



CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE

AGENDA

February 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/Amy Tharp	<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, December 3, 2025 – Alison Biggs, Secretary
- B. TREASURER'S REPORTS, December, 2025 & End of Year 2025– Andy Jones, Treasurer, Zach Gabehart, ACPAA Staff
- C. CACNR ATTENDANCE RECORD, through January 2026 – Alison Biggs

3. ITEMS REMOVED FROM CONSENT AGENDA:

4. PART 150 STUDY UPDATE/PROGRESS:

- A. SLIDES FROM MEAD & HUNT sent by Zach on 12/4/2025
- B. PART 150 NOISE COMPATIBILITY STUDY ADVISORY COMMITTEE – Chris Eubanks

5. NOISE REPORTS: Zach Gabehart, ACPAA Staff

- A. NOVEMBER, DECEMBER & END OF YEAR NOISE REPORTS, 2025
- B. PORTABLE NOISE MONITOR – FAIRGROUNDS PRACTICE BOX

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

- A. MEETING ATTENDEES /VIRTUAL ATTENDEES
- B. RECEIVED BY CACNR
 - 1. Emails from Kim Hellweg – Pam Thompson

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

- A. 4TH QUARTER 2025 REPORT
- B. 3 TOWER DATA COLLECTION DISCUSSION/ELBERT COUNTY CONCERNS
- C. CENTENNIAL AREA DATA COLLECTION DISCUSSION

8. EXECUTIVE COMMITTEE:

- A. ACPAA MEETINGS – December 11, 2025, Pam Thompson
- B. WEBMASTER – Chris Eubanks
- C. TREASURER'S REPORT – Andy Jones
- D. WORK PROGRAM – Chris Eubanks

- E. UC DAVIS ATTENDEES - March 9-11, 2026
- F. REMINDER RE ELECTION OF OFFICERS AT THE MARCH 2026 CACNR MEETING – Alison Biggs

9. **AIRPORT DIRECTOR:** Mike Fronapfel
- A. FLIGHT SCHOOL ACTIVITY/NEXT MEETING DATE
 - B. AVIATION FUEL SALES
 - C. LEGISLATIVE/LOBBYING
 - D. COLORADO MUNICIPAL LEAGUE
 - E. COMMUNITY RELATED ACTIVITY
 - F. OTHER

10. **LAND USE REFERRALS:** Zach Gabehart, ACPAA Staff
- A. 4th Quarter 2025

11. **OLD BUSINESS:**

12. **NEW BUSINESS:**

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

14. **REPRESENTATIVES' COMMENTS:**
- A. MEMBERS OF COLORADO MUNICIPAL LEAGUE

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

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 –

17. **ADJOURN:**



CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE MINUTES

DRAFT

December 3, 2025

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.

1. **CALL TO ORDER, ROLL CALL, and QUORUM:** The meeting was called to order at 6:34 p.m. by Chair Chris Eubanks. The meeting was conducted virtually due to a snowstorm. 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:	Andy Jones
Elbert County:	Brenda Dyche	Parker:	Michael Lawson
Aurora:	Brad Pierce	ACPAA:	Michael Fronapfel
Castle Pines:	Chris Eubanks	AOPA:	Joe Patton
Centennial:	Don Sheehan	CABA:	Don Kuskie
Cherry Hills Village:	Dave Heller		

Also present: Castle Pines Alternate Representative Ron Cole; Centennial Alternate Representative Amy Tharp; ACPAA Alternate Representative Zach Gabehart; AOPA Alternate Representative Mike Koscielniak; and ACPAA Staff Matt Frenette.

Absent: Arapahoe County:	Sreenivasan Alakappan/Vacant	Lone Tree:	Mike Anderson/Chuck Darnell
Elbert County:	Mike Buck/Shawn Fletcher	CDOT Aeronautics Div:	Todd Green/Vacant
Castle Rock:	Laura Cavey/Sandy Vossler	Wings Over the Rockies:	Bill Wasmund/Vacant

2. **CONSENT AGENDA:** The Consent Agenda included the draft CACNR Minutes from November 5, 2025; and the Treasurer's Report from November 26, 2025, showing a balance of \$34,673.10. Also included were the CACNR Attendance Record through November 2025, and a revised version of the 2026 budget.

Rather than move items to Agenda #3., Alison Biggs was asked to comment on typographical amendments needed in the minutes and in the 2026 budget. She noted on page 6 of the minutes, item #10, Zach Gabehart's name was misspelled. The 2026 budget needed to reflect there are now 13 Regular Members instead of 12.

It was noted CACNR had not sent letters to those whose attendance was below 75%, as noted on the bottom of the attendance form, but the form had been provided so everyone could see where their attendance fit. The year for attendance ends with the March 2026 meeting. On the motion of Don Sheehan, the consent agenda was approved with the amendments as noted.

3. **ITEMS REMOVED FROM THE CONSENT AGENDA:** See above.

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

A. REPORT OF PUBLIC MEETING OF NOVEMBER 20, 2025 – none requested

B. UPDATE FROM MEAD AND HUNT – Kate Andrus from HMMH was present to present an update on the Part 150 Study. She noted last month had been an update about the noise exposure maps that would be submitted to the FAA in December, with the draft noise contours for the existing and future noise exposure maps. Today she brought more on the items which had been requested by CACNR, including the 55 DNL contour and a comparison of the previous 65 noise exposure map and the one being used as part of this study. There would also be an update of some alternative concepts for CACNR feedback. The list might be narrowed for selection for modeling. Starting in 2026, some of the modeling would be done and the results shared. Refined alternatives and land use would be included for the next set of meetings as well.

Comparison with the last noise exposure map update in 2021 showed the NEM was smaller this time, likely because jets had gotten quieter. Question was asked why some of the work had been redone due to JSX, since there were apparently others doing the same thing JSX was doing; why had JSX been singled out specifically? There is a mechanism if the forecasts are off by a certain percentage point, it can trigger an update to the NEM. Regarding JSX, the response was mainly timing, and to take a look at the effect of JSX operations in response to community concerns. The % change due to JSX appeared to be minimal by FAA standards.

A slide showing noise contours for 55 DNL, 60-65 DNL, 65-70 DNL, 70-75 DNL, and >75DNL was shown. The 55 DNL was larger, but 65 DNL was still considered the threshold used by the FAA for compatible land uses. Again, a reminder that DNL is a cumulative

24 hour average measurement, so it may take several noisy flights to make a difference in that overall measurement. The number of types of operations in the fleet mix is important as well as the time of day. Other comments or questions included:

- When comparing the 65 DNL from 2021 – 2030, the area had shrunk. Properties once in the 65 DNL would no longer be, but there were no residences in the 65 DNL in 2021; development had changed that since then.
- The DNL does present a challenge, because it is an average, so no one actually hears DNL – it is 55 or 65 decibels on the decibel scale that are heard, but they do not equate to a DNL – there is a difference between perception versus a cumulative metric.
- Of the three main conceptual areas in the noise compatibility study, the NEM will be submitted to the FAA. Once approved, the study moves to three areas – 1.) conceptual land use alternatives, to assure as much as possible that non-compatible land uses are not built around the airport creating problems in the future; 2.) operationally, explore what can be done with aircraft in-flight procedures; 3.) administratively whatever else does not fit in the other two categories but which also needs to be considered.
- For #1.) updating the airport influence area might be useful, as it currently shows the involved jurisdictions have a wide variety of development plans and pressures from developers, but there are areas where there really should not be residential in them; identify where development can happen with the least noise effect. (The AIA provided was not the most up to date – that would be provided when work on it was completed.)
- Early in 2026, there is a goal for the Part 150 personnel to meet with the jurisdiction's planning departments regarding the possibility of them using the draft concepts to achieve development with the least noise effect;
- Many jurisdictions have gotten away from utilizing the land use maps in their zoning, so there needs to be a happy medium to protect the airport in critical areas and from incompatible development while allowing for development where ambient noise is already at a level where aircraft noise would not be a factor.
- The goal would also be for the jurisdictions to adopt the updated set of noise contours and use the same land use and restricted development area and buffer zones.
- Utilizing consistent construction standards might also be helpful.
- CACNR Representatives were encouraged to be involved in the above discussions if possible, to bring the knowledge and expertise their CACNR involvement had provided.
- Airport staff would reach out to Representatives to let them know when the meeting with their jurisdiction's personnel was scheduled.
- A tool to be developed would be to have the land use maps and the noise contours available on KML and GIS formats.
- For #2.), operational concepts and operational alternative concepts were provided on slides; some would be modeled. There was discussion about what had transpired about each to date. Not all might be considered worth modeling after further investigation.
- For #3.), Administrative Alternatives Concepts were also provided. These ideas too were discussed with any progress to date. Not all might be considered worth modeling after further investigation.
- Some experimental flights with an electric plane had been conducted at Centennial Airport, with impressive results in relation to noise reduction; some assumptions would be created using data collected from the noise monitors, to determine the effect electric planes would have on the fleet mix of the flight schools, for example. The FAA does not have this kind of data.
- A summary of the comments from the last public meeting was provided. They primarily focused on alternatives and what to look at in the next stage, rather than the NEM package. Some of the alternatives previously mentioned were discussed and refining those and others would be worked with in the future. Refining and modeling would come next.
- All were encouraged to get comments and thoughts about noise compatibility, non-compatible land uses, safety, etc. from their jurisdictions to Andrus. Even if not completely explored or modeled, all comments will be considered.

Request was made for the information on the slides to be made larger, and to better identify the boundaries/roads used, as they were impossible to read or otherwise access. Effort would be made to provide the information so everyone could usefully have it. Anyone wishing an actual copy of the slides was also encouraged to make that request of staff.

Andrus was thanked for her presentation and CACNR looked forward to her next update.

C. PART 150 NOISE COMPATIBILITY STUDY ADVISORY COMMITTEE – None

5. NOISE REPORTS:

A. The October 2025 Noise Report included the following information:

October Local Operations:	12,554	October Total Operations:	27,238
Year to Date Local Operations:	123,393	Year to Date Total Operations:	262,152

27,238 Total Operations October resulted in 873 complaints from 56 households.

October Noise Events:

October Total:		October 60 – 69 db:		October 70 – 79 db:		October 80 – 89 db:	
Meridian	9,684	Meridian	8,072	Golf Course	3,563	Airport East	650
Golf Course	9,071	Golf Course	5,317	Meridian	1,549	Golf Course	186
Airport East	3,592	Parker	2,414	Airport East	1,036	Meridian	59
Parker	2,667	Airport East	1,850	State Park	589	State Park	21
State Park	2,199	Port. Station 31	1,674	Port. Station 31	294	Port. Station 31	16
Port. Station 31	1,985	State Park	1,587	Parker	251	Grandview Estates	7
Grandview Estates	1,542	Grandview Estates	1,372	Grandview Estates	162	Greenwood Village	5
Castle Rock	1,029	Castle Rock	987	Greenwood Village	77	Hunters Hill	5
Greenwood Village	912	Greenwood Village	765	Castle Rock	42	Sagebrush Park	5
Lone Tree	643	Lone Tree	765	Lone Tree	39	Castle Pines	3
Hunters Hill	512	Hunters Hill	577	Hunters Hill	35	Parker	2
Castle Pines	256	Castle Pines	364	Castle Pines	23	Castle Rock	0
Sagebrush Park	130	Sagebrush Park	104	Sagebrush Park	9	Lone Tree	0

October Noise Events in the 90+ decibel range: Airport East – 56 Golf Course – 5 Meridian – 4 State Park – 2 Grandview Estates – 1
Lone Tree – 1 Portable Station 31 – 1

October Noise Complaints per Municipality		Numbers of Households:		YTD Complaints and		Number of Households:	
Unincorporated Arapahoe County	255 (29%)	UAC	18 (32%)	UAC	2,524 (30%)	UAC	66 (27%)
Centennial	161 (18%)	Greenwood Village	12 (22%)	GV	1,408 (17%)	GV	53 (21.5%)
Unincorporated Douglas County	151 (17%)	UDC	10 (18%)	UDC	1,269 (15%)	UDC	41 (17%)
Greenwood Village	139 (16%)	Centennial	4 (7%)	UDC	1,266 (15%)	Other	19 (8%)
Unincorporated Elbert County	134 (15%)	Other	4 (7%)	Centennial	1,096 (13%)	Centennial	17 (7%)
Parker	15 (2%)	Lone Tree	2	Parker	516 (6%)	Lone Tree	15 (6%)
Denver	5	Aurora	1	Other	108	HR	7 (3%)
Lone Tree	5	Castle Pines	1	HR	81	Parker	7 (3%)
Other	5	Castle Rock	1	Denver	60	Denver	6
Aurora	1	Denver	1	Castle Rock	35	Aurora	5
Castle Pines	1	UEC	1	Lone Tree	28	Castle Rock	4
Castle Rock	1	Parker	1	CHV	7	Castle Pines	2
Cherry Hills Village	0	Cherry Hills Village	0	Aurora	5	CHV	2
Highlands Ranch	0	Highlands Ranch	0	Castle Pines	2	UEC	2

Year to Date, the top five households complaining were:

Household #1 1,131 (15%) Other Elbert County	Household #4 495 (7%) Parker
Household #2 1,027 (14%) Unincorporated Arapahoe County	Household #5 461 (6%) Greenwood Village
Household #3 808 (11%) Centennial	Remaining Households 3,610 (48%)

In October, 71 noise complaint responses were completed from 873 noise complaints, with 70 of those by email and 1 by telephone.

In October 812 complaints were received from 7:00 a.m. – 9:59 p.m. (93%)
61 complaints were received from 10:00 p.m. – 6:59 a.m. (7%)

In October props accounted for **89% of the complaints by aircraft type**; **jets** accounted for **9% 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 October, departures were responsible for **30% of the complaints**, **training** was responsible for **54% of the complaints**, and **arrivals** were responsible for **16% 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 **October number of complaints by the hour** in which they were made, with a climb at the 7:00 8:00 a.m. hours; a peak at 8:00 a.m., followed by a rather dramatic decrease after 1:00 p.m. to 4:00 p.m.; with blips at 1:00 p.m., 5:00 p.m. and 8:00 p.m. and relatively flat from 11:00 p.m.- 4:00 a.m.

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

Comments made regarding the October Noise Reports were as follows: YTD Operations remained down as compared to 2024. Complaints increased slightly in October as compared to September as the weather remained well suited for flying. Complaints by time of day were still peaking in the a.m. hours in October.

B. 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 - 10/21 – 11/18/2025

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

Propeller 365	Jet 12	Helicopter 1	Total 378
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Centennial Airport Associated Flight Track within 1 Mile of NMT by Operation Type

Arrival 93	Departure 52	Training 233	Total 378
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Airport	Arrival	Departure	Training	Total
Centennial (KAPA)	93	52	233	378
Denver Intl (KDEN)	693	77	0	770
Colorado Air & Space Port (KCFO)	7	7	13	27
Rocky Mountain Metro (KBJC)	4	1	0	5
Northern CO Regional (KFNL)	0	0	0	0
Colorado Springs (KCOS)	0	0	0	0
Pueblo (KPUB)	1	2	0	3

Noise Data

Aircraft DNL (The 24-hour average sound level of aircraft with a 10dB penalty for nighttime noise events.)	33.9
Community DNL (The 24-hour average sound level of the community with a 10dB penalty for nighttime noise events)	47.1
Total DNL (The 24-hour average sound level with a 10dB penalty for nighttime noise events)	47.3
Average Aircraft LMax (dB) (The peak noise level for a single aircraft noise event)	64.6

Noise Events

Centennial Airport Aircraft Noise Events at Noise Monitor	105
Non-Centennial Airport Aircraft Noise Events at Noise Monitor	47
Total Aircraft Noise Events at Noise Monitor	152
Total Community Noise Events at Noise Monitor	392

Noise Events at Noise Monitor

Decibel Range (dB)	Centennial Airport Aircraft	Non-Centennial Airport	Community
60-69	93	37	296
70-79	2	2	79
80-89	0	0	1
90+	0	0	0

Comments made regarding the Fairgrounds Portable Noise Reports were as follows: Fairgrounds Portable Monitor Report as compared to 3 Towers Noise Reports - Operations passing within 1 mile radius of the portable noise monitor = 152 in the Fairgrounds v.s. 1,302 in the 3 Towers; a measurable difference in activity and usage. The average aircraft LMax at the 3 Towers location is 59db v.s. Fairgrounds at 64.4db. This could be due to lower ambient noise levels – a remote location.

Comments Regarding Use of the Three Towers Practice Box – Brenda Dyche: Dyche had provided a screen shot from Thanksgiving morning and noted what she described as an inconsiderate unneighborly act from one of the flight schools housed at Centennial Airport. **The** individual choose to fly circles over homes in Elbert County in a high density area instead of doing it out east over nothing, disturbing no one. The flight pattern showed hard banking turns over homes for a while before the aircraft headed east to do way fewer maneuvers out there. It then came straight back to Three Towers to annoy people again and then flew back to the airport. This was considered a perfect example of this flight training box being abused, of how unneighborly the flight schools, Centennial Airport, and the FAA were being to the citizens of Elbert County.

Although past discussions had included a concern about the cost for aircraft to use other training boxes, it seemed if they could do as shown in the screen shot, they could afford to fly a straight line east from the airport to flight training boxes over nothing that were still in their 25-mile radius. She noted there were no planes in the training boxes further east and most certainly none in the Douglas County training boxes. She also wondered why the majority of the flight training boxes were over Elbert County and not in the two counties that benefited most from the revenue of the airport. Elbert County is furthest from the airport but was outpacing people closer to the airport with complaints. The solution of closing the training boxes over the schools, businesses, churches and homes in Elbert County did not seem to be heard or considered. The county is now the 10th fastest growing county in Colorado, so the complaints will only increase if the situation is not addressed now.

Dyche issued a challenge for CACNR to work together to make this situation fair for everybody. Would it take a new Part 150, or a new Study Group Committee? She issued an invitation to anyone who wished to come to her house for a day to find out just how unbearable this can be. It totally ruined the Thanksgiving weekend.

There was discussion and agreement this topic would be added as a discussion item to the agenda of the Study Group Committee on December 18, beginning a consideration of what might be done about the problem. Dyche's screenshot would be provided for that meeting. The topic would also be included on the agenda for the February CACNR meeting. Question was asked if the flight school

involved had been notified of the problem. Response was no, as the establishment and use of the training boxes was not within the airport's purview.

6. **PUBLIC COMMENT:**

A. **MEETING ATTENDEES/VIRTUAL ATTENDEES –**

Reporting virtually, Randy Johnson of Louviers indicated that even though he had said in the past that it had been quieter in his area, he still had daily noise as reflected by Dyche, and it was worse in the morning. Last month he had recorded 460 planes, an average of 15 per day. Of those, 194 were from Centennial; 145 from Rocky Mountain Metropolitan; 33 from Colorado Springs. (Sometimes the flights going north-south or vice versa are hard to figure out where they came from.)

This month, he recorded 203 flights for Centennial and 154 for Rocky Mountain. He had submitted 57 complaints. He did submit his complaints on web track and asks for an email, so airport staff does have that information which shows planes turning and flying directly over his area. Some planes do seem to avoid flying directly overhead but still contribute to the rather constant noise. He did report noticing a considerable amount of JSX flights, and wondered if anyone was monitoring them because there were so many on a regular basis. The other thing he noted was the low frequency of propeller planes which penetrated everything over other background noise.

Pam Thompson reported Anthea Gerardo had contacted CACNR after last month's meeting and she had responded to her twice but had never heard back. She does try to help individuals learn how to submit noise complaints

B. **RECEIVED BY CACNR –** One email had been received, from Ryan Sarny who indicated he would try to attend tonight's meeting. He further stated *"I appreciate the work you're doing to minimize train flights over residential areas, including the Part 150 effort and following up regularly with the flight schools. I know it's a major undertaking.*

"In Cherry Creek Vista South, just north of the airport, I've noticed an improvement over the last year. Still, we have training props circling over our homes regularly, including a few days per week before 7 am. Beyond the noise pollution this exposes our families to, many of these props are still using leaded fuel, and as you know tragically these planes do occasionally crash.

"There is zero justification for the flight schools to expose local residents to these risks. I maintain that the flight schools should use a queuing system that requires these flights to be spread throughout the day, having training pilots just wait for a little bit before starting touch and go's so the pattern does not need to be expanded over residential areas. This seems like an extremely reasonable compromise. We should not have to suffer noise pollution, lead exposure, and the risk of a crash so that training schools aren't slightly inconvenienced occasionally."

7. **CACNR STUDY GROUP COMMITTEE:** Brad Pierce indicated the committee had met recently and had received a presentation from the vendor for the dashboard who unofficially presented some data that they had been collecting. The committee gave them feedback; there were three different general categories to be measured on the dashboard which would be broken down to more detailed metrics for measurement. The percentage weight for each detailed category had been discussed, with the vendor taking that back for further work before the flight school meeting in December when it would be presented. However the committee did want to meet one more time before the flight school meeting, and was trying to get that meeting scheduled soon. The vendor was finishing inserting some of the scoring feedback fed into the dashboard. It had been hoped to have something to show to this meeting tonight, but details had not been finalized yet.

8. **EXECUTIVE COMMITTEE:**

A. ACPAA – Pam Thompson had submitted a report from the November ACPAA meeting. She noted one of the ACPAA board members had asked Zach if it was possible to quantify unique exposures of noise from aircraft, so if a particular aircraft made a higher pitch or a lower thrust or something like that, could they pull the algorithms on it and put it through the criteria of the dashboard. This could be used to create awareness by the flight schools so they know about any aircraft that tend to be a problem to the citizens below. They might be asked to consider if they could possibly fly higher or such, but to at least make them aware of the potential hazards that they may be exposing people below to. For the ACPAA to think about this seemed a very heartfelt and reasonable thing that might possibly be moved forward with possibly.

She noted Centennial Flyers had purchased some electric aircraft, with two to be delivered in 2027 and four more to be delivered in 2028. There were no questions about her report.

B. WEBMASTER – Chris Eubanks had no update, other than to note the intention to redesign the CACNR website in 2026. An RFP needed to be prepared and issued, and there were funds in the 2026 for the update to occur

C. WORK PROGRAM – A draft work program had been included in the emailing, and the committee which had worked on it was thanked for its diligence. Committee members (Donna Johnston, Amy Tharp, Pam Thompson, Chuck Darnell, Bill Wasmund) were invited to add comments during the discussion. There was agreement from the committee that feedback from the larger group of CACNR Representatives was needed and encouraged. The draft and discussion points included:

1. Categories and tasks undone from past work programs, and some new additions, ranked high, medium or low priority in each category.
2. A column provided for the Responsible Party who would work on each task (currently empty and could include one person up to and including the entire CACNR).
3. It was noted those who would be responsible for a task could do so singly or with a self-designated group; once the task was completed – as short or as long a time as needed - the task group would dissolve.
4. The committee wanted feedback on this idea, or suggestions for any other way to accomplish the work program's tasks.
5. Were there too many high priorities, or could a different metric be utilized? Everything could be a high priority, but how much weight or effort would CACNR have to put toward a task's accomplishment?

6. Further work could be done for final adoption in February.

Following further discussion about the content and focus of the draft, and various approaches for how to deal with changes which might be suggested, it was agreed Zach Gabehart would send the current draft document to everyone in Word format for their consideration. Comments were to be sent via email to Chris Eubanks by December 19, 2025. He would compile those and provide them to the Executive Committee (Alison would also send this to the WP Committee for its final input) in January. The EC would then develop a final draft to bring to the February CACNR meeting. It was felt it was in the purview of the Executive Committee to rank priorities for consideration of the larger group with the input of everyone.

MEETING TIME EXTENSION – On the motion of Donna Johnsoton, duly seconded, action was taken to extend the meeting time to consider the remainder of the agenda.

D. UC DAVIS NOISE AND EMISSION SYMPOSIUM – The 2026 budget had funds for two to attend, March 9-11. Chris Eubanks was planning on attending, and Pam Thompson expressed interest. It was noted that there were funds in the budget for attendance at N.O.I.S.E. educational sessions which were probably not going to be held in 2026. CACNR could take action to use those funds to send more than two to UC Davis, which had been very interesting and useful previously. Anyone else interested should contact Zach Gabehardt to be included in the early bird advance registration time frame.

E. 2026 CACNR/ACPAA MEETING DATES – The schedule had been provided in the email. It was noted there would be no January 2026 meeting, and no July 2026 meeting. The schedule could be adjusted if desired during the year.

F. LOGO CONSIDERATION – Without discussion, the Chair called for a phone vote on the samples that had been included in the email packet. Samantha Blymyer was thanked for preparing the samples. Comment was made that the name of CACNR was in two different size fonts in the samples, which did not seem appropriate. The different sizes did not seem to bother some Representatives. Blymyer indicated she could make the full name of CACNR all in the same size font. Motion was made by Andy Jones, duly seconded, to approve Sample #2 as presented; motion carried.

9. AIRPORT DIRECTOR: Mike Fronapfel provided the following information. Year to date through October, airport operations were down 10.2%; total fuel sales were down 0.4%. The numbers indicated there hadn't been a decline in jet traffic, but there had been a noticeable decline in training traffic, particularly pattern traffic and local traffic to the airport. Less training traffic is anticipated throughout the winter. 10,278 gallons of Avgas were used; one of the flight schools had resumed using it in its training aircraft.

Rehabilitation of the air traffic control tower continues, including replacing the elevator and HVAC systems. This work is being done over the winter and is anticipated to be finished by the end of Summer 2026.

Matt and Zach had been scheduled to attend an AAAE (American Association of Airport Executive) noise conference in Florida, but Zach was ill so Matt filled in for him moderating a panel about noise complaints outside the noise contours. It and he were well received and Matt was thanked for doing a good job.

Snow crews were out at 5:00 a.m. dealing with this first snow of the season. Everything had been cleared when another band came through around 4:30 p.m. so they had to start all over again. The airport was able to be open, operational and safe all day.

There had been a public hearing at the November ACPAA meeting for an amendment to the minimum standards for Part 135/380 operators, to include a \$1 per available seat on departing aircraft in 2026, raising to \$2 per available seat on departing aircraft. There had been no public comment, and the amendment had been approved by ACPAA.

Promotions for both Matt and Zach were announced. Matt was now the Senior Planner/Noise analyst and IT Assistant, and Zach was now the Senior Planner/Noise & Environmental. Both were congratulated.

10. **OLD BUSINESS:** None

11. **NEW BUSINESS:** None

12. **PUBLIC COMMENT EXTENSION IF NEEDED:** (3 minutes per person time limit) None

13. REPRESENTATIVES' COMMENTS:

Andy Jones indicated he would be working on the invoices for all the Regular Members. No funds would be requested for 2026, in accordance with CACNR's adopted budget, but the invoices would provide Members with a reminder of who we are and what we are. Members' Representatives to CACNR would receive the invoices, for them to pass on to their appropriate staff and decision-making bodies.

Braad Pierce noted the emailing contained a Noise Alert from the National Organization to Insure a Sound Controlled Environment (N.O.I.S.E.), which he Chairs. That alert came out right after the November CACNR meeting, and another alert had just come to Pierce today. There was considerable discussion of how to get that information to CACNR Representatives in a timely fashion, considering there would be no mailing for January. Matt Frenette indicated he had just placed the new alert in the handout section of the goto webinar dashboard for this meeting, where it would be accessible to everyone.

Pam Thompson noted the last two paragraphs in an Hometown Weekly article stated an FAA spokesperson indicated the agency continuously worked to help reduce the number of people exposed to aviation noise, and with communities around airports addressing

this concern, etc. She wondered if the FAA was back at the table about any of our concerns or attending any of the study group committee meetings. The FAA representatives were very helpful when they were allowed to attend, and efforts to get them back were being addressed. The lobbying group consisting of Greenwood Village, Centennial Airport, and Arapahoe County and its lobbying firm had had this as a topic of discussion both internally and with the staffs of Senators Bennett and Hickenlooper and Congressman Crowe. Hopefully there would be a joint letter to the FAA administrator pressing this issue. Thompson indicated CACNR would be happy to help with this or other efforts in the future.

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

15. **NEXT MEETINGS:**

- A. **CACNR** – Feb 4, 2026 6:30 p.m. 7565 South Peoria Street, Englewood, CO 80112
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** – Dec 11, 2025 3:00 p.m. 7565 South Peoria Street, Englewood, CO 80112, Pam Thompson for CACNR
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 9:08 p.m.

Alison Biggs, Secretary

CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE		2025 BUDGET - Approved October 2, 2024; Updated as of 1/2/2026		
		BUDGET	ACTUAL	
INCOME:			as of 1/02/2026	NOTES
CARRY OVER FROM PRIOR YEAR		\$ 24,000.00	\$24,148.97	Carry over from 2024
ACPAA		\$ 10,000.00	\$10,000.00	
CACNR REGULAR MEMBERS		\$ 7,000.00	\$7,500.00	12 Regular Members to be invoiced at 1/2 past regular amount (\$500 for Cities and Towns; \$1,000 for Counties)
TOTAL INCOME:		\$ 41,000.00	\$41,648.97	
EXPENDITURES:				
WORK PROGRAM:				
TEAM EXPENDITURES		\$ 10,000		Community Outreach; Incentive Program(s); Fly Quiet; Practice Areas; Noise Monitors; Legislative/Governmental Affairs
WEBSITE		\$ 2,100	\$562.89	Webmaster; Website Domain and Hosting Renewal
EXECUTIVE/WORK PLAN		\$ 500		Annual Report
CONFERENCES:				
2 Reps to UC Davis Symposium		\$ 5,000	\$4,806.84	** Estimate based on prior symposiums
2 Reps to 2 N.O.I.S.E. Conferences		\$ 4,000		** Estimate based on prior years when conferences were held
CONSULTATION/EDUCATION:		\$ 4,000		Projects with consultants for entire Roundtable
MEMBERSHIP DUES:		\$ 1,000	\$1,000.00	N.O.I.S.E.
		\$ 325		CML
ADMINISTRATIVE:		\$ 2,000		Consultation on Work Plan
		\$ 3,000		Legal
ADMINISTRATIVE		\$ 1,650		Meeting Space
		\$ 1,500		Recorder
RESERVE		\$ 2,000.00	\$606.14	Donation in Memory of B. Doubek and Baby Gift for M. Frenette for presently unidentified and unanticipated expenses and/or CACNR activities consistent with the approved Work Plan.
TOTAL EXPENDITURES:		\$ 37,075.00	(6,975.87)	
CARRY OVER TO 2025		\$ 3,925.00	\$34,673.10	Actual to be determined at the end of 2025
** Usually includes registration, travel, ground transportation, lodging, meals.				
FRAME OF REFERENCE: The MOU Funding Structure adopted 12/13/2018 called for an initial two-year funding mechanism. "Thereafter, CACNR will provide ACPAA and each Regular Member with a report on the previous year's expenditures, and an annual invoice accompanied by a proposed budget indicating how the requested funds would be utilized, so that funds could be appropriated for the coming year."				

CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE 2026 BUDGET - Approved November 5, 2025; Updated as of 1/30/2026				
		BUDGET	ACTUAL	
INCOME:			as of 1/30/2026	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		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	(2,785.00)	
CARRY OVER TO 2026	\$	-	\$31,888.10	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."				

ATTENDANCE RECORD for 2025 - 2026 CACNR MEETINGS		2025	2025	2025	2025	2025	2025	2025	2025	2025	2026	2026	2026	MEMBER	TOTAL %
		APR	MAY	JUNE	JULY*	AUG	SEPT	OCT	NOV	DEC	JAN*	FEB	MAR	%	
1	ARAPAHOE COUNTY	Rhonda Fields - AC	ABSENT	ABSENT	ABSENT	X	X	X	ABSENT	X				50%	50%
2		Leroy Evans - AC	ABSENT	ABSENT	ABSENT				ABSENT					0%	
3		Sreenivasan Alakappan - UAC	ABSENT	ABSENT	ABSENT	ABSENT	ABSENT	ABSENT	ABSENT	ABSENT				0%	0%
4		Vacant - UAC	ABSENT	ABSENT	ABSENT	ABSENT	ABSENT	ABSENT	ABSENT	ABSENT				0%	
5															
6	DOUGLAS COUNTY	Abe Laydon - DC												0%	100%
7		Dan Avery/DJ Beckwith - DC	X	X	X	X	X	X	X	X				100%	
8		Alison Biggs - UDC	X	X	X	X	X	ABSENT	X	X				88%	88%
9		Mark Adams - UDC						ABSENT						0%	
10															
11	ELBERT COUNTY	Mike Buck - EC (as of 8/25)	-	-	-	ABSENT	ABSENT	ABSENT	ABSENT	ABSENT				0%	0%
12		Shawn Fletcher - EC (as of 8/25)	-	-	-	ABSENT	ABSENT	ABSENT	ABSENT	ABSENT				0%	
13		Brenda Dyche - UEC (as of 8/25)	-	-	-	X	X	X	X	X				100%	100%
14		Deidre Dyche - UEC (as of 8/25)	-	-	-	X								20%	
15															
16	AURORA	Brad Pierce	X	X	X	X	X	X	X	X				100%	100%
17		Maurice Healy												0%	
18															
19	CASTLE PINES	Chris Eubanks	X		X	X	X	X	X	X				88%	100%
20		Ron Cole	X	X virtual				X		X				50%	
21															
22	CASTLE ROCK	Laura Cavey	ABSENT	ABSENT	ABSENT	ABSENT				ABSENT				0%	38%
23		Sandy Vossler	ABSENT	ABSENT	ABSENT	ABSENT	X (VIRTUAL)	X	X (VIRTUAL)	ABSENT				38%	
24															
25	CENTENNIAL	Don Sheehan	X	ABSENT	X		X	X	X	X				75%	88%
26		Amy Tharp		ABSENT	X	X	X	X	X	X				75%	
27															
28	CHERRY HILLS VILLAGE	Dave Heller	ABSENT	x virtual	ABSENT	ABSENT	X (VIRTUAL)	ABSENT	ABSENT	X				38%	38%
29		Doug Robinson	ABSENT	ABSENT	ABSENT	ABSENT		ABSENT	ABSENT					0%	
30															
31	FOXFIELD	Pam Thompson	X	X	X	X	X	X	X	X				100%	100%
32		Frank Lawrence												0%	
33															
34	GREENWOOD VILLAGE	Donna Johnston	X	X	X	X	X	X	X	X				100%	100%
35		John Jackson			X									13%	
36															
37	HIGHLANDS RANCH	Andy Jones	X	ABSENT	X	ABSENT	X (PHONE)	ABSENT	X	X				63%	63%
38	METROPOLITAN DISTRICT	Renee Anderson		ABSENT		ABSENT		ABSENT						0%	
39															
40	LONE TREE	Mike Anderson	X	X	X	ABSENT	X	X		ABSENT				63%	75%
41		Chuck Darnell				ABSENT			X	ABSENT				13%	
42															
43	PARKER	Vacant/Emily Hogan (5/25)	ABSENT	ABSENT		X VIRTUAL		ABSENT	X (VIRTUAL)					25%	63%
44		B.Matthews/Michael Lawson (5/25)	ABSENT	ABSENT	X		X (VIRTUAL)	ABSENT		X				38%	
45															
46	ACPAA	Mike Fronapfel	X	X	X	X		X	X	X				88%	100%
47		Zach Gabehart	X	X	X	X	X	X	X	X				100%	
48															
49	AOPA	John Hirshman/Joe Patton	X	X	X	X	X	X	X	X				100%	100%
50		Brad Schuster/Joe Patton/Mike Koscielniak					X	X	X	X				50%	
51															
52	CABA	Don Kuskie	X	X	X	X	X	X	ABSENT	X				88%	88%
53		Mike Straka							ABSENT					0%	
54															
55	CDOT AERONAUTICS	Todd Green	ABSENT	ABSENT	ABSENT	ABSENT	ABSENT	ABSENT	ABSENT	ABSENT				0%	0%
56	DIVISION	Vacant	ABSENT	ABSENT	ABSENT	ABSENT	ABSENT	ABSENT	ABSENT	ABSENT				0%	
57															
58	WINGS OVER THE ROCKS	Bill Wasmund	X	X	X	ABSENT	X	X	ABSENT	ABSENT				63%	63%
59		Vacant				ABSENT			ABSENT	ABSENT				0%	
60															
61	* No scheduled meetings in July '25 or January '26														
62															
63															
64	CACNR BYLAWS:														
65	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 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).														
66															
67	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 Substitute Representative for that meeting only, and shall notify the CACNR Chair of that designation, in writing.														
68															11/20/2025



Centennial Airport Noise Compatibility Study

Arapahoe County Public Airport Authority

Welcome!

Agenda

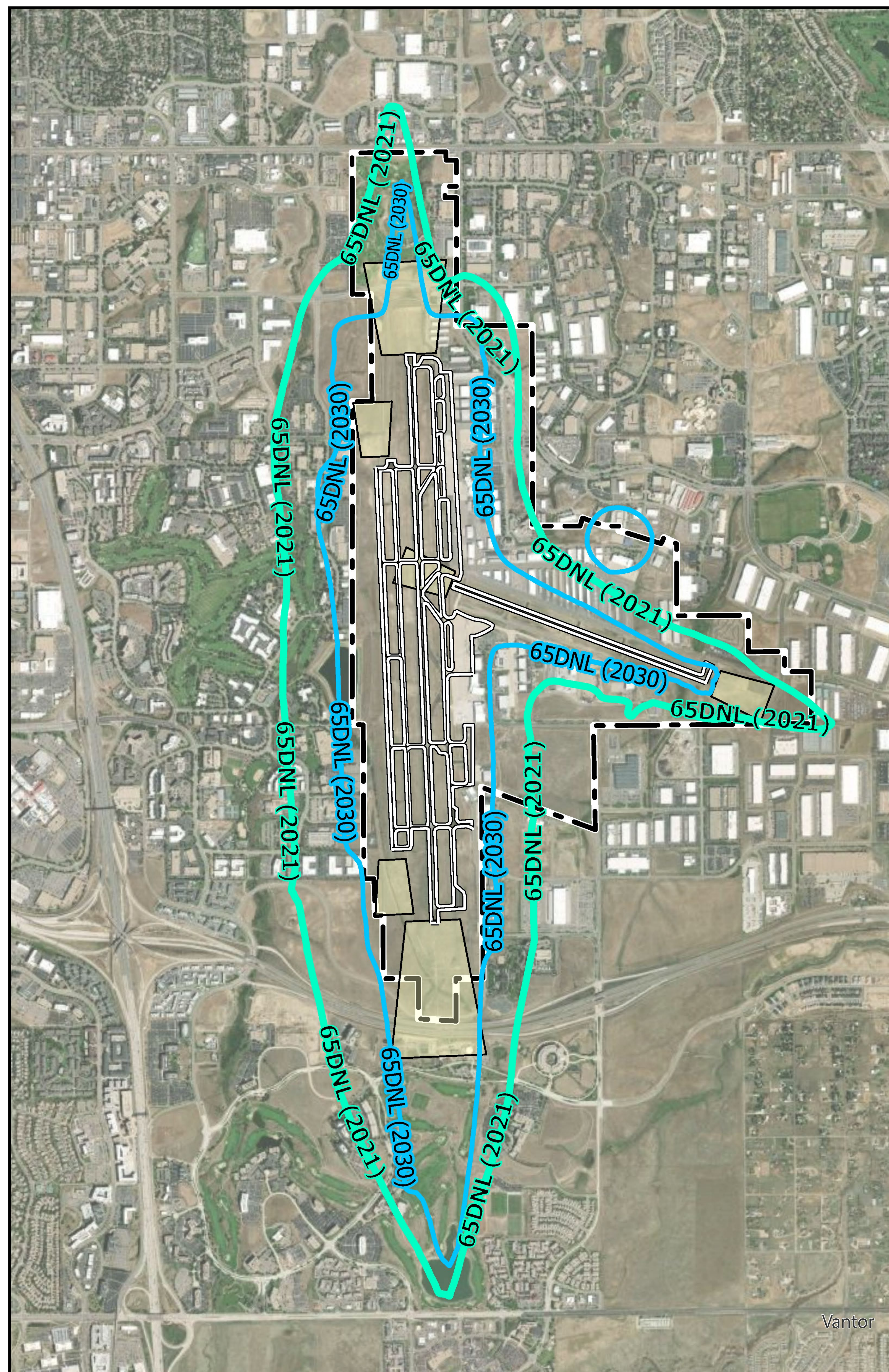
- Introduction
- Part 150 Process - Schedule
- 65 DNL Comparison
- 2030 55 DNL
- Preliminary Alternative Concepts Discussion
- Questions/Comments

Part 150 Study Process

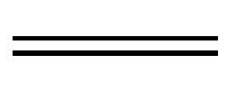


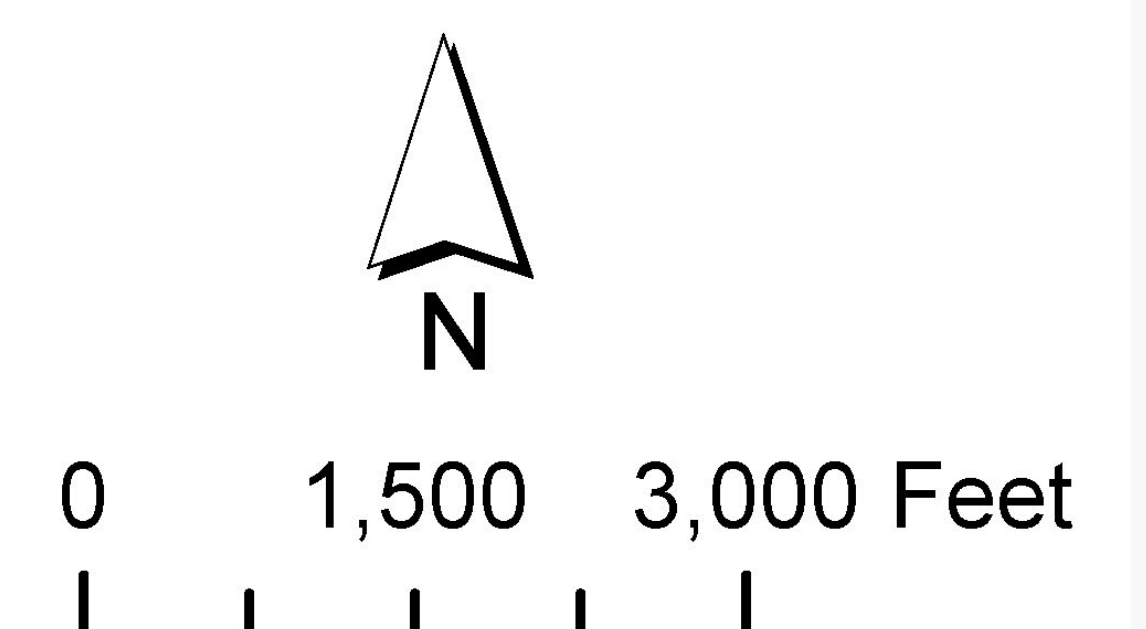
65 DNL Noise Contours Comparison: 2021 vs. 2030

Per federal guidelines, noise-sensitive uses within the 65 DNL are noncompatible.
60 DNL is for land use planning purposes only.



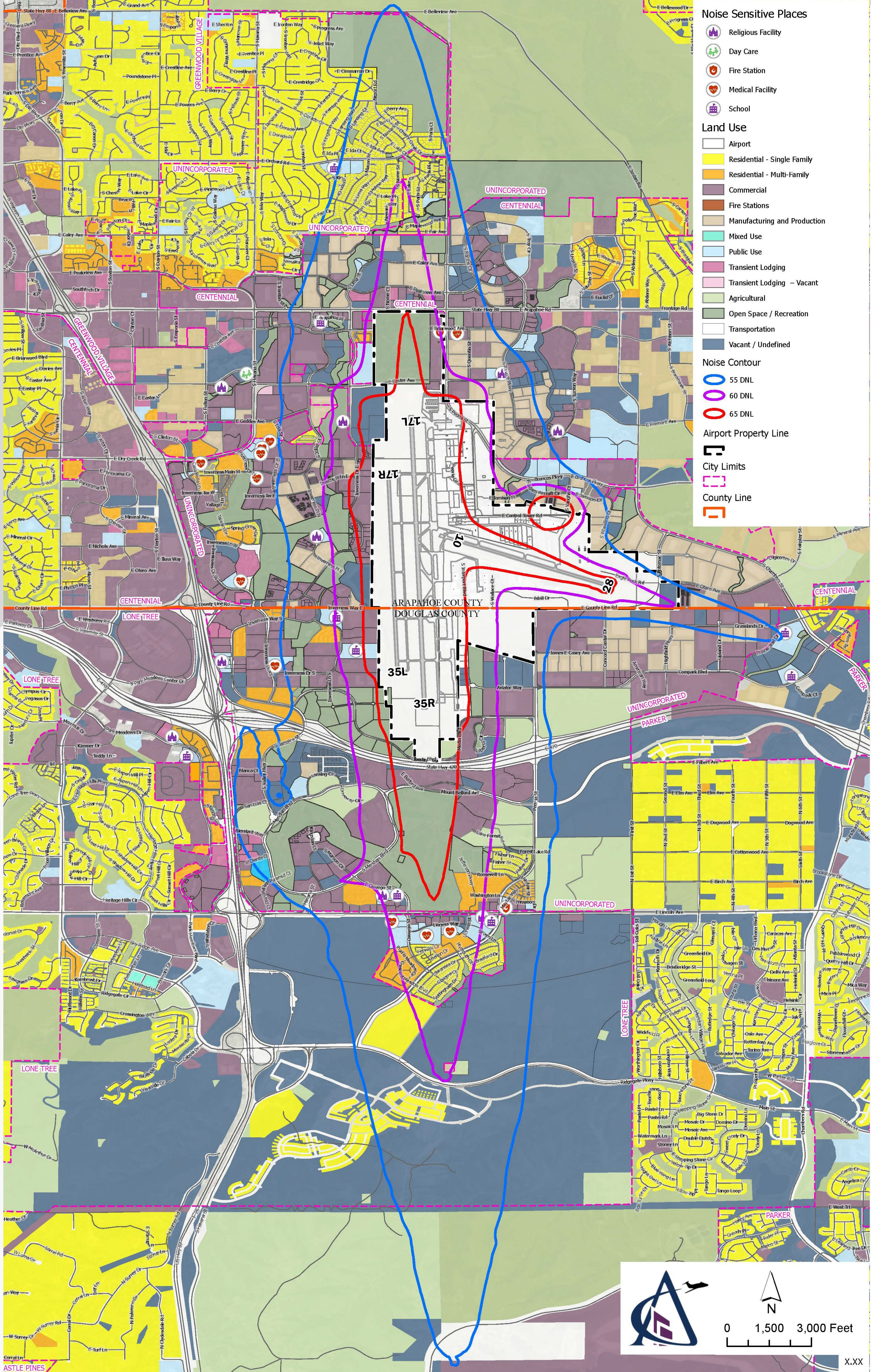
Legend

-  APA 2030 Noise Contour 65 DNL
-  APA 2021 Noise Contour 65 DNL
-  Runways/Taxiways
-  Runway Protection Zones
-  Airport Property Line



2030 Draft Noise Contour 55 DNL – For Reference Purposes Only

*Per federal guidelines, noise-sensitive
uses within the 65 DNL are
noncompatible.
60 DNL is for land use planning
purposes only.*



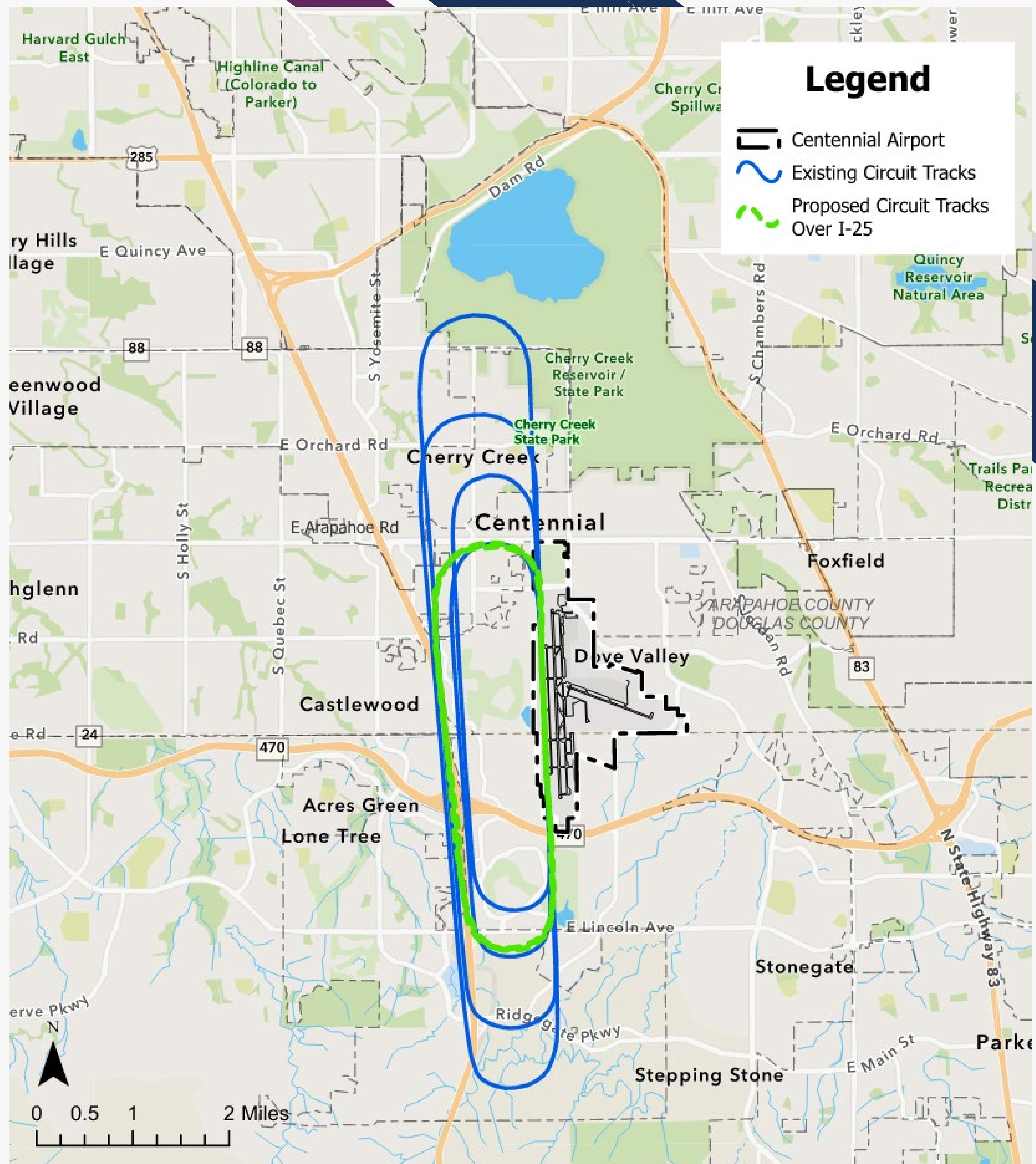
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Operational Alternatives Concepts

- Alternative Concepts to be Modeled
 - Shift Runway 17R/35L Traffic Pattern West, Over I-25
 - Runway 35R Departure on Heading of 010

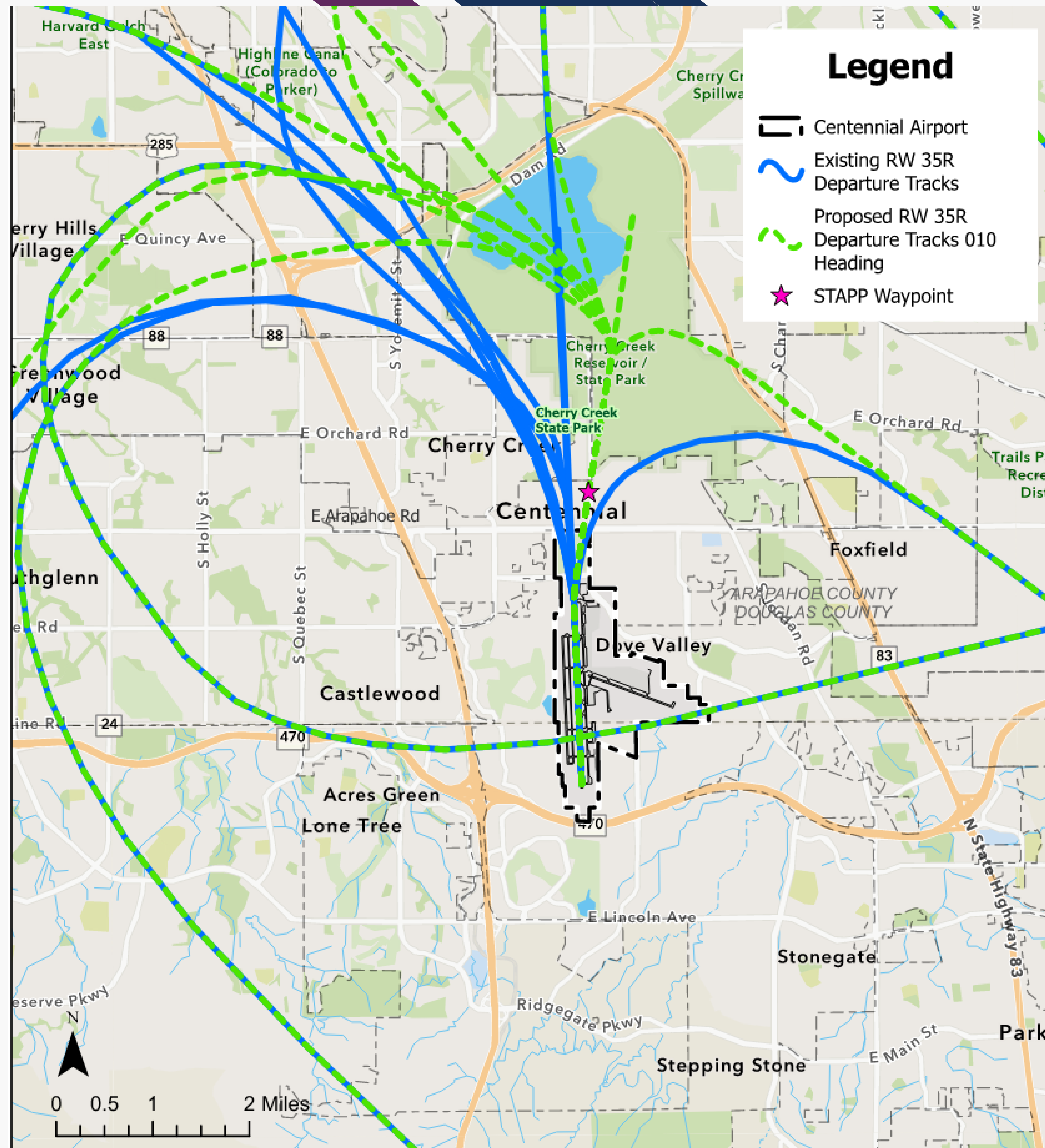
Operational Alternative Concept: Shift Touch- and-Go Traffic Pattern West Over I-25

- Goal: Routing over more compatible land uses (i.e., highway)



Operational Alternative Concept: Runway 35R Departure on 010° Heading

- Goal: Route jets over non-residential land uses
- Looked at in Previous Part 150; rejected due to airspace/technology limits
- Now potentially feasible with technology
- Two versions of this alternative
 - Nighttime Only
 - Nighttime and Daytime



Operational Alternatives Concepts

- Alternative Concepts Undergoing Further Safety, Operational, Etc. Analysis
 - High-Speed Taxiways to Runway 17R/35L
 - Displaced Threshold for Circuit Operations on Runway 17R
 - Angled Final Approach to Runway 17R
 - Increased Preferential Use of Runway 17L/35R at Night

Administrative Alternatives Concepts

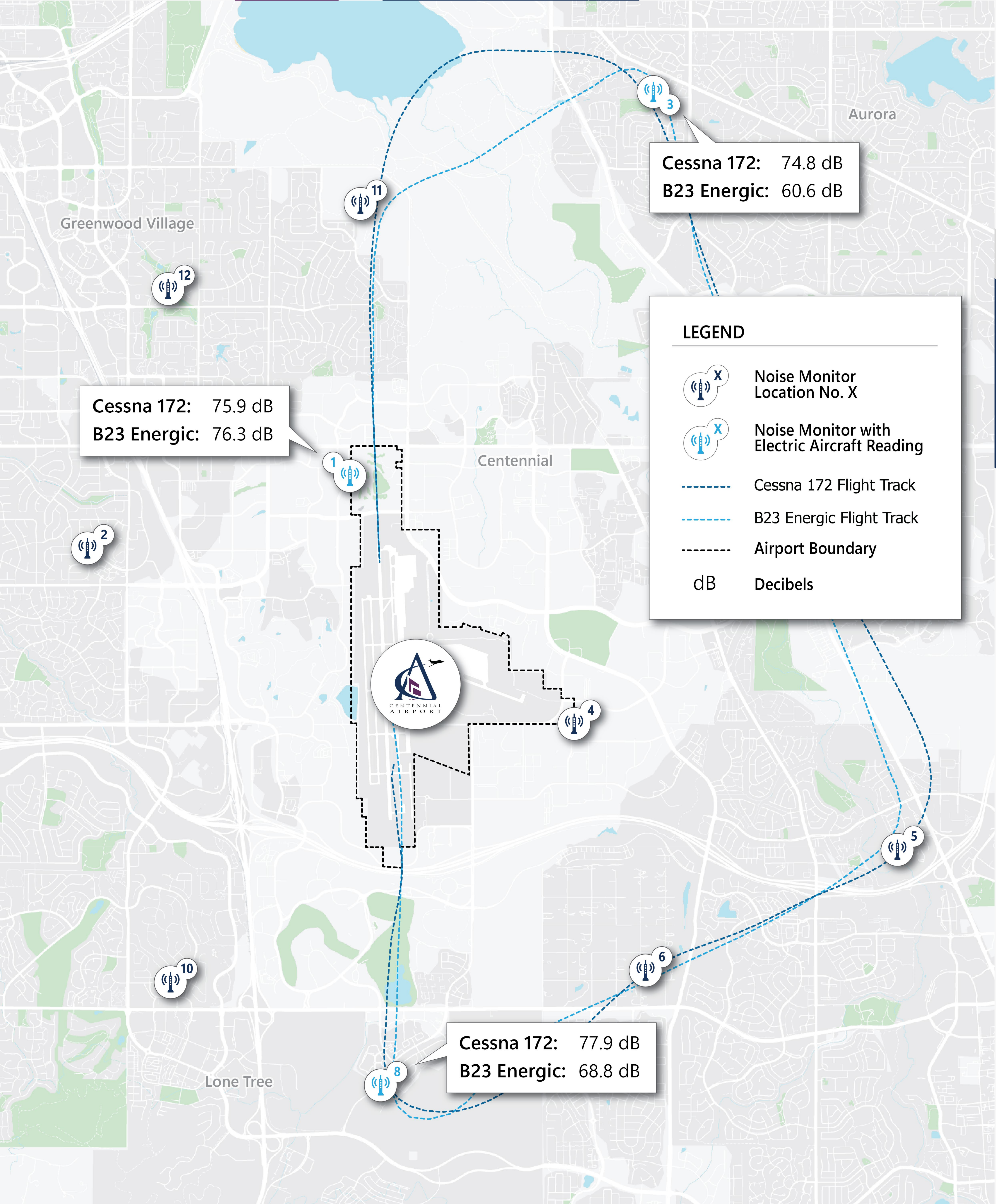
- Airspace Redesign
- Ground Reference for Base Turn in RY 17R Traffic Pattern
- Updates to Noise Monitoring Program
- Fly Quiet/Dashboard
- Automatic Release of IFR Traffic
- Update/Incorporate Noise-Sensitive Areas into Electronic Flight Bags (iPads, etc.) and Tower Radar Displays
- Continuation of Centennial Airport Community Noise Roundtable (CACNR)
- Continuation or Revision of FAA Study Group

Electric Aircraft Monitoring

	Cessna 172				B23 Energic				Noise Delta (dB)
	Engine RPM	Airspeed (IAS)	Altitude	Noise (dB)	Engine RPM	Airspeed (IAS)	Altitude	Noise (dB)	
Noise Monitor 1	2,160	67 kts.	6,040 ft.	75.9	1,900	62 kts.	6,000 ft.	76.3	0.4
Noise Monitor 3	2,400	90 kts.	7,300 ft.	74.8	2,000	84 kts.	7,240 ft.	60.6	14.2
Noise Monitor 5	2,390	90 kts.	7,320 ft.	76.7	2,000	79 kts.	7,300 ft.	-	>16.7
Noise Monitor 6	2,400	81 kts.	7,300 ft.	72.6	2,000	79 kts.	7,260 ft.	-	>12.6
Noise Monitor 8	2,500	75 kts.	6,900 ft.	77.9	2,400	76 kts.	7,280 ft.	68.8	9.1
Noise Monitor 11	1,950	77 kts.	6,700 ft.	72.6	1,450	73 kts.	6,580 ft.	-	>12.6

Note: Monitors reflecting “_” for the electric aircraft indicate that noise levels were below 60 dB, which is the threshold at which noise monitors start registering data. Therefore, deltas between the 172 and the electric aircraft could be even greater than noted.

Electric Aircraft Monitoring



Next Steps

- Summary of Comments on NEM Package
- Submit Noise Exposure Maps (NEMs) for FAA Acceptance
- Input on Alternative Concepts
- Revise Alternatives and Continue Analysis
- Develop Recommendations and Noise Compatibility Program

Thank You!

Comments or Questions?
Submit here:



Please visit our website for additional study
events, news, and information here:

www.apa150noisestudy.com



CENTENNIAL
AIRPORT®

CENTENNIAL AIRPORT

NOVEMBER 2025 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 Statistics8-9

8. YTD Noise Complaint Statistics10-12

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.

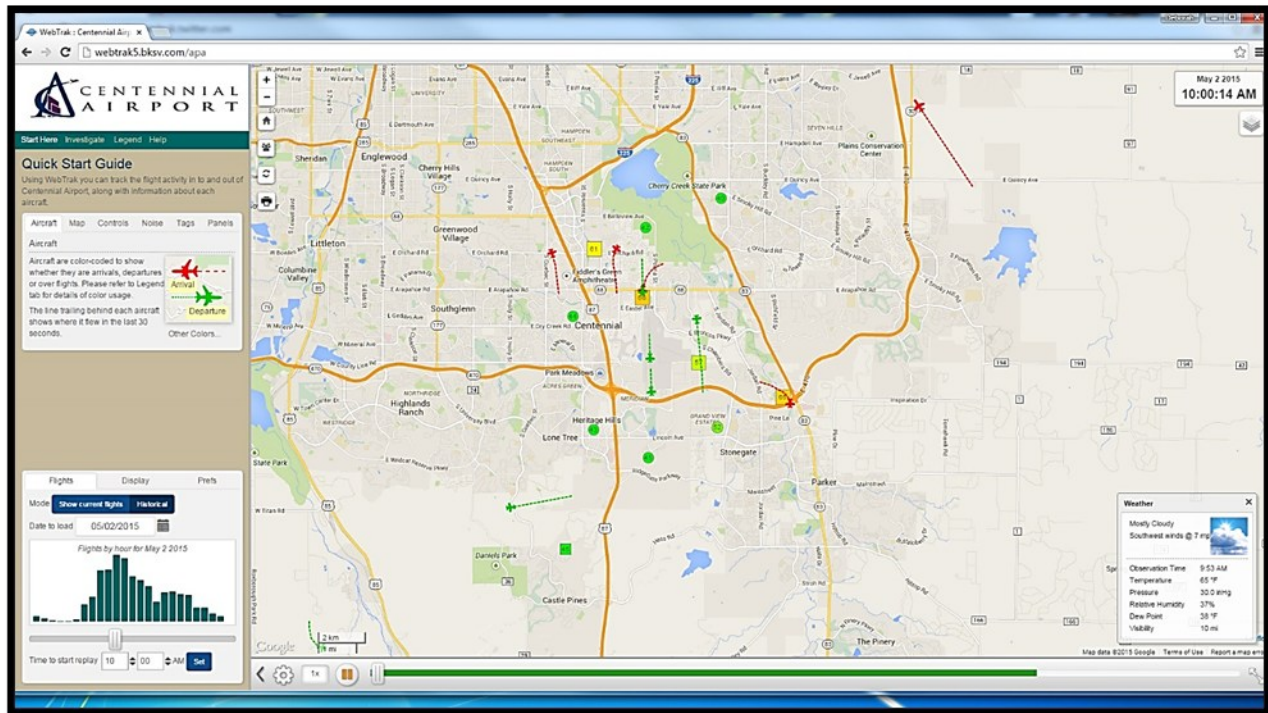
Sound Exposure Level (SEL) – The total energy in the A-weighted sound level measured during a transient noise event. SEL accounts for both the duration and the loudness of a noise event.

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://centennialairport.com/track-and-report-noise>

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	2,634	2,546	131	5,311	1,559	5,291	77	6,927	11,197	2	11,199
February	2,509	2,499	134	5,142	1,488	5,097	84	6,669	11,271	6	11,277
March	2,682	2,896	124	5,702	1,731	5,897	83	7,711	13,120	15	13,135
April	2,405	2,562	161	5,128	1,706	5,418	89	7,213	12,912	0	12,912
May	2,644	2,939	164	5,747	1,826	6,358	84	8,268	13,704	7	13,711
June	2,833	3,052	241	6,126	1,724	6,426	80	8,230	12,056	22	12,078
July	2,874	3,195	196	6,265	1,938	7,010	84	9,032	12,140	3	12,143
August	2,760	3,092	169	6,021	1,637	6,712	84	8,433	11,556	10	11,566
September	2,950	2,855	137	5,942	2,167	6,921	65	9,153	12,815	3	12,818
October	3,054	2,871	160	6,085	2,005	6,389	69	8,463	12,548	6	12,554
November	3,012	2,711	144	5,867	1,729	6,309	35	8,073	8,670	6	8,676
December				0				0			0
Y-T-D Totals	30,357	31,218	1,761	63,336	19,510	67,828	834	88,172	131,989	80	132,069

	IFR OVERFLIGHTS				VFR OVERFLIGHTS				TOTAL OPERATIONS
	AIR TAXI	G.A.	MILITARY	TOTAL INTINERANT	AIR TAXI	G.A.	MILITARY	TOTAL	
January	6	3	2	11	31	49	2	82	23,530
February	0	3	1	4	35	53	6	94	23,186
March	7	6	1	14	29	53	3	85	26,647
April	6	2	2	10	41	72	10	123	25,386
May	7	13	2	22	30	64	5	99	27,847
June	7	6	1	14	36	37	3	76	26,524
July	4	8	2	14	49	81	8	138	27,592
August	6	9	2	17	59	62	3	124	26,161
September	3	5	1	9	34	74	11	119	28,041
October	2	4	1	7	31	90	8	129	27,238
November	6	3	0	9	52	117	1	170	22,795
December				0				0	
Y-T-D Totals	54	62	15	131	427	752	60	1,239	284,947

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.

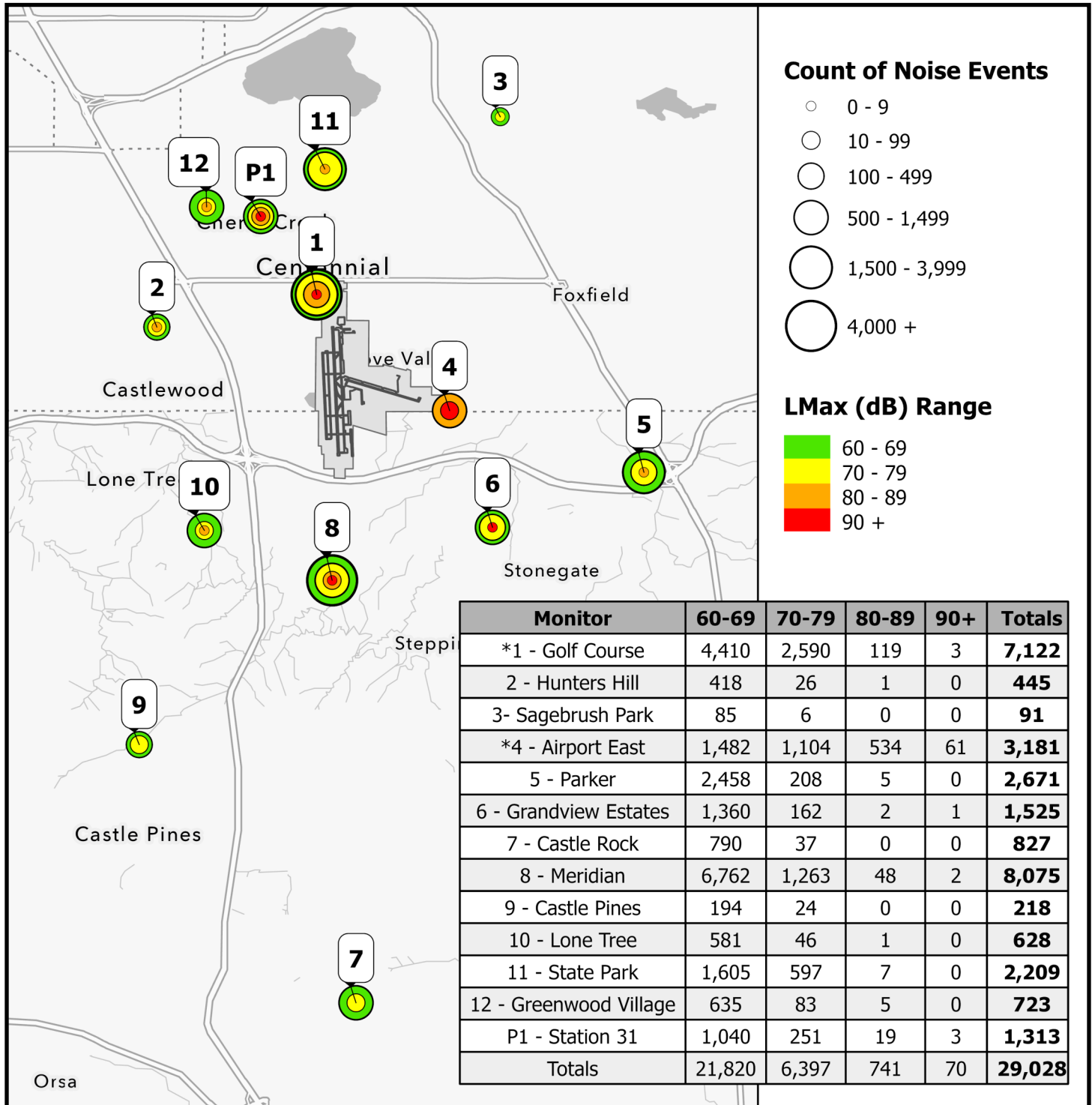
VFR Itinerant – Operations other than local operations conducted under Visual Flight Rules.

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.



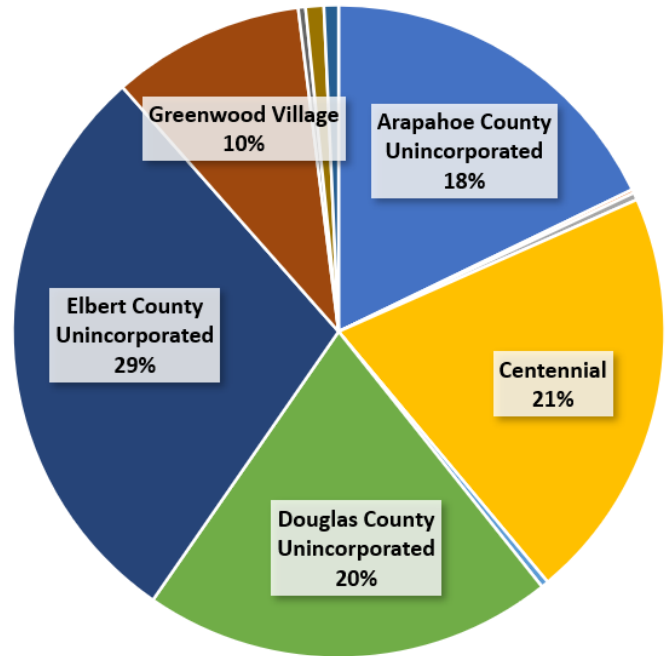
**NMT located on airport.*

NMT Downtimes: NMT9: 11/5 11:00—11/6 18:00; 11/8 11:00—11/10 10:00; 11/12 09:00-11/12 10:00; 11/13 10:00—11-14 10:00; 11/23 00:00—11/24 10:00

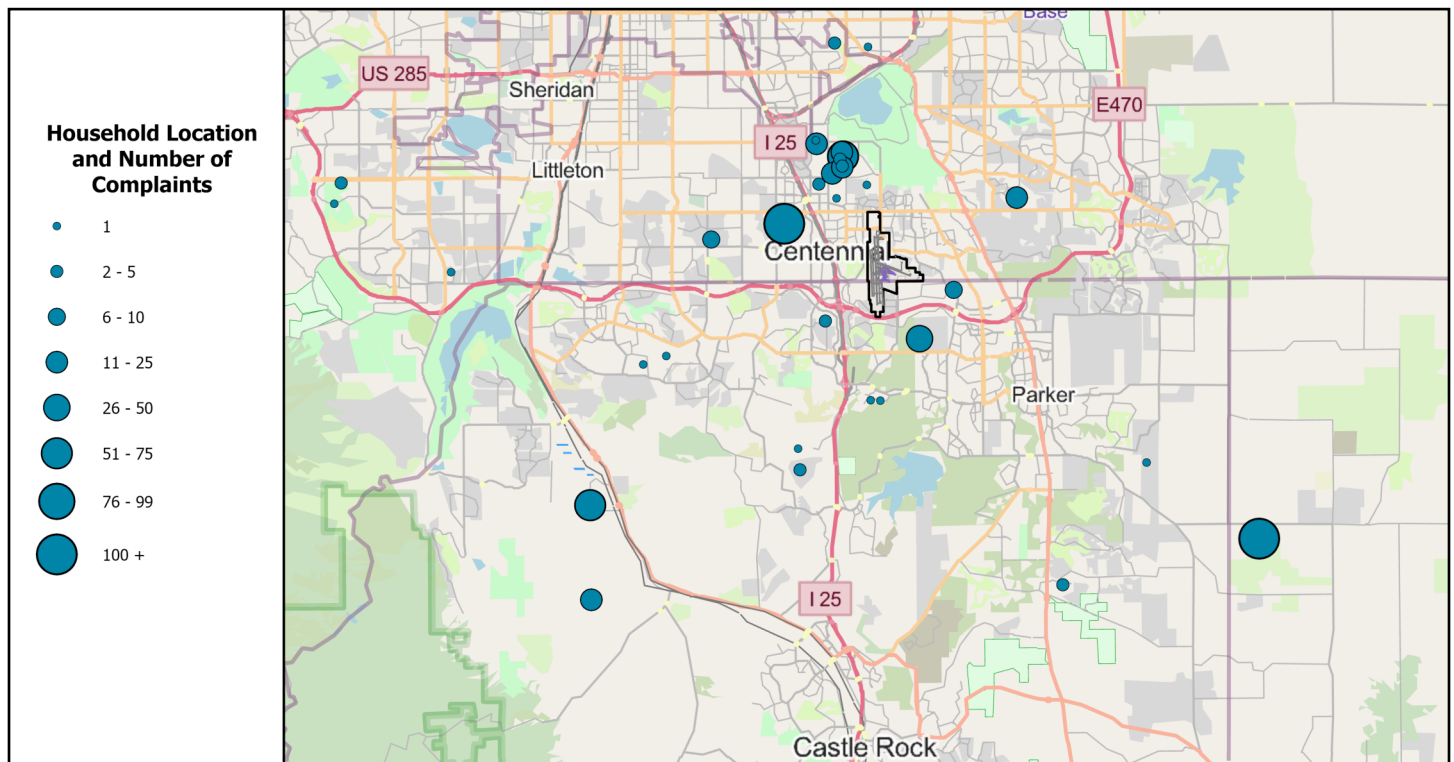
7. NOVEMBER 2025 NOISE COMPLAINT STATISTICS

Municipality	Complaints	Households	Population
Arapahoe County Unincorporated	99	6	98,066
Aurora	1	1	399,913
Castle Pines	2	1	14,000
Castle Rock	0	0	86,000
Centennial	114	2	108,422
Cherry Hills Village	0	0	6,442
Denver	2	1	715,522
Douglas County Unincorporated	113	8	276,493*
Elbert County Unincorporated	160	1	29,382
Greenwood Village	53	6	15,691
Highlands Ranch	2	2	103,444
Lone Tree	5	3	14,253
Parker	0	0	68,000
Other	4	3	-
Total	555	34	1,936,078

Complaints per Municipality

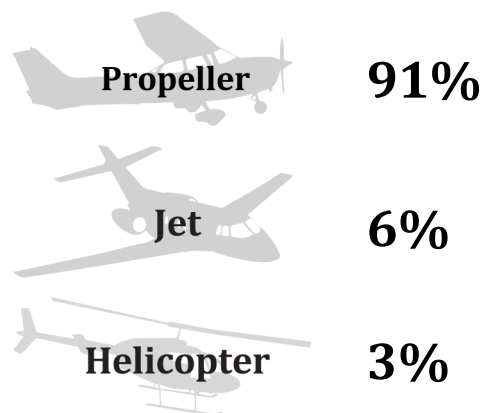


*Douglas County Unincorporated Population with Highlands Ranch Removed



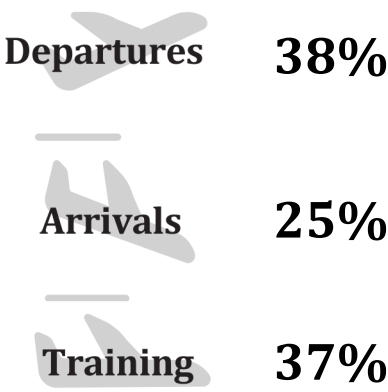
7. NOVEMBER 2025 NOISE COMPLAINT STATISTICS

Complaint by Aircraft Type



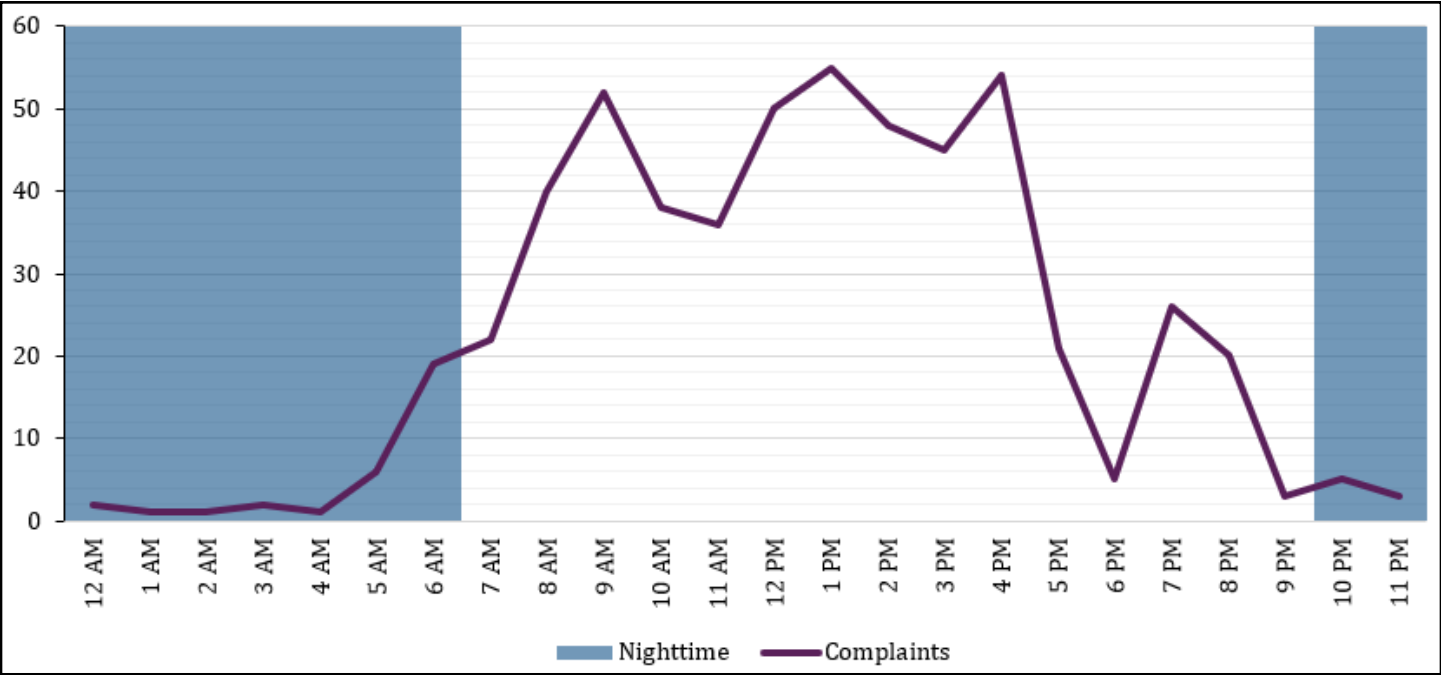
*#1 Household Removed

Complaint by Operation Type



*#1 Household Removed

Complaints by Hour



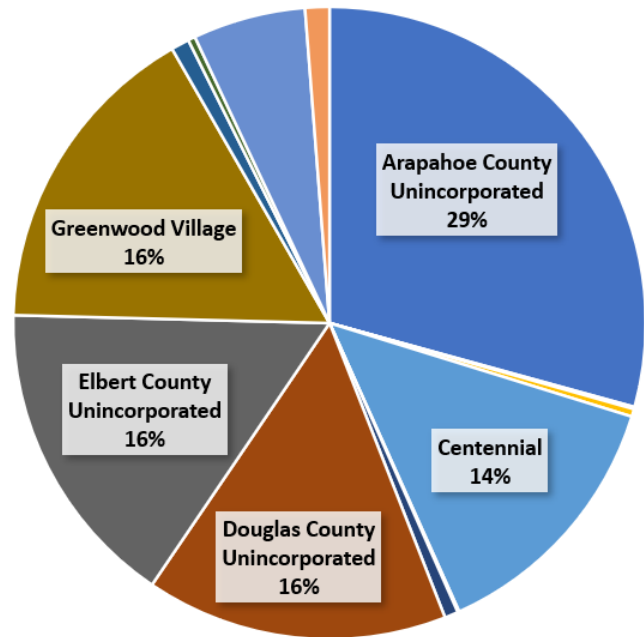
Noise Complaint Responses Completed	
Email	63
Phone	0
Total	63

Time Complaint Received	
Day (7:00 AM—9:59 PM)	515
Night (10:00 PM—6:59 AM)	40
Total	555

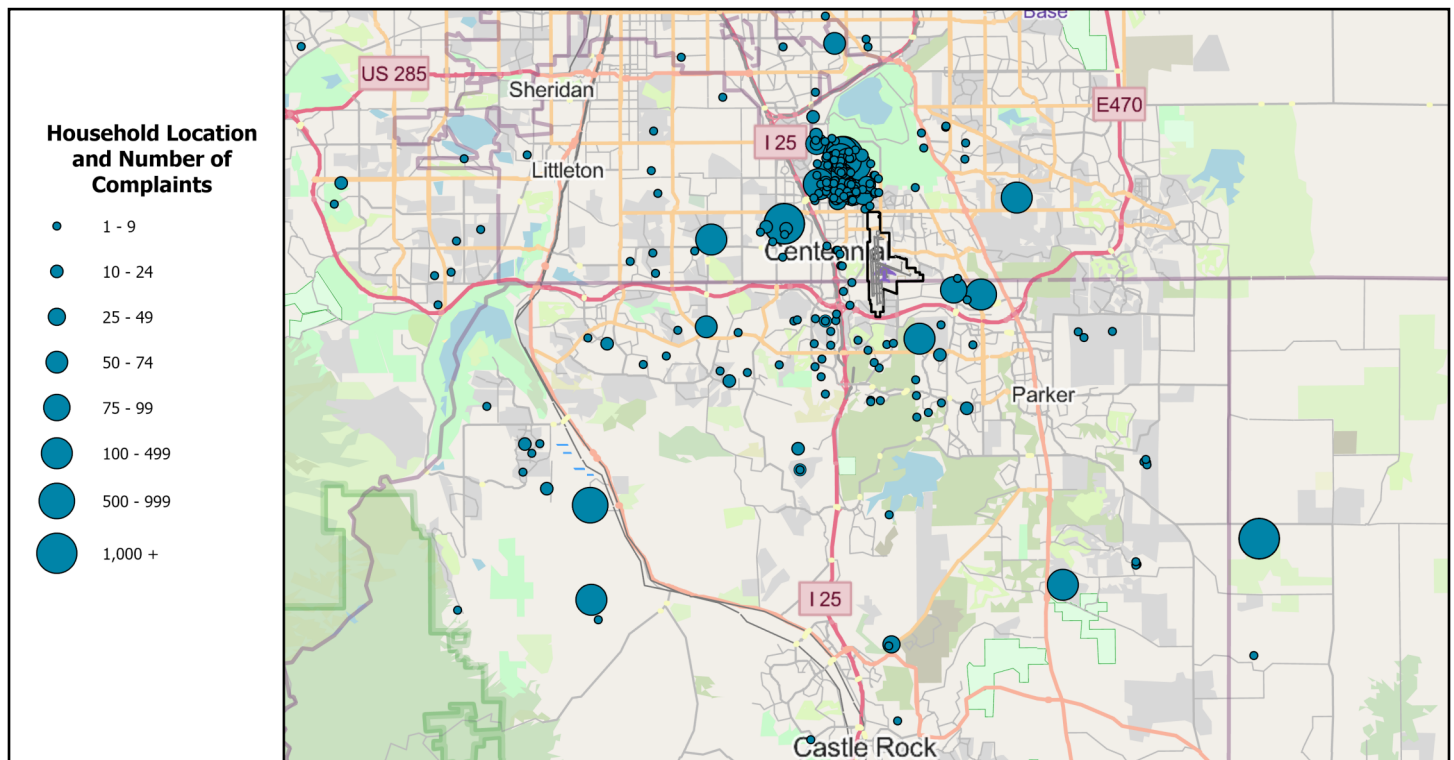
8. YEAR-TO-DATE 2025 NOISE COMPLAINT STATISTICS

Municipality	Complaints	Households	Population
Arapahoe County Unincorporated	2,623	66	98,066
Aurora	6	6	399,913
Castle Pines	4	2	14,000
Castle Rock	35	4	86,000
Centennial	1,210	17	108,422
Cherry Hills Village	7	2	6,442
Denver	62	6	715,522
Douglas County Unincorporated	1,383	41	276,493*
Elbert County Unincorporated	1,426	2	29,382
Greenwood Village	1,461	55	15,691
Highlands Ranch	83	9	103,444
Lone Tree	33	17	14,253
Parker	516	7	68,000
Other	111	18	-
Total	8,960	252	1,936,078

Complaints per Municipality

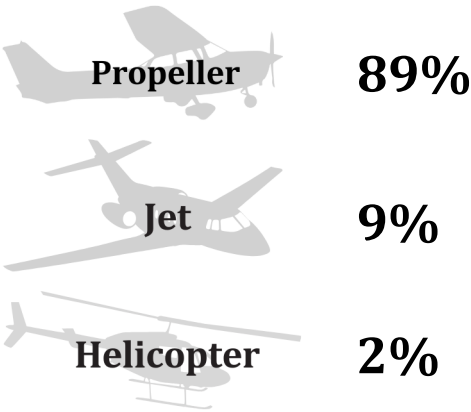


*Douglas County Unincorporated Population with Highlands Ranch Removed



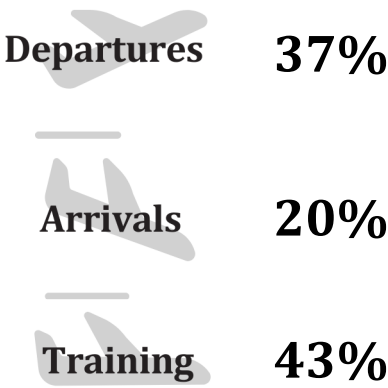
8. YEAR-TO-DATE 2025 NOISE COMPLAINT STATISTICS

Complaint by Aircraft Type



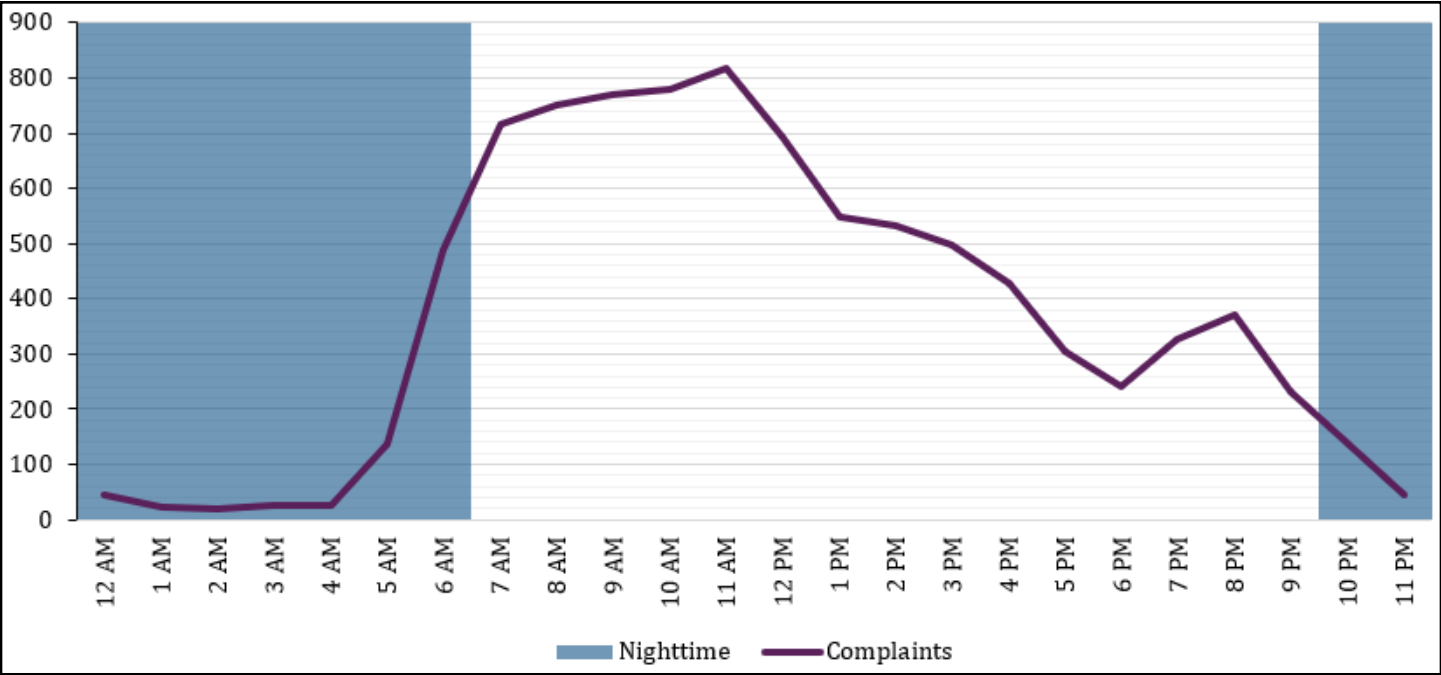
*#1 Household Removed

Complaint by Operation Type



*#1 Household Removed

Complaints by Hour

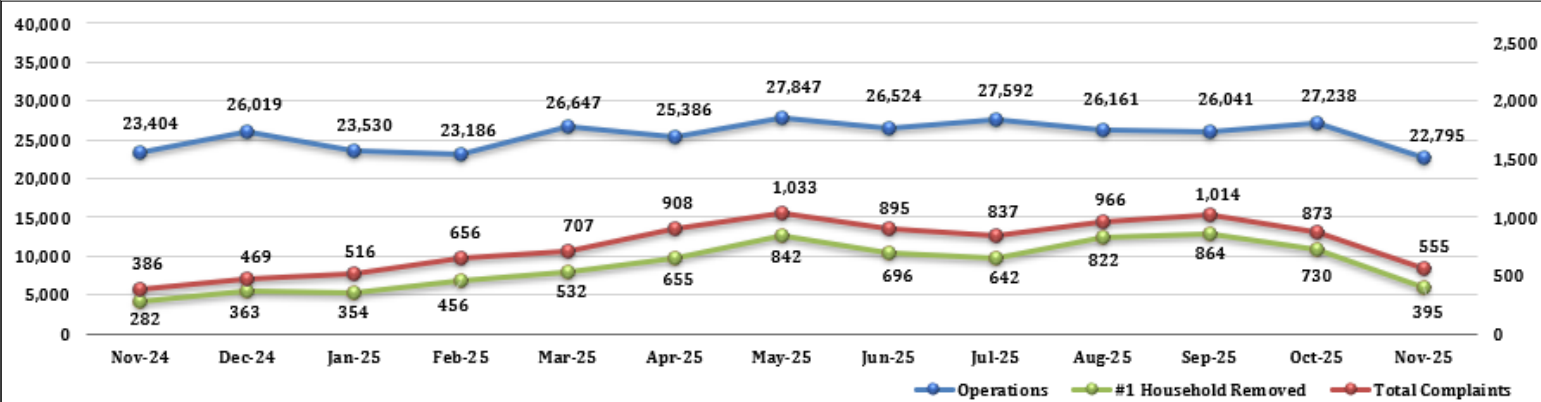


Noise Complaint Responses Completed	
Email	943
Phone	54
Total	997

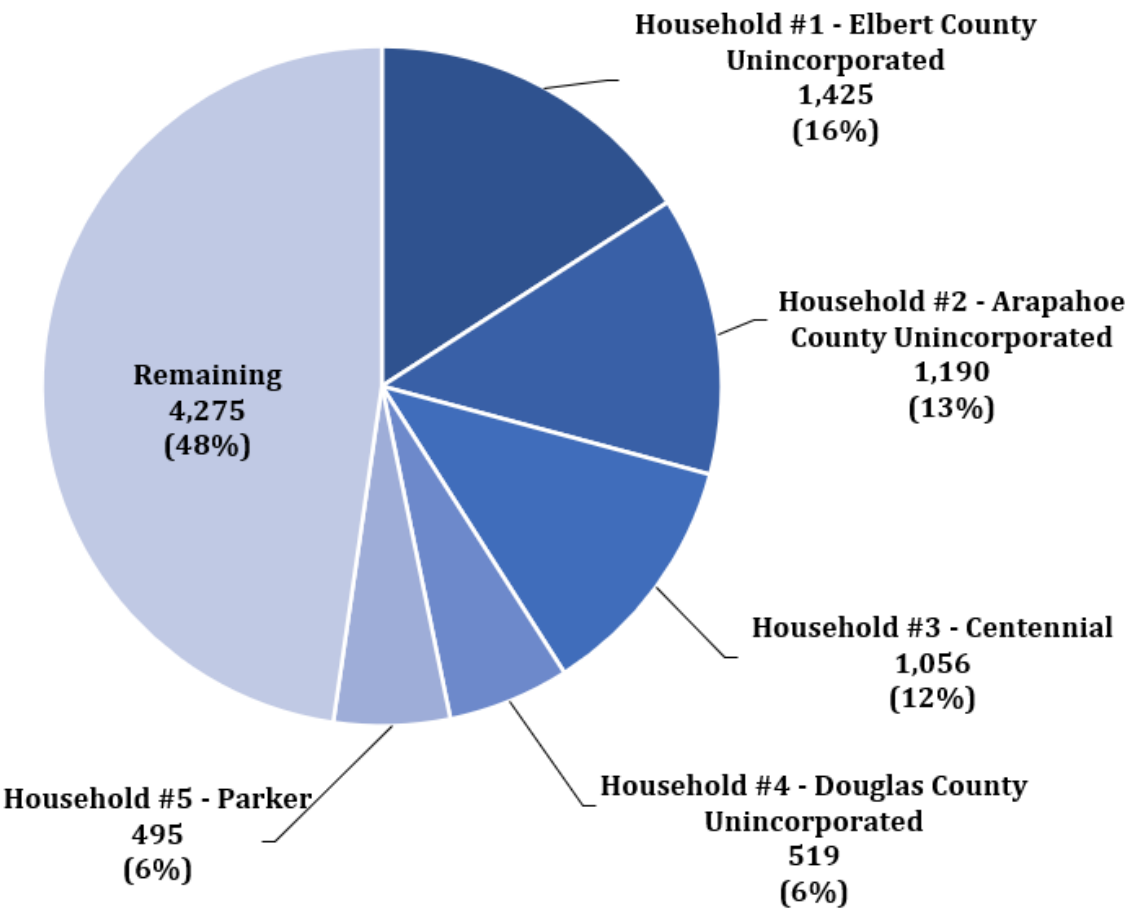
Time Complaint Received	
Day (7:00 AM—9:59 PM)	8,008
Night (10:00 PM—6:59 AM)	952
Total	8,960

8. COMPLAINT STATISTICS

13-Month Trend



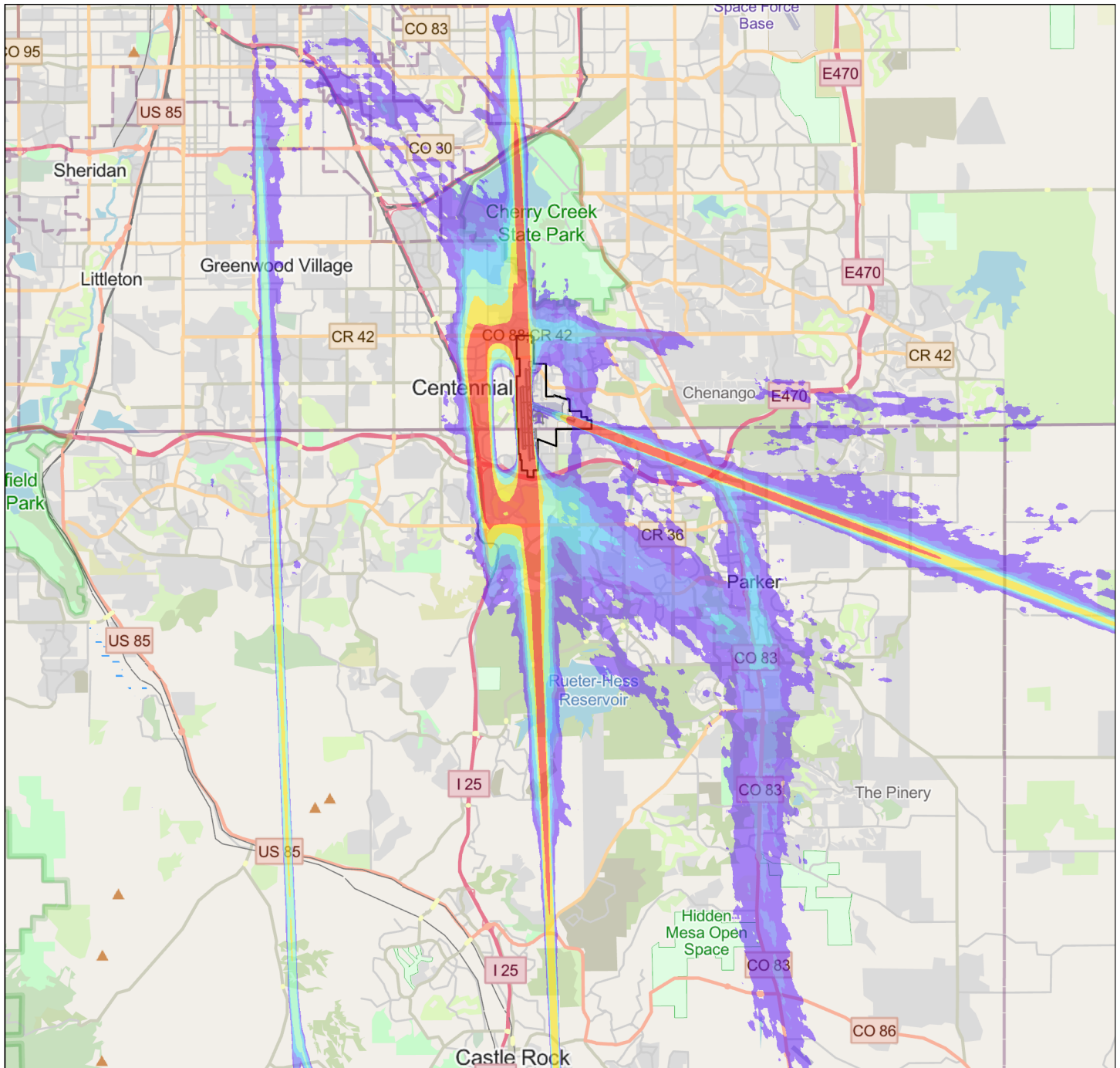
Top 5 Household Complaints YTD



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.

NOVEMBER 2025



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.



Noise Hotline: 303-790-4709

www.centennialairport.com



CENTENNIAL
AIRPORT®

CENTENNIAL AIRPORT

DECEMBER 2025 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 Statistics8-9

8. YTD Noise Complaint Statistics10-12

9. Year-End Statistics13

10. Radar Track Density14

11. Notes and Disclaimer.....15

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.

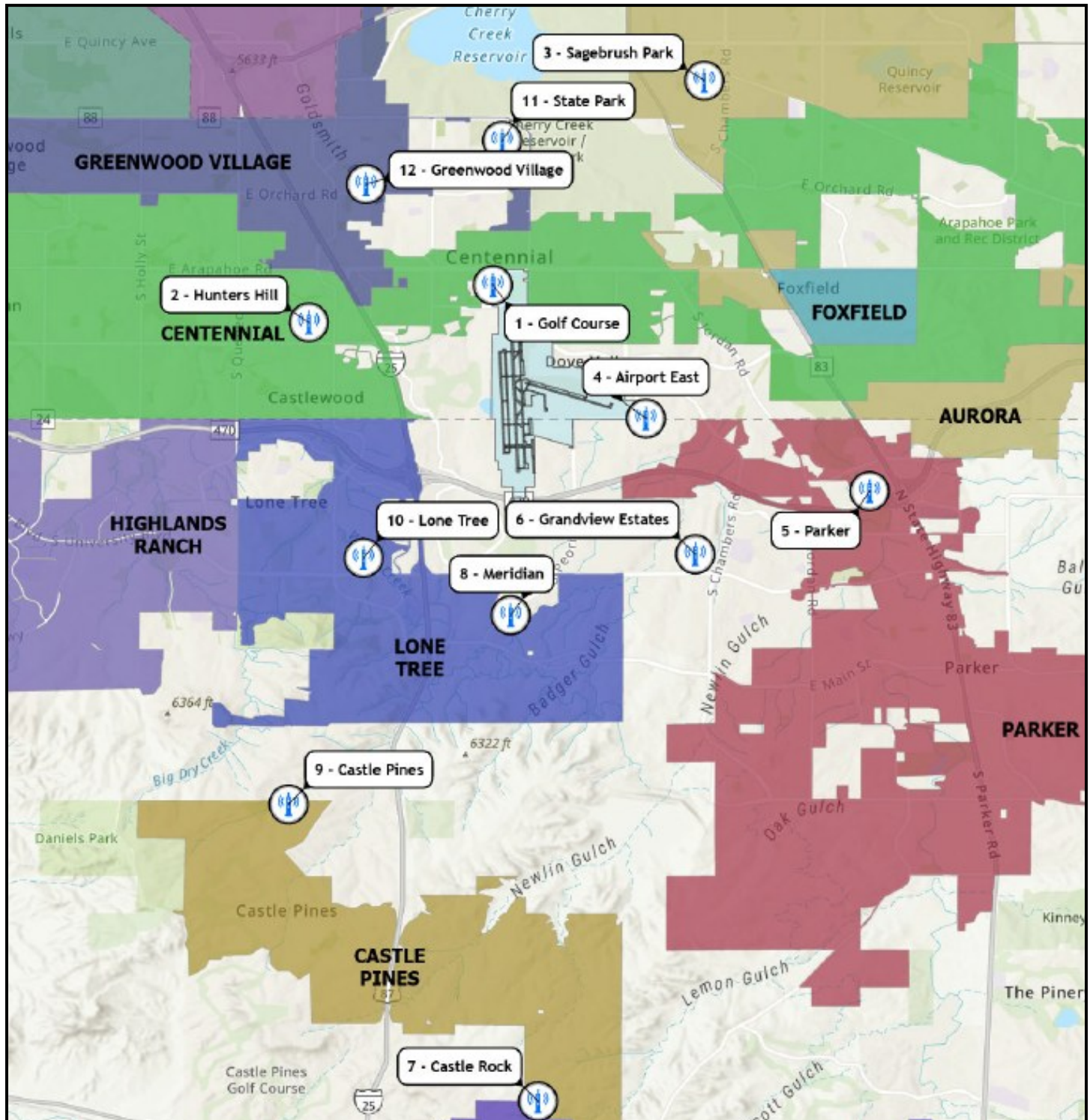
Overflight – Aircraft flight originating and terminating outside the area that transits the airspace without landing.

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.

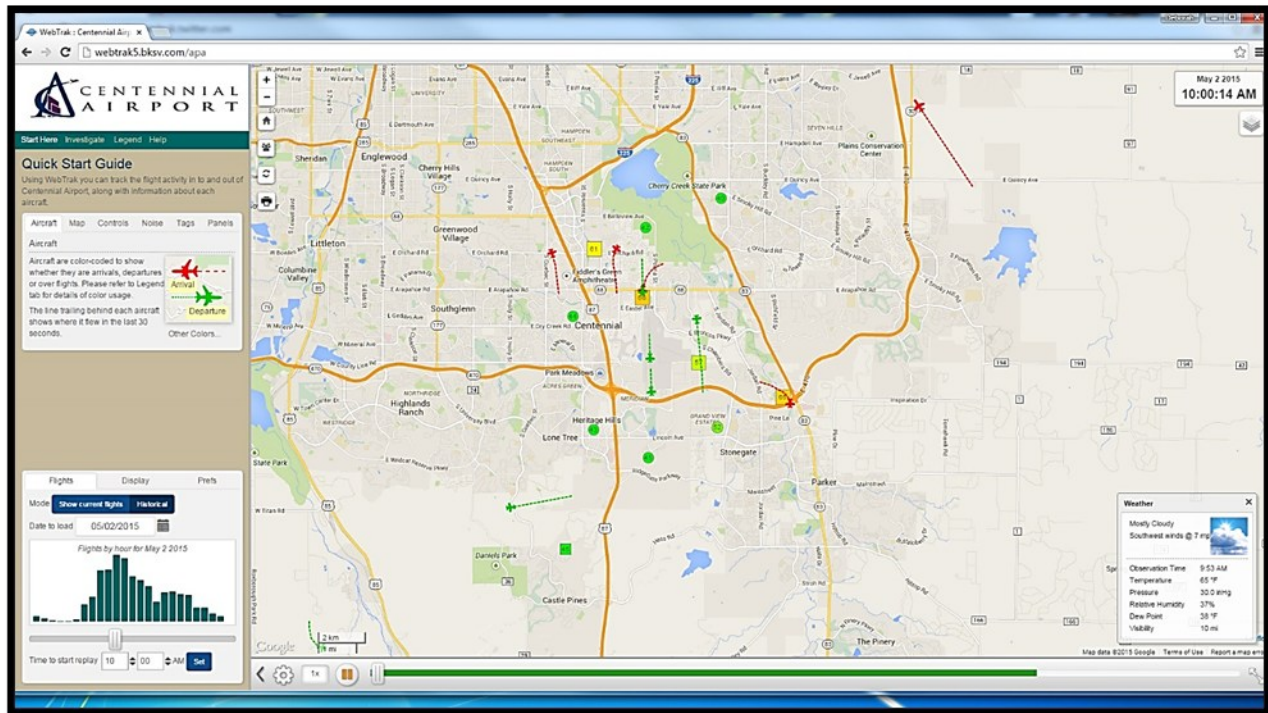
3. ABOUT APA's NOISE MONITORING PROGRAM

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



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	2,634	2,546	131	5,311	1,559	5,291	77	6,927	11,197	2	11,199
February	2,509	2,499	134	5,142	1,488	5,097	84	6,669	11,271	6	11,277
March	2,682	2,896	124	5,702	1,731	5,897	83	7,711	13,120	15	13,135
April	2,405	2,562	161	5,128	1,706	5,418	89	7,213	12,912	0	12,912
May	2,644	2,939	164	5,747	1,826	6,358	84	8,268	13,704	7	13,711
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September	2,950	2,855	137	5,942	2,167	6,921	65	9,153	12,815	3	12,818
October	3,054	2,871	160	6,085	2,005	6,389	69	8,463	12,548	6	12,554
November	3,012	2,711	144	5,867	1,729	6,309	35	8,073	8,670	6	8,676
December	3,173	2,674	90	5,937	1,475	4,804	51	6,330	9,081	4	9,085
Y-T-D Totals	33,530	33,892	1,851	69,273	20,985	72,632	885	94,502	141,070	84	141,154

	IFR OVERFLIGHTS				VFR OVERFLIGHTS					TOTAL OPERATIONS
	AIR TAXI	G.A.	MILITARY	TOTAL INTINERANT	AIR TAXI	G.A.	MILITARY	TOTAL		
January	6	3	2	11	31	49	2	82	January	23,530
February	0	3	1	4	35	53	6	94	February	23,186
March	7	6	1	14	29	53	3	85	March	26,647
April	6	2	2	10	41	72	10	123	April	25,386
May	7	13	2	22	30	64	5	99	May	27,847
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August	6	9	2	17	59	62	3	124	August	26,161
September	3	5	1	9	34	74	11	119	September	28,041
October	2	4	1	7	31	90	8	129	October	27,238
November	6	3	0	9	52	117	1	170	November	22,795
December	8	7	1	16	74	68	1	143	December	21,511
Y-T-D Totals	62	69	16	147	501	820	61	1,382	Y-T-D Totals	306,458

Definitions

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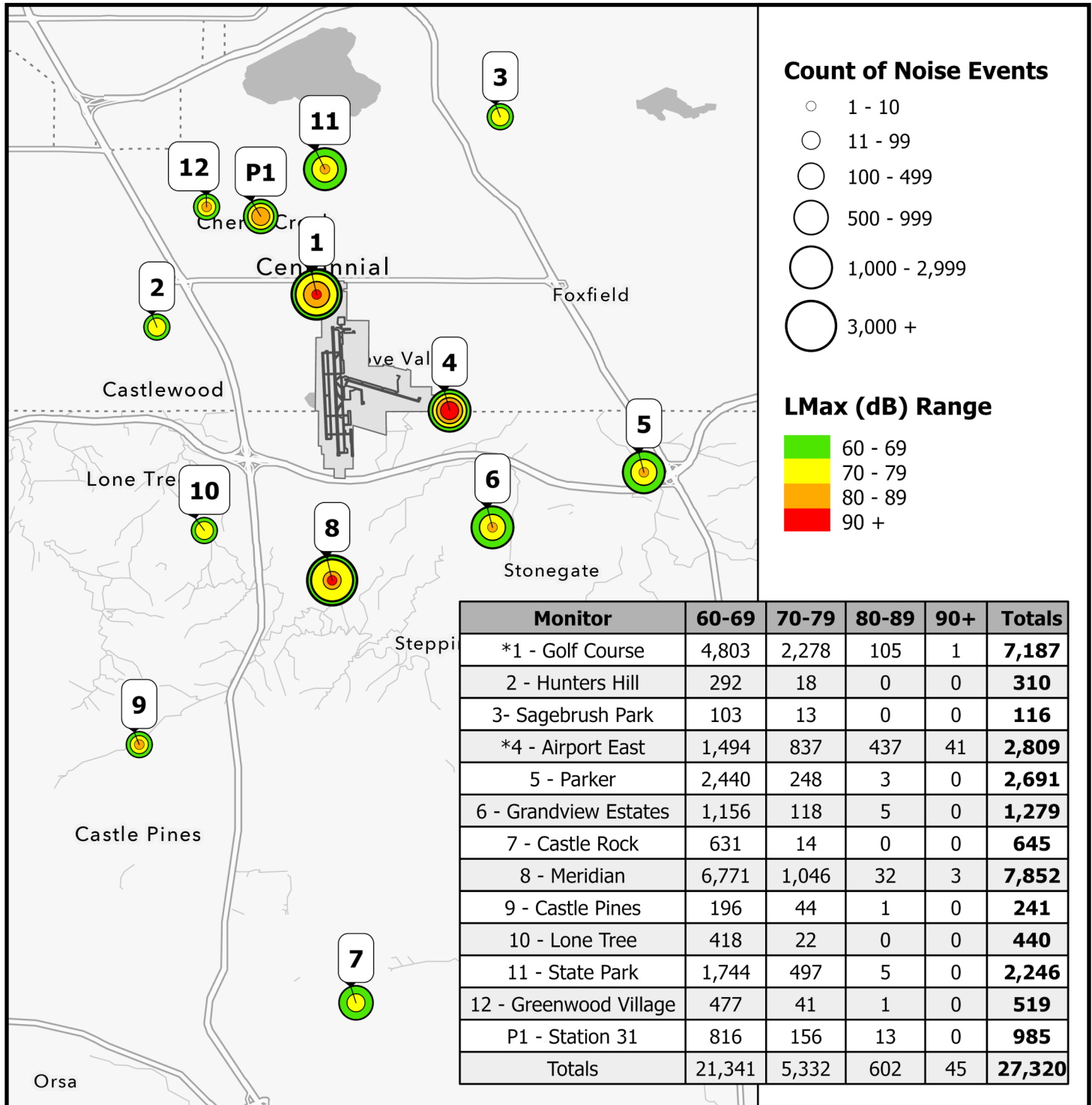
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6. NOISE MONITOR REPORT

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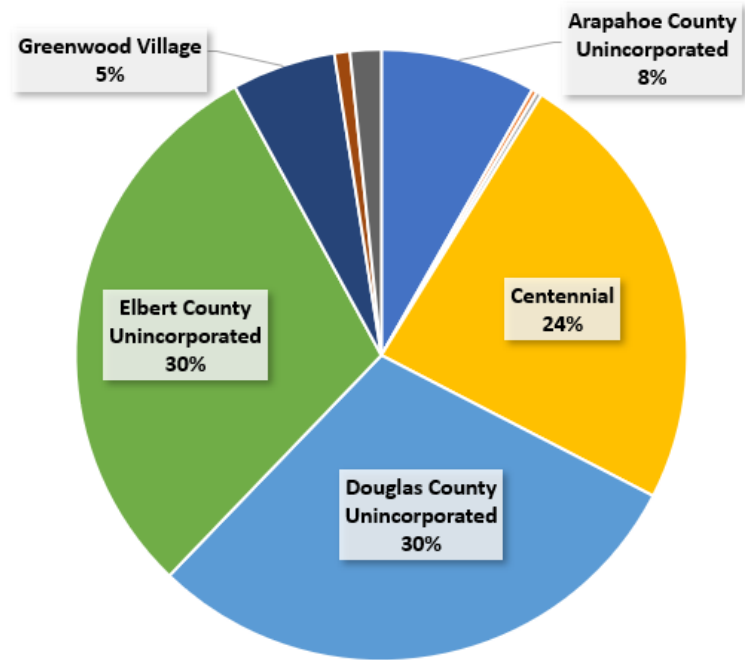
**NMT located on airport.*

NMT Downtimes: NMT 7: 12/11 23:00—12/12 09:23; 12/12 19:00—12/13 08:44; 12/13 23:00—12/14 09:02;
12/14 23:00—12/15 08:36

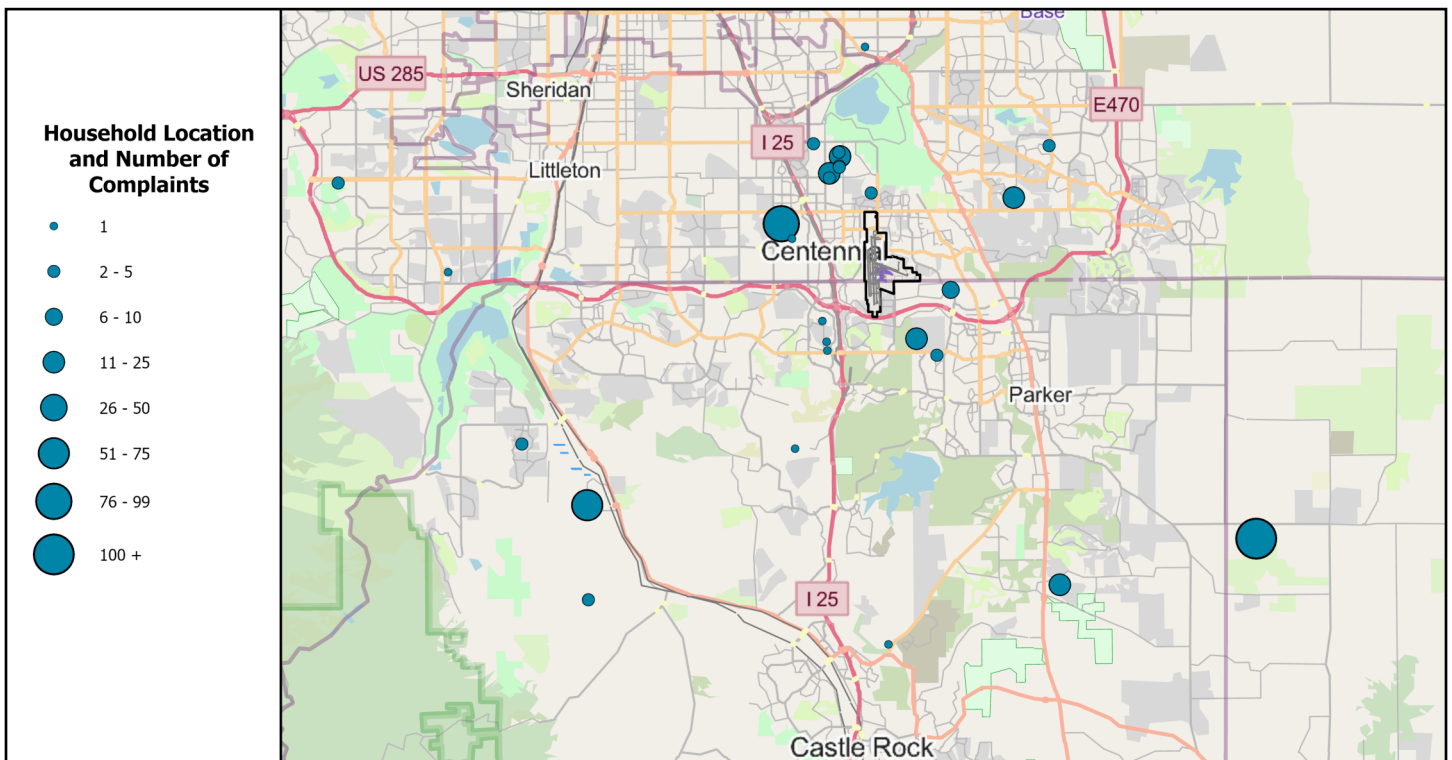
7. DECEMBER 2025 NOISE COMPLAINT STATISTICS

Municipality	Complaints	Households	Population
Arapahoe County Unincorporated	30	4	98,066
Aurora	1	1	399,913
Castle Pines	0	0	14,000
Castle Rock	1	1	86,000
Centennial	87	3	108,422
Cherry Hills Village	0	0	6,442
Denver	0	0	715,522
Douglas County Unincorporated	108	8	276,493*
Elbert County Unincorporated	109	1	29,382
Greenwood Village	20	5	15,691
Highlands Ranch	0	0	103,444
Lone Tree	3	3	14,253
Parker	0	0	68,000
Other	6	3	-
Total	365	29	1,936,078

Complaints per Municipality

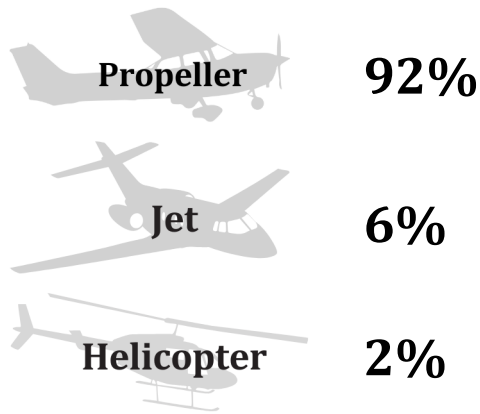


*Douglas County Unincorporated Population with Highlands Ranch Removed



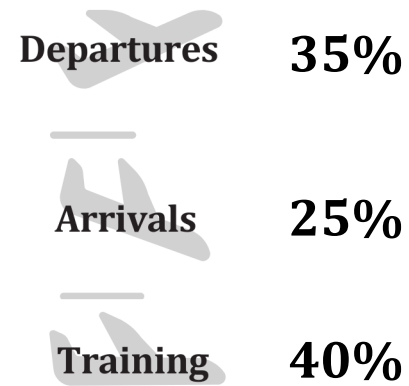
7. DECEMBER 2025 NOISE COMPLAINT STATISTICS

Complaint by Aircraft Type



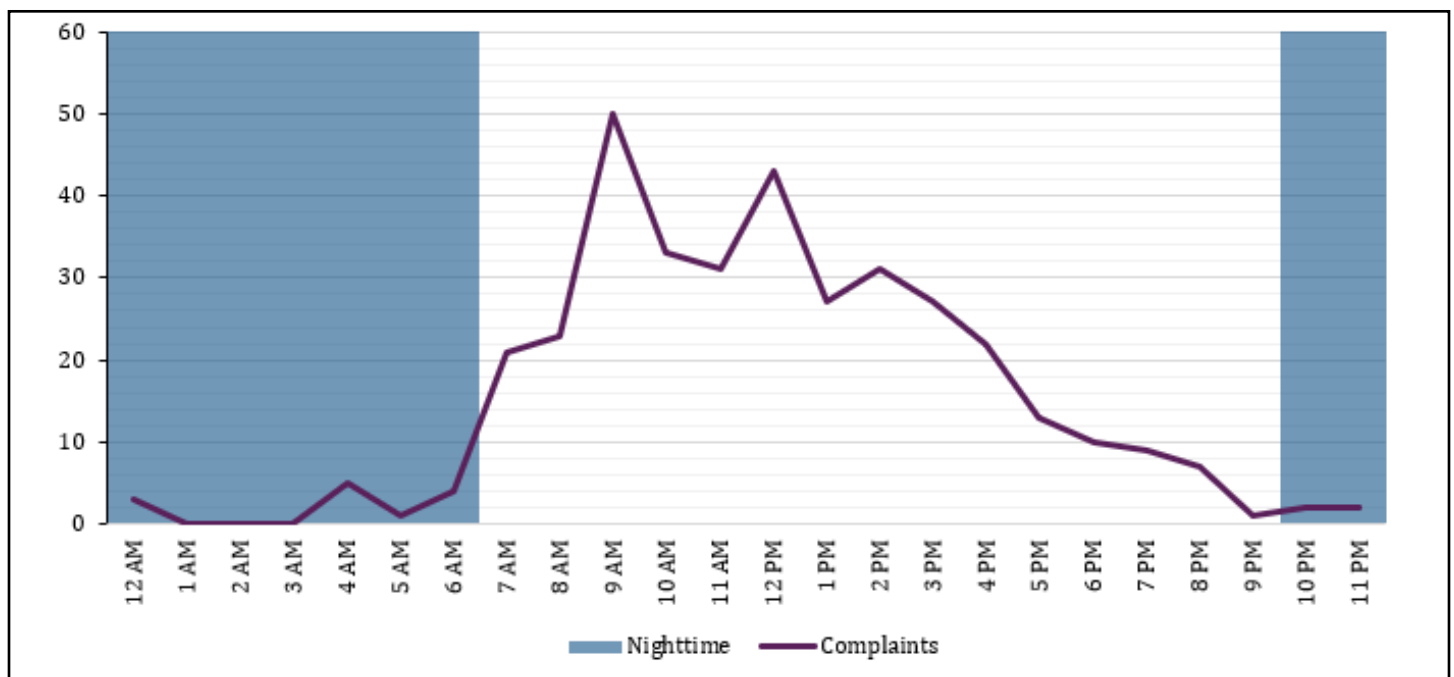
*#1 Household Removed

Complaint by Operation Type



*#1 Household Removed

Complaints by Hour



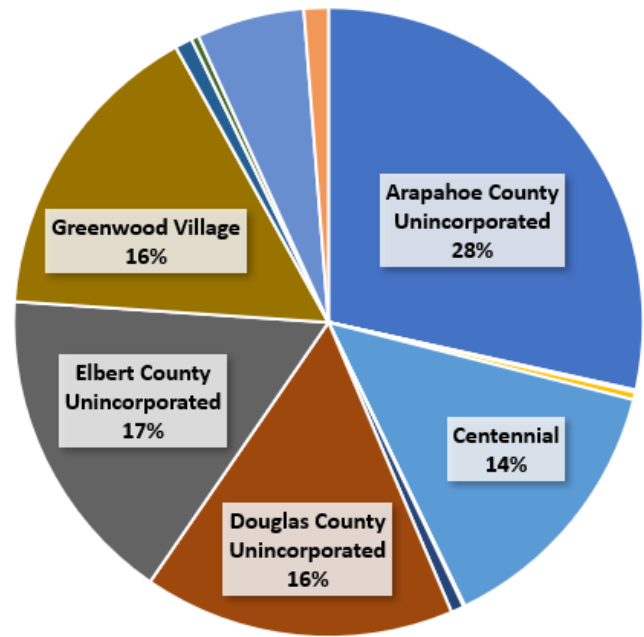
Noise Complaint Responses Completed	
Email	41
Phone	0
Total	41

Time Complaint Received	
Day (7:00 AM—9:59 PM)	348
Night (10:00 PM—6:59 AM)	17
Total	365

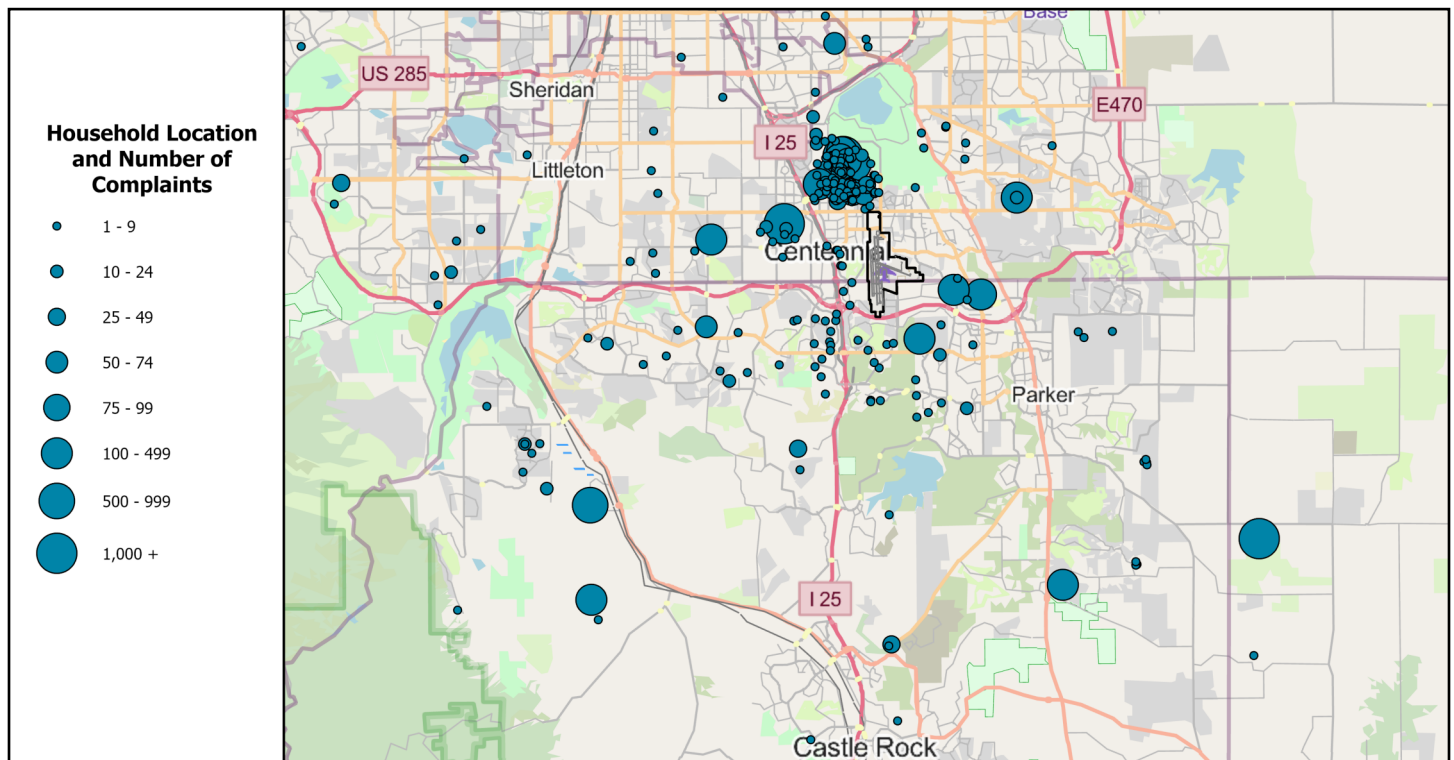
8. YEAR-TO-DATE 2025 NOISE COMPLAINT STATISTICS

Municipality	Complaints	Households	Population
Arapahoe County Unincorporated	2,653	68	98,066
Aurora	7	6	399,913
Castle Pines	4	2	14,000
Castle Rock	36	4	86,000
Centennial	1,297	19	108,422
Cherry Hills Village	7	2	6,442
Denver	62	6	715,522
Douglas County Unincorporated	1,491	41	276,493*
Elbert County Unincorporated	1,535	2	29,382
Greenwood Village	1,481	56	15,691
Highlands Ranch	83	9	103,444
Lone Tree	36	19	14,253
Parker	516	7	68,000
Other	117	19	-
Total	9,325	260	1,936,078

Complaints per Municipality

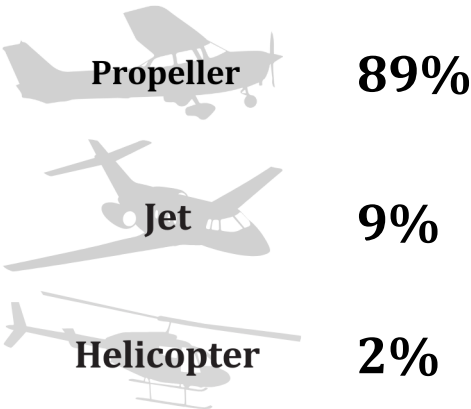


*Douglas County Unincorporated Population with Highlands Ranch Removed



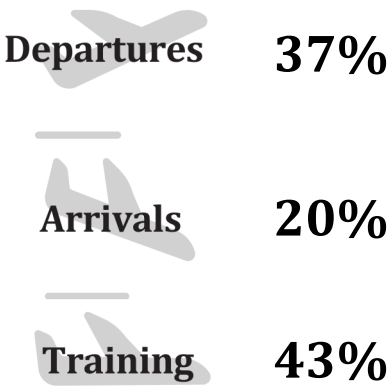
8. YEAR-TO-DATE 2025 NOISE COMPLAINT STATISTICS

Complaint by Aircraft Type



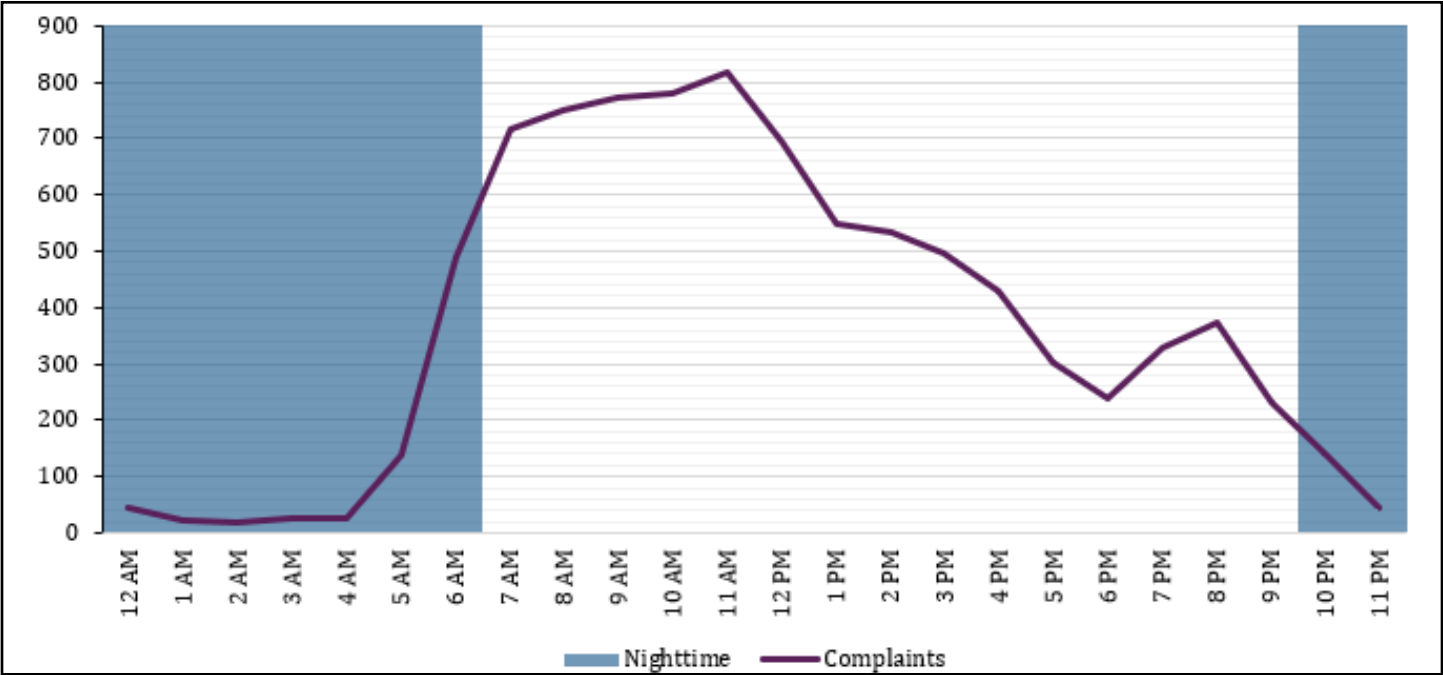
*#1 Household Removed

Complaint by Operation Type



*#1 Household Removed

Complaints by Hour

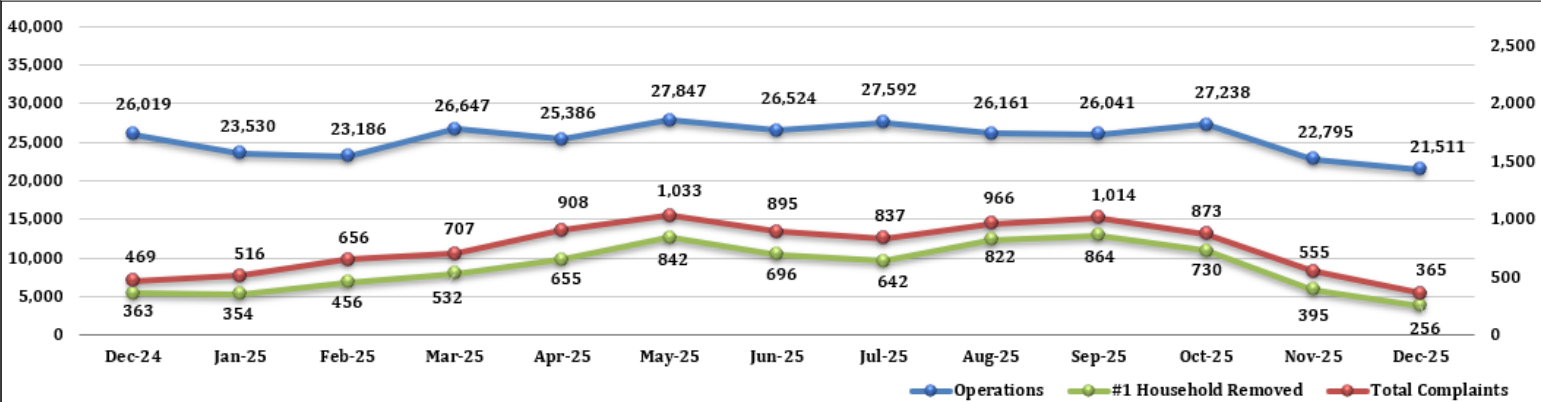


Noise Complaint Responses Completed	
Email	984
Phone	54
Total	1,038

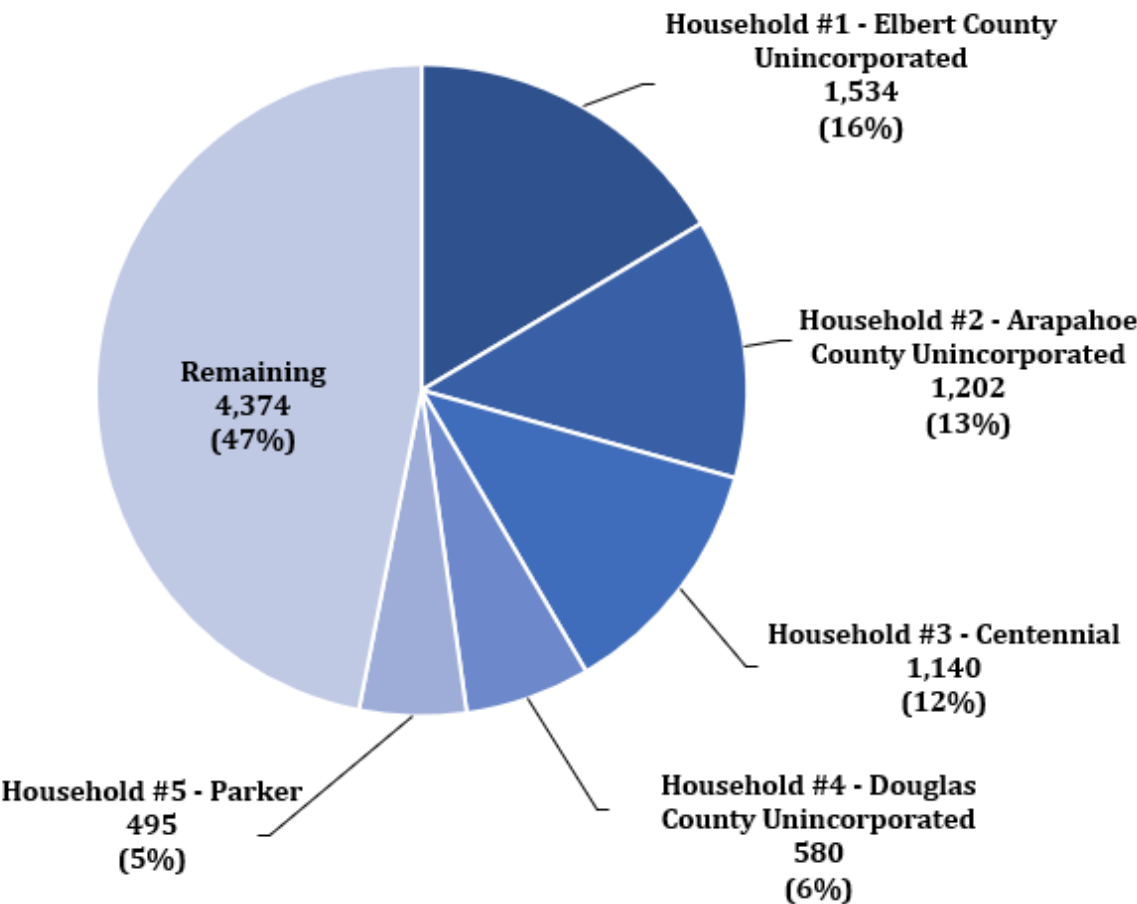
Time Complaint Received	
Day (7:00 AM—9:59 PM)	8,356
Night (10:00 PM—6:59 AM)	969
Total	9,325

8. COMPLAINT STATISTICS

13-Month Trend

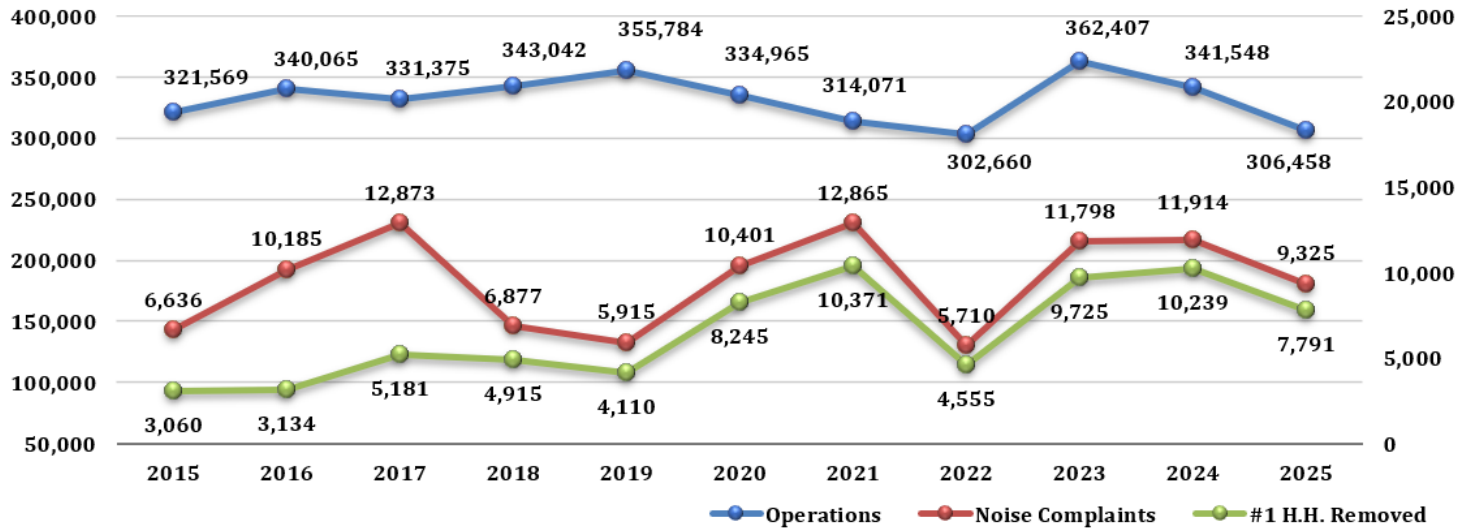


Top 5 Household Complaints YTD



9. YEAR-END STATISTICS

10 Year Operations vs. Complaints 2015—2025



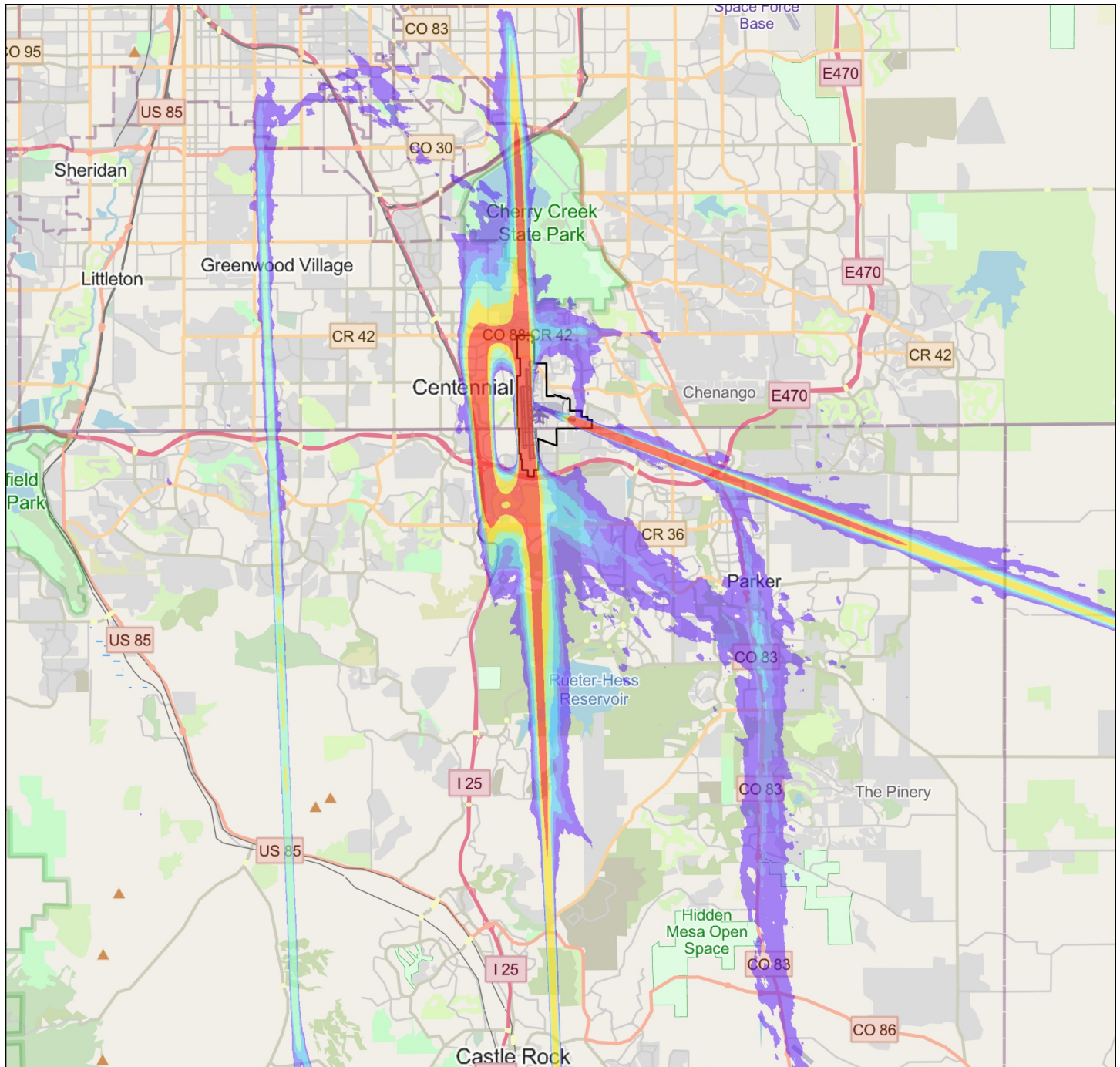
Percent of Population that Submitted a Noise Complaint in 2025

Municipality	Complaints	Households	Population	% of Population
Arapahoe County	2,653	68	98,066	0.07%
Aurora	7	6	399,913	0.00%
Castle Pines	4	2	14,000	0.01%
Castle Rock	36	4	86,000	0.00%
Centennial	1,297	19	108,422	0.02%
Cherry Hills Village	7	2	6,442	0.03%
Denver	62	6	715,522	0.00%
Douglas County	1,491	41	276,493*	0.01%
Elbert County	1,535	2	29,382	0.01%
Greenwood Village	1,481	56	15,691	0.36%
Highlands Ranch	83	9	103,444	0.01%
Lone Tree	36	19	14,253	0.13%
Parker	516	7	68,000	0.01%
Other	117	19	-	-
Total	9,325	260	1,936,078	0.01%

10. 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.

DECEMBER 2025



Lower Density Traffic

Higher Density Traffic

11. NOTES AND DISCLAIMER

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



Noise Hotline: 303-790-4709

www.centennialairport.com



CENTENNIAL AIRPORT

PORTABLE NOISE MONITOR REPORT

PORTABLE NOISE
MONITOR LOCATION:

Kiowa, CO

(Under Fairgrounds Practice Box)

REPORT DATE:

12/23/2025

Visit Our Website

centennialairport.com



1. 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.

2. NEIGHBORHOOD NOISE REPORT

Background

Installed in September of 2012, the Airport Noise and Operations Management System (ANOMS) enables Centennial Airport to monitor the amount of noise being generated over communities surrounding Centennial Airport. ANOMS collects, analyzes and processes data from multiple sources of information including a network of 12 permanent noise monitors located around Centennial Airport, noise complaints, FAA radar data and weather data. In addition, the Airport also has 2 portable noise monitors to provide aircraft noise information at specific locations that are not covered by the permanent noise monitors.

Description of Noise Monitoring Location

The portable noise monitor for this report was placed under the Fairgrounds Practice Box on October 20th, 2025. The monitor is located approximately 22.5 miles south-east of Centennial Airport.

Noise Level Reports

The Noise Level Reports summarizes measurement results at the noise monitoring site. The data presented summarizes the noise levels and the individual measured aircraft noise events. The noise data presents the measured noise during the period of the measurements for aircraft, community, and total noise in Day-Night Average Sound Levels (DNL's). DNL is a 24-hour time-averaged logarithmic sound exposure level with a 10 decibel (dB) nighttime (10 p.m. to 7 a.m.) penalty to account for the lower ambient noise levels during the nighttime hours. Aircraft noise is noise that can be correlated to aircraft in the vicinity of the noise monitor. Community noise is noise from all other sources such as vehicles, trains, and lawn mowers that all contribute to the overall ambient noise. Total noise is noise from all the above sources.

Daily aircraft noise levels can vary day to day primarily because different runways are used under different wind conditions, which affect where the aircraft fly. The daily noise levels measured, while this monitor was at this location, are indicative of the levels during the time period when the monitor was installed. It is not necessarily representative of the noise level on an annual basis.

2. NEIGHBORHOOD NOISE REPORT CONT'D

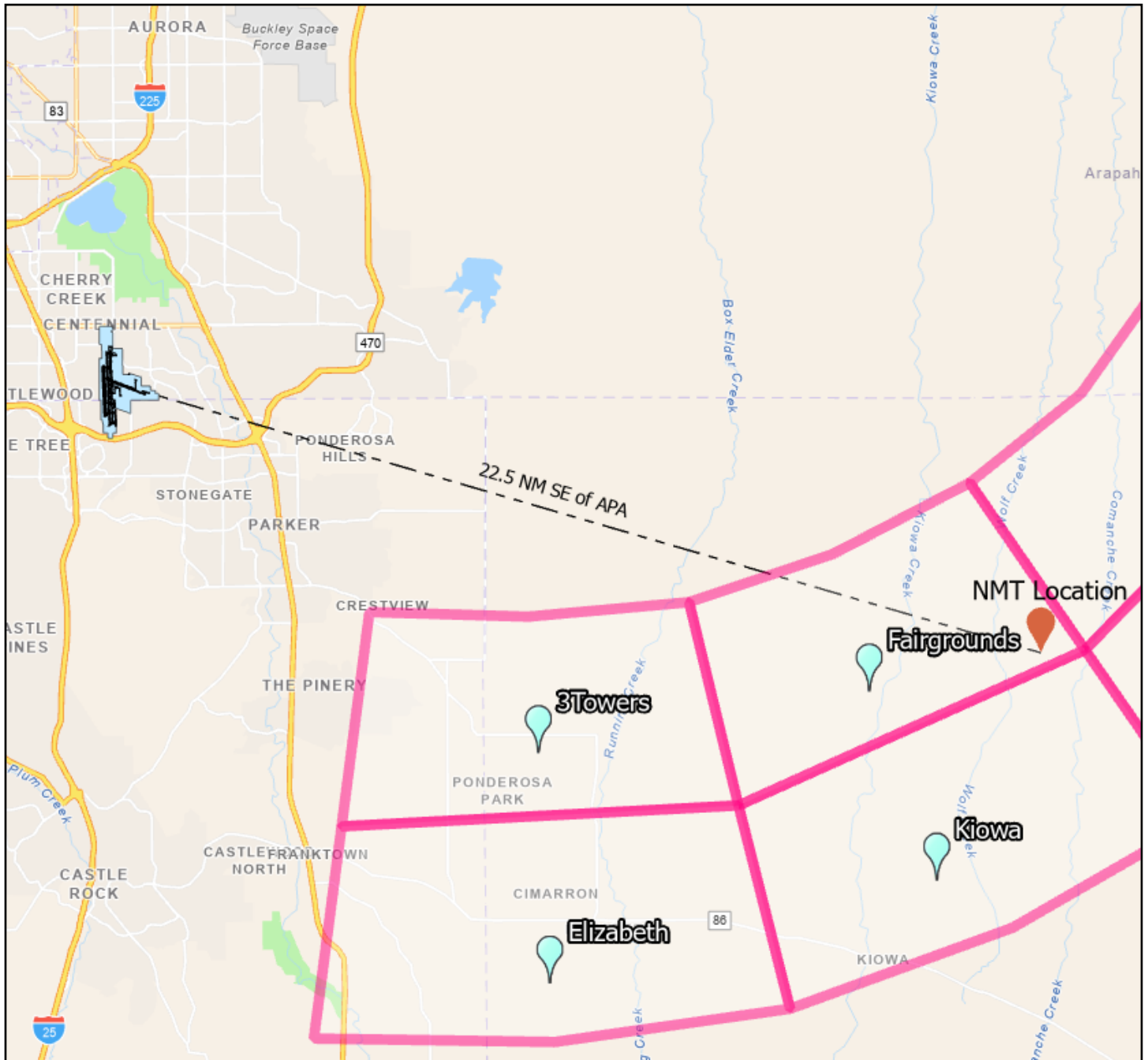
Report Date Range:

11/19/2025 - 12/17/2025

Location of Portable Monitor:

Kiowa, CO under Fairgrounds Practice Box

22.5 Miles Southeast of Centennial Airport

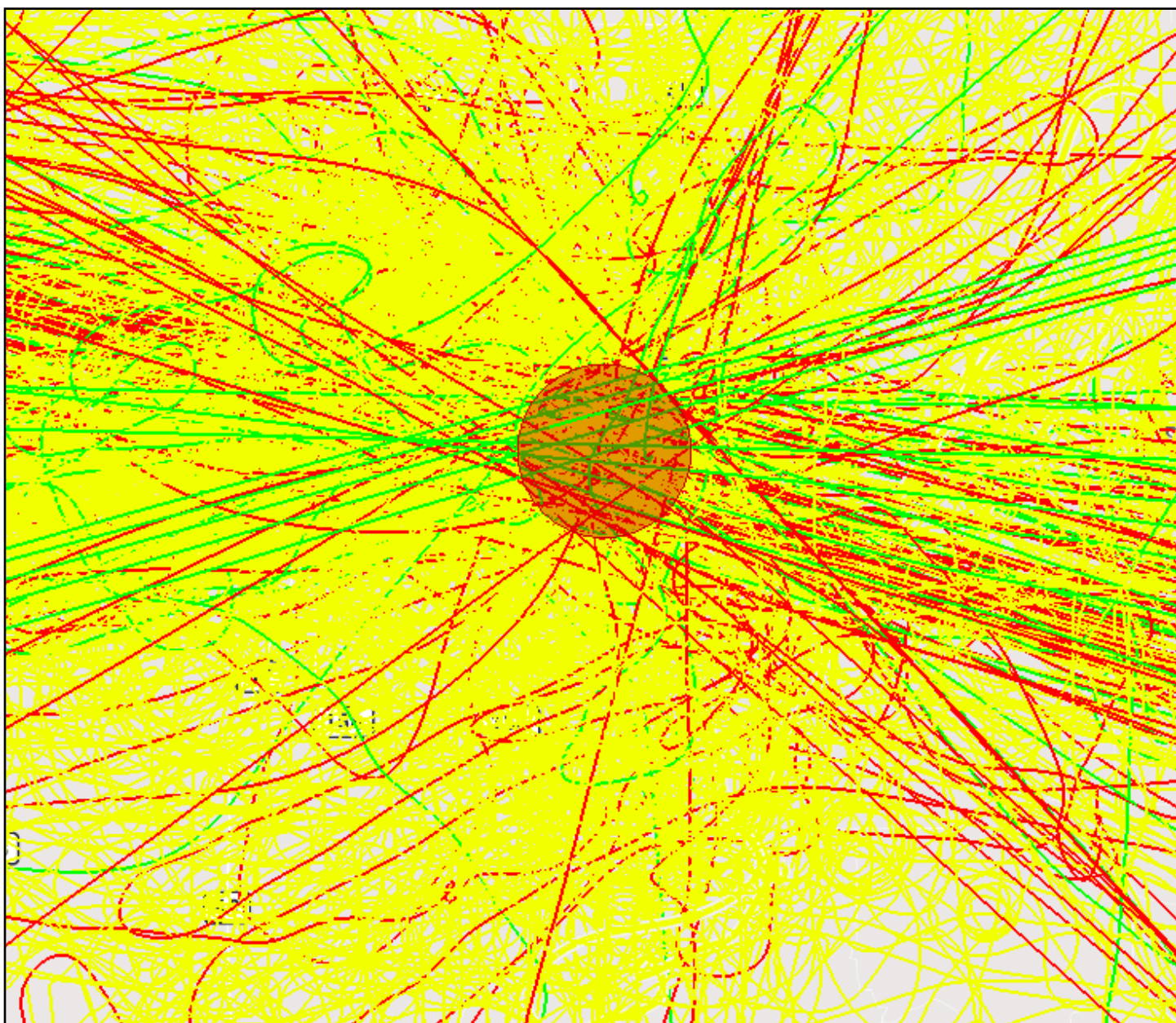


2. NEIGHBORHOOD NOISE REPORT CONT'D

Centennial Airport Associated Flight Track within 1 Mile of NMT by Aircraft Type	
Propeller	351
Jet	14
Helicopter	1
Total	366

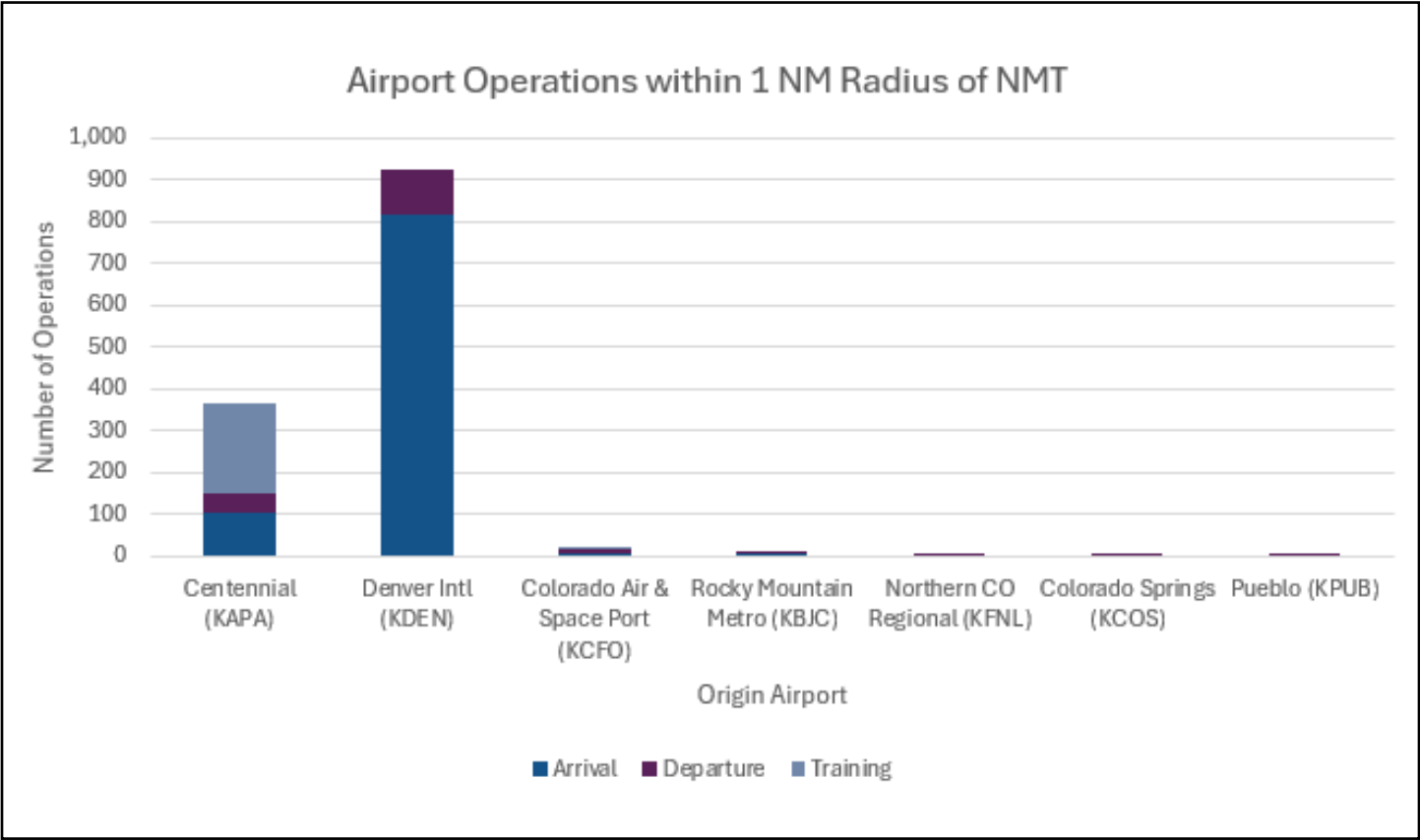
Centennial Airport Associated Flight Track within 1 Mile of NMT by Operation Type	
Arrival	104
Departure	44
Training	218
Total	366

Map of Flight Tracks that Passed within 1 Mile of Noise Monitor



2. NEIGHBORHOOD NOISE REPORT CONT'D

The graph below illustrates a breakdown of arrival, departure, and training operations, along with the respective airports associated with each operation. This data is intended to highlight the airports linked to aircraft noise disturbances in the area surrounding the portable noise monitor.



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

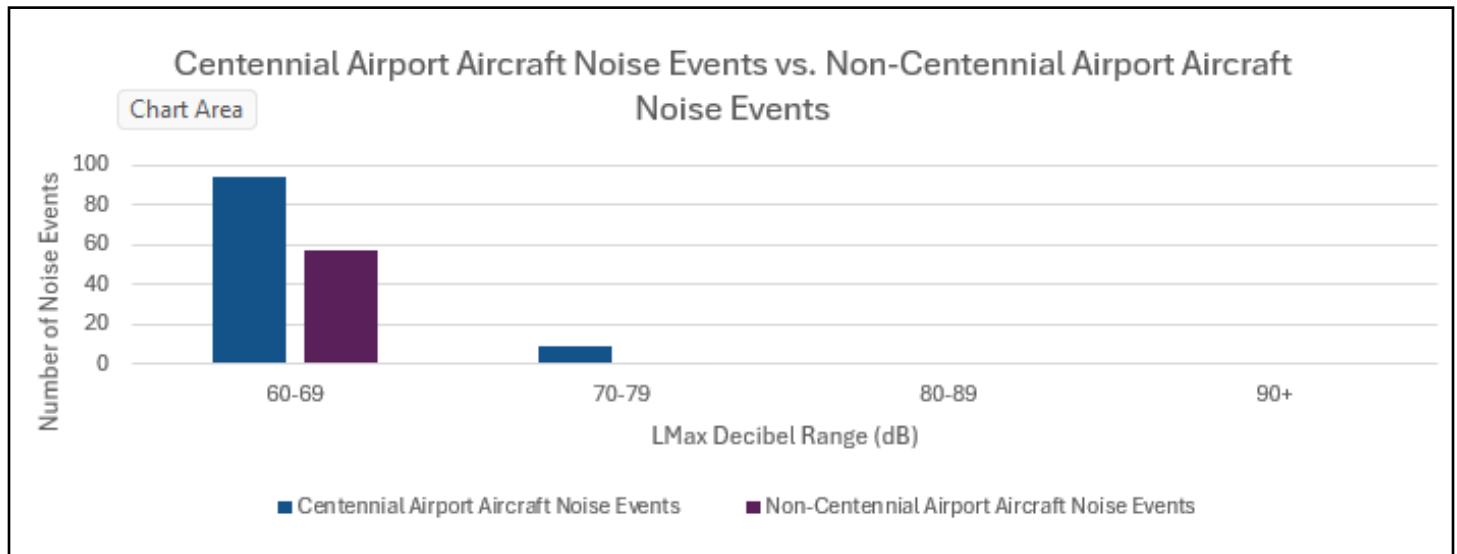
3. NOISE MONITOR STATISTICS

The following two pages display data metrics collected by the portable noise monitor. This data compares the average noise impacts from aircraft and from the surrounding community. Additionally, information is provided on the number of noise events detected by the monitor. The graphs on the next page illustrate the frequency of noise events within their respective categories, along with the corresponding decibel levels.

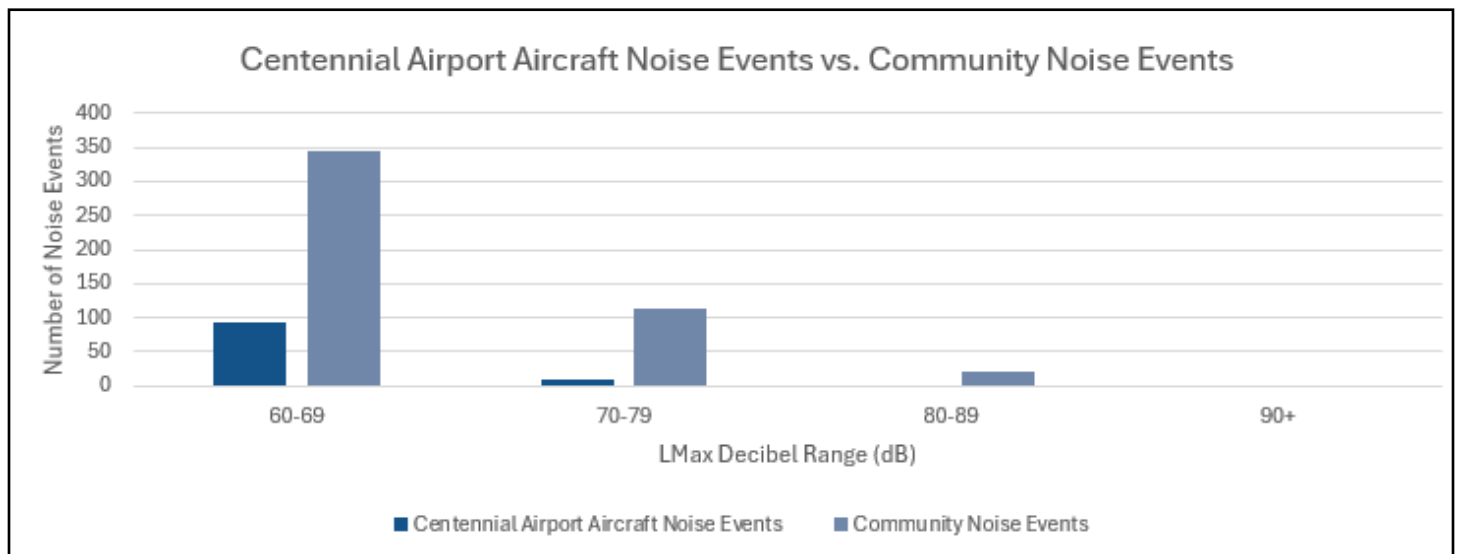
Noise Data		Noise Events	
Aircraft DNL (The 24-hour average sound level of aircraft with a 10dB penalty for nighttime noise events.)	35.8 dB	Centennial Airport Aircraft Noise Events at Noise Monitor	118
Community DNL (The 24-hour average sound level of the community with a 10dB penalty for nighttime noise events)	57.6 dB	Non-Centennial Airport Aircraft Noise Events at Noise Monitor	75
Total DNL (The 24-hour average sound level with a 10dB penalty for nighttime noise events)	57.6 dB	Total Aircraft Noise Events at Noise Monitor	193
Average Aircraft LMax (dB) (The peak noise level for a single aircraft noise event)	64.8 dB	Total Community Noise Events at Noise Monitor	507

- Aircraft Noise Event - Noise event linked to a specific aircraft operation based on time and radar data collected by ANOMS.
- Community Noise Event - Noise event related to a non-aircraft noise source like traffic, wind, animals, or vehicles.

3. NOISE MONITOR STATISTICS CONT'D



Decibel Range (dB)	Centennial Airport Aircraft Noise Events	Non-Centennial Airport Aircraft Noise Events
60-69	94	57
70-79	9	1
80-89	0	0
90+	0	0



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

4. NOTES AND DISCLAIMER

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Noise Hotline: 303-790-4709

CENTENNIAL AIRPORT

Community Noise Roundtable Study Group Committee



Fourth Quarter 2025
Update Report
Published: February 2026
Report #10



TABLE OF CONTENTS

1. Executive Summary	Page 2
2. Glossary of Terms	Page 3
3. Background	Page 5
a. About the Study Group	Page 5
i. Formation of Study Group	Page 5
ii. Function of Study Group	Page 5
iii. Composition of Study Group	Page 6
iv. History of the Study Group	Page 7
b. About the Problem	Page 7
i. Challenges and Limitations	Page 7
ii. Drivers and Variables	Page 7
4. Mitigation Strategies	Page 8
a. Approach to Mitigation Strategies	Page 8
b. Adopted Mitigation Strategies	Page 9
i. FAA-ATC Strategies	Page 9
ii. Pilot Education and Awareness Strategies	Page 12
iii. ACPAA Operations Strategies	Page 14
1. Defined Study Area Map	Page 17
c. Mitigations Strategies Considered but Not Adopted	Page 18
i. FAA-ATC Strategies	Page 18
5. Study Area Data Analysis	Page 24
a. Data Process/Methodology	Page 24
b. Q4 2024 v. Q4 2025 Data Analysis	Page 25
6. Feedback and Considerations for Study Group	Page 31

EXECUTIVE SUMMARY

The fourth quarter (Q4) 2025 report of the Centennial Airport Community Noise Roundtable (CACNR) Study Group Committee (Study Group) provides the progress on the mitigation efforts and possible results from those efforts to address the use of the extended traffic pattern by training aircraft at Centennial Airport (APA).

Touch-and-go activity in the Study Area declined from 2024 to 2025. In Q4 2025, 5,487 aircraft entered the Study Area, down from 7,708 in Q4 2024, reducing the entry rate from 43.6% to 37.1%. In the entirety of 2025, total entries decreased from 39,474 to 27,464, with the entry percentage falling from 48.4% to 40.6%.

This is the tenth progress report from the Study Group. The first report focused on the establishment of the Study Group and six mitigation strategies the Study Group identified as viable that could be implemented in the near term or before the summer of 2024. The second report focused on mitigation strategies adopted in the fourth quarter of 2023 as well as mitigation strategies the Study Group has considered but not adopted. The third report focused on data analysis specifically comparing the first quarters of 2023 and 2024. The fourth reports onward focus on data analysis of their respective quarters. This report is focused on data analysis specifically comparing the fourth quarters of 2024 and 2025. Notable updates ([all updates to previous information indicated in blue](#)) reported in this [Q4 2025 report](#) include:

1. Proactive Outreach & Education to Flight Schools – report page 13
2. Proactive Checking of Extended Traffic During Nighttime Hours – report page 14

Suggestions and potential mitigations from the Roundtable and/or the public can be submitted to the Study Group for consideration using the Google Form provided in this document. For more information on previously submitted suggestions please refer to the **Feedback and Considerations for the Study Group** section on page 32 of this report.

The Study Group continues to meet to assess the viability of additional mitigations, measure and determine the success, if any, of adopted mitigation strategies, and consider modifications to strategies. As a reminder, preparing and publishing these progress reports on a quarterly basis is a Study Group goal. There may be delays in providing these quarterly reports, like the Q1 2024 Report. Our community's continued patience and understanding is appreciated as we work diligently to solve this complex problem of aircraft using the extended downwind traffic pattern for training purposes.

GLOSSARY of TERMS

ACPAA - Arapahoe County Public Airport Authority

ADO - FAA Airports District Office

ANCA - Airport Noise and Capacity Act

ANOMS™ - Airport Noise and Operations Monitoring System

APA - Centennial Air Traffic Control Tower

ATC - FAA Air Traffic Control

ATO - Air Traffic Organization

CACNR - Centennial Airport Community Noise Roundtable

CDOT - Colorado Department of Transportation

Centennial Airport Voluntary Noise Abatement Procedures - The creation of the voluntary noise abatement procedures was one of the recommendations from the previous Part 150 Study that concluded in 2008. Several stakeholders were involved in the creation of these procedures including the FAA, CACNR, ACPAA and based pilots and flight schools.

FAA - Federal Aviation Administration

Full Stop Taxi Back - aircraft lands on runway, comes to a full stop, taxis off runway and takes taxiway back to runway threshold before taking off and entering into the pattern traffic.

FTE - Full Time Employee, in this instance refers to the full time noise analyst hired by ACPAA after a recommendation of the CACNR/Study Group.

Itinerant - aircraft that are based at other airports

Minimum Standards – prescribe regulations for the conduct of commercial aeronautical activity as Centennial Airport and specific certain clauses which will be included in lease agreements permitting the conduct of such activities.

NATCA - National Air Traffic Controllers Association

N.O.I.S.E. - National Organization to Insure a Sound-Controlled Environment

Operation – Takeoff, landing, low-approach or missed approach. A touch-and-go consists of 1 take-off and 1 landing (2 total operations).

Preferred Traffic Pattern Area - Traffic pattern that is south of Arapahoe Road, North of Lincoln Avenue and East of Interstate 25.

Stop & Go's - aircraft lands on runway, comes to a full stop, then takes off again from the same runway and enters into the pattern traffic.

Study Group - Centennial Airport Community Noise Roundtable Study Group Committee

Touch & Go's - aircraft lands on the runway then takes off again and enters into the pattern traffic.

Traffic pattern - the typically racetrack shaped pattern aircraft fly in preparation for landing. Traffic patterns typically consist of an upwind, crosswind, downwind, base and final.

TPA - Traffic Pattern Altitude

BACKGROUND

In the fall of 2022, residents to the north and west of Centennial Airport began reporting an increase in flights on the extended aircraft traffic pattern over their communities, resulting in them reporting a degradation in their quality of life.

About the Study Group

Community, Centennial Airport Community Noise Roundtable (CACNR), Arapahoe County Public Airport Authority (ACPAA) Board, and Airport staff generated several potential solutions. Upon examination and realization that those solutions would not be easy to implement and, acknowledging a need for both flight schools and the FAA at the table, the need for a working group became apparent to effectively proceed through the legal and technical challenges and constraints.

Formation of Study Group

The formation of this Study Group came after a significant amount of feedback and support from the community, CACNR, ACPAA Board and Airport staff, elected officials including Senators Bennet and Hickenlooper, Congressman Crow, Governor Polis, Hon. State Representative Dickson, the Arapahoe County Commissioners, Greenwood Village Mayor and City Council, Cherry Creek School District, and the Normandy Group.

Creation of this Study Group was officially approved by CACNR on March 1, 2023 (see minutes of March 1, 2023 CACNR Meeting). In a preliminary meeting on July 6, 2023 with the FAA Regional Office, the FAA agreed to provide technical support to the Study Group provided confidentiality could be provided for the FAA representatives. In the initial meetings with the FAA Regional Office, it was acknowledged that: (1) the group would need to get started as quickly as possible and that there would be no specific end date to the group's work and (2) some mitigations would hopefully be able to be implemented quickly while others could take much longer to research, test, and implement.

Function of Study Group

The Study Group was formed to work collaboratively and address the community annoyance created by the extended traffic pattern. This group was solely tasked with addressing annoyance directly related to noise exposure from aircraft on the extended traffic pattern and not other environmental concerns such as lead emissions from aircraft. Although lead emissions are not the focus of this Study Group, implemented mitigations could have the side benefit of reducing lead emissions.

The group is designed to propose, test and/or implement, and measure the effectiveness of noise mitigation strategies to reduce - to the greatest practical extent - exposure to aircraft noise for the communities north and west of the airport without moving the noise to another community.

Working on an “as quickly as possible” basis, the group meets weekly or biweekly to generate ideas of potential strategies. These strategies are assigned to members of the Study Group to explore their viability with technical and/or legal experts and conclusions are brought back for the next possible meeting. Viable strategies are then recommended for implementation by responsible parties and implemented where possible. For strategies whose viability is still being determined, next steps are identified and pursued. Decisions on which strategies are moved forward or not are made unanimously by the Study Group members, aside from Mead & Hunt and HMMH whose participation is a supplement to the Part 150 Study Centennial Airport.

Composition of the Study Group

Based on the collaborative, working nature of the Study Group, the complexities of the issue, the speed of work, and the frequency of meetings, a small but representative group was identified and approved by CACNR. The Study Group participants, as presented in the table below, were selected to represent a broad range of stakeholders that would bring varying degrees of technical expertise and experience to the group. This included participants with a direct link to the affected community and CACNR, experience with national and local noise issues, legal, pilot and air traffic background and technical expertise, and pilots and airport tenants that would or could be directly affected by any mitigations proposed or recommended by the Study Group. The Study Group also includes and meets with additional experts as needed to provide additional legal and technical input on the proposed mitigation strategies.

The CACNR Study Group Committee

Member	Position	Affiliation(s)
Brad Pierce	Chair	CACNR member, N.O.I.S.E. President, former Aurora City Council member
Chris Eubanks	Member	CACNR Chair, Pilot, Castle Pines City Council member
Jessica Campbell	Member	ACPAA Board member, Arapahoe County Commissioner (Dist. 2)
Mike Fronapfel	Member	ACPAA Executive Director, CACNR ex-officio member
	Member(s)	Flight school representatives as available
	Member	FAA Management
	Member	Airport Traffic Control
	Member	National Air Traffic Controllers Association
Kate Andrus	Advisor	Part 150 Consultant to APA – PM
Gene Reindel	Advisor	Part 150 Consultant to APA – Noise
Airport Staff	Technical Advisors	APA Noise Office

History of Study Group

The first Study Group meeting was held on July 21, 2023. The first through third meetings covered the rules and guidelines of the Study Group including the confidentiality of the FAA and Flight School participants, procedure for updates and communication to the public and elected officials, identifying and defining the problem and the drivers that are the cause of the problem. Beginning with the fourth meeting, the Study Group focused on identifying mitigation strategies, data and information needed, feedback from members and technical experts on the viability of potential strategies, and results of implementation measures through data analysis by the Airport staff.

ABOUT THE PROBLEM

Challenges and Limitations

There are several challenges with finding viable mitigations to the problem. Those challenges include, but are not limited to the following: maintaining safety, physical constraints, airspace limitations, variation in the mix of aircraft type, aircraft performance limitations, legal limitations (Interstate commerce law, Airport Noise and Capacity Act (ANCA), grant assurances, unreasonable access restrictions, unjust discrimination prohibitions, contractual limitations) controller and pilot workload, the ability of the FAA and Airport to reasonably manage and implement mitigations.

Drivers and Variables

The Study Group identified several drivers for the extended pattern including the May 2021 midair accident that occurred north of the airport, the resulting changes in how the FAA managed the aircraft in the pattern, increases in aircraft traffic/operations, itinerant traffic, variation of aircraft type, inconsistency among flight schools, specific training operations like stop and goes and taxi backs.

Variables the Study Group identified include aircraft arrivals, aircraft type (speed), operation type, weather, pilot comfort/ability and non-scheduled operations.

MITIGATION STRATEGIES

Mitigation strategies are any implementable program, measure, or action aimed to reduce the number of flights and noise north and west of the airport.

APPROACH TO MITIGATION STRATEGIES

The Study Group structures its work from a list of mitigation strategy ideas. These mitigation ideas come from community members, Study Group members, and examples from other airports. The list is not fixed. As ideas are brought forward, they are added to the list for assessment. The Study Group will assess every idea that is brought forward.

During the third quarter of 2023, the Study Group did an initial review of all mitigation ideas on the list at the time and ranked them from easiest (cheapest, most clearly legal, few administrative steps, fastest) to the hardest (most expensive, no clear legal authority, many steps to implement, would take years to implement). As new ideas come in, they are evaluated and ranked. Given that the Study Group is designed to implement potential fixes sooner rather than later, it has started with the “easiest to implement” mitigation ideas.

The Study Group assesses each idea from the angle of the overflights it seeks to reduce, its direct connection to overflights or noise, which entity has the authority to approve the mitigation strategy, which entity is responsible for implementation, whether an entity has the legal authority to implement it, its potential effect on safety, whether it will reduce overflights, whether it is technically possible to implement, and whether it is practically feasible to implement. When appropriate, the Study Group refers ideas to relevant experts.

Because the goal is to implement strategies as quickly as possible, decisions made by the Study Group are unanimous. Mitigation strategies that are adopted are then referred by the Group to the relevant entity (CACNR, ACPAA, FAA-ATC, etc.) to implement.

Strategies that are considered but not adopted by the Study Group fall into one or more of five categories: (1) there is not legal authority to implement the strategy, (2) the strategy would decrease safety, (3) it will not reduce overflights or noise, (4) it is not technically possible to implement, (5) it is practically unfeasible to implement. Strategies that fall into categories (4) and (5) may be pushed to the bottom of the list for further evaluation rather than be permanently ruled out.

The following two sections ***Adopted Mitigation Strategies*** and ***Mitigation Strategies Considered but not Adopted*** lay out mitigation strategies in three categories, first in a table and then with further explanation as appropriate. These categories are FAA - ATC strategies, Pilot Education/Awareness strategies, and ACPAA Operations strategies.

ADOPTED MITIGATION STRATEGIES

FAA-ATC STRATEGIES

Maintain and enhance operational safety, increase air traffic controller awareness of noise sensitive areas, reduce aircraft overflights of the community.

Utilize East Side of Airport During Nighttime Hours	
Adopted Mitigation Strategy:	During the late evening and early morning hours when FAA - ATC determines it's possible, utilize Main Runway (17L/35R) so that pattern work is conducted east of the Airport over commercial areas.
Problem Mitigation Addresses:	Pattern traffic over the community during late evening and early morning hours
Reduction of Noise Exposure:	Reduce the amount of late evening and early morning pattern traffic over the community.
Safety:	Maintained
Noise:	Reduced during nighttime hours
Authority to Approve:	FAA-ATO
Responsible for Implementation:	FAA-ATO
Implementation Date:	October 2023
Explanation:	In effort to be a good neighbor to our communities, it has been added to our facility's Standard Operating Procedures for controllers to utilize the east side of the airport for the traffic pattern when volume permits during late night and early mornings. This will place aircraft primarily over businesses and industrial parks instead of neighborhoods.
Measurable Impact:	Data on the number of flights directed away from neighborhoods during nighttime hours will be included in future reports
Updates:	All current and future air traffic controllers have or will receive(d) briefings/training regarding this adopted mitigation.

Noise Sensitive Areas on the Tower Radar Display	
Adopted Mitigation Strategy:	Noise sensitive areas added to radar display in the tower.
Problem Mitigation Addresses:	ATC awareness of noise sensitive areas in relation to aircraft in the traffic pattern.
Reduction of Noise Exposure:	By assisting ATC in identifying noise sensitive areas more easily, ATC be more aware of when overflights of the community are occurring.
Safety:	Maintained
Noise:	Potential reductions
Authority to Approve:	FAA-ATO
Responsible for Implementation:	FAA-ATO
Implementation Date:	October 2023
Explanation:	These maps will provide Air Traffic Controllers with awareness of the surrounding communities. While sequencing aircraft into 17R and 17L, controllers have to make the decision to extend the 17R traffic to follow traffic inbound to 17L or have the 17R aircraft complete a short approach. The maps aid the controllers in seeing the community and knowing the impact of extending to the North.
Measurable Impact:	ATC will collect data from controllers on their use of the maps.
Updates:	All current and future air traffic controllers have or will receive(d) briefings/training regarding this adopted mitigation.

Limit Number of Aircraft in the Pattern	
Adopted Mitigation Strategy:	Limit number of aircraft in traffic pattern
Problem Mitigation Addresses:	Extended pattern traffic and increased noise exposure to the community
Reduction of Noise Exposure:	Fewer aircraft could result in the traffic pattern being extended less frequently
Safety:	Maintained
Noise:	Potential reduction
Authority to Approve:	FAA-ATO
Responsible for Implementation:	FAA-ATO
Implementation Date:	Ongoing
Explanation:	Air traffic will limit the number of aircraft in the traffic pattern to ensure controller workload is manageable and maintain a safe, orderly and efficient flow of traffic. Restricting the number of aircraft in the pattern for safety and to manage controller workload also results in a flight path closer to the runway's final approach course, which benefits the community by reducing noise levels.
Measurable Impact:	Data is forthcoming
Updates:	Ongoing

Pilot Education & Awareness Strategies

To increase pilot education and awareness of community noise concerns, and to share mitigation strategies they can implement to reduce the communities' noise exposure.

Adopted Mitigation Strategy:	Noise Abatement Information on Chart Supplement
Problem Mitigation Addresses:	Centennial Airport receives flights from all over the US. Transient pilots are thus not always aware of the noise sensitive areas or preferred traffic pattern
Reduction of Noise Exposure:	A Chart Supplement is information provided about a local airport environment. Pilots are expected to review a chart and its supplements before taking flight. Enhanced awareness will drive a reduction in overflights of noise sensitive areas when pilots have discretion
Safety:	Maintained
Noise:	Potential reduction
Authority to Approve:	ACPAA & FAA
Responsible for Implementation:	ACPAA, FAA, & CDOT
Implementation Date:	Completed Fall 2024.
Explanation:	ACPAA is working to update the current chart supplement. There are several updates and/or enhancements to the chart supplement that can be made to improve its efficacy as a communication and education tool.
Measurable Impact:	Once implemented, ACPAA will work to amplify. True impact may not be measurable, but will likely contribute to an overall reduction in noise.
Updates:	Noise Abatement Information updates are now fully published in the SW US Chart Supplement. Airport Staff completed and submitted updated Chart Supplement information to the FAA for publication. Updated language as well as a graphical depiction of noise abatement information was added. This information includes several aspects of the airport's Voluntary Noise Abatement Guidelines including the preferred pattern area and a graphical depiction of noise sensitive areas.

Proactive Outreach & Education to Flight Schools	
Adopted Mitigation Strategy:	Develop and implement proactive outreach and education program to flight schools to increase pilot awareness of voluntary fly quiet procedures and preferred pattern area
Problem Mitigation Addresses:	Due to rapid turnover, flight school instructors and students are often unaware of noise issues, voluntary noise abatement procedures, or preferred traffic pattern area.
Reduction of Noise Exposure:	By developing & implementing a proactive outreach and education program, will keep flight instructors up to date on noise abatement efforts.
Safety:	Potential enhancement
Noise:	Potential reductions
Authority to Approve:	ACPAA, FAA-ATO
Responsible for Implementation:	ACPAA, FAA -ATO
Implementation Date:	In progress
Explanation:	There is a significant amount of flight instructor and student pilot turnover at flight schools based at Centennial Airport. Airport staff and local FAA representatives have committed to meeting quarterly with each flight school to discuss ways to make their operations safer, convey community concerns about noise and lead exposure, discuss recommendations on how they can help mitigate the noise exposure to the surrounding communities and to provide progress updates on how our voluntary noise abatement and mitigation procedures are working, and to explore ways to improve on them.
Measurable Impact:	The initial focus will be on outreach and establishing regular meetings
Updates:	The seventh meeting took place on December 10. 20 flight school representatives attended. Air Traffic Personnel discussed safety issues and best practices. BridgeNet International discussed Flight School Flight Quiet Dashboard development. Dashboard is scheduled to be rolled out on January 1, 2026. Airport staff discussed Noise Abatement Guidelines, practice area usage, and presented Q3 2025 Study Group Report. The first meeting of 2026 is January 21st. Meeting dates were shifted to the first month of the quarter to provide faster feedback to Flight Schools based on prior quarter Fly Quiet Dashboard scores.

ACPAA Operations Strategies

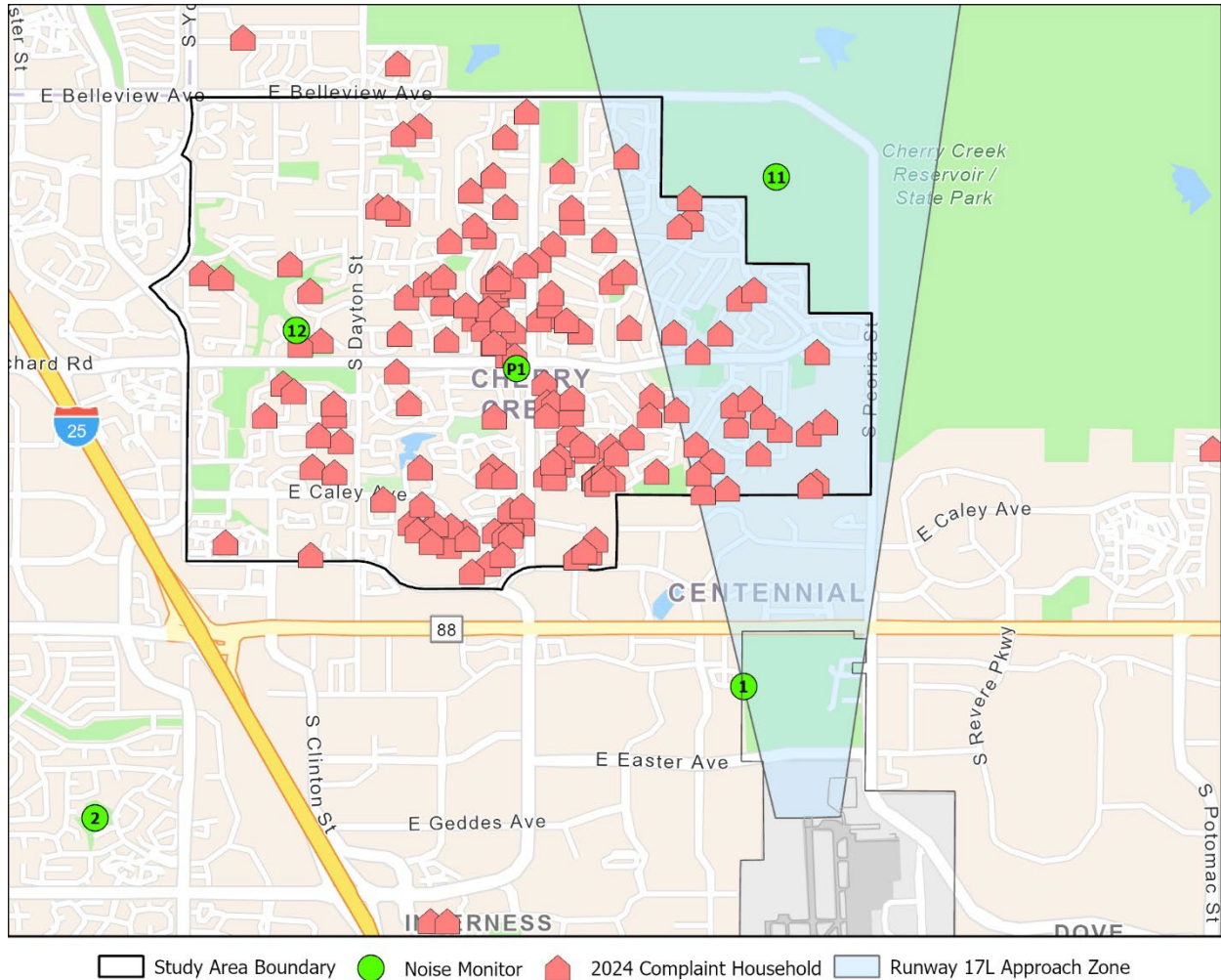
To provide methods to proactively identify and measure improvements in community noise exposure and the effectiveness of the implemented mitigation strategies.

Proactive Checking of Extended Traffic During Nighttime Hours	
Adopted Mitigation Strategy:	Airport staff will check for extended pattern traffic during nighttime hours (10 pm - 7 am) daily.
Problem Mitigation Addresses:	The occurrence of extended pattern traffic during nighttime hours (10 pm - 7 am).
Reduction of Noise Exposure:	By having Airport staff monitor outlier nighttime extended pattern traffic on a daily basis, the airport can quickly respond to outliers, and when able, determine causes and work to prevent the instances from occurring in a more proactive manner.
Safety:	Maintained
Noise:	Potential reduction
Authority to Approve:	ACPAA
Responsible for Implementation:	ACPAA
Implementation Date:	October 2023
Explanation:	Starting in October 2023 Airport staff began to actively track aircraft flying an extended pattern during night-time hours (10 pm - 7 am). If an aircraft is observed conducting an extended training pattern during night-time hours and there is no other aircraft in the pattern or on approach to a parallel runway airport staff will identify and contact the flight school and/or pilot and remind them to follow the voluntary noise abatement guidelines that specify keeping the pattern traffic south of Arapahoe Road, east of I-25 and north of Lincoln Avenue.
Measurable Impact:	Data is forthcoming. A handful of outliers have been identified since fall of '23. With the hire of an Airport data analyst, data will be more reliable. Reduction will be in the prevention of recurrence and ideally contribute to the overall reduction in overflights.
Updates:	The Noise Analyst in conjunction with the Noise and Environmental Specialist regularly look at nighttime outliers and analyze data. In Q4 2025 1 nighttime outlier aircraft were identified and contacted by the Noise and Environmental Specialist and reminded of the Voluntary Noise Abatement Guidelines. Outreach continues when nighttime outliers are identified.

Airport Add Full-Time Employee for Data Analysis	
Adopted Mitigation Strategy:	Airport hire a full-time employee dedicated to data analysis
Problem Mitigation Addresses:	Improve airport staff's ability to provide investigation, analysis and reporting of data from Airport Noise and Operations Monitoring System (ANOMS)
Reduction of Noise Exposure:	Uniform data on overflights is needed to measure the extent of overflights, noise exposure, and the results of mitigation strategies.
Safety:	An enhanced understanding of flight data will help the Airport better work with the FAA to identify mitigation strategies that will maintain or enhance safety while addressing overflights.
Noise:	A full understanding of flight data is essential to addressing the overflights.
Authority to Approve:	ACPAA
Responsible for Implementation:	ACPAA
Implementation Date:	Hired February of 2024
Explanation:	In February 2024, Centennial Airport created a new full-time position to support our Noise and IT Departments. This new employee will in-part focus on analyzing historical and ongoing flight data to evaluate within the defined study areas the effectiveness of the Study Group's implemented mitigation strategies. Updates on effectiveness of the implemented mitigations will be included in future reports.
Measurable Impact:	Indirect. This position enables us to measure the impact of mitigation strategies.
Updates:	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. This report includes data prepared by the Noise Analyst.

Analyze Flight Track Data within the Defined Study Area	
Adopted Mitigation Strategy:	Analyze flight track data within the defined study area north and west of the airport.
Problem Mitigation Addresses:	Understanding the history of flights and current flights in the study area is essential to addressing the overflights and measuring the impact of mitigation strategies.
Reduction of Noise Exposure:	Ultimately this analysis will lead to mitigation strategies that reduce noise exposure.
Safety:	Indirect positive impact as the Study Group and Airport work with the FAA.
Noise:	Potential Reduction
Authority to Approve:	ACPAA
Responsible for Implementation:	ACPAA
Implementation Date:	February 2024
Explanation:	In consultation with the community, the Airport noise program staff, and informed by historical data, the Study Group has identified the below boxed area in the map to focus its data analysis. The area of analysis will encompass the residential areas bordered generally by DTC Blvd to the west, E Bellevue Ave to the north, S. Peoria St to the east and E. Peakview Ave to the south. The flight tracks will be filtered to include only local training pattern traffic. This will also allow us to separate out the aircraft that are arriving and departing the main runway versus aircraft that are likely flying in the training traffic pattern. This area map includes the general location of homes that filed noise complaints with the airport in 2023 as well as the locations of the permanent and portable noise monitor locations. Please see the proposed study area maps below.
Measurable Impact:	Indirect.
Updates:	Data Analysis Ongoing. See page 24 for update on data analysis and mitigations.

Defined Study Area Map



Note: The red polygons indicate households that filed complaints with the Airport in 2024. The black line represents the boundary of the Study Area. In this graphic, unlike those presented in monthly noise reports, polygons are not scaled based on the number of complaints. Complaints in the RY 17L Approach Zone are less in number. That area experiences a different pattern of traffic and is related but distinct from the areas to the west of the RY 17L Approach Zone.

MITIGATION STRATEGIES CONSIDERED BUT NOT ADOPTED

The Study Group identified a number of possible actions that **were not accepted** because they (1) decreased safety or (2) did not negatively impact safety but did not reduce noise.

FAA-ATC STRATEGIES

Maintain and enhance operational safety, increase air traffic controller awareness of noise sensitive areas, reduce aircraft overflights of the community.

Go Back to Previous Air Traffic Management	
Rejected Mitigation Strategy:	Go back to previous air traffic management: less positive control, parallel landings
Problem Mitigation Addresses:	Extended pattern traffic and increased noise exposure to the community.
Reduction of Noise Exposure:	Less aircraft overflights.
Safety:	Safety decreased
Noise:	Potential reduction
Authority to Approve:	FAA- ATO
Responsible for Implementation:	FAA- ATO
Reason Strategy Not Adopted:	The FAA's primary responsibility is managing air traffic in the safest and most efficient way possible. Positive control and staggering of landings increase safety. Air Traffic Controllers call base turns for aircraft for safety reasons and ATC has seen an improvement in safety at Centennial Airport because of the safety mitigation. Calling 17R base turns to "stagger" with traffic on 17L helps ensure safe and efficient operations. See below for further explanation.

On May 12, 2021, there was a midair collision between a Cirrus aircraft and a Metroliner while the aircraft were inbound to Centennial Airport. The Cirrus was on a right base turn¹ for runway 17R and the Metroliner was straight in for runway 17L. The Metroliner continued and landed on Runway 17L and the Cirrus landed in Cherry Creek State Park utilizing the pilot's airframe parachute.

¹ Base turn is a phase during the aircraft's traffic pattern for landing. It involves making a 90-degree turn from the downwind leg toward the final approach.

The FAA's continuing mission is to provide the safest, most efficient aerospace system in the world. While the collision did not result in injuries or fatalities, the Centennial Air Traffic Control Tower (APA) conducted an evaluation of safety into and out of the Centennial Airport.

At this time, the common practice was for aircraft to fly the 17R traffic pattern (west of APA) independently of the traffic on 17L.

APA identified the following data for activity between June 24, 2019 and June 24, 2021 (including the time frame in which the collision occurred):

- **Wrong Surface Landings²:** APA had 5 wrong surface landings and 4 reports of aircraft lined up for the wrong runway and corrected by ATC.
- **Pilot Initiated Go Around due to Collision Avoidance Resolution Advisory (TCAS RA)³:** APA had 37 go arounds due to aircraft responding to a TCAS RA for traffic on the parallel runway.
- **Suspected Surface Loss Involving Two Aircraft⁴:** APA had 14 reports of suspected loss of surface separation between two aircraft.

After evaluating these events, APA determined that air traffic controllers would stagger the arrivals into 17R and 17L. This procedure protects for aircraft that fly through their final⁵ and enhances safety with positive control⁶, rather than depending on pilots to see each other, using Visual Flight Rules (VFR). As a result, Air Traffic Controllers actively separate aircraft inbound to the parallel runways, which has proven to further enhance safety at the Centennial Airport.

APA identified the following data for activity between June 24, 2021 and August 15, 2023:

- **Wrong Surface Landings:** APA had only 1 wrong surface landing and 12 reports of aircraft lined up for the wrong runway and corrected by ATC. The increased

² A wrong surface landing occurs "when an aircraft lands or departs, or tries to land or depart, on the wrong runway or on a taxiway. It also occurs when an aircraft lands or tries to land at the wrong airport."

³ A Pilot Initiated go around occurs when the pilot determines they will not be at a safe altitude or heading to complete a landing in a safe manner and they abandon the approach. Air Traffic control will sequence them for the airport to attempt another landing.

⁴ A "surface loss" occurs when aircraft on surface movement areas (taxiway or runway) do not meet minimum separation requirements

⁵ The final approach course is the last segment of an aircraft's approach to landing. It is a straight flight path aligned with the extended centerline of the runway. During the final approach, the aircraft descends and aligns itself with the runway for a smooth landing. Pilots aim to maintain a stabilized approach during this phase.

⁶ Positive Control for air traffic controllers means having continuous contact with an aircraft and providing specific instructions and clearances to ensure safe and orderly air traffic. This involves actively managing the aircraft's movements, ensuring proper separation from other aircraft, and maintaining situational awareness for controlled and secure airspace.

number of aircraft being identified lining up for the incorrect runway proves an increased scan and awareness for aircraft on the final approach course.

- **Pilot Initiated Go Around due to Collision Avoidance Resolution Advisory (TCAS RA):** APA had 15 go arounds due to aircraft responding to a TCAS RA for traffic on the parallel runway. By sequencing arrivals, fewer aircraft operated in conditions that required go arounds for safety.
- **Suspected Surface Loss Involving Two Aircraft:** APA had 7 reports of suspected loss of surface separation between two aircraft. This has improved due to enhanced tower teamwork and visual scanning throughout the airport environment. Controllers are fully aware of what the other controllers are doing and are able to see unsafe situations developing and make corrections in a timely manner.

APA Safety Data on Air Traffic Procedures		
Type of Safety Event	June 24, 2019- June 24, 2021	June 25, 2021- August 15, 2023
Wrong Surface Landing	5 Wrong surface landings, 4 Lined up for wrong runway and corrected.	1 Wrong surface landings 12 Lined up for wrong runway and corrected
TCAS RA Go Around (Pilot Initiated)	37	15
Surface Loss of Separation	14	7

The data above shows improved safety due to the mitigations that were compared to the years prior to the midair collision. The FAA's goal is to always improve safety, not reduce it. Air Traffic Controllers call base turns for aircraft for safety reasons and the FAA has seen an improvement in safety into APA because of the mitigation. Calling 17R base turns to "stagger" with traffic on 17L helps ensure safe and efficient operations for the following reasons:

- **Sequence and Separation:** By instructing aircraft to make a base turn, air traffic control can sequence incoming flights and maintain safe separation between them. This reduces the risk of mid-air collisions and ensures that each aircraft

has adequate space to complete their approach and landing.

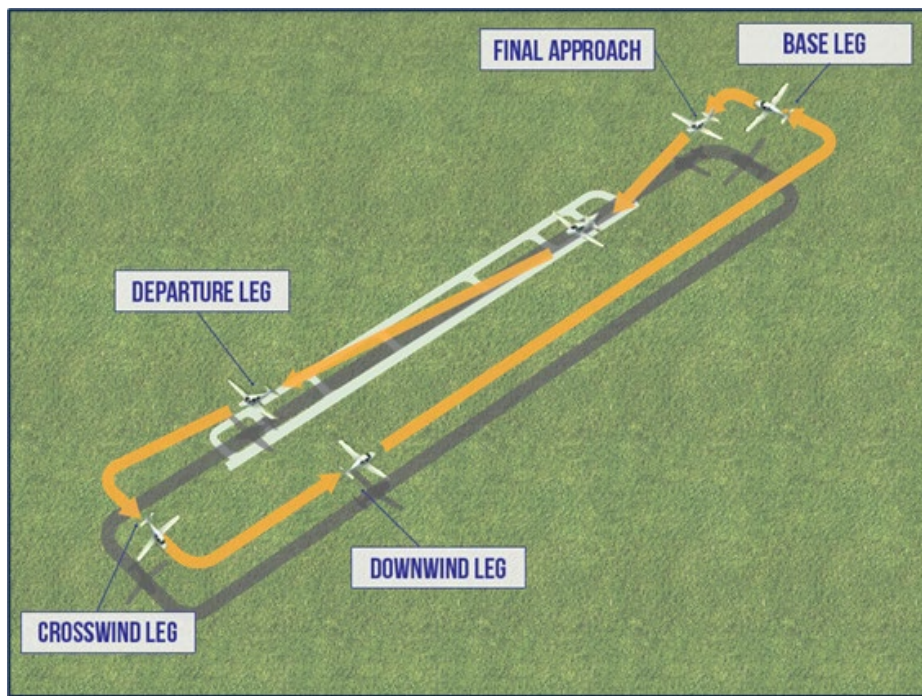
- **Traffic Flow Management:** Coordinating base turns allows air traffic controllers to manage the flow of traffic into the airport, preventing congestion and ensuring that aircraft are spaced out to avoid conflicts.
- **Conflict Resolution:** In busy airspace, it's crucial to have a clear plan for each aircraft descent and approach. Base turns help resolve any potential conflicts between arriving and departing aircraft, making the airspace safer and more organized.

Require Increased Pattern Altitude	
Rejected Mitigation Strategy:	Require an increased pattern altitude
Problem Mitigation Addresses:	Noise exposure to the community
Reduction of Noise Exposure:	Increased distance from noise source
Safety:	Maintained
Noise:	No noticeable reduction
Authority to Approve:	FAA-ATO
Responsible for Implementation:	FAA-ATO
Reason Strategy Not Adopted:	Requiring an increased altitude will increase the number of flights north and west of the airport (contradicting the purpose of this Study Group) while providing no decipherable reduction in noise.

The traffic pattern altitude (TPA) is the mean sea level altitude at which an aircraft will enter or remain in the pattern as shown in the graphic below – the TPA being the altitude outside of the departure leg and final approach. The potential kinetic energy of the aircraft is a balance of altitude and speed. Each aircraft has a specified approach speed, denoted by (V_{ref}); “V” being velocity, and “ref” being reference for the aircraft weight, configuration, and the runway and atmospheric conditions at the time of flight. V_{ref} is fixed by the aircraft manufacturer. This only leaves altitude as the adjustable variable.

If the altitude is increased, the aircraft extends its distance on the downwind leg prior to turning on the base leg to maintain a relatively fixed glide path angle or rate of descent on final approach, which is stabilized and safe. Therefore, if the TPA is increased, the distance on the downwind leg must be extended for the aircraft to safely reduce its energy and land on the runway. In the case of APA, this would result in aircraft extending the downwind leg further north of Arapahoe Road when landing to the south and would go against one of the goals of this Study Committee, which is to reduce the length of the downwind leg to not extend beyond Arapahoe Road.

The TPA is not an effective method for reducing aircraft overflight noise. The current TPA would have to be doubled, to 2000-3000 feet above ground level to result in a decrease of 6 dB. The perceptible limit of sound change starts at 3 dB, so unless the TPA is raised significantly, the reduction of noise would be barely detectable, and ANY change to the TPA would result in a longer downwind leg, which is contrary to goals voiced by the committee to limit the overflights north of Arapahoe Road.



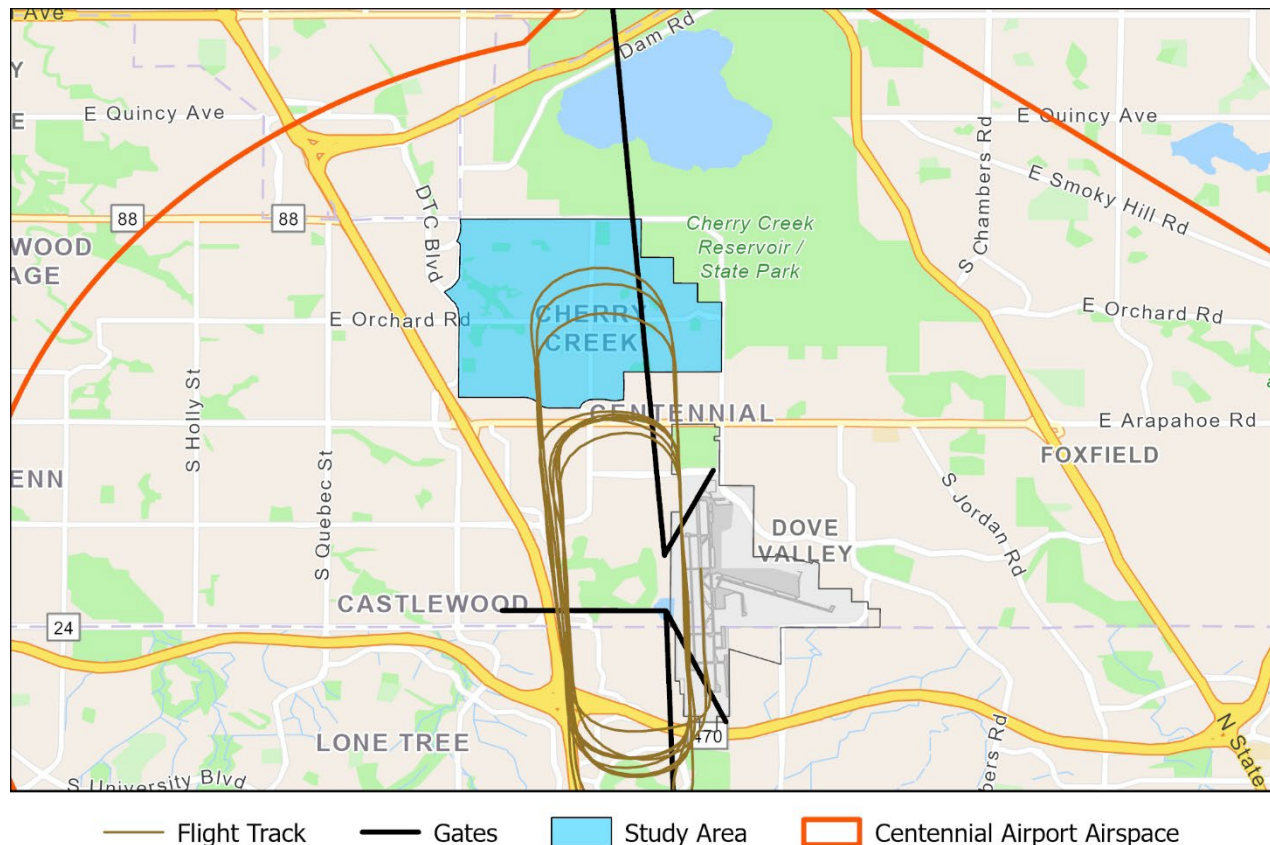
STUDY AREA DATA ANALYSIS

PURPOSE

The purpose of this data analysis is to quantify the number of touch-and-go aircraft operating within the Study Area, defined as the region located north of Peakview Avenue, south of Belleview Avenue, east of DTC Boulevard, and west of S. Peoria Street. This analysis compares Q4 2024 with Q4 2025.

DATA PROCESS/METHODOLOGY

Using Centennial Airport's Noise and Operations Monitoring System (ANOMS™), aircraft tracks were filtered to include only those passing through defined gates along the Runway 17R/35L traffic pattern. A gate serves as a "window in the sky," established in the ANOMS™ system, through which an aircraft track must pass to be considered part of the traffic pattern. All associated gates (shown below) must be traversed for an aircraft to be classified as established in the Runway 17R/35L traffic pattern. Various data processing methods were tested to identify the most effective approach for detecting community overflight activity. Additionally, Airport staff collaborated with the ANOMS™ vendor to verify data integrity and ensure that the processing methods used provide an accurate representation of aircraft activity. Examples of touch-and-go flight tracks captured from this process are shown below.



Q4 2024 v. Q4 2025

ANALYSIS SUMMARY

During Q4 2025, touch-and-go aircraft activity entering the Study Area declined compared with prior periods, both in absolute terms and as a share of overall operations. A total of 5,487 touch-and-go aircraft entered the Study Area during the quarter, reflecting a reduction of 2,221 aircraft relative to Q4 2024. The proportion of touch-and-go aircraft entering the Study Area also decreased, falling from 43.6 percent in Q4 2024 to 37.1 percent in Q4 2025.

Within Q4 2025, monthly activity patterns generally reflected the typical relationship between total touch-and-go aircraft, touch-and-go aircraft entering the Study Area, and total APA operations. In October and November, these metrics moved together, with changes in Study Area activity aligning with broader operational trends. December, however, departed from this pattern. Despite a decline in total APA operations, touch-and-go activity increased. This divergence is consistent with unusually warm conditions and a lack of poor flying days, which likely supported training activity even as overall operations decreased.

From Q3 to Q4 2025, the share of touch-and-go aircraft entering the Study Area declined by approximately three percentage points quarter over quarter. This decrease was driven primarily by pronounced reductions in November and December, which represent the lowest observed levels of Study Area entry during the study period. Although a month-to-month increase occurred from September to October 2025 following the October Flight School meeting, this change reflects a larger decline in total touch-and-go activity relative to the decline in Study Area entries. Because the analysis is based on percentage metrics, this increase does not indicate a rise in total aircraft operations.

Most touch-and-go aircraft entering the Study Area—approximately 70.1 percent—made their base or crosswind turn between Peakview and Orchard, indicating that the majority of Q4 2025 overflight activity was concentrated in this portion of the Study Area.

Disclaimer: The Study Group emphasizes the importance of data integrity in these reports. Since the Q1 2024 report, we have adopted new data collection methods to enhance the accuracy of the information presented.

FIGURE 1

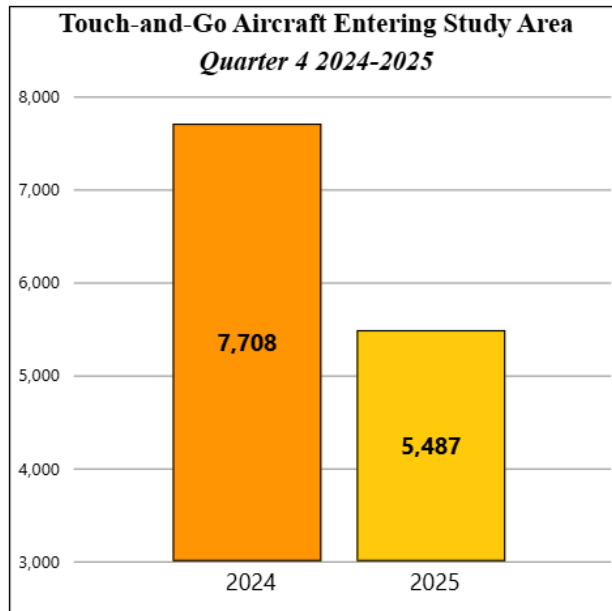


Figure 1.1

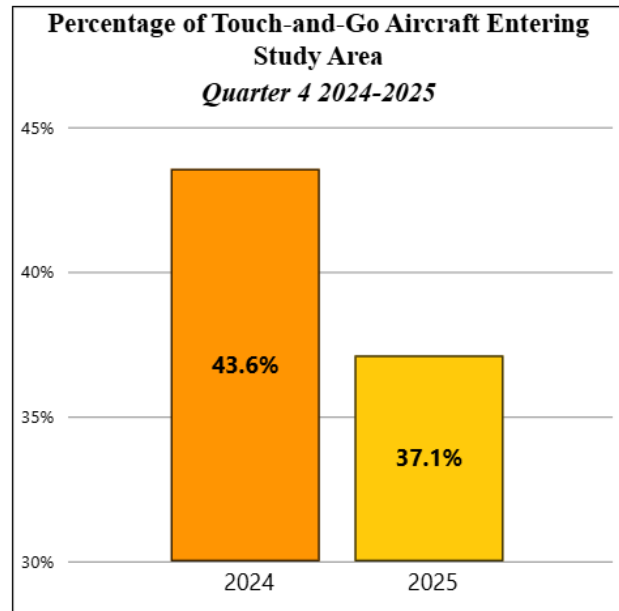


Figure 1.2

Figure 1.1 illustrates the number of touch-and-go aircraft entering the Study Area during Q4 2024 and 2025. In Q4 2024, there were 7,708 aircraft, which decreased to 5,487 in Q4 2025, marking a reduction of 2,221 aircraft.

Figure 1.2 depicts the percentage of touch-and-go aircraft entering the Study Area over the same period. In Q4 2024, 43.6% of touch-and-go aircraft entered the Study Area, which declined to 37.1% in Q3 2025.

Takeaways:

- **Clear decrease:** There was a definitive decrease in the number of touch-and-go aircraft entering the Study Area in Q4 2025 compared to Q4 2024.
- **Contributing Factors:** Weather, ATC Staffing, Effective Study Group Mitigations (FAA, ACPAA, and Flight School Safety and Noise Abatement Meetings).

FIGURE 2

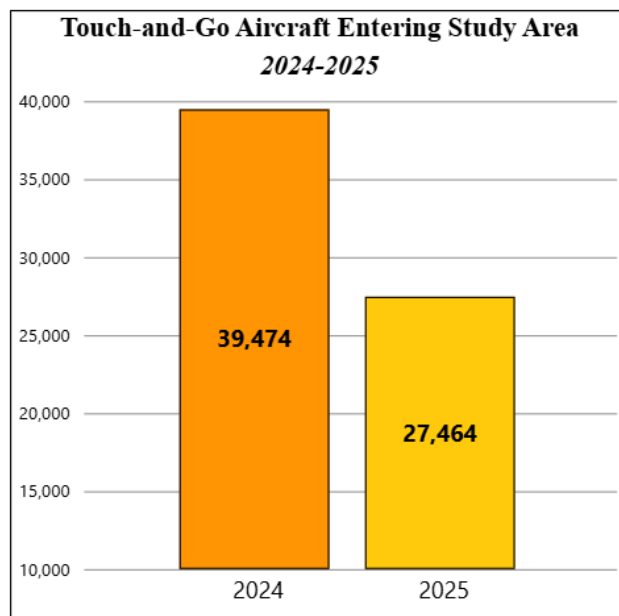


Figure 2.1

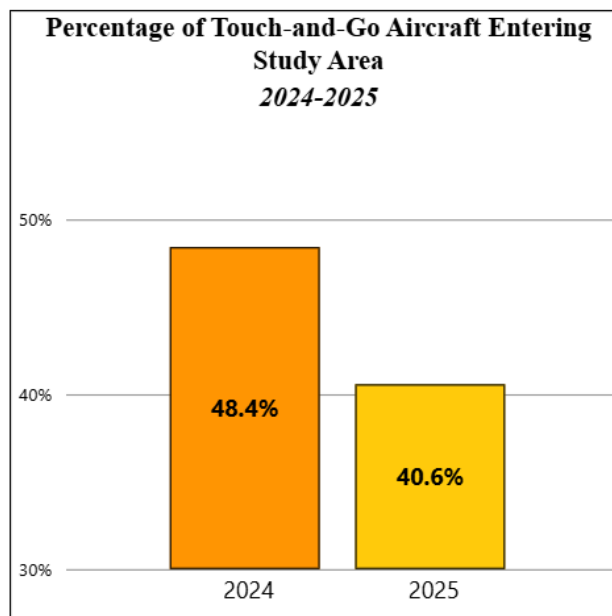


Figure 2.2

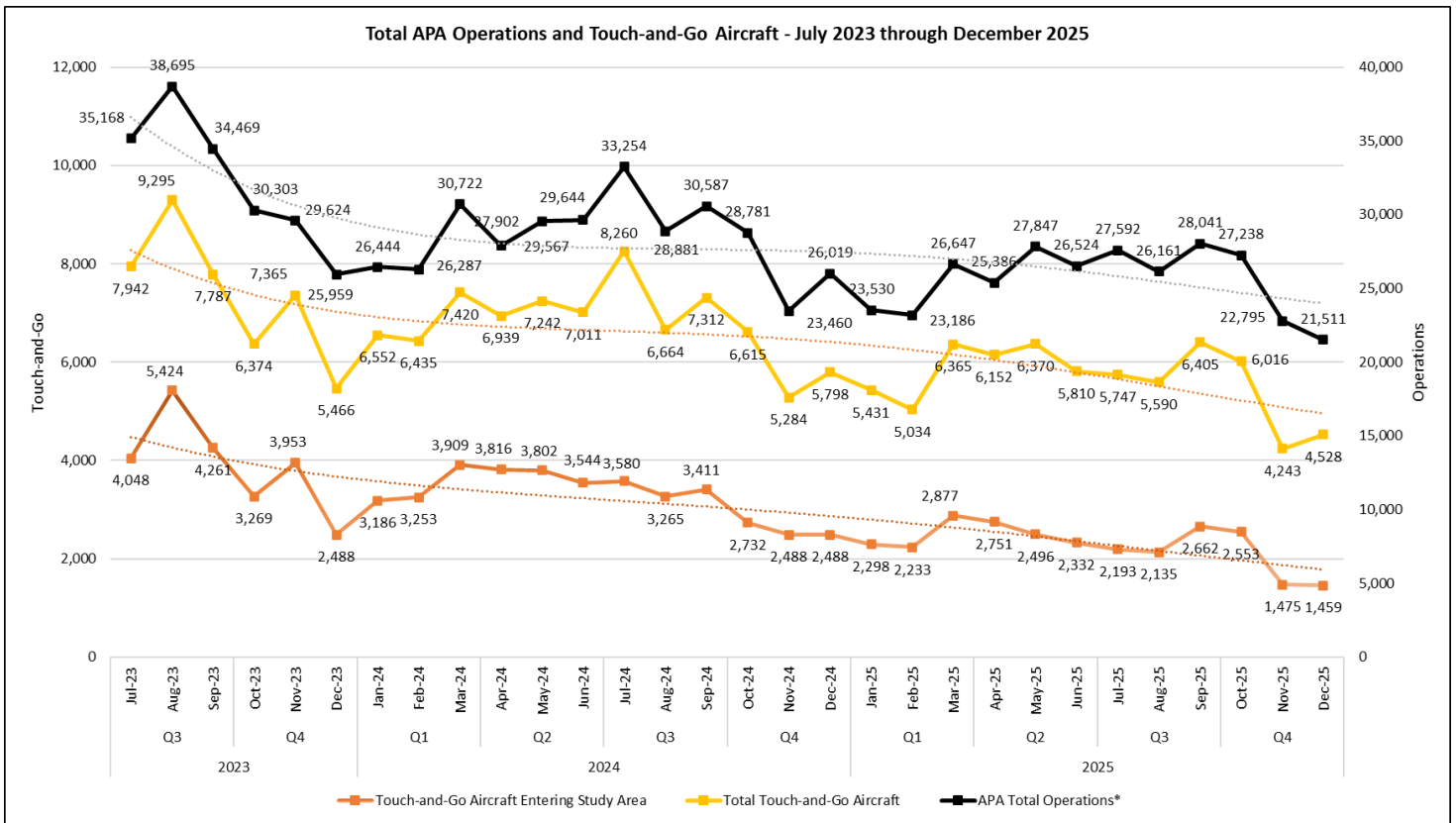
Figure 2.1 displays the total number of touch-and-go aircraft entering the Study Area in the entirety of 2024 and 2025. In 2024, there were 39,474 touch-and-go aircraft, which decreased to 27,464 in 2025, reflecting a reduction of 12,010 aircraft.

Figure 2.2 shows the percentage of touch-and-go aircraft entering the Study Area during the same period. 2024 had 48.4% of touch-and-go aircraft enter the Study Area and 2025 had 40.6%.

Takeaways:

- **Clear decrease:** There was a definitive decrease in the percentage of touch-and-go aircraft entering the Study Area in 2025 compared to 2024.
- **Contributing Factors:** Weather, ATC Staffing, Effective Study Group Mitigations (FAA, ACPAA, and Flight School Safety and Noise Abatement Meetings).

FIGURE 3



**see glossary for Operations.*

Figure 3 illustrates the number of **Touch-and-Go Aircraft Entering the Study Area**, **Total Touch-and-Go Aircraft**, and **Total APA Operations**. Trend lines (dashed) captures seasonal peaks and dips while showing overall patterns in monthly operations and touch-and-go activity. This visualization highlights the correlation between these key metrics: as the total number of touch-and-go aircraft increase, total APA operations increase. Generally, as the total number of touch-and-go aircraft rise, so does the number of touch-and-go aircraft entering the Study Area.

In October and November 2025, the metrics exhibited their typical interdependent relationship, with changes in touch-and-go activity closely tracking overall APA operations. In December, however, this relationship diverged, with the trends moving independently. Unusually warm conditions and an absence of poor flying days likely encouraged increased touch-and-go activity, even as total APA operations declined.

Takeaways:

- **Operational Lows:** December saw the lowest total in APA operations and total touch-and-go aircraft entering the Study Area during the study period.
- **Unseasonal Weather:** The fall and winter months experienced very few bad weather days compared to what is typical.

FIGURE 4

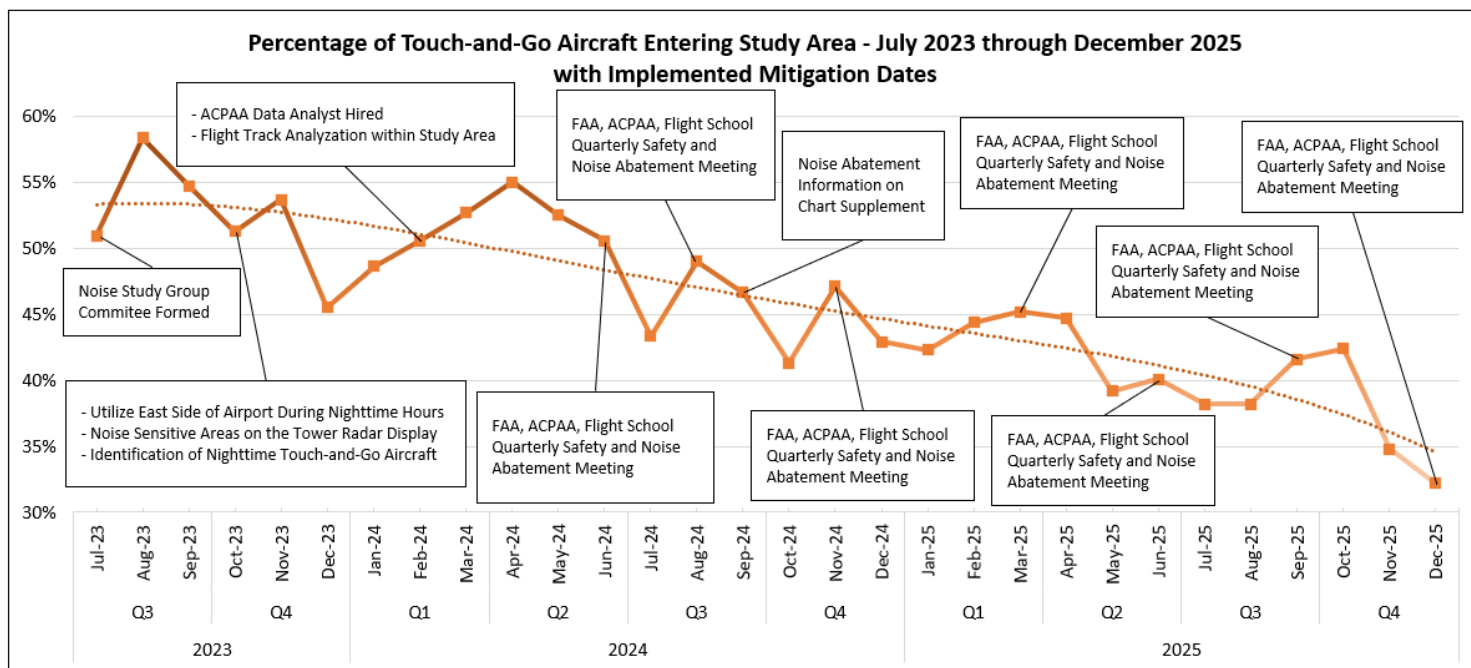


Figure 4 illustrates the trend in touch-and-go aircraft entering the Study Area from Q3 2023 through Q4 2025. The orange line shows the percentage of entries. A trend line (dashed orange line) captures seasonal peaks and dips while showing overall patterns in monthly operations and touch-and-go activity.

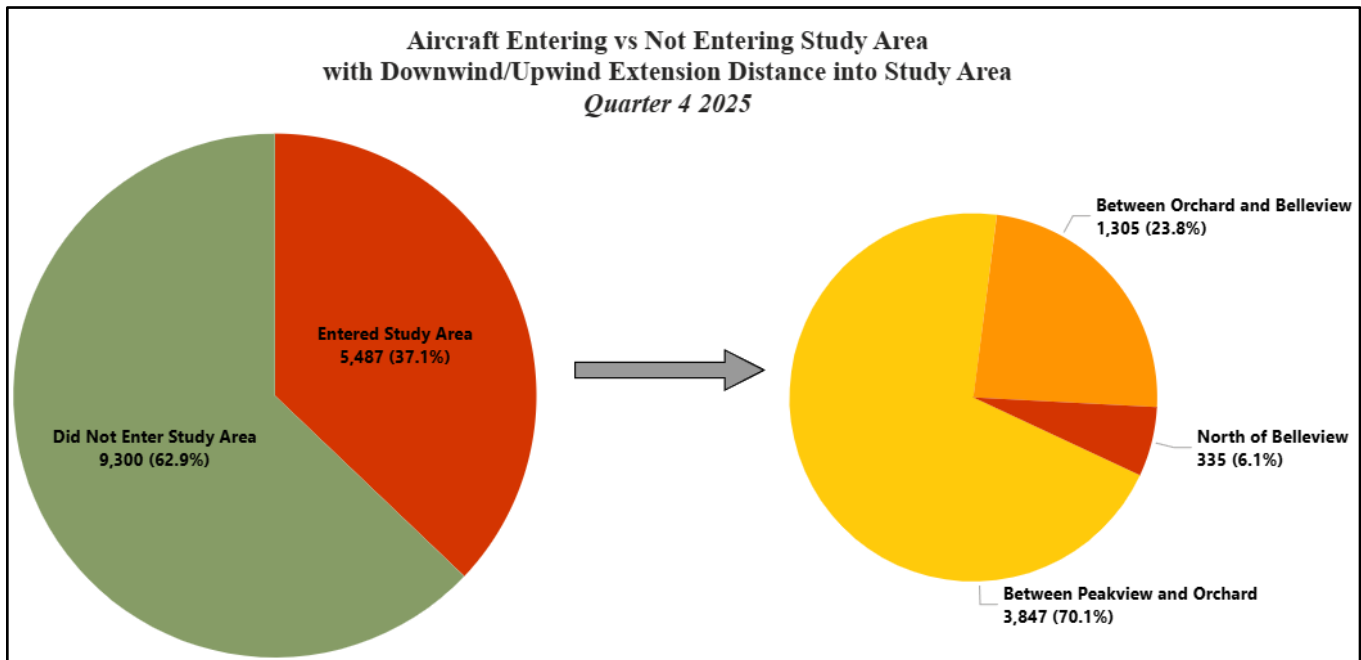
From Q3 to Q4 2025, the share of aircraft entering the Study Area declined by approximately three percentage points quarter-over-quarter, driven by pronounced decreases in November and December, which represent the lowest levels observed during the study period.

Although a month-to-month increase was observed from September to October 2025 following the October Flight School meeting, this reflects a larger decline in total touch-and-go activity overall than in touch-and-go activity entering the Study Area. Because this analysis is based on percentage metrics, the observed increase does not necessarily indicate an increase in total aircraft operations.

Takeaways:

- **Clear Trend:** From July 2023 through December 2025, the percentage of touch-and-go aircraft entering the Study Area shows a consistent downward trend.
- **Mitigation Effectiveness:** While a temporary percentage increase occurred in October 2025, Flight School meetings have been effective overall. Beginning in 2026, meetings will include operator-specific performance reviews and the Flight School Fly Quiet Dashboard, which may further enhance effectiveness.

FIGURE 5



The left side of Figure 5 compares the number and percentage of touch-and-go aircraft that entered and did not enter the Study Area. In Q4 2025, 5,487 aircraft entered the Study Area.

The right side breaks down these 5,487 aircraft by how far each aircraft extended its downwind or upwind leg. These categories are cumulative: for example, if you live between Peakview and Orchard, you experienced overflights from all aircraft flying in that segment and all segments north, totaling 5,487. If you live between Orchard and Belleview, your overflight total includes aircraft in that segment and north of Belleview—a total of 1,640.

Most aircraft entering the Study Area (70.1%) made their base or crosswind turn between Peakview and Orchard.

Takeaways:

- **Majority of Aircraft Do Not Enter the Study Area:** In Q4 2025, most touch-and-go aircraft did not enter the Study Area (9,300).
- **Upwind/Downwind Extension:** Compared to other reports, touch-and-go aircraft are not extending as far into the Study Area, with most initiating their base or crosswind turns before reaching Orchard.

FEEDBACK AND CONSIDERATIONS FOR THE Study Group

In Q4 2025, the Study Group did not receive any comments or suggestions via the online submission form.

We encourage aviation professionals, legal experts, and community members to examine the reasoning behind our conclusions. Should you disagree and have evidence to consider or a differing interpretation of the law, data, data analysis or results, please fill out the google form [HERE](#). Additionally, as it has been our commitment from the outset to consider all potential solutions, we invite you to submit potential solutions through the form as well.

A few notes about the form and how the Study Group will respond to submissions:

- All submissions will be read and considered based on their relevance to the work of this group, which is overflight and noise abatement for the area north and west of the airport.
- Because the work of this group is in addition to the duties of the members, do not expect a response. The default will be no response. However, where more information or context would be helpful or is needed, a response may be sent.
- Group members respectfully request constructive responses only. This form is an experiment and if abused, there will be consideration of deleting the form.

URL for the feedback form: <https://forms.gle/uxDUFgkkkvDBG31s8>

Current and past reports may be found [HERE](#).



Our Vision
Quieter Skies for Our Communities

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

CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE

DECEMBER 3rd, 2025 MEETING

- Public Comment
 - Louviers, email from Greenwood Village
- Part 150 Report – Kate Andrus
- October 2025 Noise Report
 - Operations / Complaints / Time of Day
- Portable Noise Monitor – Fairgrounds Practice Box
 - 3 Tower October 2024 v.s. Fairgrounds October 2025
 - Aircraft DNL 3 Towers = 40 dB / Fairgrounds = 33.9 dB
 - Average Aircraft LMax 3 Towers = 59 dB / Fairgrounds = 64.6 dB

3 Towers 13.5 MNSE of KAPA Oct-24		Oct-25	Fairgrounds 22.5 NMSE OF KAPA
Centennial Airport Associated Flight Track within 1 mile of NMT by Operation Type			
Arrival		93	Arrival
Departure		52	Departure
Training		233	Training
KAPA Aircraft Noise Events		508	KAPA Aircraft Noise Events
60-69 DBL	176	93	60-69 DBL
70-79 DBL	12	2	70-79 DBL
80-89 DBL	0	0	80-89 DBL
Total Aircraft Noise Events		1,302	Total Aircraft Noise Events

- CACNR Work Program to be adopted February 2026
 - Alison Biggs

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.

REPORT TO THE CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE

February 4, 2026

FROM: Zachary Gabehart – Senior Planner, Noise & Environmental

SUBJECT: 2025 4th Quarter Land Use Referrals Report

RECOMMENDATION: Advisory

BACKGROUND: The land use referrals received for the 4th Quarter of 2025:

- Received a total of 19 referrals during October 2025 through December 2025
- 9 were approved as submitted
- 10 were subject to comments
- 0 were not recommended

FINANCIAL DATA: N/A

REVIEW BY OTHERS: L. Wiarda, M. Fronapfel

PRESENTERS: Zachary Gabehart

MEMORANDUM

DATE January 9, 2026
TO ACPAA Board Members
FROM Zach Gabehart - Senior Planner
RE Land Use Review

The following is a list of Land Use Development referrals that have been reviewed by Centennial Airport staff from 10/1/2025 through 12/31/2025:

Date	Previously Referred	Development	Location	Referring Entity	Type	Reco
10/8/2025	☐	HCA Continental Market Lab Administrative Site Plan Amed. 1	12450 E. Arapahoe Rd.	City of Centennial	C/I	S
10/8/2025	☐	Regal Electric Office/Warehouse	12707 E. Jamison Pl.	Arapahoe County	I	S
10/15/2025	☐	Redemption Church	11866 Heirloom Pkwy.	Douglas County	C	A
10/17/2025	☐	Eaglecrest HS Additions	5100 S. Picadilly St.	Arapahoe County	C	A
10/20/2025	☐	7400 S. Alton Ct. Replat	7400 S. Alton Ct.	City of Centennial	R	S
10/20/2025	☐	Alta Vista Apartments/Townhomes	7400 S. Alton Ct.	City of Centennial	R	S
10/22/2025	☐	DCZR Amendment Large Day-Care Homes	Douglas County Zoning Resolution	Douglas County	C	A
10/24/2025	☐	CH. 11 & 16 Code Amendments: Mobile Radio Service Facilities	Lone Tree City Code	City of Lone Tree	I	A
10/24/2025	☐	T-Mobile Wireless Communications Facility	10411 Cosmopolitain Cr.	Douglas County	I	S
10/28/2025	☐	Tesla Collision Center	15030 E. Fremont Dr.	City of Centennial	C	A
10/29/2025	☐	Compark Filing 3, 4th Amendment, Lot 2C-1, 1st Amendment	13710 Compark Blvd.	Douglas County	I	A
11/2/2025	☐	Westbrook Entertainment & Sports District PD, 5th Amendment	Yosemite & Park Meadows Dr.	City of Lone Tree	C/R	S
11/10/2025	☐	Equipment Share Storage Lot Site Plan	15467 E Fremont Dr.	City of Centennial	C	A
11/12/2025	☐	Parker Water Badger Gulch Well Site	10161 First St.	City of Lone Tree	I	A
11/18/2025	☐	Vermilion Creek PUD Amendment	Vermilion Creek	City of Centennial	R	S
11/19/2025	☐	9201 E. Dry Creek Rd. Multi-Family Plat	9201 E. Dry Creek Rd.	City of Centennial	R	S
12/1/2025	☐	2040 Comprehensive Master Plan Amend. Section 8 & 10	Douglas County 2024 CMP	Douglas County	C/I/R	A

Type of Development
R = Residential
C = Commercial
I = Industrial

Recommendation
A = Approved as Submitted
S = Subject to Comment
N = Not Recommended

Date	Previously Referred	Development	Location	Referring Entity	Type	Reco
12/4/2025	☐	Vermilion Creek Phase 3	7931 S. Parker Rd.	City of Centennial	R	S
12/31/2025	☐	Parker 2050 Comprehensive Plan	Town of Parker CMP	Town of Parker	C/I/R	S

Type of Development R = Residential
 C = Commercial
 I = Industrial

Recommendation A = Approved as Submitted
 S = Subject to Comment
 N = Not Recommended

ACPAA Land Use Referral Recommendations Quarter 4 2025

