asked if any language should be added regarding the use of the practice boxes because they are so much of a problem. It had been determined the FAA would not approve including such language because the boxes are outside the airport's control.

From the Feb. 4 CACNR minutes, *"The suggestion was made to have a future discussion with perhaps a separate document, rather than delaying the need for trying to do something with the noise abatement guidelines. It might be something which could be done in collaboration with the flight schools, and the idea should be put on the March agenda for further discussion."*

The floor was opened for discussion about perhaps creating a separate document related to the use of the practice boxes that could be a companion piece to the NAG. It would have to be voluntary of course.

Due to the time, and the fact that many might have forgotten the action taken in February, it was suggested moving a more detailed discussion to the April CACNR meeting, provided everyone would commit to looking at the topic and giving it some thought for discussion then. It was noted the pilots were looking at the flight boxes and gathering data now; that information might be useful for creating such a document in cooperation with the flight schools, so April might be premature.

It was agreed to keep the topic on the agenda to track the appropriate time for discussion. All were asked to start thinking about the topic and looking at how resources could be used to fashion a document which would be useful. The topic was not to be lost.

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

A. ELECTION OF CACNR OFFICERS – Job descriptions had been provided for the four officer positions. Following discussion and checking with those currently in the positions, Mike Anderson moved to reelect all four by acclimation. Motion was seconded and carried. They were Chair Chris Eubanks, Vice Chair Pam Thompson, Treasurer Andy Jones, and Secretary Alison Biggs.

B. **NEW BUSINESS:** None

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

D. **REPRESENTATIVE COMMENTS:**

A. MEMBERS OF COLORADO MUNICIPLE LEAGUE – None

B. REPRESENTATIVES – Those who wished to comment were:

- In relation to developing some kind of noise abatement guide for the use of the practice boxes, Mike Koscielniak reminded everyone that noise monitors had been placed in both the Three Towers area and the Fairgrounds area, and both had shown that environmental noise played a big factor in the areas' noise. That should be remembered when doing any companion piece related to the use of the practice boxes.
- Brad Pierce presented a noise alert from N.O.I.S.E., the National Organization to Ensure a Sound Controlled Environment, of which he is the President. He noted the pieces in the meeting's materials were somewhat outdated, discussing the closure of the El Paso, Texas airspace by the FAA, and the government shutdown related to the Department of Homeland Security. Any future alerts from N.O.I.S.E. would be provided. Pierce also noted the Aurora State of the City luncheon would be on May 12th at the Hyatt Regency at Colfax and I225. He thanked the airport for buying a table.
- Donna Johnston felt it was a good meeting but did not want CACNR to lose track of the fact that the practice boxes still presented a problem for many. Although environmental noise may be louder in some areas, it had always been noted that averages don't necessarily tell the whole story, and if people are complaining, there must be a reason. CACNR has the potential for developing creative solutions to solving problems and she anticipated CACNR would keep working on finding solutions.
- Brenda Dyche agreed that there were still problems with both noise and the low altitudes many planes fly over homes in Elbert County. Averages indeed do not tell the full story about planes circling and it was not fair to imply there was not a problem when things were not getting any better. She appreciated the Elbert County Commissioners meeting with the airport personnel today, noting they were fully behind their citizens in wanting to help resolve the noise issue.
  She noted a significant uptick in the noise since 2022; she first started attending these meetings then because the noise was getting worse, and it had not gotten any better. She had ample documentation of airplanes flying below 1,000 feet over what is now considered high density Elbert County; there were bad actors around. She would like the situation dealt with fairly, as the county should not be a dumping ground for noise other places do not want to listen to – the county did not ask for that and it was not fair.
- Bill Wasmund noted Wings Over the Rockies would be doing an event on March 7th celebrating Women in Aviation week, partnering with the Denver area chapter of the 99s, which is the Women's Pilot Association. There would be discussions of past, present and future women in aviation, and fly-ins as well. Everyone was welcome to come and celebrate.
- Chris Eubanks noted he, Pam Thompson, and Dave Heller would be attending the UC Davis Noise and Emissions Symposium, and looked forward to reporting what they had heard and learned. He agreed with Donna Johnston about it being a good meeting with a lot of information. He apologized for not being present in person, but thanked Pam Thompson profusely for doing a wonderful job as Chair.

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

16. **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. **ADJOURNMENT:** The meeting was adjourned at 8.38 p.m.

Alison Biggs, Secretary

CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE 2026 BUDGET - Approved November 5, 2025; Updated as of 3/27/2026

	BUDGET	ACTUAL	
INCOME:		as of 3/27/2026	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	$4,784.87	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
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	(5,331.79)	
CARRY OVER TO 2027	$ -	$29,341.31	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."

CACNR
Revenue and Expense
For the year ended December 31, 2026

Date	Customer / Vendor	Description	(+) Revenue	(-) Expense	Balance
1/1/2025	Beginning Balance	Carry Over from 2025	34,673.10		34,673.10
12/30/2025	Four Waves - ZG CC	P. Thompson UC Davis Registration		(895.00)	33,778.10
12/30/2025	Four Waves - ZG CC	C. Eubanks UC Davis Registration		(945.00)	32,833.10
12/30/2025	Four Waves - ZG CC	D. Heller UC Davis Registration		(945.00)	31,888.10
2/17/2026	Minuteman Press	Noise Abatement Guideline Printing		(546.92)	31,341.18
3/4/2026	Four Waves - ZG CC	P. Thompson Additonal UC Davis AAM Training		(50.00)	31,291.18
3/12/2026	D. Heller	D. Heller UC Davis Reimbursement		(1,237.37)	30,053.81
3/25/2026	P. Thompson	P. Thompson UC Davis Reimbursement		(712.50)	29,341.31
					29,341.31
					29,341.31
					29,341.31
					29,341.31
					29,341.31
					29,341.31
					29,341.31
					29,341.31
					29,341.31
					29,341.31
					29,341.31
					29,341.31
					29,341.31
					29,341.31
					29,341.31
					29,341.31
					29,341.31
					29,341.31
			34,673.10	-$5,331.79	

CENTENNIAL AIRPORT

FEBRUARY 2026 NOISE REPORT

Visit Our Website

centennialairport.com

1. Table of Contents

2. Definitions 3

3. About APA's Noise Monitoring Program 4

4. About WebTrak™ 5

5. Operations Statistics 6

6. Current Month Noise Monitor Report 7

7. Current Month Noise Complaint Statistics 8-9

8. YTD Noise Complaint Statistics 10-12

9. Radar Track Density 13

10. Notes and Disclaimer 14

2. Definitions

A-weighted Sound Level – A measure of sound level with weighted frequency characteristics that correspond to human subjective response to noise.

Arrival – The act of an aircraft approaching and landing at an airport.

Ambient Noise Level – The level of noise that is all-encompassing within a given environment for which a single source cannot be determined. It is usually a composite of sounds from many and varied sources near to and far from the noise monitor.

Community Noise Event Level (CNEL) – The average sound level over a 24-hour period, with a penalty of 10dB for nighttime hours between 10:00 PM and 7:00 AM.

Day Night Average Sound Level (DNL) – A measure of the average noise level over a 24-hour day. It is the 24-hour, logarithmic (or energy) average, A-weighted sound pressure level with a 10-decibel penalty applied to the nighttime event levels that occur between 10:00 PM and 7:00 AM.

Decibel (dB) – A logarithmic quantity reflecting the ratio of the sound pressure of the source to a reference pressure. This results in a sound pressure level of about 0 dB for the quietest sounds that we can detect and sound pressure levels of about 120 dB for the loudest sounds that can be heard without pain.

Departure – The act of an aircraft taking flight and leaving the airport.

Energy-Averaged Sound Pressure Level (Leq) – The value or level of a steady, non-fluctuating sound that represents the same sound energy as the actual time-varying sound evaluated over the same time period.

Flight Track – The path along the ground followed by an aircraft in flight.

Instrument Flight Rules (IFR) Rules and regulations established by the FAA to govern flight under conditions in which flight by outside visual reference is not safe. IFR flight depends upon flying by reference to instruments, and navigation is accomplished by reference to electronic signals. It is also a term used by pilots and controllers to indicate the type of flight plan an aircraft is flying, such as an IFR or VFR flight plan.

Local Operations – Operations in the local traffic pattern or within sight of the airport; flight in local practice areas within a 20 mile radius; execute simulated instrument approaches or low airport passes.

Maximum Noise Level (L_{max}) – The peak noise level for a single noise event.

Noise Exposure – The cumulative sound energy affecting a person over a specified period of time.

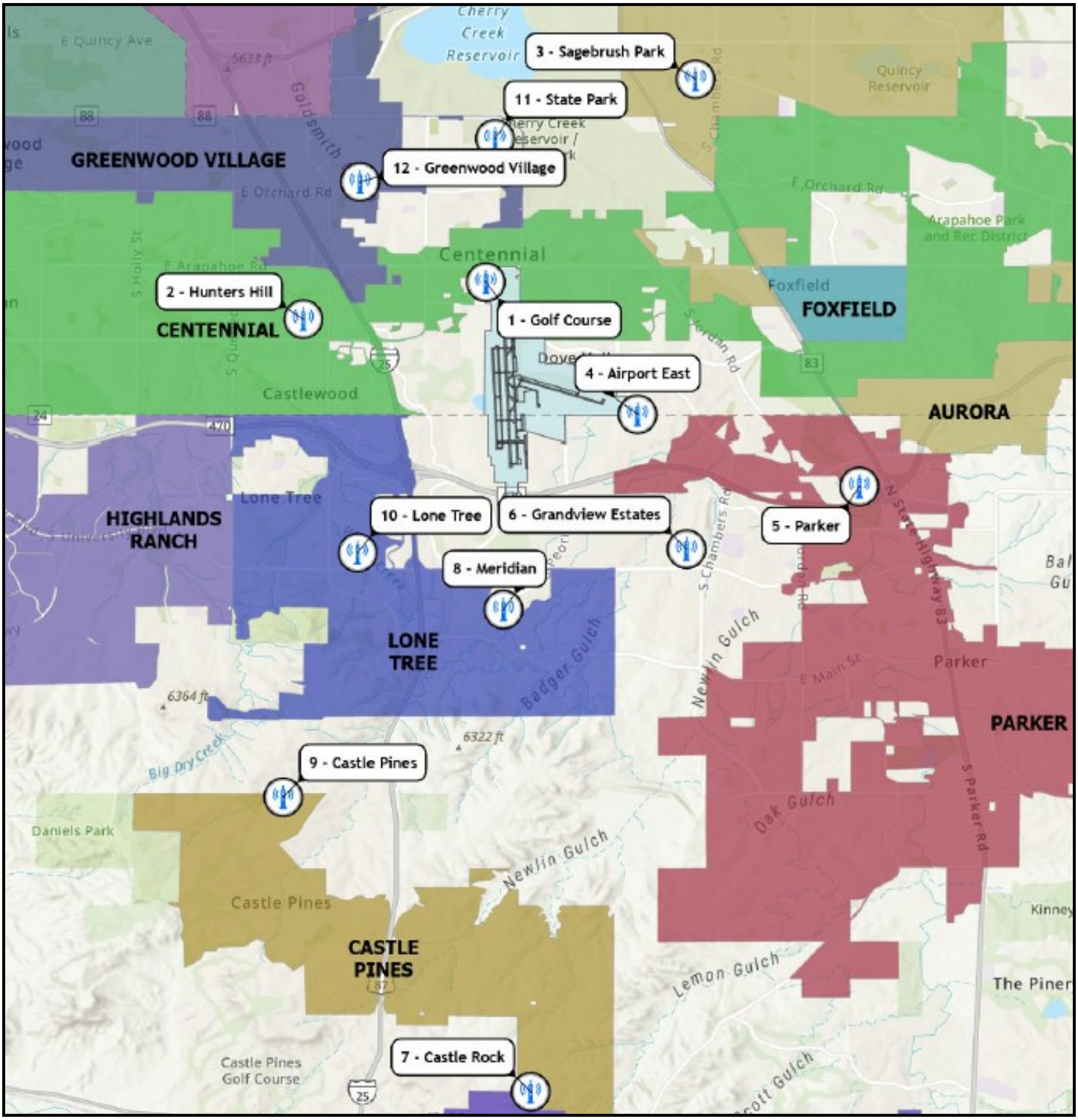
Overflight – Aircraft flight originating and terminating outside the area that transits the airspace without landing.

Visual Flight Rules (VFR) – A set of regulations under which a pilot operates an aircraft in weather conditions generally clear enough to allow the pilot to see where the aircraft is going. A flight plan is not required when the pilot is operating under Visual Flight Rules.

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

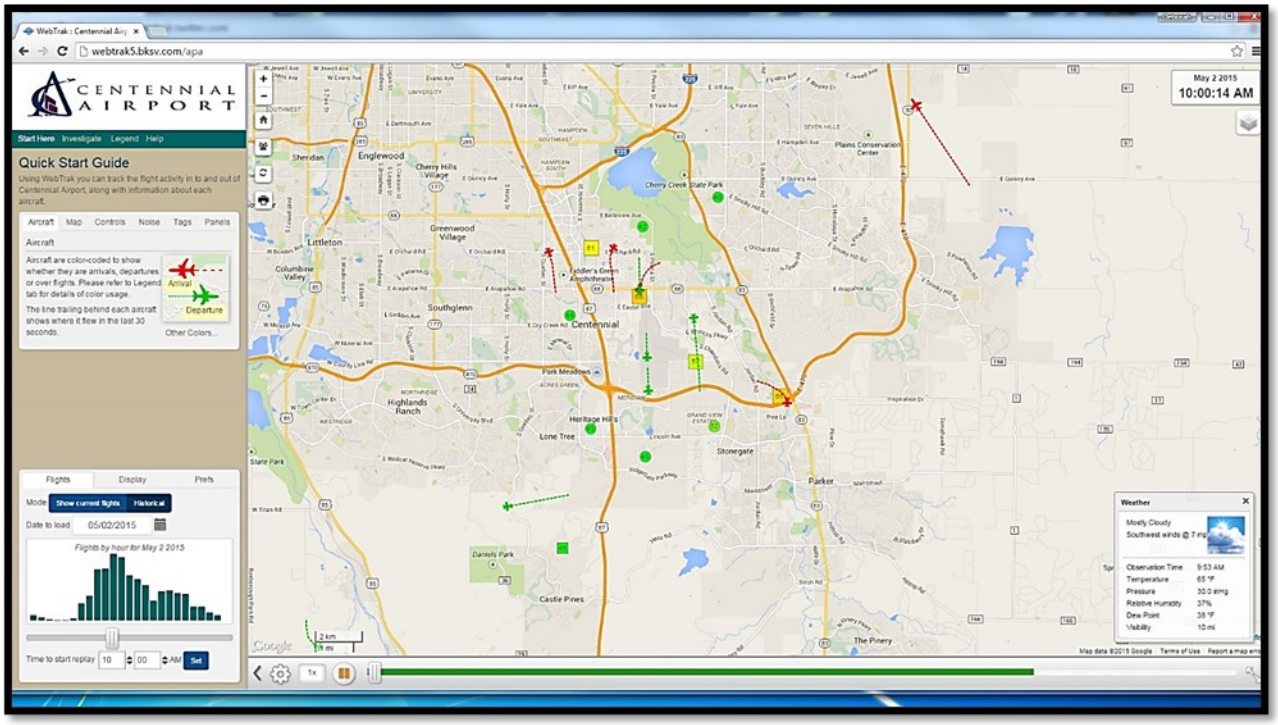
3. About APA's Noise Monitoring Program

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



4. About WebTrak™

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



How to participate

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

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

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

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

APA NOISE INFO

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	2,551	2,367	128	5,046	1,722	5,780	28	7,530	12,353	0	12,353
March				0				0			0
April				0				0			0
May				0				0			0
June				0				0			0
July				0				0			0
August				0				0			0
September				0				0			0
October				0				0			0
November				0				0			0
December				0				0			0
Y-T-D Totals	**5,431**	**5,011**	**210**	**10,652**	**3,435**	**11,260**	**72**	**14,767**	**25,253**	**6**	**25,259**

	IFR OVERFLIGHTS				VFR OVERFLIGHTS			
	AIR TAXI	G.A.	MILITARY	TOTAL INTINERANT	AIR TAXI	G.A.	MILITARY	TOTAL
January	3	0	1	4	49	58	6	113
February	2	0	6	8	57	86	2	145
March				0				0
April				0				0
May				0				0
June				0				0
July				0				0
August				0				0
September				0				0
October				0				0
November				0				0
December				0				0
Y-T-D Totals	**5**	**0**	**7**	**12**	**106**	**144**	**8**	**258**

	TOTAL OPERATIONS
January	25,866
February	25,082
March	
April	
May	
June	
July	
August	
September	
October	
November	
December	
Y-T-D Totals	**50,948**

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.

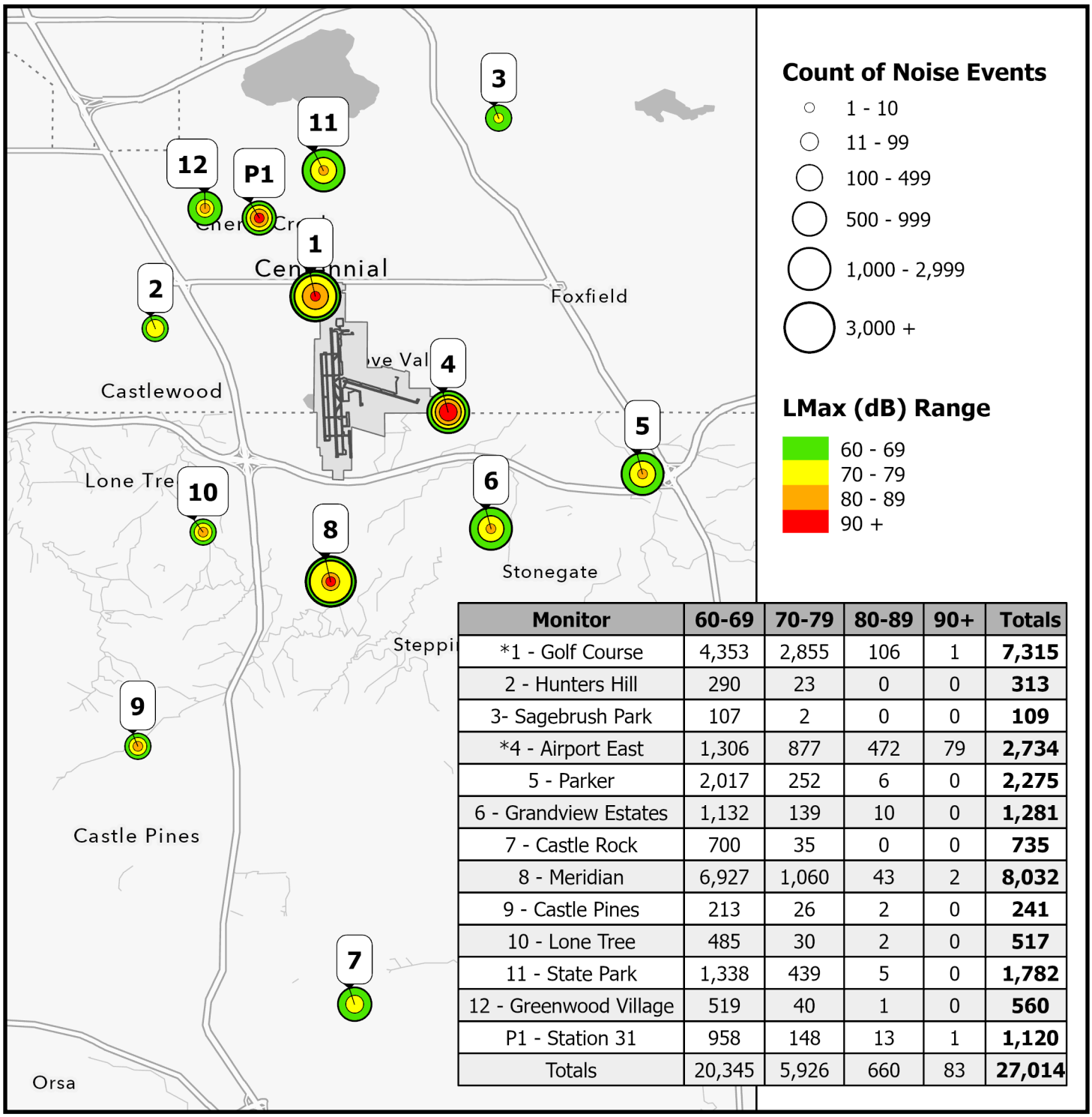
VFR Itinerant – Operations other than local operations conducted under Visual Flight Rules.

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

6. February 2026 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.



Monitor	60-69	70-79	80-89	90+	Totals
*1 - Golf Course	4,353	2,855	106	1	**7,315**
2 - Hunters Hill	290	23	0	0	**313**
3- Sagebrush Park	107	2	0	0	**109**
*4 - Airport East	1,306	877	472	79	**2,734**
5 - Parker	2,017	252	6	0	**2,275**
6 - Grandview Estates	1,132	139	10	0	**1,281**
7 - Castle Rock	700	35	0	0	**735**
8 - Meridian	6,927	1,060	43	2	**8,032**
9 - Castle Pines	213	26	2	0	**241**
10 - Lone Tree	485	30	2	0	**517**
11 - State Park	1,338	439	5	0	**1,782**
12 - Greenwood Village	519	40	1	0	**560**
P1 - Station 31	958	148	13	1	**1,120**
Totals	20,345	5,926	660	83	**27,014**

NMT located on airport.

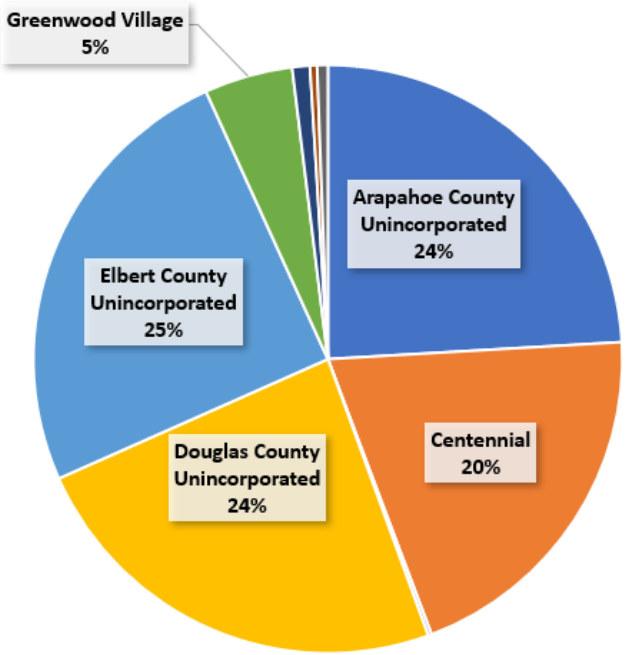
NMT Downtimes: None Reported.

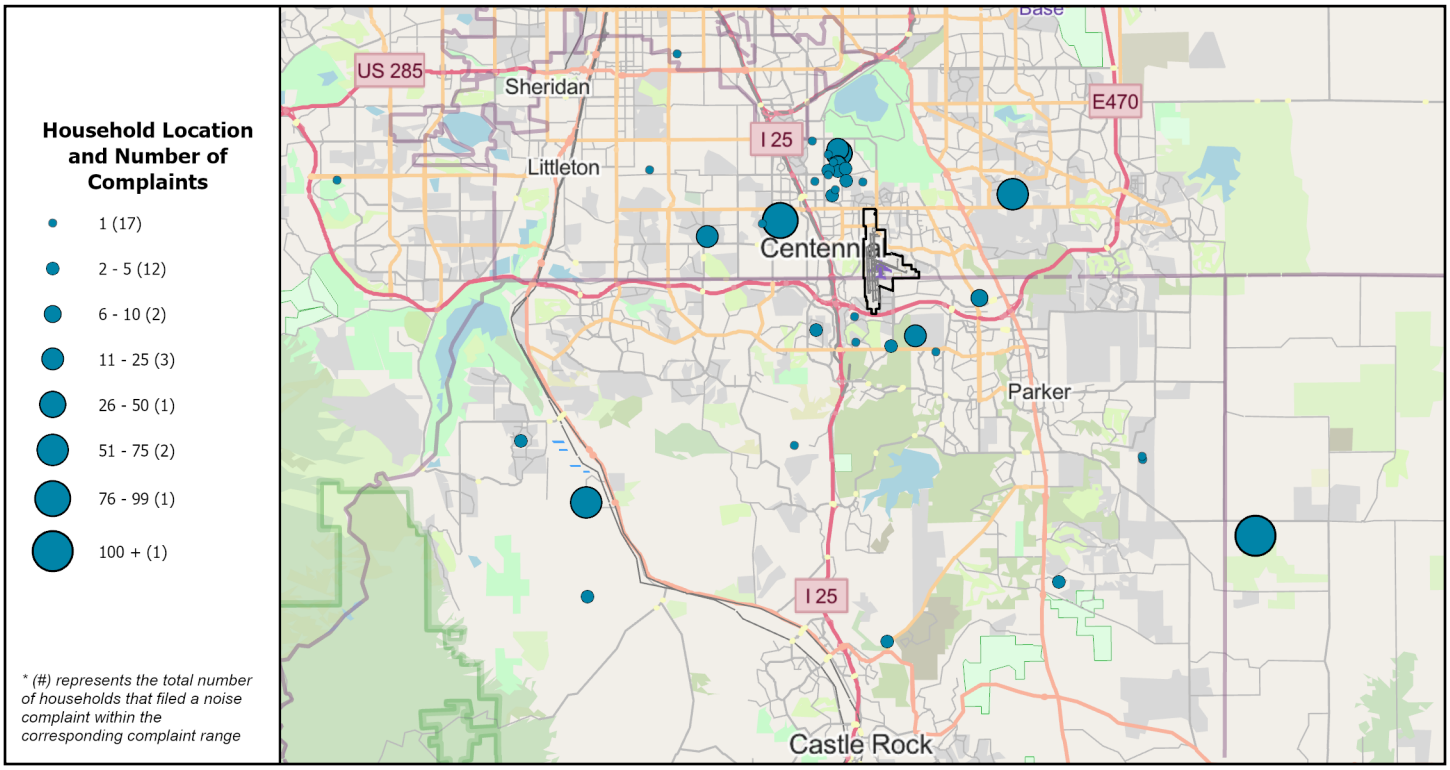
7. FEBRUARY 2026 Noise Complaint Statistics

Municipality	Complaints	Households	Population
Arapahoe County Unincorporated	124	8	98,066
Aurora	0	0	399,913
Castle Pines	0	0	14,000
Castle Rock	2	1	86,000
Centennial	104	3	108,422
Cherry Hills Village	0	0	6,442
Denver	1	1	715,522
Douglas County Unincorporated	123	13	276,493*
Elbert County Unincorporated	128	2	29,382
Greenwood Village	25	10	15,691
Highlands Ranch	0	0	103,444
Lone Tree	3	1	14,253
Parker	0	0	68,000
Other	5	3	-
Total	515	42	1,936,078

*Douglas County Unincorporated Population with Highlands Ranch Removed

Complaints per Municipality





7. FEBRUARY 2026 Noise Complaint Statistics

Complaint by Aircraft Type

Propeller	90%
Jet	7%
Helicopter	3%

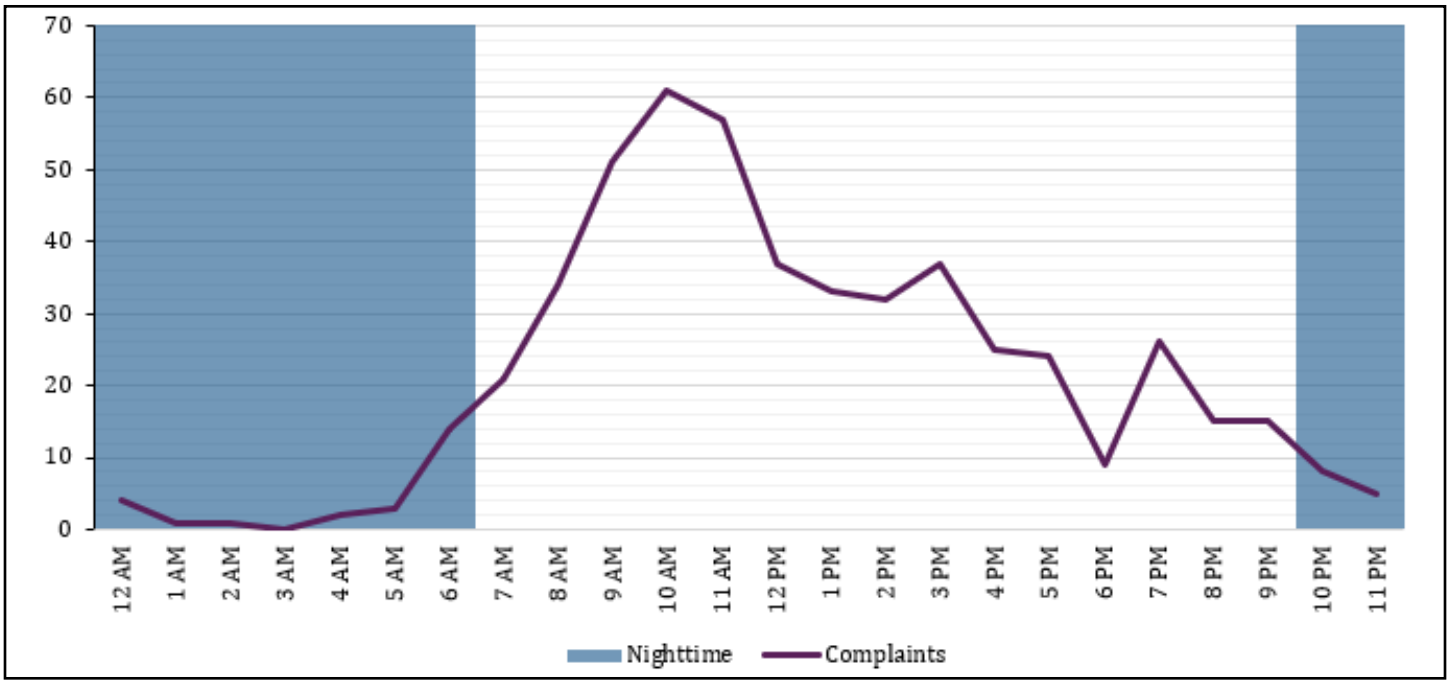
*#1 Household Removed

Complaint by Operation Type

Departures	44%
Arrivals	17%
Training	39%

*#1 Household Removed

Complaints by Hour



Noise Complaint Responses Completed	
Email	60
Phone	5
Total	65

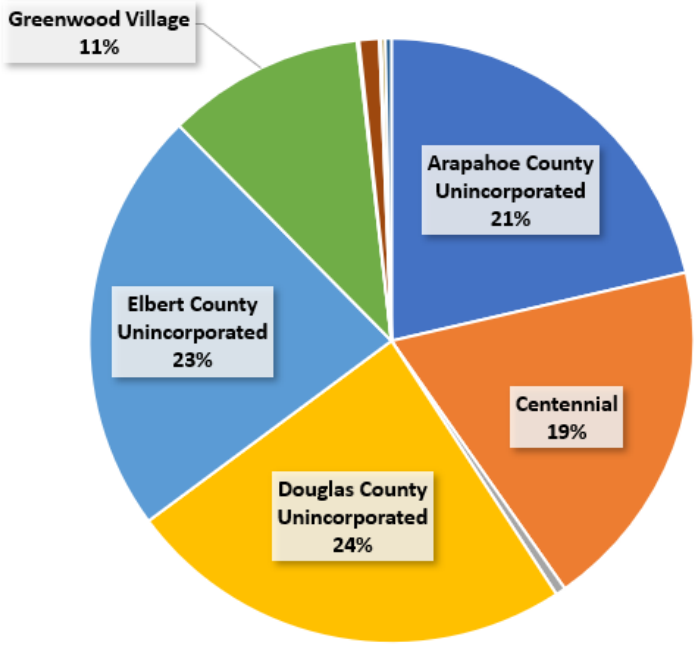
Time Complaint Received	
Day (7:00 AM—9:59 PM)	477
Night (10:00 PM—6:59 AM)	38
Total	515

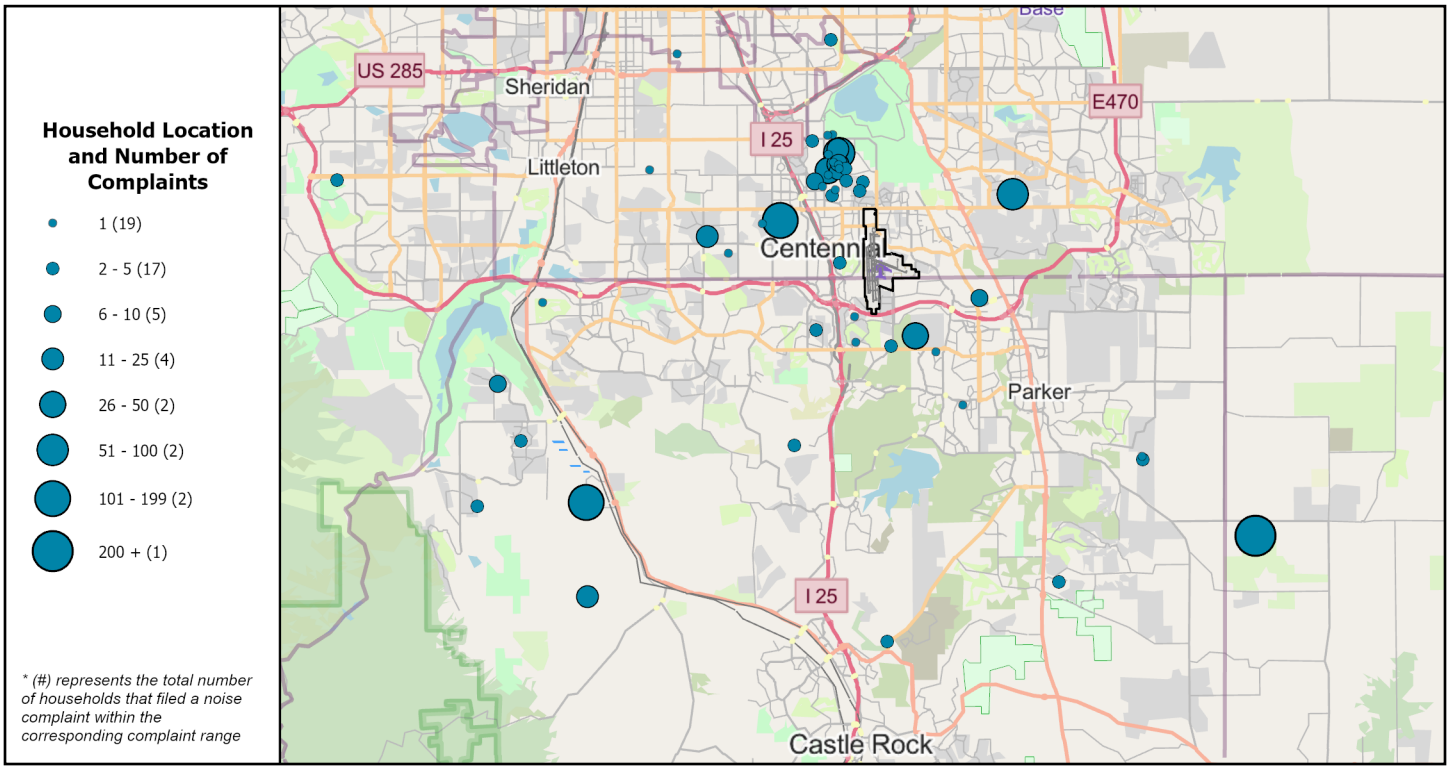
8. Year-To-Date 2026 Noise Complaint Statistics

Municipality	Complaints	Households	Population
Arapahoe County Unincorporated	200	10	98,066
Aurora	0	0	399,913
Castle Pines	0	0	14,000
Castle Rock	2	1	86,000
Centennial	177	4	108,422
Cherry Hills Village	0	0	6,442
Denver	5	2	715,522
Douglas County Unincorporated	225	15	276,493*
Elbert County Unincorporated	213	2	29,382
Greenwood Village	99	15	15,691
Highlands Ranch	1	1	103,444
Lone Tree	3	1	14,253
Parker	1	1	68,000
Other	10	4	-
Total	936	56	1,936,078

*Douglas County Unincorporated Population with Highlands Ranch Removed

Complaints per Municipality





8. Year-To-Date 2026 Noise Complaint Statistics

Complaint by Aircraft Type

Propeller	91%
Jet	7%
Helicopter	2%

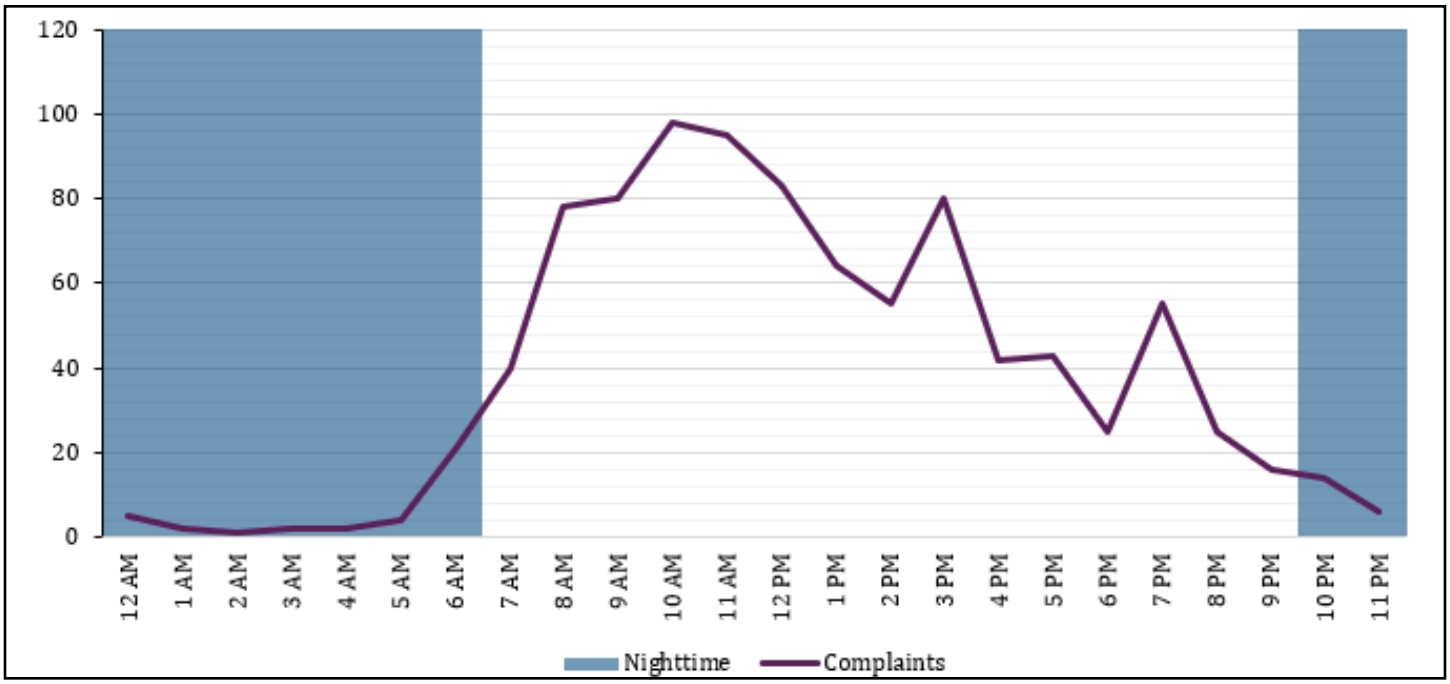
*#1 Household Removed

Complaint by Operation Type

Departures	37%
Arrivals	15%
Training	48%

*#1 Household Removed

Complaints by Hour

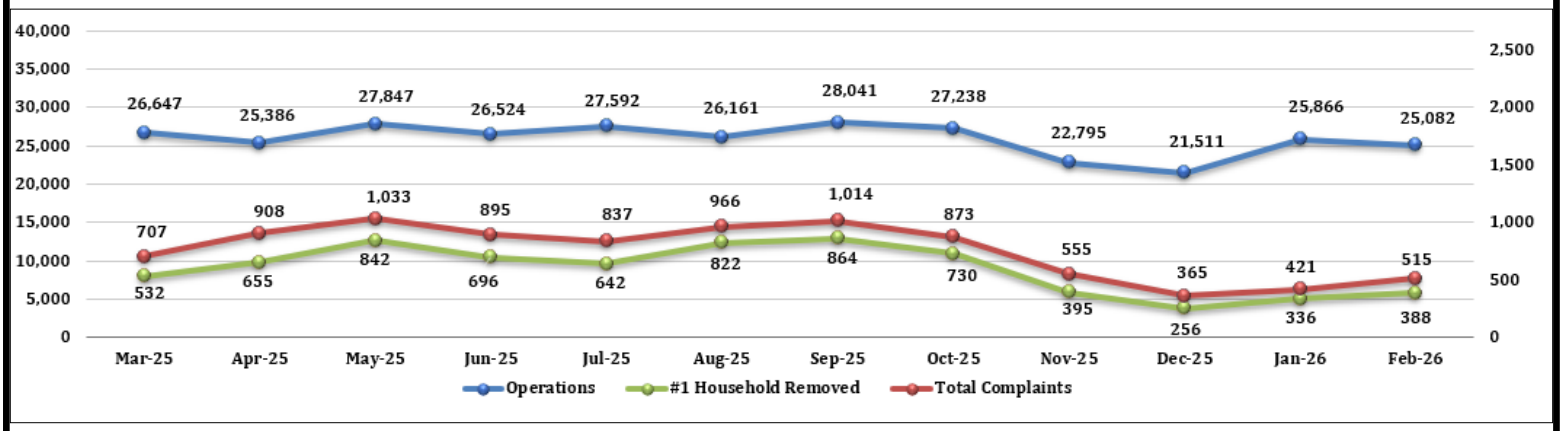


Noise Complaint Responses Completed	
Email	120
Phone	7
Total	127

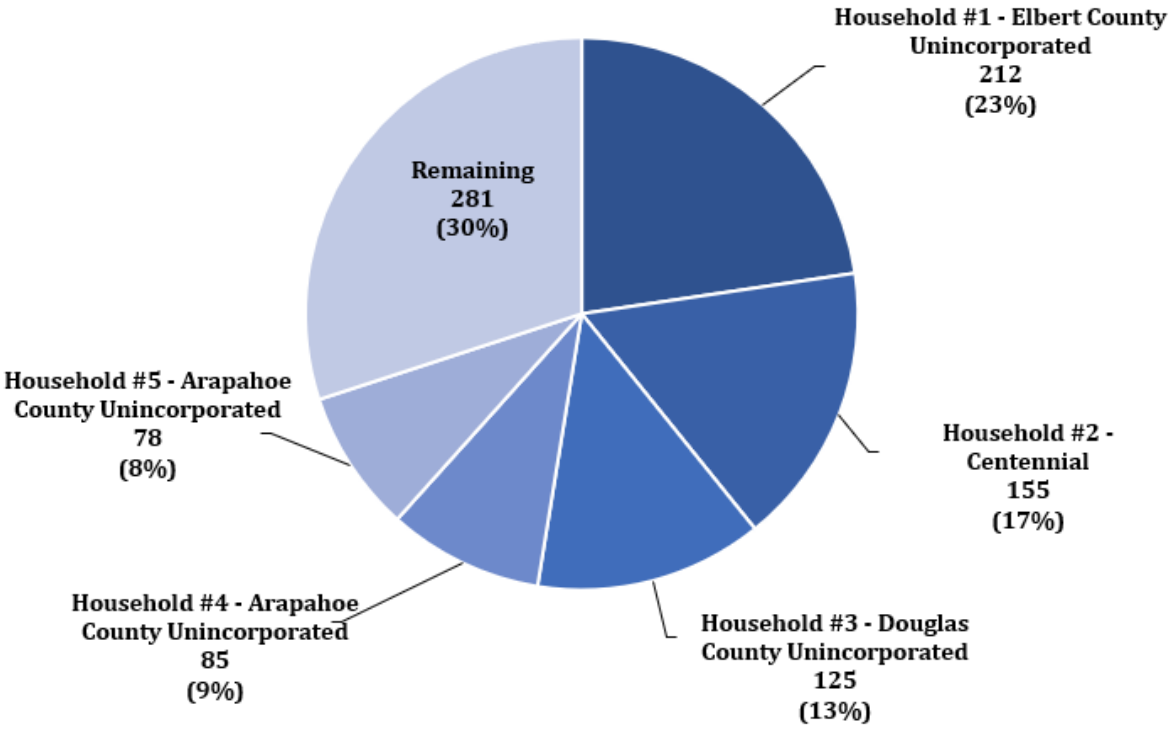
Time Complaint Received	
Day (7:00 AM—9:59 PM)	879
Night (10:00 PM—6:59 AM)	57
Total	936

8. Year-To-Date 2026 Noise Complaint Statistics

13-Month Trend



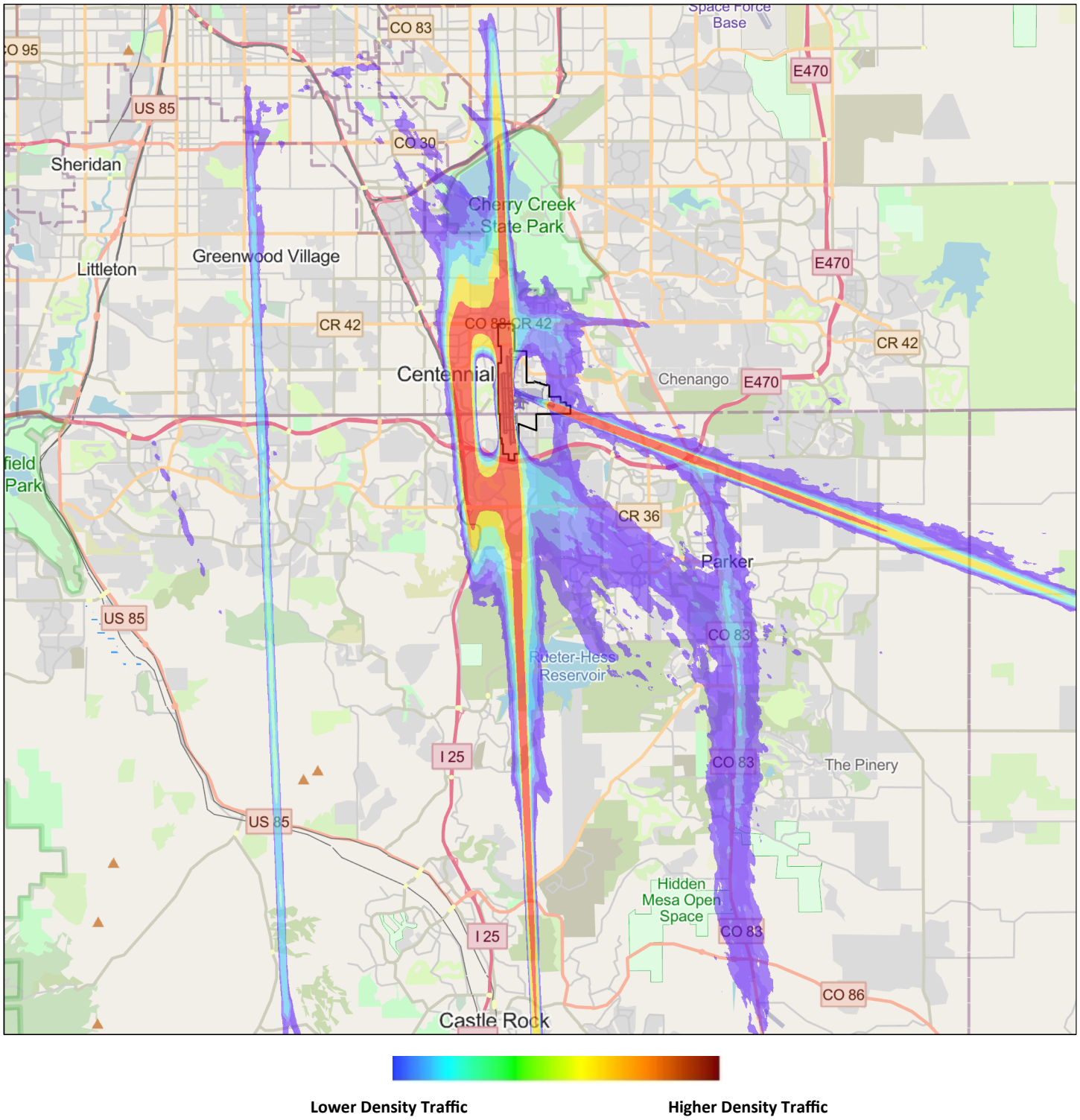
Top 5 Household Complaints YTD



9. Centennial Airport Radar Track Density Map

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

FEBRUARY 2026



Lower Density Traffic — Higher Density Traffic

10. Notes and Disclaimer

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

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

CENTENNIAL AIRPORT

NOISE MANAGEMENT OFFICE

Noise Hotline: 303-790-4709

www.noise.centennialairport.com

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.

MARCH 4TH, 2026 MEETING

- **Public Comment**
  - Louviers / Solstice
  - Elbert County / Elizabeth
  - Unincorporated Douglas County
  - Study Area - Cherry Creek Vista South
- **January 2026 Noise Report**
  - Operations / Training
  - Complaints / Nighttime (10PM-7AM)
  - Time of Day
  - Complaint Map / Overlay with Density Map
- **Study Group**
  - Dashboard Snapshot
- **3 Towers Practice Box / Centennial Area Data Collection**
  - Snapshot of flights comparing 2024 & 2025
- **CACNR Work Program adopted March 2026**
  - Focus on Logistics / Collaboration / Outreach / Accountability / Noise Study / Flight School Engagement / Fly Quiet

Centennial Airport Community Noise Roundtable

2026 - 2028 Work Program

Approved March 4, 2026

CACNR MEMBERSHIP

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

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 161.	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 as 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

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R
1	**ATTENDANCE RECORD for 2025 - 2026 CACNR MEETINGS**		2025	2025	2025	2025	2025	2025	2025	2025	2025	2026	2026	2026		**MEMBER**		
2			APR	MAY	JUNE	JULY*	AUG	SEPT	OCT	NOV	DEC	JAN*	FEB	MAR		**%**		**TOTAL %**
3	ARAPAHOE COUNTY	Rhonda Fields - AC	ABSENT	ABSENT	ABSENT		X	X	X	ABSENT	X		ABSENT	X		50%		50%
4		Leroy Evans - AC	ABSENT	ABSENT	ABSENT					ABSENT			ABSENT			0%		
5		Sreenivasan Alakappan - UAC	ABSENT	ABSENT	ABSENT		ABSENT	ABSENT	ABSENT	ABSENT	ABSENT		ABSENT	ABSENT		0%		0%
6		Vacant - UAC	ABSENT	ABSENT	ABSENT		ABSENT	ABSENT	ABSENT	ABSENT	ABSENT		ABSENT	ABSENT		0%		
7																		
8	DOUGLAS COUNTY	Abe Laydon - DC														0%		100%
9		Dan Avery/DJ Beckwith - DC	X	X	X		X	X	X	X	X		X	X		100%		
10		Alison Biggs - UDC	X	X	X		X	X	ABSENT	X	X		X	X		90%		90%
11		Mark Adams - UDC							ABSENT							0%		
12																		
13	ELBERT COUNTY	Mike Buck - EC (as of 8/25)	-	-	-		ABSENT	ABSENT	ABSENT	ABSENT	ABSENT		virtual	ABSENT		14%		14%
14		Shawn Fletcher - EC (as of 8/25)	-	-	-		ABSENT	ABSENT	ABSENT	ABSENT	ABSENT			ABSENT		0%		
15		Brenda Dyche - UEC (as Of 8/25)	-	-	-		X	X	X	X	X		X	X		100%		100%
16		Deidre Dyche - UEC (as of 8/25)	-	-	-		X						virtual			29%		
17																		
18	AURORA	Brad Pierce	X	X	X		X	X	X	X	X		X	X		100%		100%
19		Maurice Healy														0%		
20																		
21	CASTLE PINES	Chris Eubanks	X		X		X	X	X	X	X		X	virtual		90%		90%
22		Ron Cole	X	virtual					X		X		virtual	virtual		60%		
23																		
24	CASTLE ROCK	Laura Cavey	ABSENT	ABSENT	ABSENT		ABSENT				ABSENT		ABSENT	ABSENT		0%		30%
25		Sandy Vossler	ABSENT	ABSENT	ABSENT		ABSENT	X (VIRTUAL)	X	X (VIRTUAL)	ABSENT		ABSENT	ABSENT		30%		
26																		
27	CENTENNIAL	Don Sheehan	X	ABSENT	X			X	X	X	X		X	X		80%		90%
28		Amy Tharp/Ryan Dwiggins		ABSENT	X		X	X	X	X	X					60%		
29																		
30	CHERRY HILLS VILLAGE	Dave Heller	ABSENT	virtual	ABSENT		ABSENT	virtual	ABSENT	ABSENT	X		virtual	virtual		50%		50%
31		Doug Robinson	ABSENT	ABSENT	ABSENT		ABSENT		ABSENT	ABSENT						0%		
32																		
33	FOXFIELD	Pam Thompson	X	X	X		X	X	X	X	X		X	X		100%		100%
34		Frank Lawrence														0%		
35																		
36	GREENWOOD VILLAGE	Donna Johnston	X	X	X		X	X	X	X	X		X	X		100%		100%
37		John Jackson			X											10%		
38																		
39	HIGHLANDS RANCH	Andy Jones	X	ABSENT	X		ABSENT	X (PHONE)	ABSENT	X	X		X	X		70%		70%
40	METROPOLITAN DISTRI	Renee Anderson		ABSENT			ABSENT		ABSENT							0%		
41																		
42	LONE TREE	Mike Anderson	X	X	X		ABSENT	X	X		ABSENT		X	X		70%		80%
43		Chuck Darnell					ABSENT			X	ABSENT					10%		
44																		
45	PARKER	Emily Hogan (5/25)Cynthia Liston Th	ABSENT	ABSENT			X VIRTUAL		ABSENT	X (VIRTUAL)			ABSENT	ABSENT		20%		50%
46		Michael Lawson (5 /25)Bryce Matthe	ABSENT	ABSENT	X			X (VIRTUAL)	ABSENT		X		ABSENT	ABSENT		30%		
47																		
48	ACPAA	Mike Fronapfel	X	X	X		X		X	X	X		X	X		90%		100%
49		Zach Gabehart	X	X	X		X	X	X	X	X		X	X		100%		
50																		
51	AOPA	John Hirshman/Joe Patton	X	X	X		X	X	X	X	X		X	X		100%		100%
52		Brad Schuster/Joe Patton/Mike Koscielniak						X	X	X	X		X	X		60%		
53																		
54	CABA	Don Kuskie	X	X	X		X	X	X	ABSENT	X		ABSENT	X		80%		80%
55		Mike Straka								ABSENT			ABSENT			0%		
56																		
57	CDOT AERONAUTICS	Todd Green	ABSENT	ABSENT	ABSENT		ABSENT	ABSENT	ABSENT	ABSENT	ABSENT		ABSENT	ABSENT		0%		0%
58	DIVISION	Vacant	ABSENT	ABSENT	ABSENT		ABSENT	ABSENT	ABSENT	ABSENT	ABSENT		ABSENT	ABSENT		0%		
59																		
60	WINGS OVER THE ROCK	Bill Wasmund	X	X	X		ABSENT	X	X	ABSENT	ABSENT		X	X		70%		70%
61		Vacant					ABSENT			ABSENT	ABSENT					0%		
62																		
63	*** No scheduled meetings in July '25 or January '26**																	
64																		
65	CACNR BYLAWS:																	
66	ARTICLE III.c. Members' Representatives and/or Alternates are expected to attend all regular and special meetings. If a Regular Member's Representative or Alternate does not																	
67	attend at least 75% of such meetings annually in the period from April 1 through March 31, the Regular Member will be notified for potential appointment of a replacement(s).																	
68																		
69	ARTICLE III .g. If the Representative and Alternate of any Member will be absent for a CACNR meeting, the Representative of such Member may designate a																	
70	Substitute Representative for that meeting only, and shall notify the CACNR Chair of that designation, in writing.																	3/5/2026