



CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE

AGENDA

June 3, 2026

6:30 p.m. – 8:30 p.m.

7565 S. Peoria Street, 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 Sreenivasan Alakappan/Vacant	<i>Foxfield:</i>	Pam Thompson/Frank Lawrence
<i>Douglas County:</i>	Abe Laydon/DJ Beckwith Alison Biggs/Mark Adams	<i>Greenwood Village:</i>	Donna Johnston/John Jackson
<i>Elbert County:</i>	Mike Buck/Shawn Fletcher Brenda Dyche/Deidre Dyche	<i>Highlands Ranch Metro Dist.</i>	Andy Jones/Renee Anderson
<i>Aurora:</i>	Brad Pierce/Maurice Healy	<i>Lone Tree:</i>	Mike Anderson/Chuck Darnell
<i>Castle Pines:</i>	Chris Eubanks/Ron Cole	<i>Parker:</i>	Cynthia Liston Thye/Bryce Matthews
<i>Castle Rock:</i>	Laura Cavey/Sandy Vossler	<i>ACPAA:</i>	Michael Fronapfel/Zach Gabehart
<i>Centennial:</i>	Don Sheehan/Ryan Dwiggin	<i>AOPA:</i>	Joe Patton/Mike Koscielniak
<i>Cherry Hills Village</i>	Dave Heller/Doug Robinson	<i>CABA:</i>	Don Kuskie/Mike Straka
		<i>CDOT Aeronautics Div</i>	Todd Green/Vacant
		<i>Wings Over the Rockies:</i>	Bill Wasmund/Vacant
		<i>FAA Representative:</i>	Jennifer Redding

Additional Attendees/Guests Online:

2. **CONSENT AGENDA:** (items here may be moved to Agenda Item #3, on the request of any CACNR Representative)
 - A. DRAFT MINUTES, May 6, 2026 – Alison Biggs, Secretary
 - B. TREASURER'S REPORT, May 2026– Andy Jones, Treasurer, Zach Gabehart, ACPAA Staff
 - C. CACNR ATTENDANCE RECORD – Alison Biggs, Secretary
3. **ITEMS REMOVED FROM CONSENT AGENDA:**
4. **PART 150 STUDY UPDATE/PROGRESS:**
 - A. UPDATE –
 - B. RESPONSES TO PAST CACNR QUESTIONS ABOUT OR REFERRED TO THE PART 150 – Kate Andrus/Zach Ga
 - C. PART 150 NOISE COMPATIBILITY STUDY ADVISORY COMMITTEE – Chris Eubanks
5. **NOISE REPORTS:** Zach Gabehart
 - A. APRIL 2026
 - B. PORTABLE MONITOR, The Canyons, Castle Pines
6. **PUBLIC COMMENT:** (3 minutes per person time limit; 30-minute overall time limit):
 - A. MEETING ATTENDEES /VIRTUAL ATTENDEES –
 - B. RECEIVED BY CACNR –
 1. Email from Randy Johnson
 2. Email from Brenda Dyche
 3. Email from Laurie Boshart
 4. Email from Joe Panem
 5. Email from Lisa Esquivel
7. **EXECUTIVE COMMITTEE:**
 - A. ACPAA MEETING – April 9, 2026, Pam Thompson
 - B. WEBSITE RFP – Andy Jones
 - C. WORK PROGRAM – Alison Biggs

8. **CACNR STUDY GROUP COMMITTEE:** Brad Pierce, Chris Eubanks, Mike Fronapfel
9. **AIRPORT DIRECTOR:** Mike Fronapfel
 - A. FLIGHT SCHOOL ACTIVITY/NEXT MEETING DATE
 - B. AVIATION FUEL SALES
 - C. LEGISLATIVE/LOBBYING
 - D. COMMUNITY RELATED ACTIVITY
 - E. PINNR4 Arrival Procedure Amendment – Zach Gabehart, ACPAA Staff
 - F. OTHER
10. **OLD BUSINESS:**
 - A. REPORT FROM UC DAVIS NOISE AND EMISSIONS SYMPOIUM – Chris Eubanks, Pam Thompson, Dave Heller
11. **NEW BUSINESS:**
12. **PUBLIC COMMENT EXTENSION IF NEEDED:** (3 minutes per person time limit):
13. **REPRESENTATIVES' COMMENTS:**
 - A. REPRESENTATIVES FROM MEMBERS OF COLORADO MUNICIPLE LEAGUE
14. **RECOMMENDATIONS TO ACPAA AND OTHERS TO POTENTIALLY REDUCE NOISE OVER AFFECTED COMMUNITIES:**
15. **NEXT MEETINGS:**
 - A. **CACNR** –

July 1, 2026	NO CACNR MEETING
Aug 5, 2026	6:30 p.m. 7565 South Peoria Street, Englewood, CO 80112
Sept 2, 2026	6:30 p.m. 7565 South Peoria Street, Englewood, CO 80112
Oct 7, 2026	6:30 p.m. 7565 South Peoria Street, Englewood, CO 80112
Nov 4, 2026	6:30 p.m. 7565 South Peoria Street, Englewood, CO 80112
Dec 2, 2026	6:30 p.m. 7565 South Peoria Street, Englewood, CO 80112
 - B. **ACPAA** –

June 18, 2026	3:00 p.m. 7565 South Peoria Street, Englewood, CO 80112, Pam Thompson for CACNR
July 9, 2026	NO ACPAA MEETING
Aug 13, 2026	3:00 p.m. 7565 South Peoria Street, Englewood, CO 80112, Pam Thompson for CACNR
Sept 10, 2026	3:00 p.m. 7565 South Peoria Street, Englewood, CO 80112, Pam Thompson for CACNR
Oct 8, 2026	3:00 p.m. 7565 South Peoria Street, Englewood, CO 80112, Pam Thompson for CACNR
Nov 12, 2026	3:00 p.m. 7565 South Peoria Street, Englewood, CO 80112, Pam Thompson for CACNR
Dec 10, 2026	3:00 p.m. 7565 South Peoria Street, Englewood, CO 80112, Pam Thompson for CACNR
 - C. **PART 150 NOISE COMPATIBILITY STUDY ADVISORY COMMITTEE –**
16. **ADJOURN:**



CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE
MINUTES

DRAFT

May 6, 2026

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

VISION – QUIETER SKIES FOR OUR COMMUNITIES

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

1. **CALL TO ORDER, ROLL CALL, and QUORUM:** The meeting was called to order at 6:3 p.m. by Vice Chair Pam Thompson. The following were in attendance, and a quorum was present:

Douglas County:	DJ Beckwith	Greenwood Village:	Donna Johnston
Douglas County:	Alison Biggs	Highlands Ranch Metro:	Andy Jones
Elbert County:	Brenda Dyche online	Lone Tree:	Mike Anderson
Aurora:	Brad Pierce	Parker:	Cynthia Liston Thyme
Castle Pines:	Ron Cole online	ACPAA:	Michael Fronapfel
Centennial:	Ryan Dwiggin online	AOPA:	Joe Patton
Cherry Hills Village:	Dave Heller online	CABA:	Don Kuskie
Foxfield:	Pam Thompson	Wings Over the Rockies:	Bill Wasmund

Also present: ACPAA Alternate Representative Zach Gabehart; AOPA Alternate Representative Mike Koscielniak online; City of Centennial Staff Michael Gradis; and ACPAA Staff Matt Frenette, Aliyah Then, and Lauren Wiarda. Jennifer Redding, FAA Senior Program Analyst, Northwest Mountain Region, was also in attendance online.

Additional attendees or online/guests: Ryk Dunkelberg, Mead & Hunt; Brady Flowers; Kimberly Fullmer, citizen online; Kim Hellweg, citizen online; FAA online; Randy Johnson, citizen online; Jennifer Kovaleski, citizen online; Vincent Ma, HMMH; Joe Panem, citizen online; Lauren Rasmussen, Mead & Hunt; Eugene Reindel, HMMH; and Pilot Bill Ward.

Absent: Arapahoe County:	Rhonda Fields/Leroy Evans	Castle Rock:	Laura Cavey/Sandy Vossler
Arapahoe County:	Sreenivasan Alakappan/Vacant	CDOT Aeronautics Div:	Todd Green/Vacant
Elbert County:	Mike Buck/Shawn Fletcher		

2. **CONSENT AGENDA:** The Consent Agenda included the draft CACNR Minutes from April 1, 2026; and the Treasurer’s Report from April 30, 2026, showing a balance of \$27,587.53. On the motion of Andy Jones, duly seconded, the Consent Agenda was approved.

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

4. **PART 150 STUDY UPDATE:**

A. UPDATE - Ryk Dunkelberg, Mean & Hunt and Eugene Reindel, HMMH

There was a handout on the tables, and Ryk Dunkelberg reported CACNR had seen much of it before, which he would recap. The remainder of the meeting would be spent by them presenting the alternatives being looked at for implementation.

As the handout had not been available for inclusion in the meeting’s mailing, it would be attached to these minutes for those who had not attended the meeting, and for reference. Some discussion points or questions are included here.

- Page 5 (if the pages were numbered), fifth bullet, were the electronic flight bags referenced the ones the pilots carry and where would pilots know to get that information? It was currently published by the Colorado Pilots Association. Suggestion was made that additional distribution methods might be explored to help assure pilots from even locations outside of Colorado would know that information existed and how to access it; even the creation of a QR code might be explored. The Pilots Association had recently added noise abatement information as well.
- Page 5, 7th bullet, question was asked what the FAA Study Group was. Apparently, the reference was to the CACNR Study Group Committee and it had been given the wrong name in this presentation.
- Discussion related to what might change with an air space redesign including how different approach and departure procedures might affect noise for those on the ground. A redesign would involve more than just Centennial, however, so the airport would want to be sure to be involved. Phoenix and Hawaii were ahead in the FAA redesign process, so it would probably be at least three or four years before redesign took place here.

Eugene Reindel then presented some of the operational alternatives being explored. Even though the FAA noise contour guidelines use only the 65 DNL, development pressures here had resulted in the study looking beyond that restriction, and some modeling had

been done at the 60 DNL level as well. Examples of changes in noise levels on the ground were looked at depending on the operational measures put in place. Further analysis would be done in some instances to determine feasibility of implementation. For example, the FAA Air Traffic Control Tower's manager had attended the Study Advisory Committee meeting earlier in the day and had expressed concern about the involvement of helicopter traffic, so that would be further explored. The airport would then need to determine what changes it wished to recommend to the FAA in the final result of the study.

Pattern changes already somewhat in operation because of the CACNR Study Group Committee's (SGC's) work with the flight schools were looked at and would also be documented through this study. Throughout, care would need to be given to not just shift noise from one neighborhood to another. Anything not considered as a standard type of pattern throughout the rest of the country would need to be carefully evaluated before being recommended to the FAA here, and safety would also need to be factored in.

Concern was expressed that any of the changes investigated might undo any of the good work resulting from the effort of the SGC. Things had changed in the Greenwood Village area since this study began, for example, so what would determine if which alternative might be included in the study's next steps. The ultimate authority for deciding what recommendations would be made to the FAA would be the airport. Something which had been modeled during the study would not necessarily be recommended due to the results of the modeling.

Another factor which had been explored was the use of electric aircraft by the flight schools. A manufacturer of electric aircraft which had come to Centennial recently had allowed some noise measurements to be made as it flew the pattern here. Actually, it had been so silent that its noise was not detected. However, battery life would relegate its use to local pattern work rather than going to the training boxes. Perhaps that might change in the time it would take for current flight school aircraft to be replaced by electric – anticipated to be five to ten years – although some local flight schools had reportedly already placed orders. Having done some exploration, however, would allow Centennial to indicate its interest in replacing gas powered aircraft with electric aircraft. This could also be linked to the airport's efforts in relation to lead pollution and the use of unleaded fuel.

It was noted that training aircraft operations don't actually change the noise contours much, as they actually are not as noisy as jet aircraft. But the jets go over once while the training aircraft may circle or be repetitive, all of which affect the public underneath but don't change the noise contours. The phasing out of the very loud Stage 1 and Stage 2 jets after the last Part 150 here caused a significant reduction in the noise contours.

Although the FAA may not accept some of the alternatives which could be recommended, some may be included with the thought of asking for future consideration if the FAA reconsiders its position about reliance only on the 65 DNL contour. Showing benefits might eventually lead to access to federal funding for related projects.

The consultants would continue to take input, consider all ideas, and address them through modeling or other evaluation for the likelihood of being able to implement them. Draft recommendations will be refined and shared with the Study Advisory Committee and CACNR in late Summer. That would be followed by an open house and meetings with the Study Advisory Committee and CACNR in the Fall, and an official public comment period and public hearing. Information from all of that would be utilized to create the final submission for the airport's approval, and then submission to the FAA. The FAA has no timeframe for approval or disapproval. When it is eventually placed on the Federal Register however, the FAA has 180 days to indicate its position of record.

Dunkelberg and Reidel were thanked sincerely for their presentations.

B. **RESPONSES TO PAST CACNR QUESTIONS ABOUT OR REFERRED TO THE PART 150** – This list had been provided to Kate Andrus and had been then provided to CACNR Representatives since many individuals had not been on CACNR during the questioning time frame. The consultant team had responded but felt some information needed to come from the airport, so that was in process and the responses would be provided in June.

C. **PART 150 NOISE COMPATIBILITY STUDY ADVISORY COMMITTEE** – The Committee had met this morning and heard exactly what CACNR had just heard.

5. **NOISE REPORTS:** A. **The March 2026 Noise Report** included the following information:

March Local Operations:	11,306	March Total Operations:	24,275
Year to Date Local Operations:	36,565	Year to Date Total Operations:	75,223

24,275 Total Operations in February resulted in 601 complaints from 51 households.

		March Noise Events:					
<u>March Total:</u>		<u>March 60 – 69 db:</u>	<u>March 70 – 79 db:</u>	<u>March 80 – 89 db:</u>			
Meridian	8,374	Meridian	7,094	Golf Course	3,077	Airport East	445
Golf Course	8,105	Golf Course	4,857	Meridian	1,253	Golf Course	168
Airport East	3,215	Parker	2,076	Airport East	1,001	Meridian	26
Parker	2,953	Airport East	1,729	State Park	595	Lone Tree	7
State Park	2,182	State Park	1,580	Parker	246	Port. Station 31	7
Port. Station 31	1,433	Grandview Estates	1,256	Port. Station 31	230	State Park	6
Grandview Estates	1,396	Port. Station 31	1,196	Grandview Estates	136	Grandview Estates	4
Castle Rock	962	Castle Rock	901	Greenwood Village	90	Castle Rock	3
Greenwood Village	761	Greenwood Village	669	Castle Rock	58	Greenwood Village	2
Lone Tree	560	Lone Tree	507	Castle Pines	45	Hunters Hill	1
Hunters Hill	324	Hunters Hill	303	Lone Tree	38	Parker	1
Castle Pines	275	Castle Pines	230	Hunters Hill	20	Castle Rock	0
Sagebrush Park	107	Sagebrush Park	99	Sagebrush Park	8	Sagebrush Park	0

March Noise Events in the 90+ decibel range: Airport East – 40 Lone Tree – 8 Golf Course – 3 Meridian – 1 State Park – 1

March Noise Complaints per Municipality		Numbers of Households:		YTD Complaints and		Number of Households:	
Unincorporated Douglas County	171 (28%)	UDC	11 (22%)	UDC	396 (26%)	GV	19 (24%)
Unincorporated Arapahoe County	146 (24%)	UAC	10 (20%)	UAC	346 (23%)	UDC	18 (23%)
Greenwood Village	107 (18%)	Greenwood Village	9 (18%)	UEC	281 (18%)	UAC	15 (19%)
Centennial	78 (13%)	Other	6 (12%)	Centennial	255 (17%)	Other	7 (9%)
Unincorporated Elbert County	68 (11%)	Lone Tree	5 (10%)	GV	206 (13%)	Centennial	5 (6%)
Lone Tree	10 (2%)	Highlands Ranch	2 (4%)	Other	19 (1%)	Lone Tree	5
Other	9	Castle Pines	1	Lone Tree	13	HR	3
Castle Rock	3	Castle Rock	1	Denver	7	Denver	2
Highlands Ranch	3	Denver	1	Castle Rock	5	UEC	2
Castle Pines	2	Parker	1	Highlands Ranch	4	Parker	2
Denver	2	UEC	1	Parker	3	Castle Pines	1
Parker	2	Cherry Hills Village	0	Castle Pines	2	Castle Rock	1
Aurora	0	Highlands Ranch	0	Aurora	0	Aurora	0
Cherry Hills Village	0	Parker	0	Cherry Hills Village	0	CHV	0

Year to Date, the top five households complaining were:

Household #1 280 (18%) Other Elbert County	Household #4 159 (10%) Unincorporated Arapahoe County
Household #2 219 (14%) Centennial	Household #5 103 (7%) Unincorporated Arapahoe County
Household #3 205 (13%) Unincorporated Douglas County	Remaining Households 571 (37%)

In March, 87 noise complaint responses were completed from 601 noise complaints, with 81 of those by email and 6 by telephone.

In March 554 complaints were received from 7:00 a.m. – 9:59 p.m. (92%)
47 complaints were received from 10:00 p.m. – 6:59 a.m. (8%)

In March props accounted for **90% of the complaints by aircraft type; jets** accounted for **8% of the complaints**, and **helicopters caused 2%**. Comparatively, **Year to Date** figures showed propellers had caused 91% of the complaints; jets caused 7%, and helicopters caused 2%.

In March, departures were responsible for **32% of the complaints**, **training** was responsible for **53% of the complaints**, and **arrivals** were responsible for **15% of the complaints**. Comparatively, **Year to Date** figures showed training had caused 50% of the complaints, departures had caused 35%, and arrivals had caused 15%.

A graph was provided showing the **March number of complaints by the hour** in which they were made, with a peak at 11 a.m. hour; followed by secondary peaks at 7 a.m. as well as the hours 3 to 4 p.m. Early evening bumps in complaints are observed at 7 and 9 p.m.

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

It was noted both operations and complaints had been down in March. Comparatively, complaints and operations were both down from March 2025 and the number of households had increased by one this year. Other categories were largely consistent and down from the previous year. Some clarifications were made about the radar track density map's tracks in relation to downwind landings when aircraft are being controlled by Denver Approach Control rather than the Centennial air traffic control tower.

Comment was made that complaint numbers were climbing since December, as was the number of complaining homes represented, and the noise monitors were picking up more noise events in some instances – for example, Lone Tree had eight events over 90 decibels when it usually had none or only one.

B. CENTENNIAL ANAD 3 TOWERS AREAS DATA – Those areas were looked at for trending in relation to usage and altitudes when entering the boxes. At 3 Towers, the number of training operations had increased by 731 from 2024 to 2025, even though the total airport operations were down 35,000. This stressed the importance of encouraging the flight schools to be aware of what they were doing in relation to practice box usage. The data could also prove useful if the flight schools would look at redesigning or reshaping or moving the training boxes.

Comment was made that at the quarterly meeting with the flight schools, Gabehart had done a great job of bringing this up to all the schools, showing actual patterns of some planes in the area. It was further commented that all airport personnel had really advocated for the people living under the boxes, showing slides and pictures about how things actually were there and asking for recognition of that by doing something about it. It was noted one of the schools had sent the information to all the pilots in that school, reminding them of the 3 Towers and Elizabeth training boxes and advising them to avoid ground reference maneuvers and generally avoid flying below 1,000 feet there, so the word had been spread at least to that school's personnel.

At present there was no way to determine repetitions over a specific location, only the number of times an aircraft went into or left a box. The noise monitor could determine each "circle" as a separate noise event however. It was noted that encouraging words were coming from different pilot groups and individual pilots whose awareness had been raised, and who were looking at what the tower asked them to do as well as how what they were doing was affecting those on the ground.

In relation to Centennial, where some citizens had questioned how the changes in relation to the study area were effecting their neighborhoods. As there were fewer flights going north and south, more seemed to be moving to the west over Centennial. Arrivals and departures affected that area as well as training flights. Those three factors had been compared from 2024 – 2025 and the data showed a decrease in all three; operations in that time frame as well, so it appeared there had not been a shift in traffic to the west.

Question was asked if the Study Group Committee would be taking the 3 Towers problem area into consideration. There would need to be discussion of how that group might do that, and what factors might be included since it was not airspace covered by the

airport. One suggestion was to put it in the dashboard, with points for going further east. Discussion further addressed the complexity of this situation, the density of the area, and whether a new study group might need to be formed. The current study group would need to discuss the matter, but it seemed CACNR was addressing the situation logically by gathering data and presenting it to optimistically influence the flight schools. While pausing to see the effect of the effort to date, discussions could use that information for planning next steps. The FAA did not provide guidance about what kind of density would preclude training due to safety, and each situation was addressed individually.

Suggestion was made to bring the topic to the next meeting of the flight schools to see what ideas they might have about modifying or moving the training boxes, or not. They could become partners in seeking solutions to the difficulty. The Study Group Committee already has a good record of collaboration in this regard, and that might help clarify the scope of future work. Pilots and flight schools were commended for being willing to collaborate with us about matters of mutual concern.

6. PUBLIC COMMENT:

A. MEETING ATTENDEES/VIRTUAL ATTENDEES –

- Bill Ward commented he thought the transit-oriented development buffer zone proposed earlier was a bad idea. In order to be publicly transit-oriented, such areas have to be walkable, such as those in Washington, DC and Tokyo. The area proposed here west of the airport is not really walkable. Traffic pattern concerns were a reason for the initiation of the Part 150 study, so with cities developing there, there would need to be some sort of navigation easement, or some sort of early public disclosure to any residential building that says there are airplanes here, showing with a heat map what the traffic around the airport looks like. Just moving the traffic pattern further west would do little to solve problems. He wondered if the blue line west of the airport was related to an RNAV procedure.

He further noted it would probably be five to ten years before electric aircraft became frequently used. The availability of the rare earth metals needed to produce the batteries, and the cost of them would affect the use of electric aircraft for the foreseeable future.

- Joe Panem of the Solstice community near Sterling Ranch and south of Chatfield Reservoir commented that area used to be open space but was now a densely populated growing community. He asked if the area was brought up during the meetings with the flight schools, as there had been little to no improvement, still dramatically affecting his family. He had been communicating with Zach Gabehart, who indicated flight tracks from that area had specifically been shown to the flight schools, with a request that they minimize activity in those areas, particularly since that area's training box no longer existed. Solstice, Louviers, and the old training box had all been pointed out for discussion. Question was asked what the response from the flight schools had been to that information, and there had apparently been no particular response. It was noted the area is unfortunately also affected by traffic from Rocky Mountain Metropolitan Airport, over which there is no local influence.

- Randy Johnson from Louviers, near to Solstice and Sedalia on US 85 noted he submits numbers of planes over his area and how many complaints he registers. In April, he had noted 424 planes, and he could identify 186 from Centennial and 150 from Rocky Mountain Metropolitan. Of those, he had submitted 84 complaints to Centennial and 21 to Rocky Mountain. It still seemed many planes were purposely turning and flying closer over Louviers. He understood why the public is encouraged to submit complaints so CACNR can know where there are problems, and that was why he continued to do this. Mornings seemed to be the worse time, but the turning and flying over his area still seemed obvious.

Johnson had noted there were actually 13 airports whose planes fly over that area: Centennial, Rocky Mountain, Air Force Academy, Peterson Air Force Base in Colorado Springs, Vance Brand, Erie, Space Port, Northern Colorado, Boulder, Colorado Springs, Greeley, Meadowlark, and Pueblo. And on a closing note, he wanted to thank Bill Ward for attending the CACNR meetings to bring his unique perspective to the group.

- Brenda Dyche from Elbert County indicated she felt like no one thought anything could be done for her area because it was out of Centennial's airspace. So the issue got dumped on her community and that's it. But if flight schools could be asked to stop doing something over one or more areas, and a training box could be closed in another area, why couldn't something be done to help her area? So perhaps the training boxes should be put back into Centennial's airspace, away from the area that is not in Centennial's airspace where nothing can be done about them. There had been ample demonstration of the number of planes, the planes seemingly targeting her home, and planes flying under 500 feet and under 1,000 feet. Something had to be figured out.

B. RECEIVED BY CACNR – emails had been received from Joe Panem, Randy Johnson, Brenda Dyche, and to Andy Jones from Highlands Ranch. All had been basically the types of comments heard from them individually tonight, with documentation of flight paths, etc. demonstrating the severity of the problem. Zach Gabehart was included as a recipient of many of the emails and had been helpful to Andy Jones in responding to the Highlands Ranch resident who had been impressed with the amount of information provided. It was noted that informing the public would be a good service provided by the updated website.

7. EXECUTIVE COMMITTEE:

A. SUGGESTED PROPOSAL RE TRAFIC TO AND FROM 3 TOWERS AND ELIZABETH FLIGHT TRAINING BOXES – The suggestion provided by Bill Ward had been include in the mailing. He explained the idea was to follow Parker Road southbound at the allowed altitude, then enter the south side of the box from the west, exiting to the eastern part of the box, following that north to the box boundary and then turning back toward Centennial. This allowed entering and leaving the box at higher altitudes, and was basically a system that had once been in use in this area. There was considerable discussion of how pilots currently going to the Fairgrounds or Kiowas boxes go straight through the Three Towers box and have to stay at lower altitudes because of DIA airspace. Using the old approach, higher altitudes would be possible which could help alleviate noise. The whole concept seemed to make good sense for helping to alleviate some of the noise problems in that area. It was noted that one suggestion had been made to close the Three Towers box, but that would not guarantee pilots would not still use that airspace even if the box did not exist.

Further discussion of the finer points of the suggestion followed. Ward indicated various fine points for using the system could be used by flight instructors, and he had power point presentations which also provided how other facets of needed training could be included along with this approach to the training boxes. It was noted that it might be best if the concept came voluntarily from the pilot group, rather than being pushed by the airport or CACNR. Suggestion was made that Ward could do a presentation at a meeting of the flight schools, so there could be an in-depth discussion among the pilots and instructors attending; he was willing to do so.

It was mentioned the increased development to the east might have training flights going to the east of Limon in the not too distant future. There already are complaints that planes are bothering livestock on the eastern plains.

MOTION TO EXTEND THE MEETING TIME: A motion to extend the meeting by 30 minutes was made by Andy Jones and duly seconded. The motion carried.

B. **ACPAA MEETING** – Pam Thompson’s report of the April 1, 2026 CACNR meeting to the April 9, 2026 ACPAA meeting, with her notes from that meeting, had been included in the email packet. She had nothing further and there were no questions.

C. **WEBSITE RFP** – The EC had had a brief discussion of this and agreed it should be a stand-alone website which would not add to the workload of the airport but which might have links to issues of mutual interest. There was also agreement this did not necessarily have to go out for multiple bids CACNR Representatives had been asked for input about known web designers, but none had been forthcoming. Andy Jones indicated he had a possible source and would contact that individual for some exploratory work. He could also at least begin to define the scope of what we might want – clean, compelling, easy to navigate, informative, etc. Maintenance of the site would need to be included. It was also hoped the site would have enough space to handle the CACNR Orientation documents, and archival materials from the formation of CACNR. Again, other ideas for anything related to the website were solicited.

D. **WORK PROGRAM** – Bill Wasmund and Mike Kosciuelniak had each volunteered to work on a part of the Work Program and were thanked greatly. The remaining Representatives were sincerely asked to consider taking some responsibility for handling any part of the work program of interest to them. There would be help available if needed to get started, by contacting Aison Biggs or another member of the Executive Committee. A list of materials for possible inclusion in the Orientation Manual was being developed, and the new webmaster would be consulted for the best way to include and/or present that material on the website, for the education of both CACNR personnel and the general public.

8. **CACNR STUDY GROUP COMMITTEE (SGC):** Chair Brad Pierce reported the Committee’s 1st Quarter 2026 Report was in the meeting material packet, along with the 1st quarter dashboard report.

A. **1ST QUARTER 2026 REPORT** – Pierce provided an overall summary and Matt Frenette provided detailed comments on the data reported. The number of aircraft entering the study area had declined from a similar period in 2025, as had the touch and go. Frenette noted there are many factors involved, such as weather, wind direction, the flow of traffic, and the staffing of the air traffic control tower. Improved staffing in the tower would result in the pattern being run at a fuller capacity, which could result in more aircraft being involved in the study area. Runway closures for any reason also affect numbers.

Mitigation updates were noted in blue in the report and included such things as the meeting with the flight schools which covered safety, best practices, the Noise Abatement Guidelines, the use of the practice boxes, and the new dashboard scoring methodology. The dashboard went live on January 1, 2026, giving the flight schools regular objective feedback to use in improving their performance. Individual flight schools were not identified, as the purpose was to focus on trends and best practices instead of singling out any one school’s performance. The schools would of course be able to access their individual scores. On page 15, request was made to include a brief description of the eight metrics used to create the scores.

Another mitigation method was having airport staff reach out to those using an extended training pattern during night-time hours when there were no other aircraft in the pattern, reminding them about following the Noise Abatement Guidelines. Other material in the report substantiated the finding of few aircraft entering the study area, and the occurrence of fewer touch and goes. Warm weather had contributed to a greater portion of the airport’s overall operations being related to training. It was noted that the Study Group Committee does focus on trends and will be looking at such things as the first quarter of the year or times of day.

Given the complexity of factors which influence flight, it was hoped access to such data would help the airport, with CACNR, to control what it could control through such things as collection of the data, the meetings with the flight schools, distribution of the Noise Abatement Guidelines, counseling nighttime outliers, and the new existence of the dashboard.

B. **1ST QUARTER DASHBOARD** – Zach Gabehart reported on the creation of the metrics used in the dashboard, done with considerable discussion and involvement of the flight schools. It was anticipated those would be used for the first year, with an evaluation of the need for changes for the next year. The ‘de-identification’ of the schools came about at the suggestion of some schools and was utilized to help assure continued collaboration with all schools. Gabehart discussed how the dashboard was structured for identification of how the various schools rank against each other and where there was room for improvement.

It was noted the dashboard encouraged many questions by the schools as they saw the results for the first time, and any one from CACNR with questions was encouraged to contact Zach Gabehart.

MOTION TO EXTEND THE MEETING TIME: A second motion to extend the meeting by 30 minutes was made by Brad Pierce and duly seconded. The motion carried.

Question was asked how the schools got credit for meeting the various metrics. If anyone connected with a school did something, credit would be given. It would be up to the schools to make sure there was reporting to the airport so that could be reflected in the school's score. Pierce, Frenette and Gabehart were thanked for their information and presentations.

9. **AIRPORT DIRECTOR:** Mike Fronapfel reported the Centennial Airport Tower Manager would be joining the Study Group Committee (SGC) again. This was particularly welcomed, as air traffic control's perspective would be valuable in relation to the dashboard, noise mitigation approaches, and the flight school training boxes. All of those involved in getting the FAA back to the table with the SGC were recognized for their efforts.

Work on a new Signature Hanger to the west of the administration building was progressing, to be completed Spring 2027. Fronapfel particularly noted work continued on the air traffic control tower rehabilitation, which was expected to be completed in late summer. The tower would be closed from June 1st – June 19th, Monday – Friday, between 10:00 p.m. – 5:00 a.m.

The Runway 5k coming up on June 6th was sold out, although sponsorships were still available. The ACPAA meeting date for June had been rescheduled for June 18th because of scheduling conflicts.

Fronapfel noted Lone Tree Representative Mike Anderson's term as a city council member was coming to an end, so this might be his last CACNR meeting, unless Lone Tree decided to appoint him to CACNR as a citizen representative. He was thanked for the time he had spent with CACNR and wished him the best in case this actually was his last meeting.

Fronapfel was thanked for providing the written report of the flight school meetings, both now and for the future. Question was asked about the F-18 which had come in to the airport when one of the runways was closed for scheduled maintenance; is it known how much runway closures affect noise in the surrounding communities? Will the airport be able to send some sort of email "blast" when things will occur which might affect or shift noise? Response was that if runway closures or other situations were of a relatively short duration, they would probably not be given such notice. Events such as the arrival of an F-18 are not known in advance so the public cannot be alerted.

10. **1ST QUARTER 2026 LAND USE REVIEW:** There were 24 land use referrals January through March, with 9 approved, 14 subjected to comment, and 1 not recommended. A map was provided which showed those subject to comment. The one referral not recommended was a change to a Douglas County zoning resolution that involved some changes to the site improvement plan process, which the airport opposed.

Question was asked if the Douglas County School District was talking with the airport at all about perhaps at least doing extra sound mitigation in the elementary school it is building right underneath the flight path? Response was there had been no conversations, but the airport had provided comments about that situation in its land use referral response to the County which should get back to the school district.

Question was asked if there were still jurisdictions the airport needed to meet with regarding their land use codes; all that the code would apply to had been met with. Comments from the Part 150 Noise Compatibility Study Advisory Committee meeting earlier today would be used for further refinement and then taken back to the jurisdictions for final adoption into their land use codes, or not.

Question was asked if CACNR Representatives were ever to be informed of what the airport was speaking with their jurisdictions about, land use code recommendations and jurisdiction responses, what kind of noise complaints jurisdiction personnel reported to the airport they were getting, etc. Such information and knowledge would be useful to CACNR. Response was noise complaint information was felt to be adequately shared already by the jurisdictions' Representatives. Meetings with city and county staff were seldom, mostly with regard to the Part 150 study. Regarding noise complaints, it was difficult to determine if those who complained to a county commissioner, for example, had also complained through the airport's systems. Otherwise, some interactions had involved recommendations related to the Part 150 study, and the remainder were related to land use referral processes which are publicly available.

Zach Gabehart indicated airport staff could keep the respective Representatives in the know as the Part 150 study progressed and as that and land use were discussed with their jurisdiction. A few CACNR Representatives or Alternate Representatives were also on the staff of their jurisdictions, so might have been aware of the conversations that had been held.

It was noted some of the land use referrals were in the application preparation process and had not yet been presented to the jurisdictions' governing bodies. They might also be being presented to other referral agencies as their applications were being finalized.

11. **OLD BUSINESS:**

A. UC DAVIS NOISE AND EMISSIONS SYMPOSIUM: A report would be forthcoming.

12. **NEW BUSINESS:** None

13. **EXTENDED PUBLIC COMMENT:** None

14. **REPRESENTATIVES' COMMENTS:**

- Cynthia Liston Thye from Parker was welcomed to her first CACNR meeting. She indicated she was a planner, doing development review. She noted that about 90% of Parker's land use applications were administrative, so they did not go to public hearing. Accordingly, she felt the land use referral process would be important as things were tracked through a program that is transparent to the public, and through which any member of the public with comments was directed to contact the planner assigned to the case. She indicated she had not had any airport issues to date. She was again welcomed.

- Bill Wasmund noted Wings Over the Rockies would have a fly-in the weekend of May 9th. That event generally had aircraft owners and operators flying in to show and tell about their aircraft. Time would be between 9:30 and 12:30, and a food truck would be

available. On Sunday, May 10th, there would be a Wings Over the Rocky Space Race 5K, from 8:00 a.m. – 12:00 noon. Information was available on the website. The final event he noted would be a concert on June 13th supporting the restoration and unveiling of an F-16 fighter which had been donated to Wings Over the Rockies. The concert would feature Dos Gringos, a band formed by some fighter pilots – Maverick types – who apparently have a good time with their music. Information about this event would also be on the Wings Over the Rockies website.

- Mike Anderon thanked Mike Fronapfel for the kind words earlier and noted two new city council members had been elected for Lone Tree. He did not know how or when the mayor would proceed regarding appointees. He indicated Lone Tree continued to grow and had just broken ground on High Note Regional Park, an 80 – 100 acre site along I-25 and Happy Canyon Creek. That open space area has a lot of overflight traffic. He felt that Lone Tree continued to build a balance of open space, recreational amenities, schools, public works facilities and administrative facilities, not just all residential as some might think.

- Brenda Dyche indicated she did not feel her county – Elbert County – was being treated fairly and wanted to work collaboratively to figure something out. The flight schools and the FAA needed to be involved. She wanted to know the result of any FAA meeting which discussed the safety concerns of her county about the low-flying planes which had been reported. She wanted specific discussion results, because the two flight schools which had been reported had been flying low over her home ever since they had been reported. What had been said and what had been the schools’ reaction to that reporting and discussion?

Dyche further noted it was not just one or two houses complaining, so they should not be shoved in a corner and ignored. If a rancher complained that planes were spooking the cattle, were the planes buzzing over the cattle at 500 feet as they did over Elbert County homes and towns and schools and businesses?

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

16. **NEXT MEETINGS:**

- A. **CACNR** – June 3, 2026 6:30 p.m. 7565 South Peoria Street, Englewood, CO 80112
 July 1, 2026 NO CACNR MEETING
 Aug 5, 2026 6:30 p.m. 7565 South Peoria Street, Englewood, CO 80112
 Sept 2, 2026 6:30 p.m. 7565 South Peoria Street, Englewood, CO 80112
 Oct 7, 2026 6:30 p.m. 7565 South Peoria Street, Englewood, CO 80112
 Nov 4, 2026 6:30 p.m. 7565 South Peoria Street, Englewood, CO 80112
 Dec 2, 2026 6:30 p.m. 7565 South Peoria Street, Englewood, CO 80112

- B. **ACPAA** – May 14, 2026 3:00 p.m. 7565 South Peoria Street, Englewood, CO 80112, Pam Thompson for CACNR
 June 18, 2026 3:00 p.m. 7565 South Peoria Street, Englewood, CO 80112, Pam Thompson for CACNR
 July 9, 2026 NO ACPAA MEETING
 Aug 13, 2026 3:00 p.m. 7565 South Peoria Street, Englewood, CO 80112, Pam Thompson for CACNR
 Sept 10, 2026 3:00 p.m. 7565 South Peoria Street, Englewood, CO 80112, Pam Thompson for CACNR
 Oct 8, 2026 3:00 p.m. 7565 South Peoria Street, Englewood, CO 80112, Pam Thompson for CACNR
 Nov 12, 2026 3:00 p.m. 7565 South Peoria Street, Englewood, CO 80112, Pam Thompson for CACNR
 Dec 10, 2026 3:00 p.m. 7565 South Peoria Street, Englewood, CO 80112, Pam Thompson for CACNR

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

17. **ADJOURNMENT:** The meeting was adjourned at 9:20 p.m.

Alison Biggs, Secretary

**Centennial Airport
Noise Compatibility Study**
Arapahoe County Public Airport Authority

Welcome!

Mead & Hunt

1

APA

Agenda

- Introduction
- Purpose of the Study
- Part 150 Process
- Noise Exposure Maps Approval Update
- Noise Compatibility Program Draft Measures
 - Land Use Measures
 - Administrative Measures
 - Operational Measures
- Summary of Stakeholder Process & Next Steps

Mead & Hunt

2

Purpose of Study

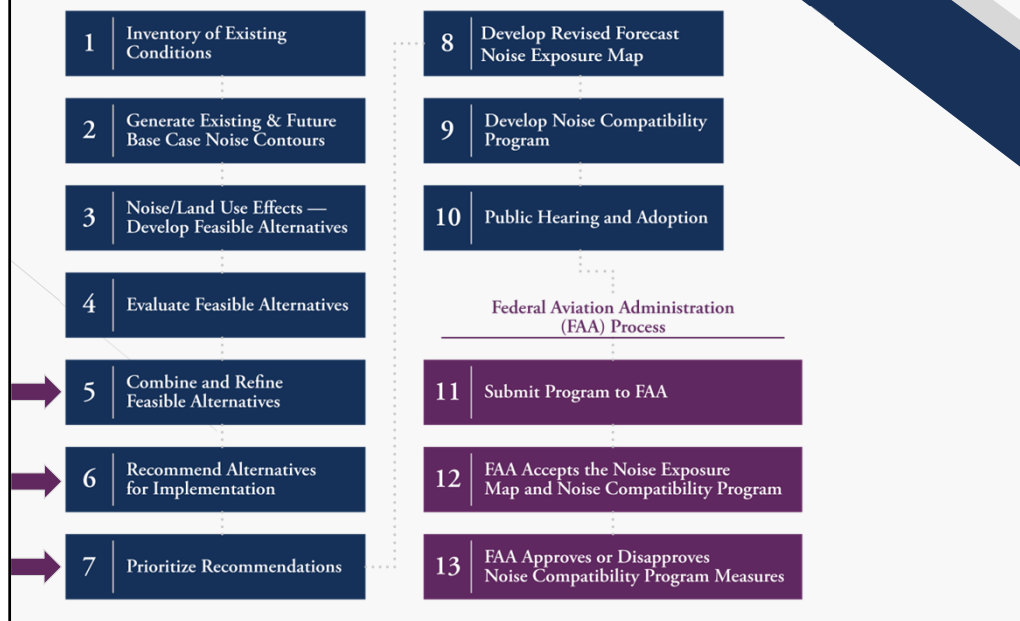
- The Study identifies and evaluates two components:
 - Aircraft noise
 - Land use
- The Study consists of two distinct, but complementary portions:
 - Noise Exposure Map (existing and forecast conditions)
 - Noise Compatibility Program
- The Study generally has a five-year planning horizon

Noise Exposure Map (NEM) is accepted by the Federal Aviation Administration.

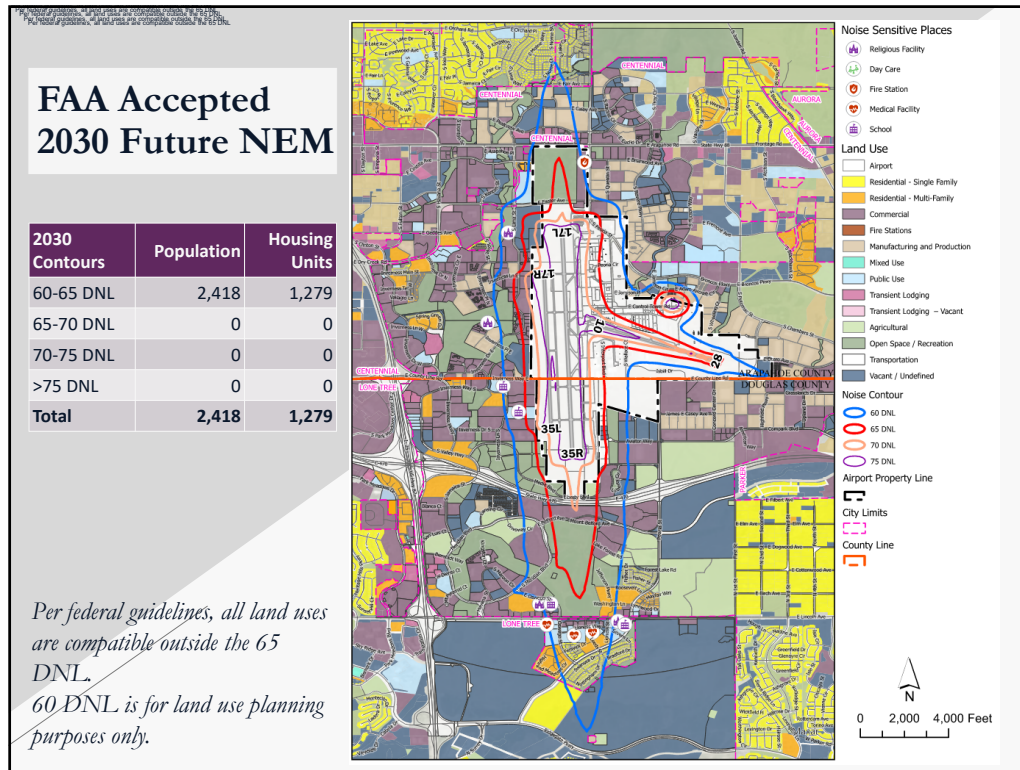
Noise Compatibility Program (NCP): Measures are either approved or disapproved by the FAA. Approved measures contained in the Noise Compatibility Program are potentially eligible for federal funding.

3

Part 150 Study Process



4



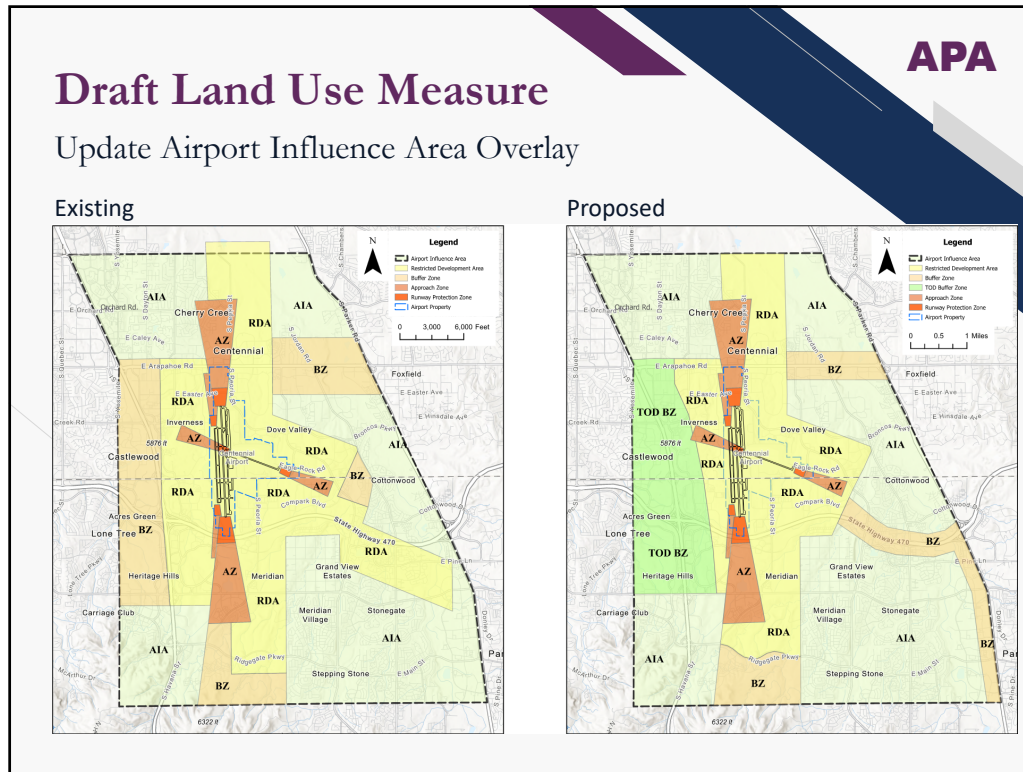
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APA

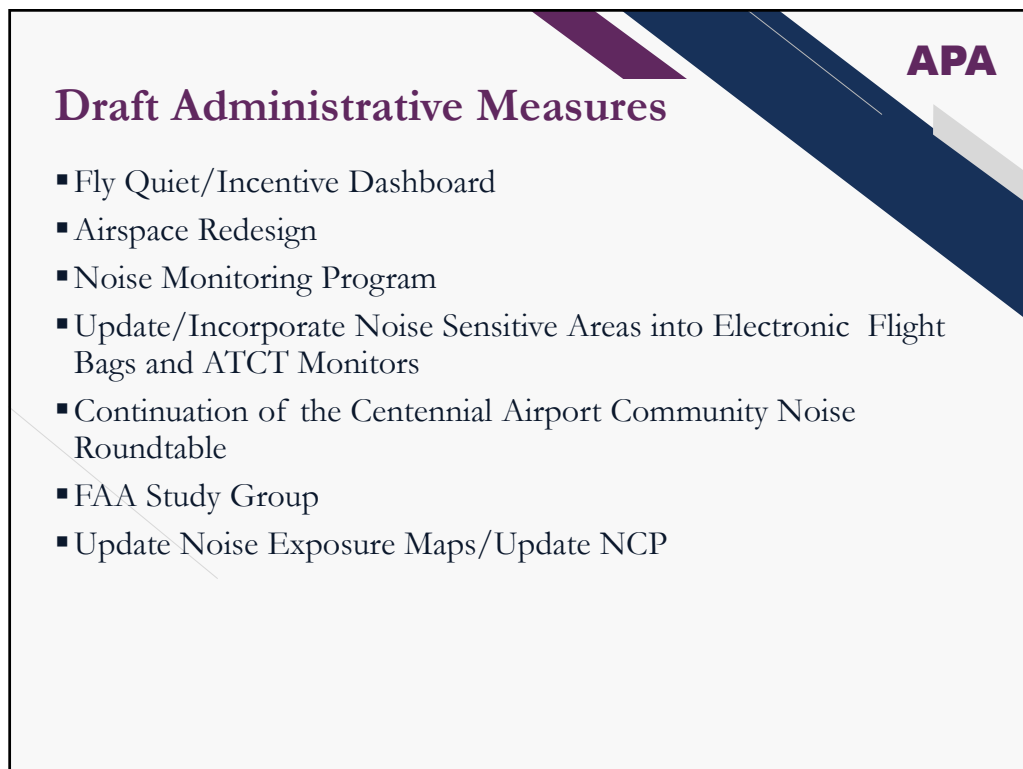
Noise Compatibility Program Draft Measures

- **Draft Land Use Measures**
 - Airport Influence Area (AIA)
- **Draft Administrative Measures**
 - Fly Quiet/Incentive Dashboard
 - Airspace Redesign
 - Noise Monitoring Program
 - Update/Incorporate Noise Sensitive Areas into Electronic Flight Bags and ATCT Monitors
 - Continuation of the Centennial Airport Community Noise Roundtable
 - FAA Study Group
 - Update Noise Exposure Maps/Update NCP
- **Draft Operational Measures**
 - Operational Measure 1a: Modified Jet Departures on 35R
 - Operational Measure 1b: Modified Nighttime Jet Departures on 35R
 - Operational Measure 2: Increased Use of 17L/35R for Nighttime Circuit Operations
 - Operational Measure 3: All Circuits on a Tightened Pattern over I-25
 - Operational Measure 4: 50% of Cessna 172 Operations Replaced with Electric Aircraft

6



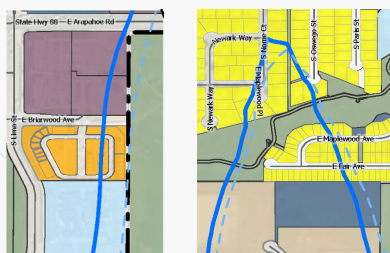
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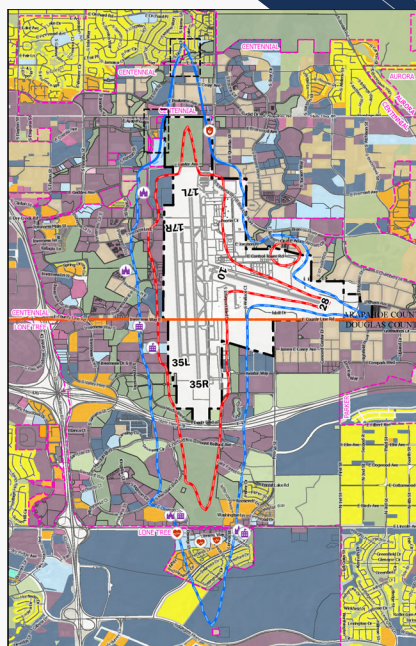
Operational Measure 1a: Modified Jet Departures on 35R

- All (day and night) jet departures turn 10° upon departure toward waypoint STAPP until crossing the reservoir/State Park



	2030 Base Case	Measure 1a
	Population	Difference
>60 DNL	2,418	No change
>65-75 DNL	0	No change
	Housing Units	Difference
>60 DNL	1,279	No change
>65-75 DNL	0	No change

Per federal guidelines, all land uses are compatible outside the 65 DNL. 60 DNL is for land use planning purposes only.



APA

Noise Sensitive Places

- Religious Facility
- Day Care
- Fire Station
- Medical Facility
- School

Land Use

- Airport
- Residential - Single Family
- Residential - Multi Family
- Commercial
- Fire Stations
- Manufacturing and Production
- Mixed Use
- Public Use
- Transient Lodging
- Transient Lodging - Vacant
- Agricultural
- Open Space / Recreation
- Transportation
- Vacant / Undefined

2030 Noise Contours

- Noise Exposure Map Noise Contour
- 60 DNL
- 65 DNL
- Noise Contour with Alternative
- 60 DNL
- 65 DNL

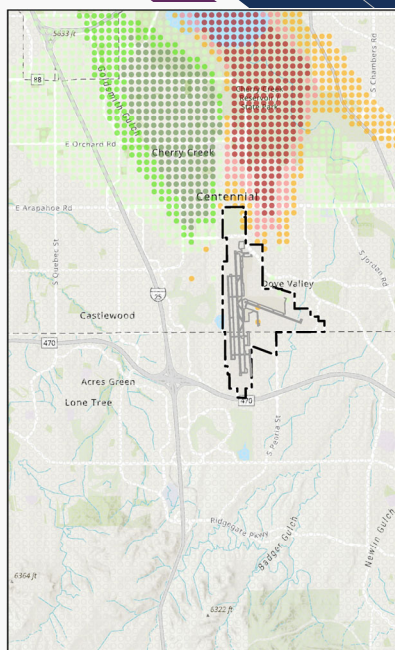
Airport Property Line
City Limits
County Line

PRELIMINARY

0 2,000 4,000 Feet

Operational Measure 1a: Modified Jet Departures on 35R

- Grid Point Analysis – Number of Events Above 65 dB Lmax
- The highest noise level reached during a noise event is called the "Maximum Noise Level," or Lmax
- While Lmax is not used to make decisions for alternatives, it helps illustrate potential changes in noise from single events
- The map shows changes in the number of noise events greater than 65 dB Lmax events relative to the future NEM associated with this measure.
 - Red colors indicating more events above 65 dB Lmax
 - Green colors indicating fewer events above 65 dB Lmax
 - No color indicating no change from the Forecast NEM



APA

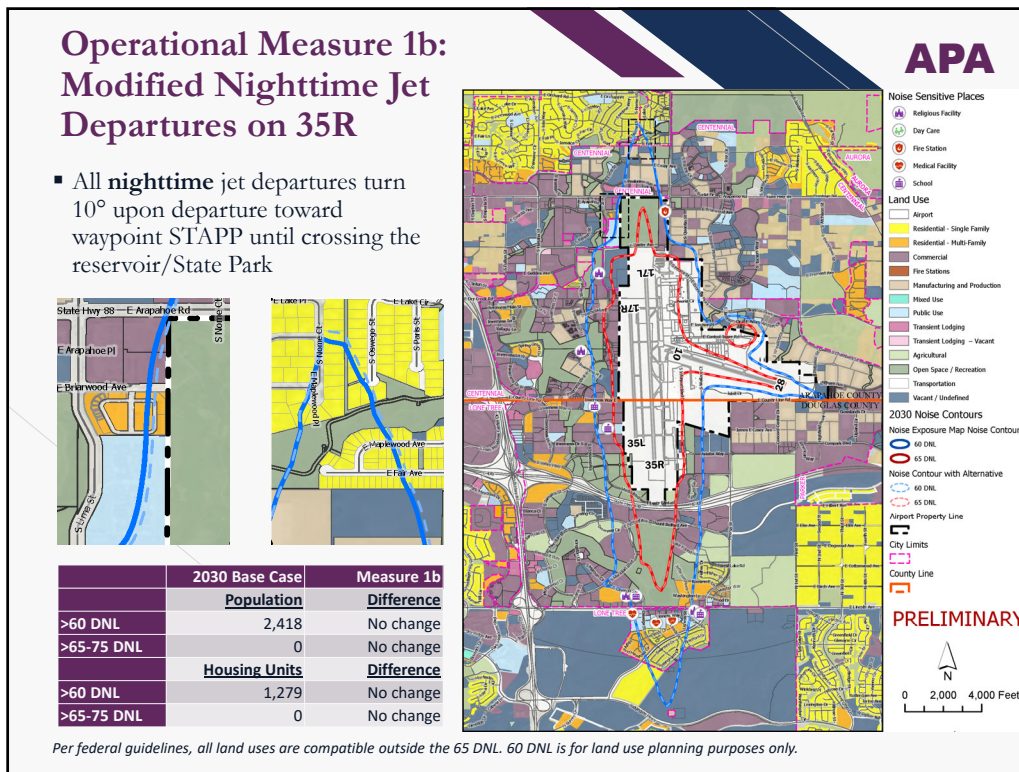
Legend

Change in number of events above 65 dB Lmax

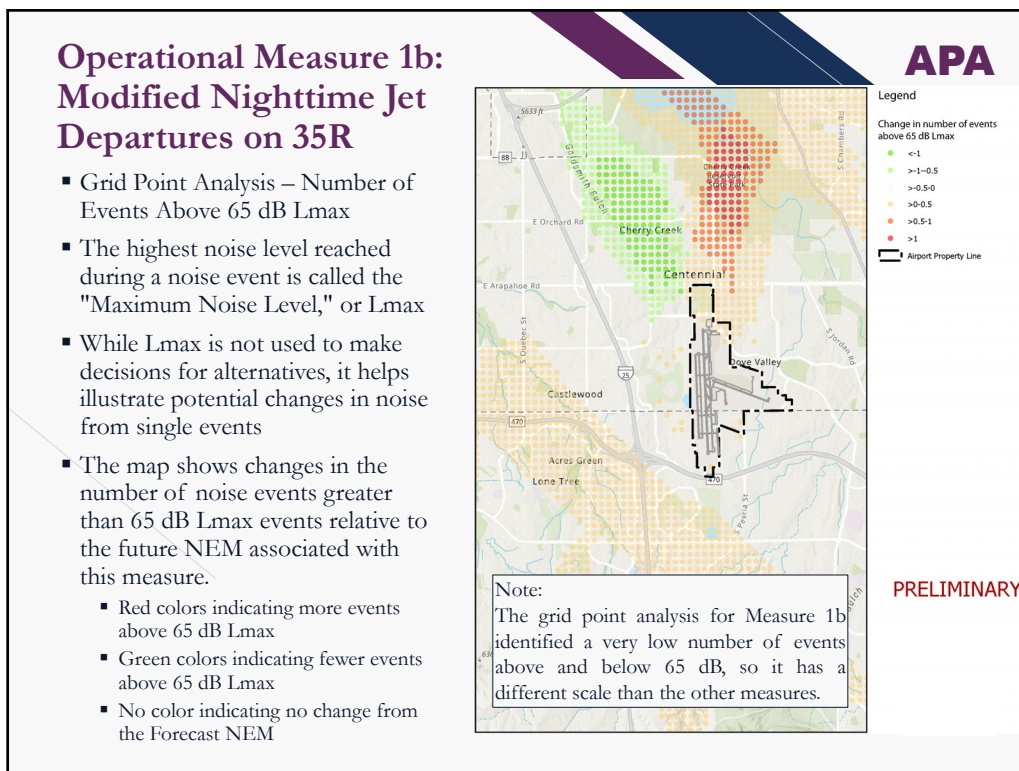
- < -10
- >=10 to -5
- >=5 to -1
- >=1 to 1
- >=1 to 5
- >=5 to 10
- > 10

Airport Property Line

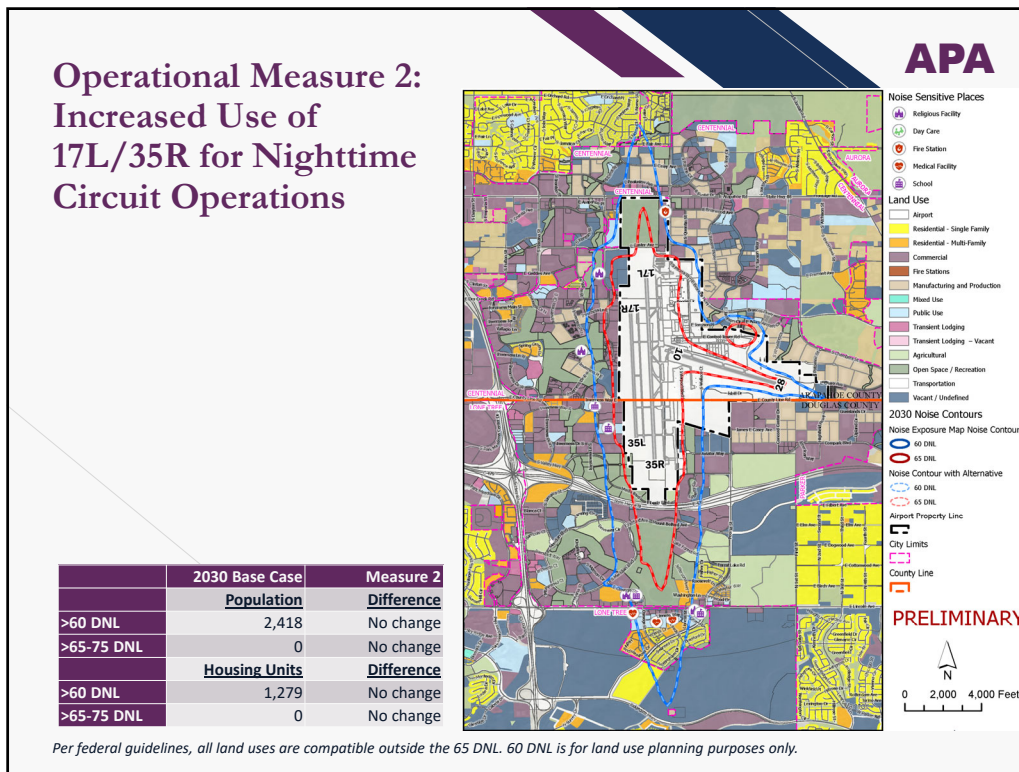
PRELIMINARY



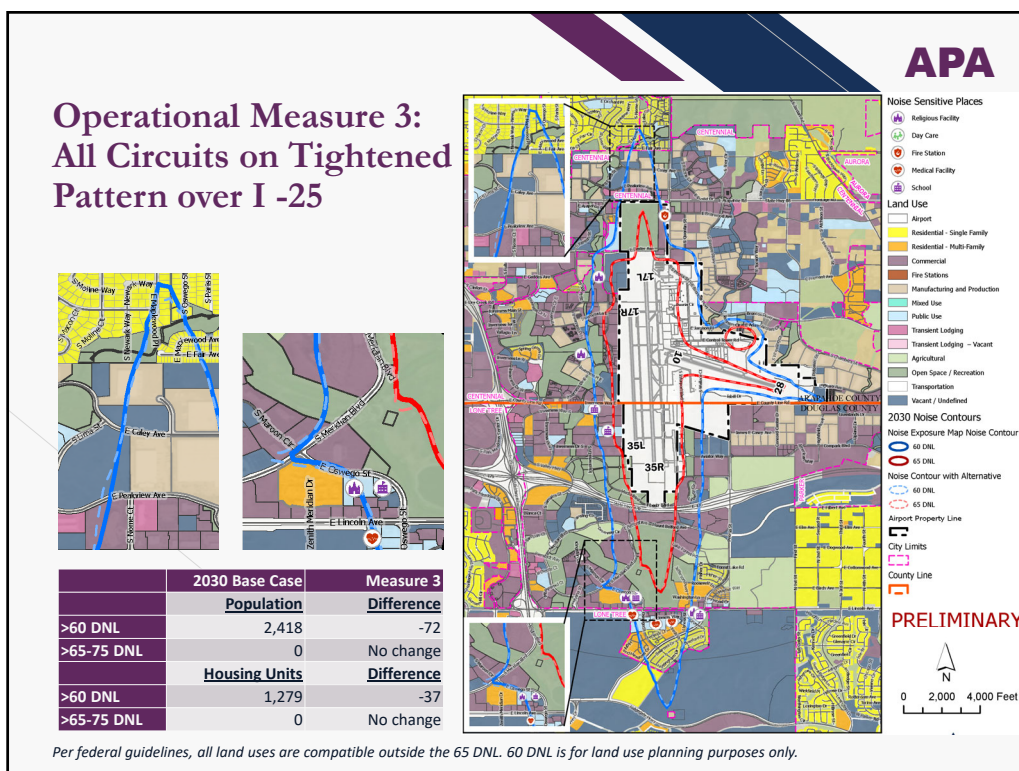
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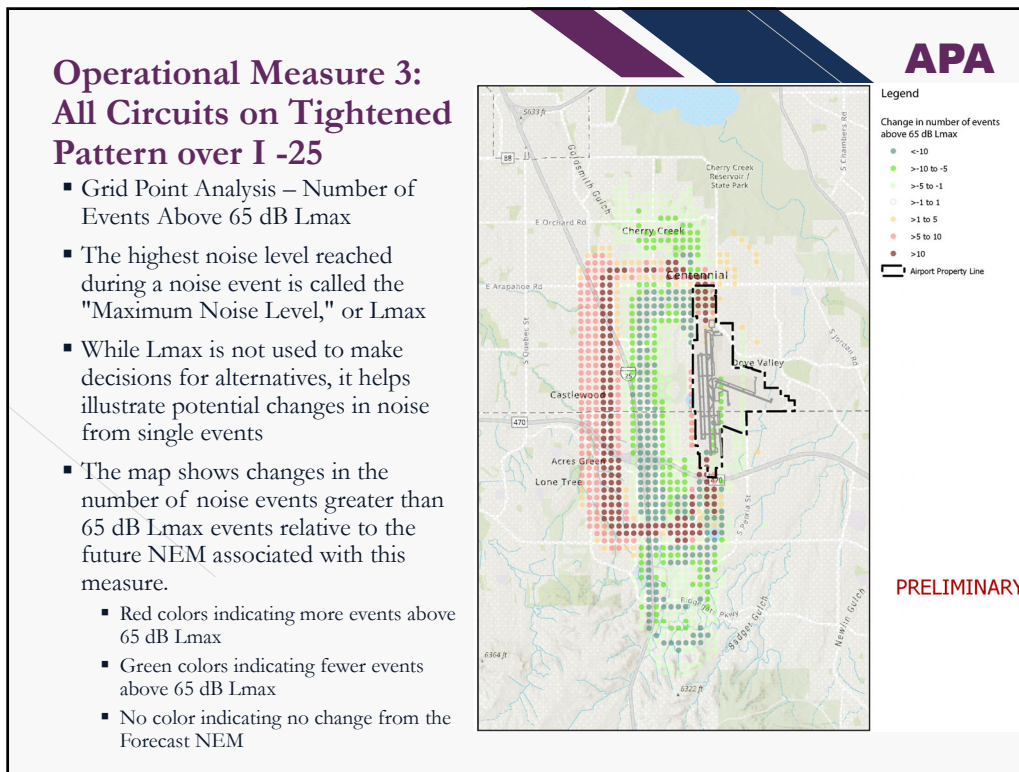
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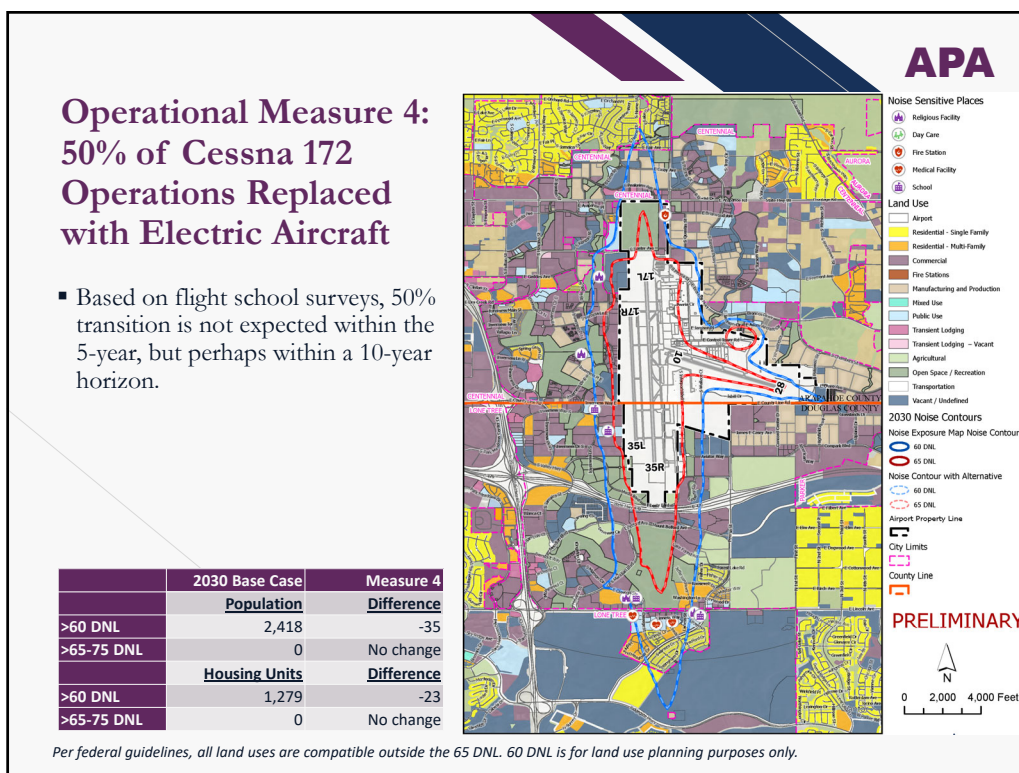
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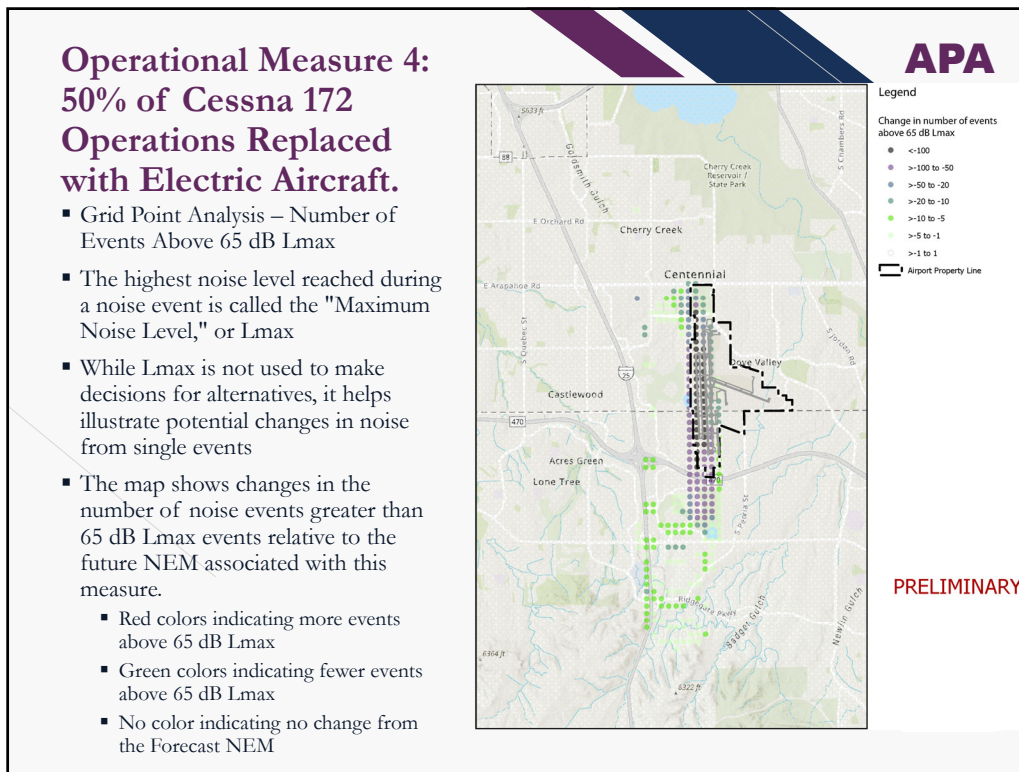
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16



17

APA

Part 150 Study Public Involvement Summary

Meeting	In Person	Virtual	Total
Study Advisory Committee	5	0	5
Centennial Airport Community Noise Roundtable	6	11	17
Arapahoe County Public Airport Authority Board	5	23	28
FAA Study Group	15	19	34
Public Workshops	3	0	3
Total	34	53	87

- **At least 87** stakeholder meetings attended by the Study Team (through today)
- *Each meeting helped build a comprehensive view of stakeholder concerns, operational challenges, trends, priorities and helped focus the development of the measures*

18

Next Steps

- Committee & Stakeholder Input on Draft Measures
- Refine Draft NCP
- SAC & Roundtable late Summer
- Open House, SAC, & CACNR Meetings Fall 2026
 - Official Public Comment Period
- Submit NCP for FAA Approval/Disapproval of Measures
- Finalize NCP

CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE 2026 BUDGET - Approved November 5, 2025; Updated as of 5/29/2026				
	BUDGET	ACTUAL		
INCOME:	as of 5/29/2026		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:				
<u>WORK PROGRAM:</u>				
PROJECT EXPENDITURES	\$ 7,300			
WEBSITE	\$ 5,000		Webmaster; Website Maintenance & Update	
EXECUTIVE/WORK PLAN	\$ 500		Annual Report	
CONFERENCES:	\$ 9,000	\$6,538.65	3 Reps to UC Davis (Previously 2 in 2025) No N.O.I.S.E. Conference held in 2025; \$4,000 had been budgeted	
CONSULTATION/EDUCATION:	\$ 2,000	\$546.92	Projects with consultant(s) for entire Roundtable	
MEMBERSHIP DUES:	\$ 1,000		N.O.I.S.E.	
ADMINISTRATIVE:	\$ 2,000		Consultation on Work Plan	
	\$ 3,000		Legal	
ADMINISTRATIVE	\$ 1,650		Meeting Space	
	\$ 1,500		Recorder	
RESERVE	\$ 1,050.00		For presently unidentified and unanticipated expenses and/or CACNR activities consistent with the approved Work Plan.	
TOTAL EXPENDITURES:	\$ 34,000.00	(7,085.57)		
CARRY OVER TO 2027	\$ -	\$27,587.53	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 2026 - 2027 CACNR MEETINGS														MEMBER REPRESENTATIVE		TOTAL %
		2026 APR	2026 MAY	2026 JUNE	2026 JULY*	2026 AUG	2026 SEPT	2026 OCT	2026 NOV	2026 DEC	2027 JAN*	2027 FEB	2027 MAR	%	TOTAL %	
1	ARAPAHOE CTY	Rhonda Fields - AC	on line	absent										50%	50%	
2		Leroy Evans - AC		absent										0%		
3	NUMB	Sreenivasan Alakappan - UA	absent	absent										0%	0%	
4		Vacant - UAC	absent	absent										0%		
5	DOUGLAS CTY	Abe Laydon - DC												0%	100%	
6		DJ Beckwith - DC	X	X										100%		
7		Alison Biggs - UDC	X	X										100%	100%	
8		Mark Adams - UDC												0%		
9	ELBERT COUNTY	Mike Buck - EC	absent	absent										0%	0%	
10		Shawn Fletcher - EC	absent	absent										0%		
11		Brenda Dyche - UEC	X	on line										100%	100%	
12		Deidre Dyche - UEC												0%		
13	AURORA	Brad Pierce	X	X										100%	100%	
14		Maurice Healy												0%		
15	CASTLE PINES	Chris Eubanks	X											50%	100%	
16		Ron Cole	on line	X										100%		
17	CASTLE ROCK	Laura Cavey		absent										0%	50%	
18		Sandy Vossler	on line	absent										50%		
19	CENTENNIAL	Don Sheehan	X											50%	100%	
20		Ryan Dwiggin		X										50%		
21	CHERRY HILLS	Dave Heller	on line	on line										100%	100%	
22	VILLAGE	Doug Robinson												0%		
23	FOXFIELD	Pam Thompson	X	X										100%	100%	
24		Frank Lawrence												0%		
25	GREENWOOD	Donna Johnston	X	X										100%	100%	
26	VILLAGE	John Jackson												0%		
27	HIGHLANDS RANCH	Andy Jones	absent	X										50%	50%	
28	METRO DISTRICT	Renee Anderson	absent											0%		
29	LONE TREE	Mike Anderson	X	X										100%	100%	
30		Chuck Darnell												0%		
31	PARKER	Cynthia Liston Thye	absent	X										50%	50%	
32		Bryce Matthews	absent											0%		
33	ACPAA	Mike Fronapfel	X	X										100%	100%	
34		Zach Gabehart	X	X										100%		
35	AOPA	Joe Patton	X	X										100%	100%	
36		Mike Koscielniak	X	X										100%		
37	CABA	Don Kuskie	X	X										100%	100%	
38		Mike Straka												0%		
39	CDOT AERONAUTIC	Todd Green	absent	absent										0%	0%	
40	DIVISION	Vacant	absent	absent										0%		
41	WINGS OVER THE	Bill Wasmund	X	X										100%	100%	
42	ROCKIES	Vacant												0%		
43	* No scheduled meetings in July '26 or January '27															
44	CACNR BYLAWS:															
45	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).															
46	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.															
47																5/13/2026

Some issues/observations raised at CACNR meetings related to the Part 150 study: (not in any order of priority, but as they came up at various meetings)

Is Part 150 looking at:

1. The effect of Covid and Metroplex on the airport and the surrounding communities
Part 150 assesses noise from aircraft operations originating from or ending at the Study airport and represents the existing condition and five years beyond the existing condition. Therefore, the effect of COVID (2020) and the Metroplex implementation (2020) will not directly be assessed; they are considered existing conditions.
2. The effect of Next Gen on the airport and the surrounding communities
Please see response number 1.
3. Is there any useful information the consultants have learned from other airports/ roundtables/Part 150 studies elsewhere
APA hired the consultants with the most Part 150 experience; with Mead & Hunt and HMMH having conducted more Part 150 studies than any other competing firms (over 100 studies between the two firms). In addition, no firm has more experience with airport noise roundtables than HMMH. This team was selected to bring their experience to APA, and all alternatives within the study were formulated based on the combination of the public and stakeholder process paired with lessons learned from their industry-wide experience.
4. Will the set of summary notes only be available at the conclusion of the 7 Study Advisory Committee meetings, or will a summary of each meeting be prepared and available before each subsequent meeting? It seems waiting for a set to be prepared and presented until after all meetings are concluded would not be the most useful to the committee as its work progresses.
The presentation for each SAC meeting has always been posted on the website and notes regarding questions, comments on alternatives or the Study itself have been addressed in the FAQs, which are regularly updated. Also, we have addressed substantive questions that have come up in the SAC meetings and addressed those questions in the subsequent round of meetings. The SAC included a member from the CACNR to report back and create a cohesive link between the two groups for information sharing. One of the important roles of the SAC members is to bring back notes to their respective community at the meetings.
5. In addition to identification of completed measures from the previous Part 150, will there be some indication of the accuracy of the forecasts from the last Part 150
No. This Part 150 is being done so that the noise exposure maps represent current and forecast conditions as known today. It does not look backward. Additionally, Part 150 has a provision to update the NEMs if future operations end up being substantially different than the forecasts.
6. The work would seem to merit more than one public hearing. Having the only public hearing to be held on the final document may leave the public feeling it is being presented with a fait accompli, so why have a hearing? Not seeing a proposed document until it is final may not meet the needs of our currently so-very-involved public. Or don't call it 'final' if there will still

be further work to be done after that public hearing.

Part 150 requires a public hearing for the public to comment on the APA-recommended measures in the draft Noise Compatibility Program (NCP) update to address the noncompatible land uses identified in the Noise Exposure Map (NEM). APA expects to not only present measures to address noncompatible land uses, but also aircraft noise exposure concerns raised by the public through the open houses. The materials presented in the hearing will be materials that the stakeholders have seen in various formats during previous meetings and presentations. However, it will be focused on those alternatives that are recommended to move forward. Revisions to the document may be made based on comments in the public hearing and comment period. The draft document will also be available at least 30 days prior to the public hearing.

7. Also, having the one public hearing immediately following a 4th workshop bodes for a very long night, and no opportunity for the input from the 4th workshop to be rolled into a real final document. Combining these two does not seem quite right.

The 4th workshop is designed to present the APA-recommended NCP measures so that the public can provide their comments on the recommended measures at the public hearing. This is not the first time the public will have seen these measures, but it will be the first time they have been presented as “recommended” because APA will consider public comments received during the process before making recommendations. APA will not submit the NCP with the recommended measures before hearing from the public – that is the purpose of the public hearing. The format will follow closely with the last public meeting, with an open workshop first, followed by a short presentation, and then the opportunity to submit verbal and written comments.

8. Will there be acknowledgement or mention of the *Denver Post* article reporting Denver has a 50 decibel limit for noise in residential areas at night; article also noted the negative effects of chronic noise exposure and sleep disturbances caused by noise; one investigator recommended sound levels of 35 decibels or less in sleeping areas

No. Part 150 has identified land uses compatible with various noise levels as reported using the Day-Night Average Sound Level (DNL) and has determined that all land uses are compatible with noise below 65 dB in terms of the DNL metric from aircraft operations. That is the required metric for this Study. The health effects of noise are something that the FAA is studying, though if/how it might affect the Part 150 process or requirements is currently unknown.

9. Part 150 would benefit from more community involvement rather than less, even though it might take longer

Thanks for your comment. Part 150 only requires that the public be provided the opportunity to review the NEM and NCP documents; and an opportunity for a public hearing prior to submitting the NCP to the FAA for review and subsequent approval/disapproval of the Airport-recommended measures individually. However, the Airport has included a much broader

stakeholder involvement plan as part of this Study. Below is a summary of all the meetings to date in which members of the Study team have attended to present information on or answer questions pertaining to the Part 150 Study (through the upcoming meetings in May 2026). By May 2026, the Study team will have attended 87 meetings in total for the purpose of informing stakeholders about the Part 150 Study.

Meeting	In Person	Virtual
Study Advisory Committee	5	0
Centennial Airport Community Noise Roundtable	6	11
Arapahoe County Public Airport Authority Board	5	23
FAA Study Group	15	19
Public Workshops	3	0
Total	34	53

10. How will the Part 150 study consider or utilize the airport’s Strategic and Master Plans
Part 150 requires that all projects approved by the FAA and to be implemented within the five-year forecast horizon be included in the Forecast Noise Exposure Map. So, any substantial changes, particularly to the airfield, would need to be included. No changes to the airfield that could affect noise are expected in the next five-year period.
11. Will there be mention of safety concerns over the increasingly populated areas surrounding the airport – including those at some distance from the airport - recent and more frequent crashes, the accident rate involving Centennial related aircraft
Not directly. The Part 150 is solely focused on land use compatibility with noise from aircraft operations. However, safety will be assessed for any suggested change in aircraft flight procedures potentially recommended as a noise abatement measure. Vetting of all operational changes will require coordination with FAA and a detailed safety review.
12. Will the anticipated effect of increased capacity (including JSX) be modeled or considered, and to what detail (touch and goes, transient or airport based, scheduled “charter” flights, etc.)
At the direction of FAA, JSX was added to the forecast condition Noise Exposure Map, and is included in the accepted NEM.

13. What else is being modeled or will be; who decided what to model, any input from the public
Each and every suggested measure to address the noncompatible land uses around APA will be considered. Those that can proceed with modeling (after feasibility assessment), will be modeled to determine the potential noise benefit in terms of noncompatible land use.
14. Consider making Greenwood Village portable noise monitor permanent
Part 150 requires an assessment of the noise monitoring program be completed as the system was acquired with federal funds through the Part 150 program. This has been suggested to the Airport. Therefore, this will be assessed. However, it is the current FAA policy to not fund any noise monitor outside of the 65 dB DNL contour as reported in the FAA-accepted NEM, so if the Airport moved forward with this recommendation, it could be at their own cost.
15. Consider moving any current noise monitors, or adding additional noise monitors to identified “problem” areas, both currently and anticipated due to already approved land use developments?
Part 150 requires an assessment of the noise monitoring program be completed as the system was acquired with federal funds through the Part 150 program. It is the current FAA policy to not fund any noise monitor outside of the 65 dB DNL contour as reported in the FAA-accepted NEM. This can be included in the measure, but likely would not be federally funded. The Airport already has a portable noise monitor that can be used in some of these areas.
16. Will the public’s concern that flight schools are seemingly allowed to do whatever they want be addressed - frustration that NAG are only allowed to be voluntary
Flight training activity has been a major discussion topic throughout the Part 150 process. Many of the complaints around flight schools deal with the extension of the pattern to the north during busy time periods. The FAA Study Group has been working on this challenge and has already implemented voluntary measures to reduce the extension with positive results. (<https://tinyurl.com/26hpsebx>). All public concerns raised during the process will be assessed if applicable to Part 150. It is correct that many operational measures (such as preferential runway use, etc.) are voluntary, and at the purview of the tower and the pilots, as the top priority is safety.
17. What will Part 150 forecast in relation to the noise exposure maps
The forecast assumptions are detailed in the [Final NEM package](#).
18. Anything new on how the Part 150 will address incompatible land uses around the airport, considering what has already occurred and is planned or approved by some jurisdictions – almost too late for Part 150 to influence anything
Part 150 is solely focused on land use compatibility around an airport with noise from aircraft operations. However, land use development is the sole responsibility of the local land use jurisdictions. Neither the FAA nor the Airport can control land use development outside the Airport property. A major focus of the Study has been to review the existing land use measures. The Study team and Airport have collaborated with the land use jurisdictions from the beginning to understand constraints. The update of the Airport Influence Area would be helpful for consistency in limiting noncompatible land uses near the Airport. It is imperative

that the local land use jurisdictions adopt measures to maintain land use compatibility with noise from aircraft operations, but this is outside the Airport's control.

19. Can CACNR have updated specific progress reports re Part 150 at every or every other meeting, in time for consideration before meeting – don't just refer us to the website – we were promised close involvement but does not seem to be happening

The CACNR has a representative on the SAC and the Part 150 Team has kept the Roundtable apprised of progress at the CACNR meetings, which has also been supplemented by the team presenting at meetings at key points in the Study. Additionally, the Study team has virtually attended every CACNR meeting that wasn't attended in person and took notes for the full Study Team. Please see the list of meetings attended above for reference.

20. Could flights take off over Cherry Creek Reservoir – this recommendation was made in the last Part 150 and the FAA turned it down – it should/ought to be reconsidered and brought up again

The Part 150 is including assessment of jet aircraft turning right 10 degrees to have them fly over the Reservoir. This analysis will be presented in May.

21. Will the FAA's recognition of Elizabeth as a densely populated area be reflected in the study – it should be

Part 150 includes existing land use by parcel and estimated population based on the 2020 Census for areas on the Noise Exposure Maps. The town of Elizabeth is well outside of the area that is the focus of the Part 150 Study. The airport acknowledges the concerns being raised from areas within the training boxes and is exploring potential approaches outside the scope of the Part 150 study to address them.

22. Will the need for the FAA to unmask tail numbers be addressed

Unmasking of tail numbers is not a necessary component for the Part 150 Study as unmasking of tail numbers has no bearing on compatible land use. However, the Airport has been working with the FAA and potential third-party providers to find a way to better track users through the voluntary fly quiet dashboard.

23. Will the current administration's refusal to let the FAA interact with Centennial (and others) be addressed

No. Part 150 requires interaction with various entities of the FAA for which we have had the cooperation required. If we do not continue to get the cooperation required, then this will have to be brought to the FAA's attention, as the Part 150 Study cannot be completed without such cooperation. While not pertinent to the Part 150 Study, the Airport recognizes the frustration of the Roundtable in having the FAA depart the Study Group for the last few months. The Airport recently received notice that the FAA plans on re-engaging with the CACNR subcommittee (FAA Study Group), which has been on pause for a number of months.



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APRIL 2026
NOISE REPORT



Visit Our Website
centennialairport.com

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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.

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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.

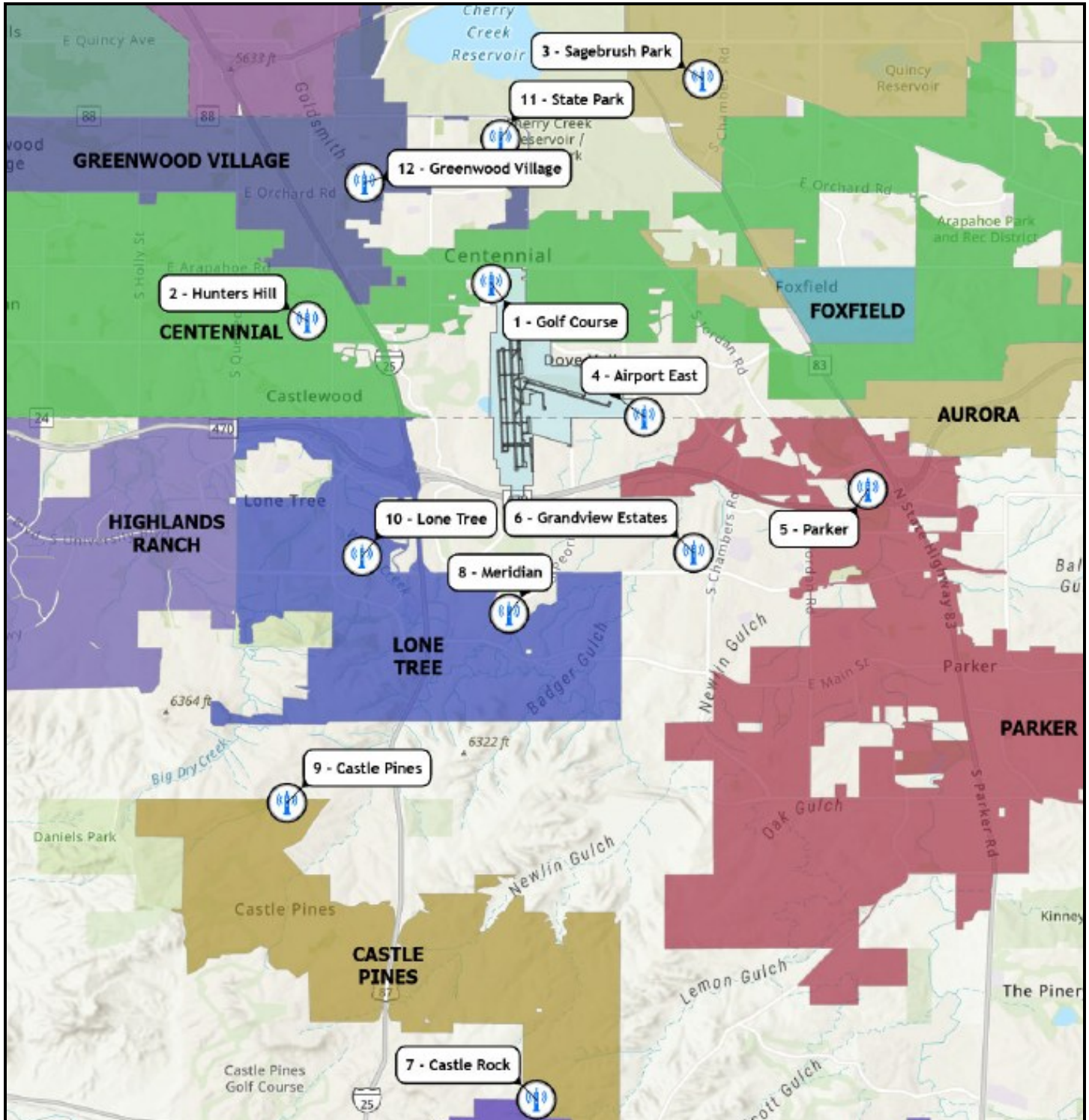
Overflight – Aircraft flight originating and terminating outside the area that transits the airspace without landing.

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.

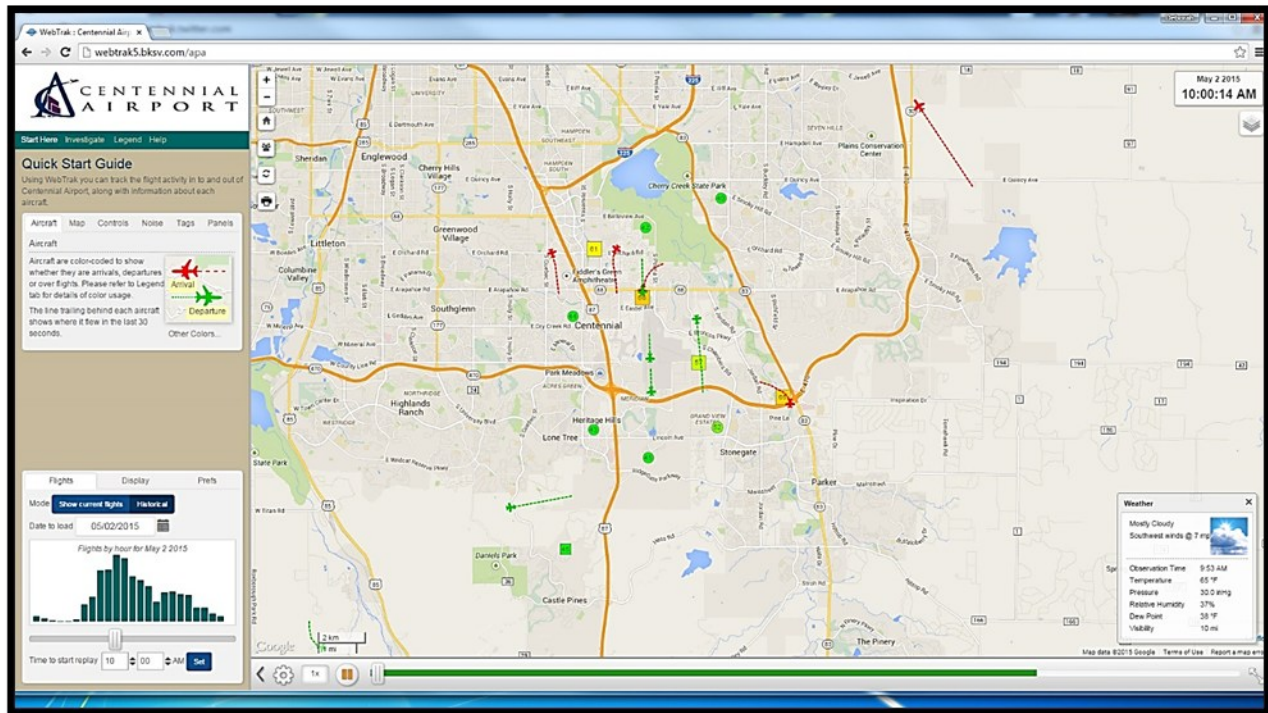
3. ABOUT APA'S NOISE MONITORING PROGRAM

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	2,880	2,644	82	5,606	1,713	5,480	44	7,237	12,900	6	12,906
February	2,551	2,367	128	5,046	1,722	5,780	28	7,530	12,353	0	12,353
March	2,787	2,619	106	5,512	1,621	5,491	51	7,163	11,306	0	11,306
April	2,689	2,351	176	5,216	1,454	5,210	47	6,711	11,757	0	11,757
May				0				0			0
June				0				0			0
July				0				0			0
August				0				0			0
September				0				0			0
October				0				0			0
November				0				0			0
December				0				0			0
Y-T-D Totals	10,907	9,981	492	21,380	6,510	21,961	170	28,641	48,316	6	48,322

	IFR OVERFLIGHTS				VFR OVERFLIGHTS				TOTAL OPERATIONS	
	AIR TAXI	G.A.	MILITARY	TOTAL INTINERANT	AIR TAXI	G.A.	MILITARY	TOTAL		
January	3	0	1	4	49	58	6	113	January	25,866
February	2	0	6	8	57	86	2	145	February	25,082
March	6	5	1	12	66	214	2	282	March	24,275
April	1	6	2	9	38	80	3	121	April	23,814
May				0				0	May	
June				0				0	June	
July				0				0	July	
August				0				0	August	
September				0				0	September	
October				0				0	October	
November				0				0	November	
December				0				0	December	
Y-T-D Totals	12	11	10	33	210	438	13	661	Y-T-D Totals	99,037

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.

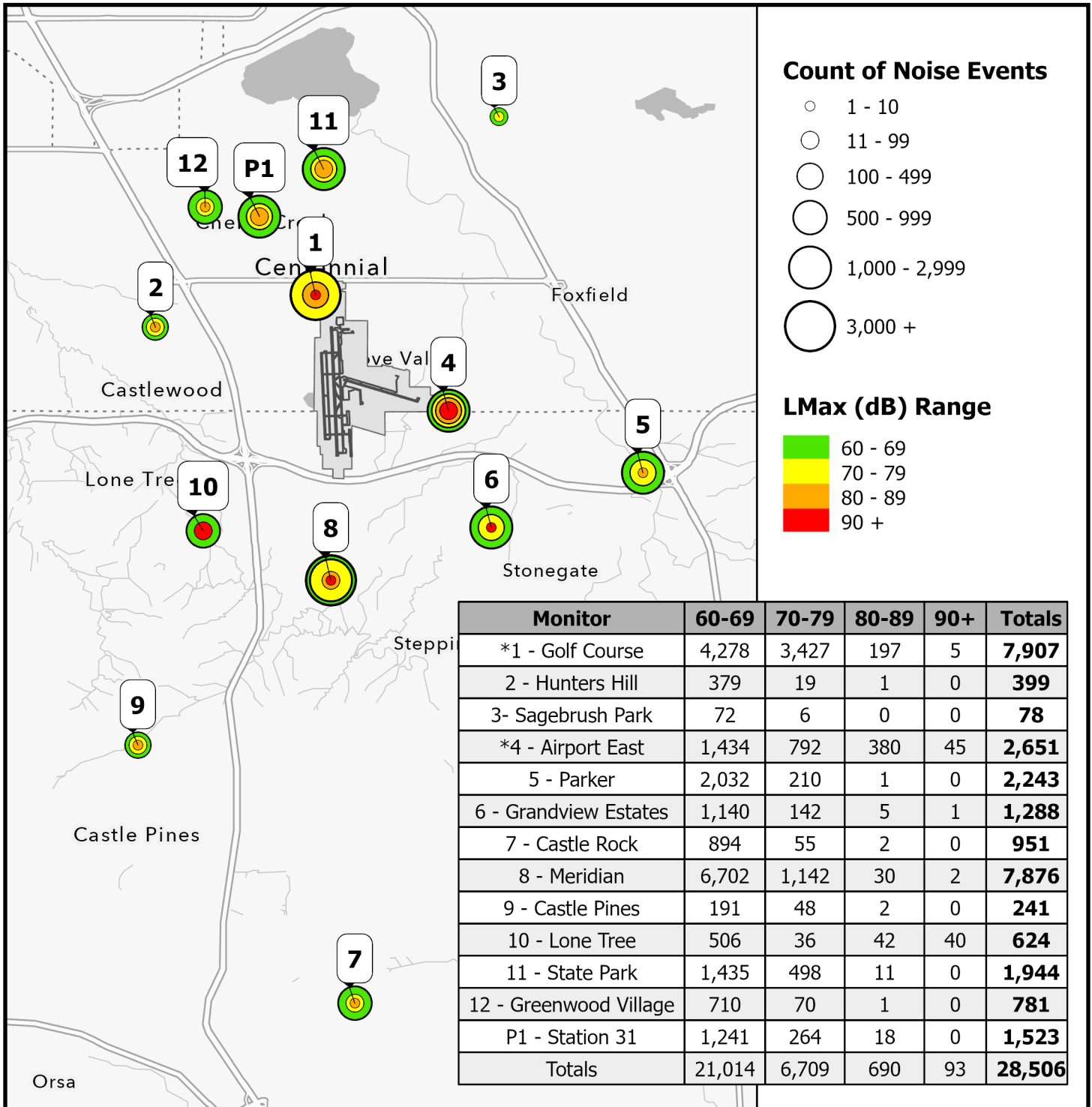
VFR Itinerant – Operations other than local operations conducted under Visual Flight Rules.

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

6. APRIL 2026 NOISE MONITOR REPORT

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

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



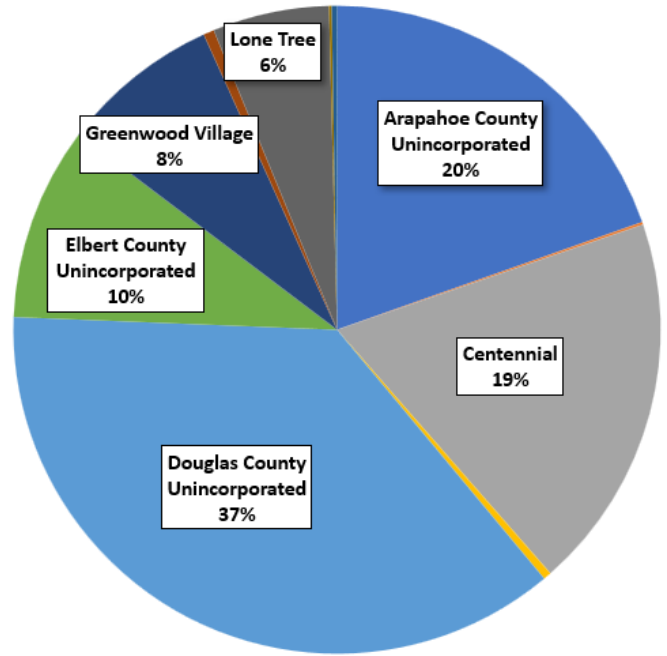
*NMT located on airport.

NMT Downtimes: No significant outages.

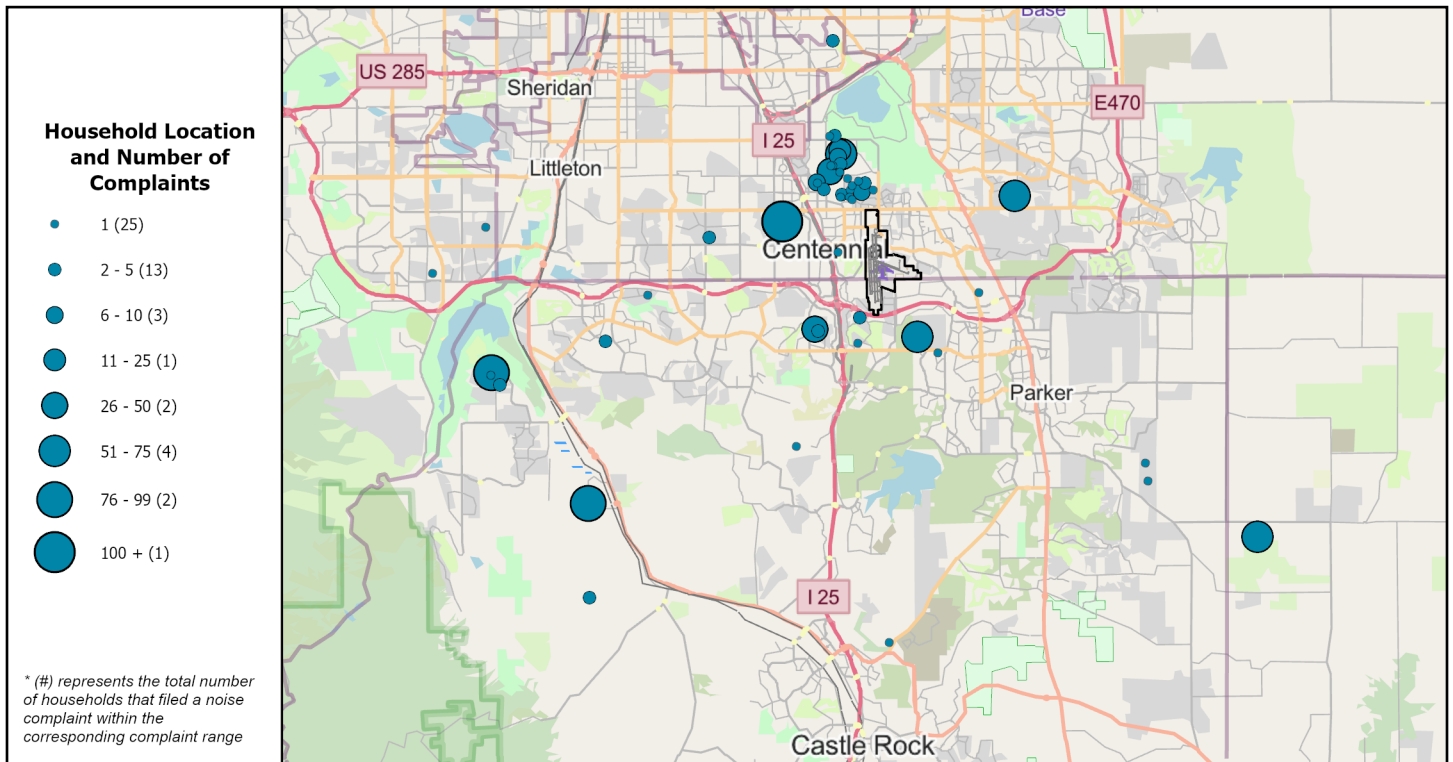
7. APRIL 2026 NOISE COMPLAINT STATISTICS

Municipality	Complaints	Households	Population
Arapahoe County Unincorporated	148	15	98,066
Aurora	0	0	399,913
Castle Pines	0	0	14,000
Castle Rock	1	1	86,000
Centennial	142	2	108,422
Cherry Hills Village	0	0	6,442
Denver	3	1	715,522
Douglas County Unincorporated	277	14	276,493*
Elbert County Unincorporated	73	1	29,382
Greenwood Village	60	12	15,691
Highlands Ranch	4	2	103,444
Lone Tree	44	2	14,253
Parker	1	1	68,000
Other	2	2	-
Total	755	53	1,936,078

Complaints per Municipality

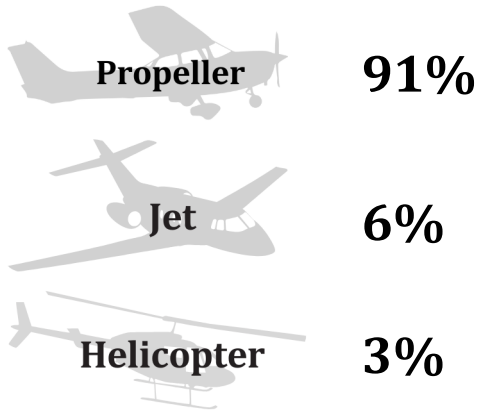


*Douglas County Unincorporated Population with Highlands Ranch Removed



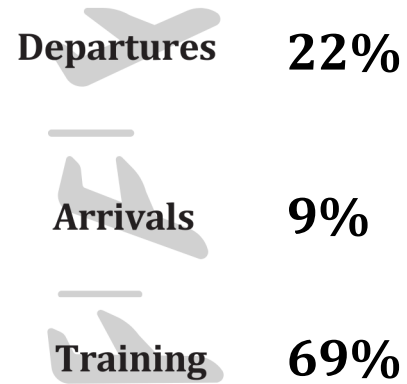
7. APRIL 2026 NOISE COMPLAINT STATISTICS

Complaint by Aircraft Type



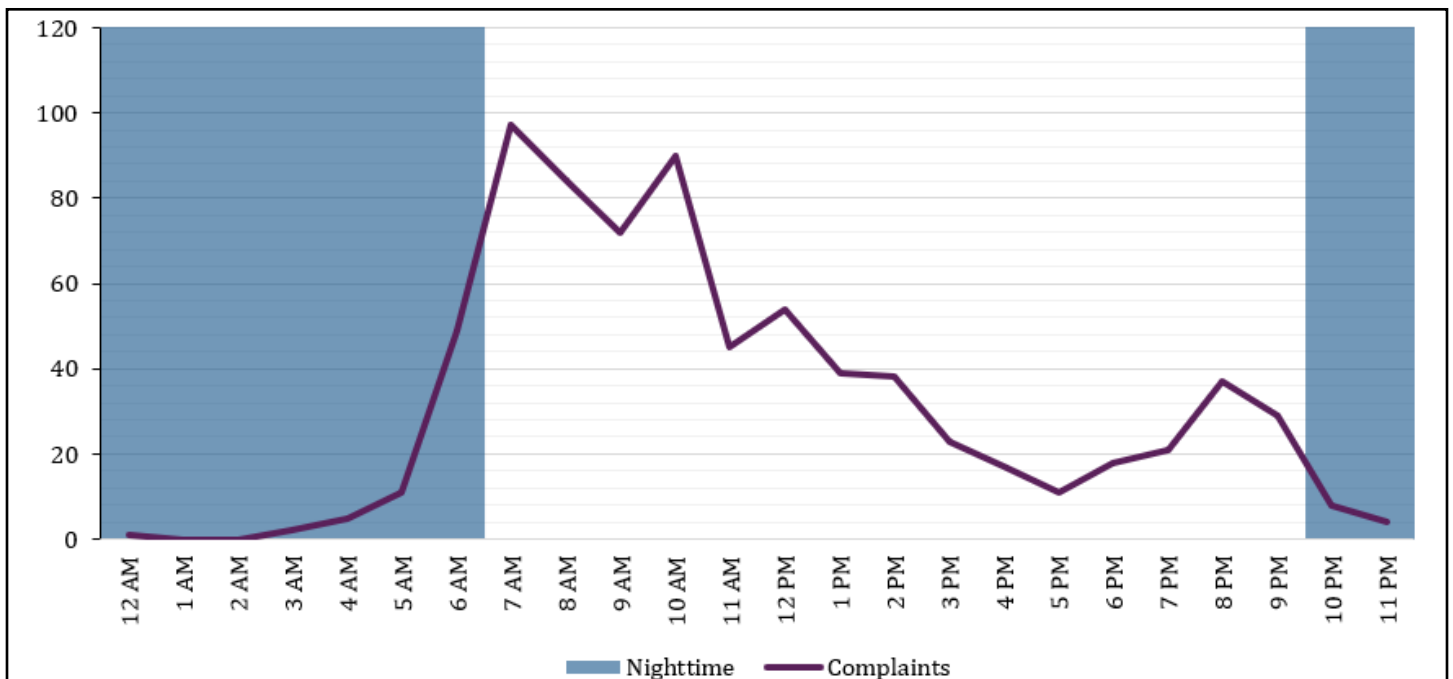
*#1 Household Removed

Complaint by Operation Type



*#1 Household Removed

Complaints by Hour



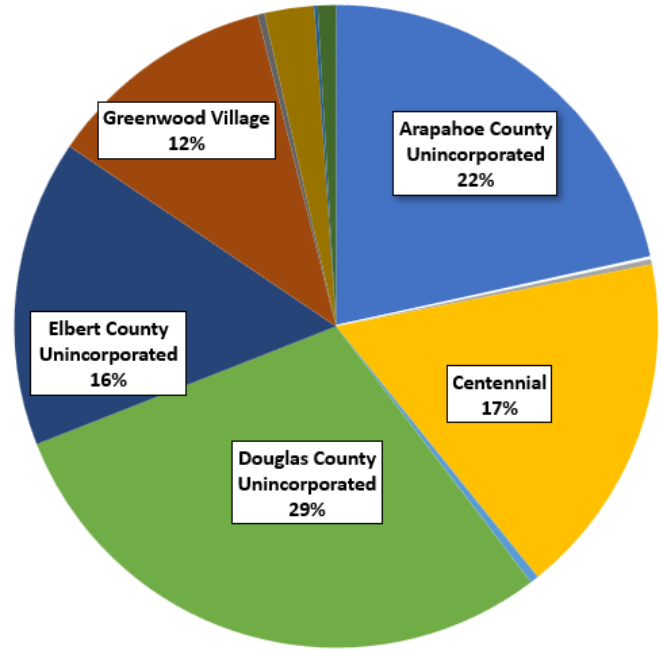
Noise Complaint Responses Completed	
Email	72
Phone	6
Total	78

Time Complaint Received	
Day (7:00 AM—9:59 PM)	675
Night (10:00 PM—6:59 AM)	80
Total	755

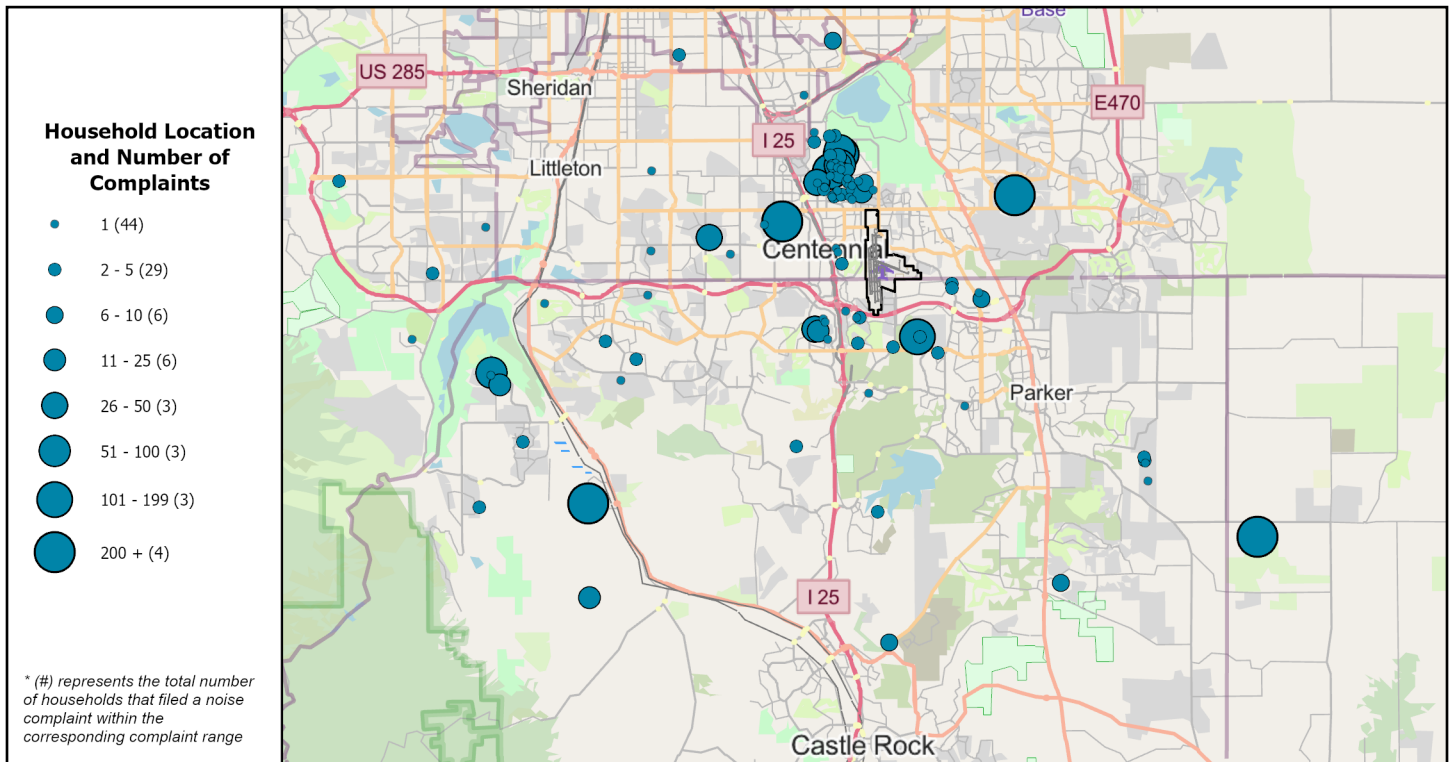
8. YEAR-TO-DATE 2026 NOISE COMPLAINT STATISTICS

Municipality	Complaints	Households	Population
Arapahoe County Unincorporated	494	24	98,066
Aurora	0	0	399,913
Castle Pines	2	1	14,000
Castle Rock	6	1	86,000
Centennial	397	5	108,422
Cherry Hills Village	0	0	6,442
Denver	10	2	715,522
Douglas County Unincorporated	673	23	276,493*
Elbert County Unincorporated	354	2	29,382
Greenwood Village	266	23	15,691
Highlands Ranch	8	5	103,444
Lone Tree	57	6	14,253
Parker	4	3	68,000
Other	21	8	-
Total	2,292	103	1,936,078

Complaints per Municipality

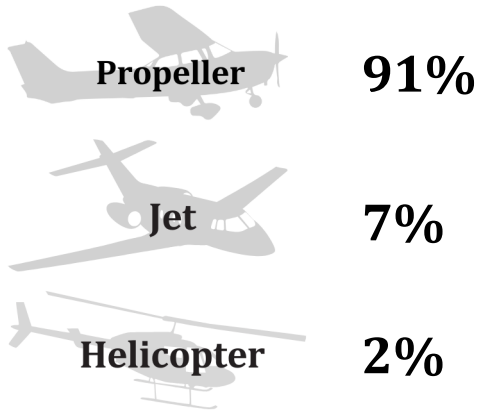


*Douglas County Unincorporated Population with Highlands Ranch Removed



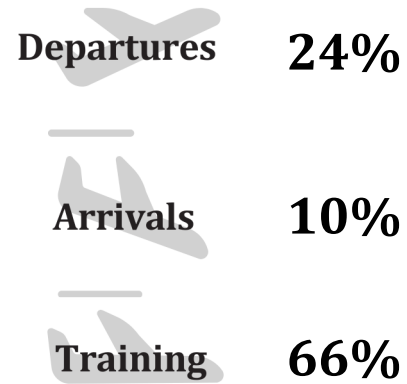
8. YEAR-TO-DATE 2026 NOISE COMPLAINT STATISTICS

Complaint by Aircraft Type



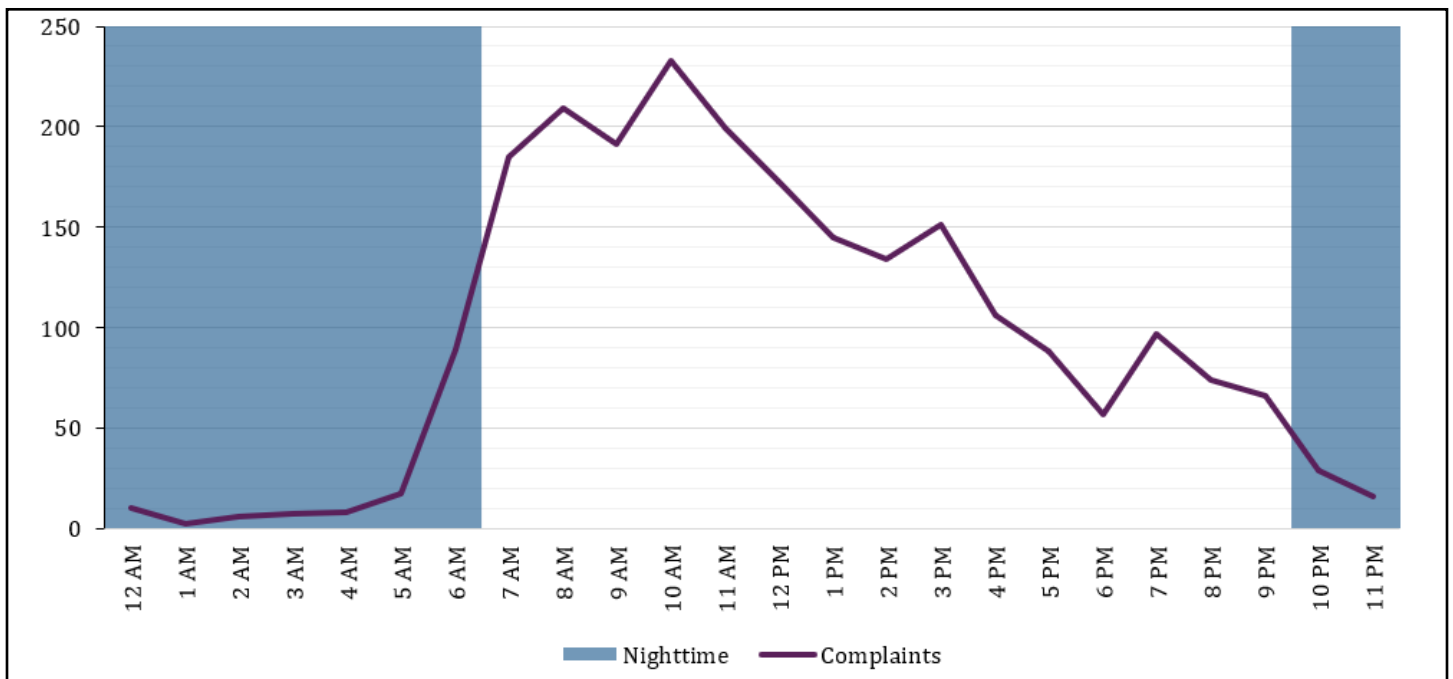
*#1 Household Removed

Complaint by Operation Type



*#1 Household Removed

Complaints by Hour

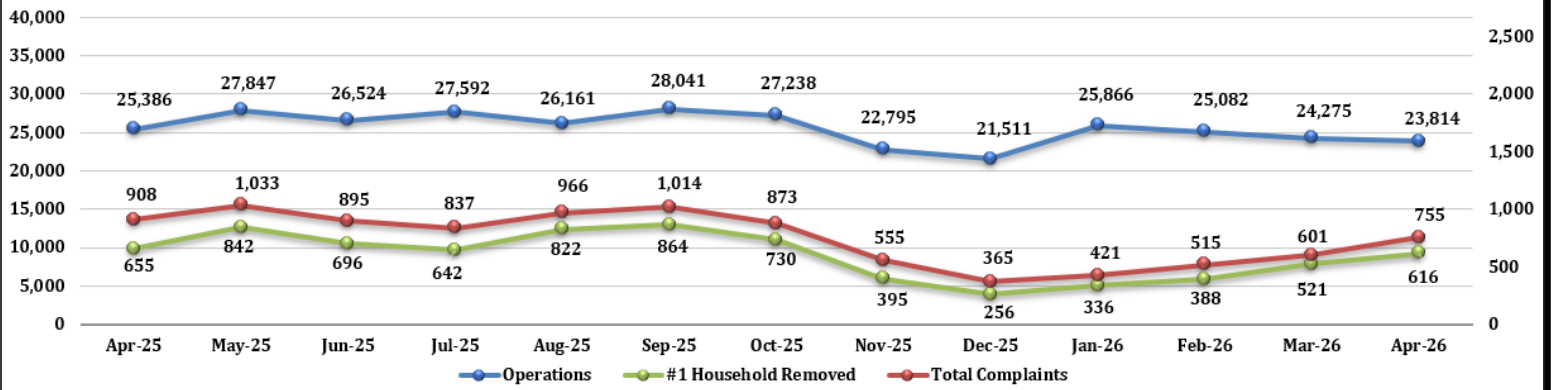


Noise Complaint Responses Completed	
Email	265
Phone	19
Total	284

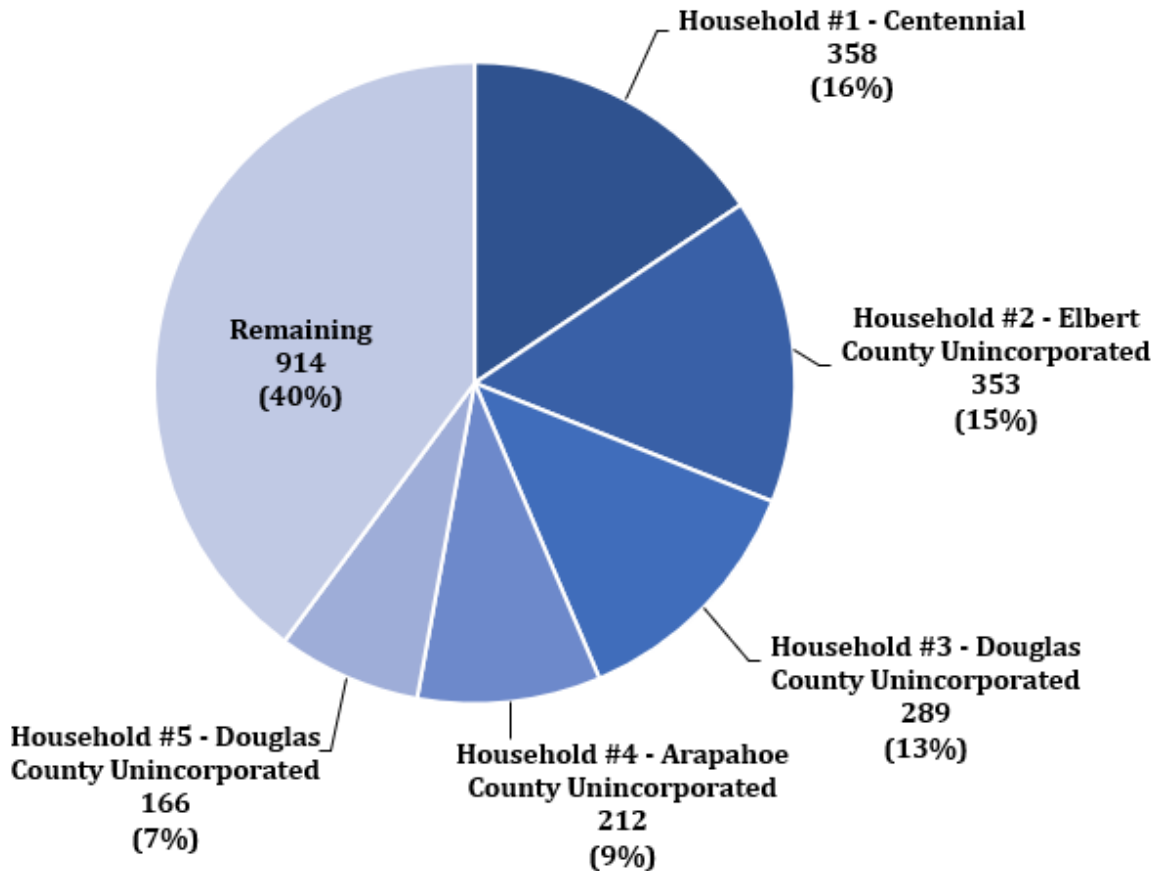
Time Complaint Received	
Day (7:00 AM—9:59 PM)	2,108
Night (10:00 PM—6:59 AM)	184
Total	2,292

8. YEAR-TO-DATE 2026 NOISE COMPLAINT STATISTICS

13-Month Trend



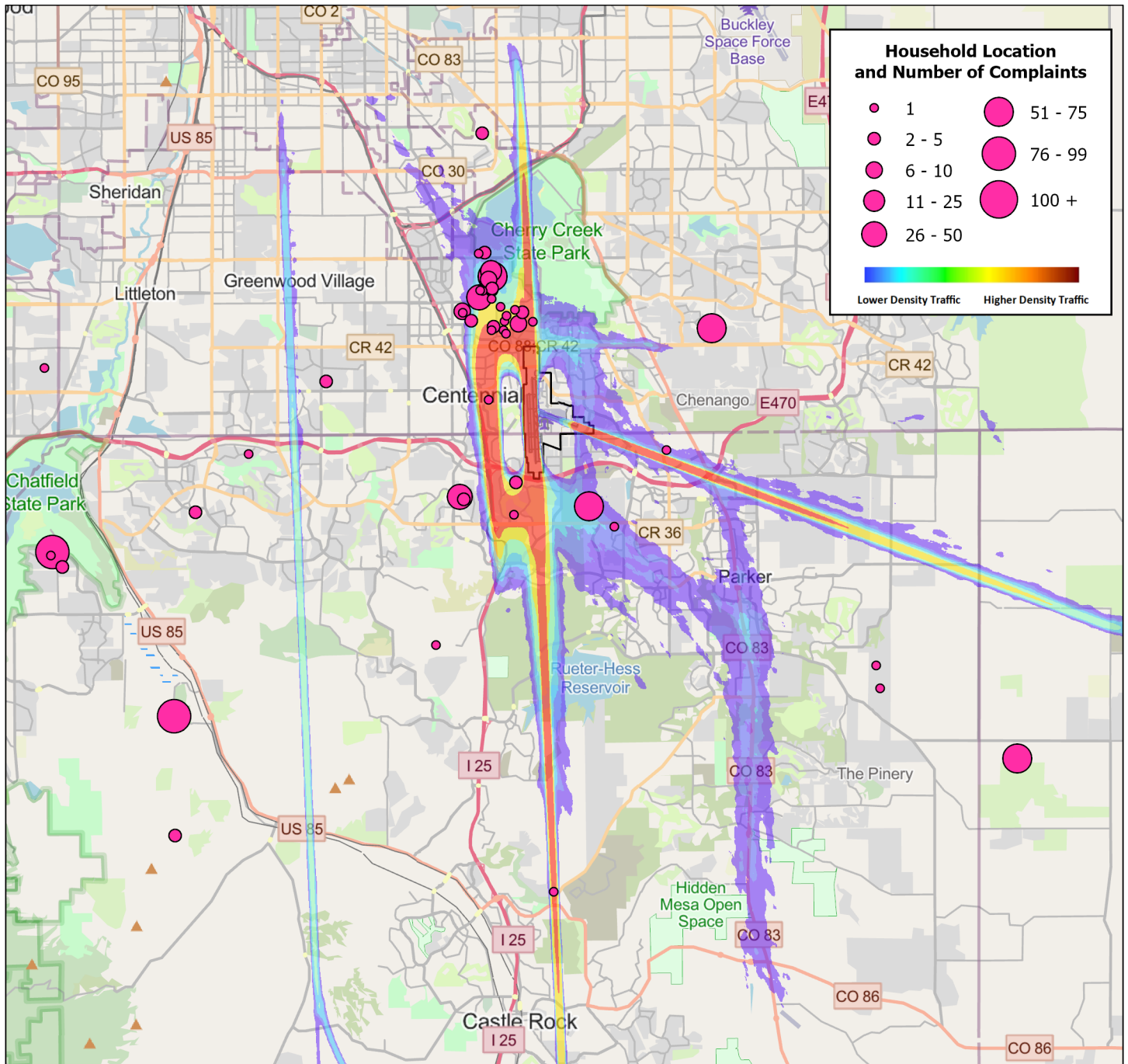
Top 5 Household Complaints YTD



9. CENTENNIAL AIRPORT RADAR TRACK DENSITY MAP

This map takes all of the flight track data for the given time period and creates a line density plot overlaid with the monthly noise complaint dot map. This enables a better understanding of where the flight tracks are in relation to noise complaints, 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.

APRIL 2026



Household Location and Number of Complaints

● 1	● 51 - 75
● 2 - 5	● 76 - 99
● 6 - 10	● 100 +
● 11 - 25	
● 26 - 50	

Lower Density Traffic Higher Density Traffic



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.noise.centennialairport.com



CENTENNIAL
AIRPORT®

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PORTABLE NOISE MONITOR REPORT

PORTABLE NOISE
MONITOR LOCATION:

Castle Pines, CO

(The Canyons Subdivision)

REPORT DATE:

5/5/2026

Visit Our Website

centennialairport.com



1. DEFINITIONS

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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 at a residence within The Canyons Subdivision in Castle Pines on April 8th, 2026. The monitor is located approximately 5.3 nautical miles south 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

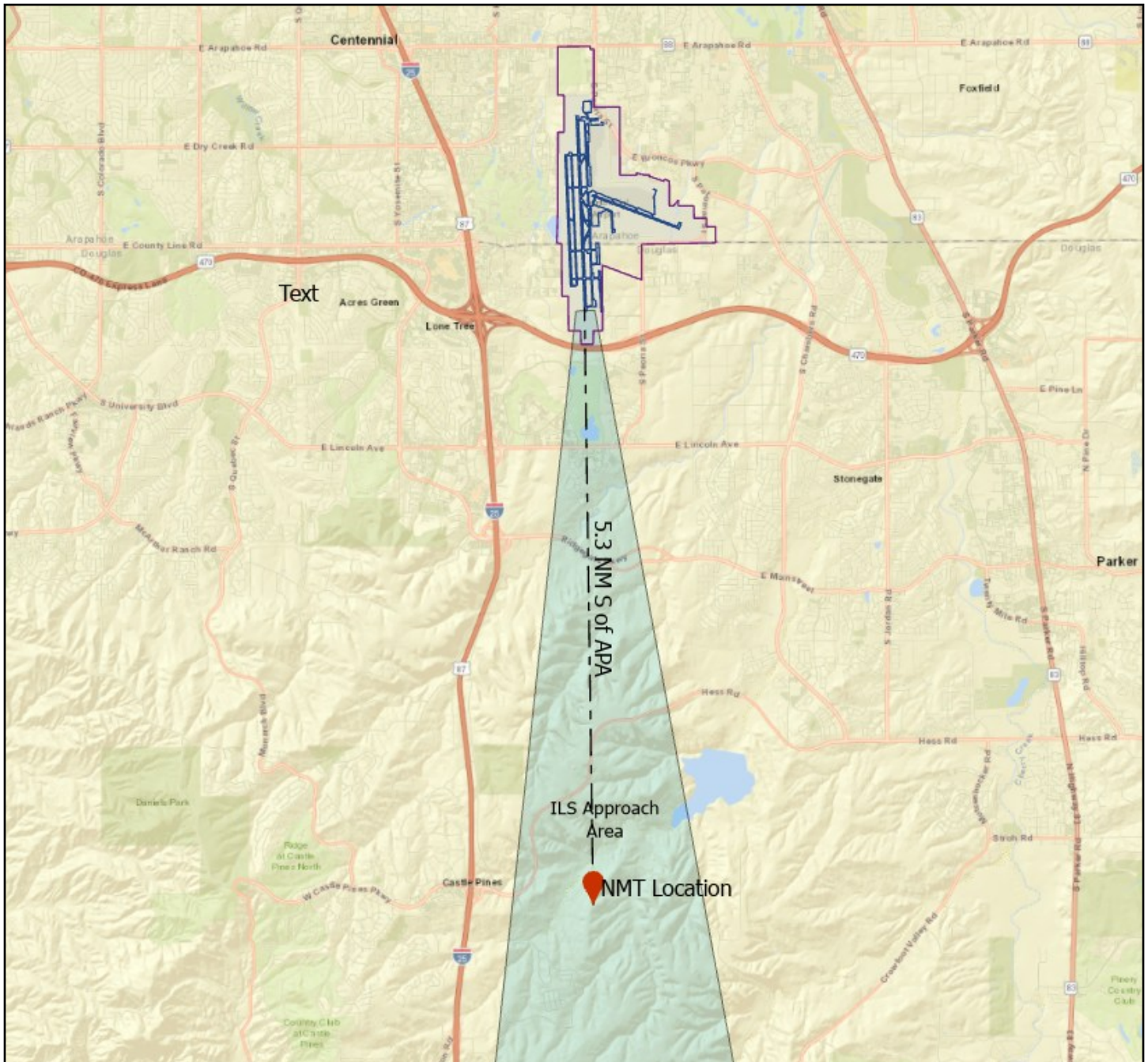
Report Date Range:

4/9/2026 - 4/30/2026

Location of Portable Monitor:

Castle Pines, CO (The Canyons Subdivision)

5.3 NM South of Centennial Airport

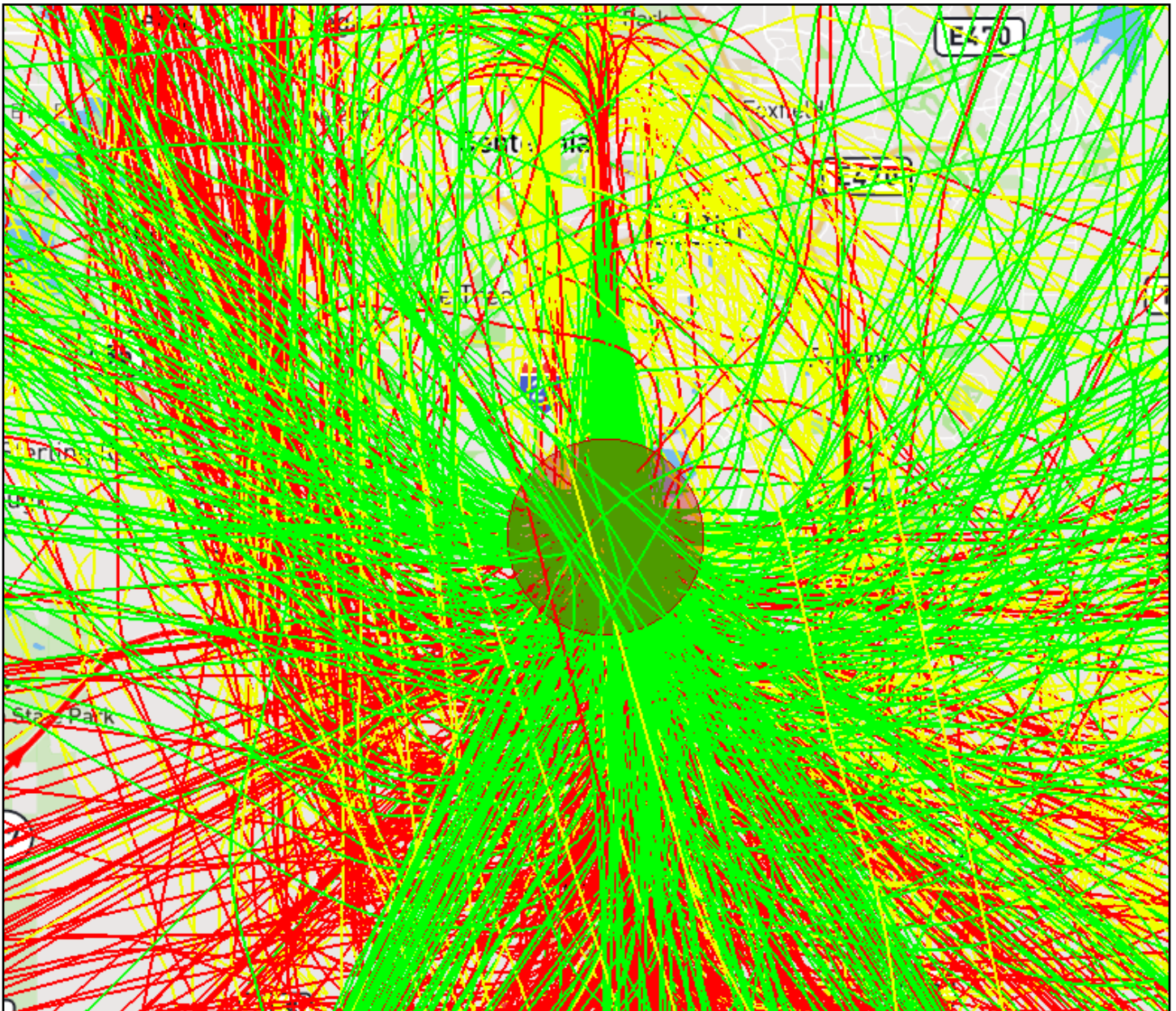


2. NEIGHBORHOOD NOISE REPORT CONT'D

Centennial Airport Associated Flight Track within 1 Mile of NMT by Aircraft Type	
Propeller	558
Jet	916
Helicopter	10
Total	1,485

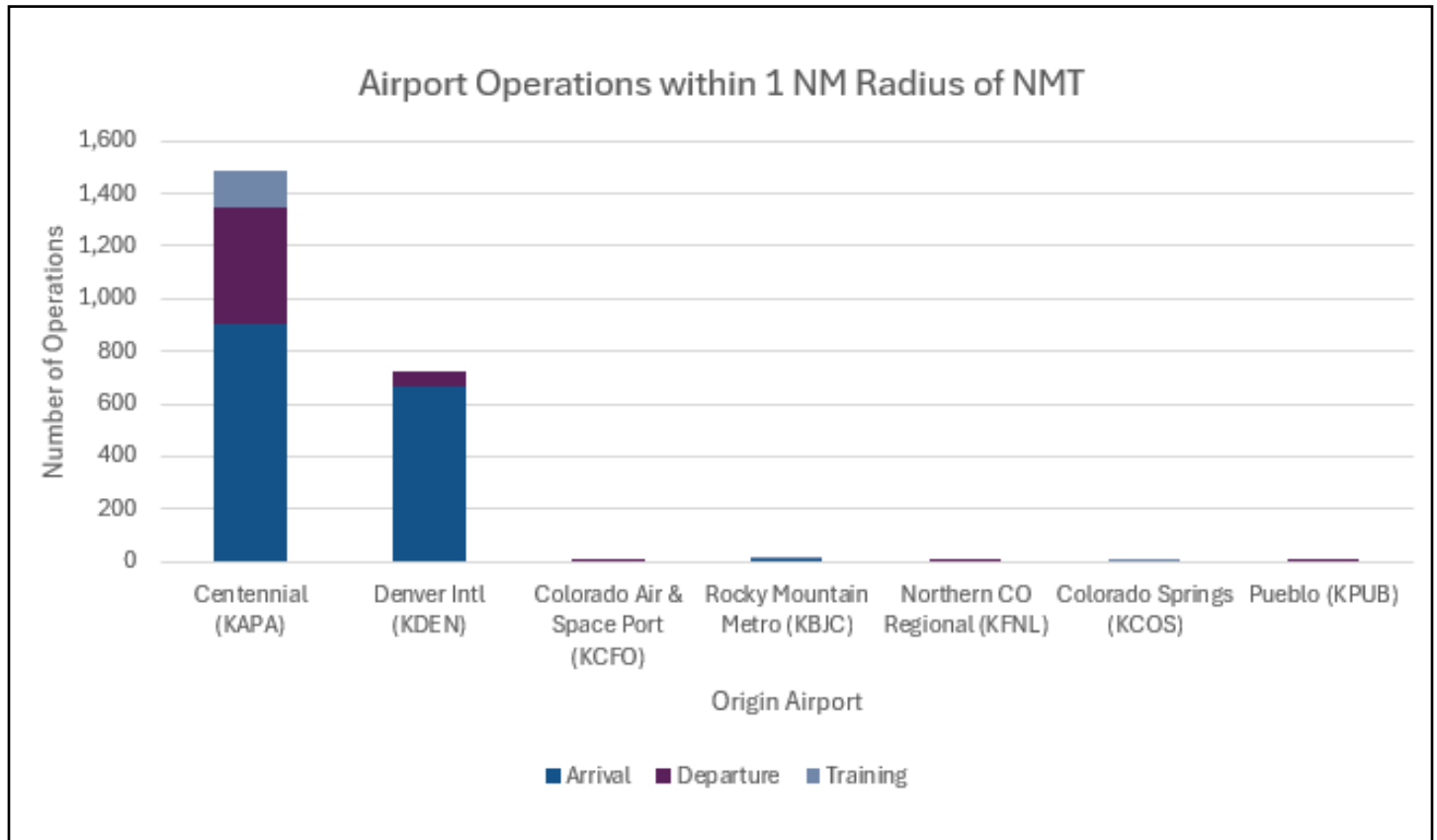
Centennial Airport Associated Flight Track within 1 Mile of NMT by Operation Type	
Arrival	907
Departure	440
Training	138
Total	1,485

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)	907	440	138	1,485
Denver Intl (KDEN)	667	54	0	721
Colorado Air & Space Port (KCFO)	0	2	0	2
Rocky Mountain Metro (KBJC)	7	3	1	11
Northern CO Regional (KFNL)	0	1	0	1
Colorado Springs (KCOS)	0	1	1	2
Pueblo (KPUB)	0	1	0	1

3. NOISE MONITOR STATISTICS

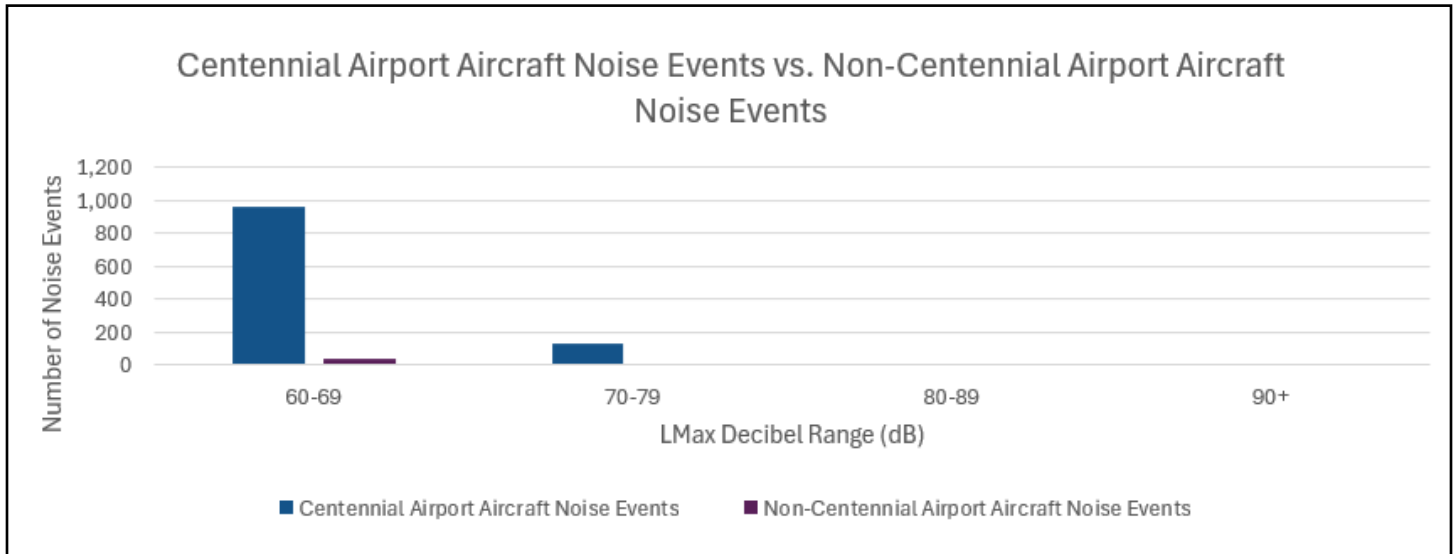
The following two pages display data metrics collected by the portable noise monitor. This data compares the average noise impacts from aircraft and from the surrounding community. Additionally, information is provided on the number of noise events detected by the monitor. The graphs on the next page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

Noise Data	
Aircraft DNL (The 24-hour average sound level of aircraft with a 10dB penalty for nighttime noise events.)	45.8 dB
Community DNL (The 24-hour average sound level of the community with a 10dB penalty for nighttime noise events)	48.0 dB
Total DNL (The 24-hour average sound level with a 10dB penalty for nighttime noise events)	50.0 dB
Average Aircraft LMax (dB) (The peak noise level for a single aircraft noise event)	67.1 dB

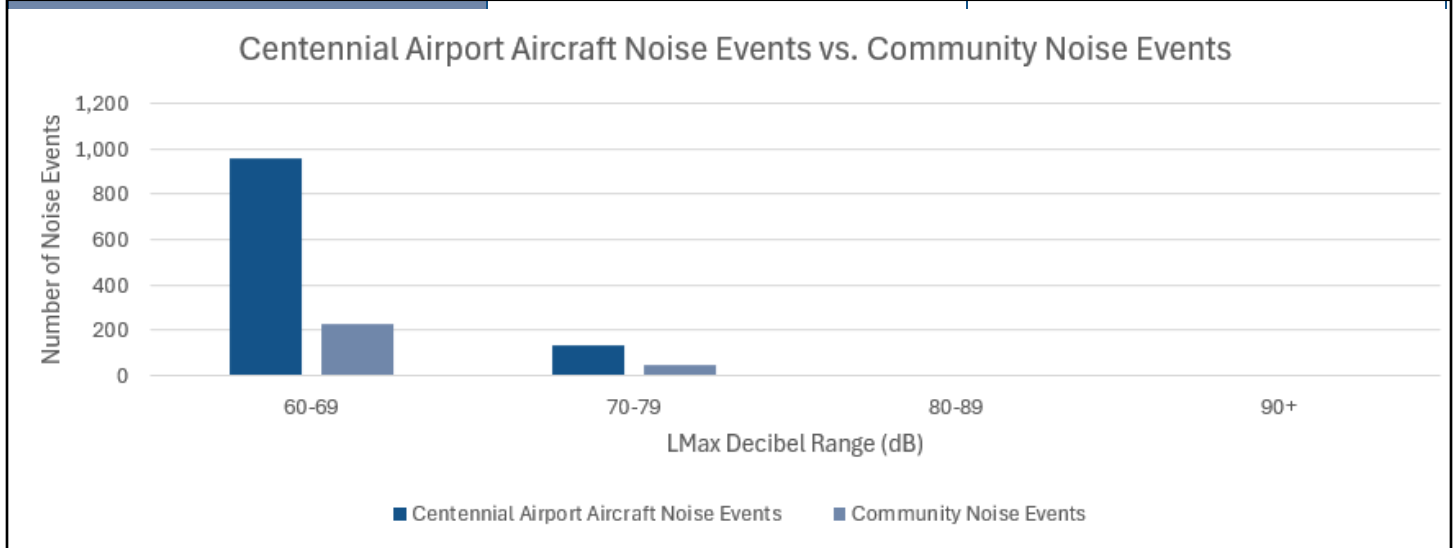
Noise Events	
Centennial Airport Aircraft Noise Events at Noise Monitor	1,157
Non-Centennial Airport Aircraft Noise Events at Noise Monitor	66
Total Aircraft Noise Events at Noise Monitor	1,223
Total Community Noise Events at Noise Monitor	326

- 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	957	40
70-79	131	1
80-89	0	0
90+	0	0



Decibel Range (dB)	Centennial Airport Aircraft Noise Events	Community Noise Events
60-69	957	224
70-79	131	44
80-89	0	4
90+	0	0

4. 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

CAUTION
INTENSIVE STUDENT PILOT TRAINING AREA
PRACTICE AREA ON 122.75

CAUTION
INTENSIVE STUDENT PILOT TRAINING AREA
CTC SE PRACTICE AREA ON 122.75



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.

MAY 5th, 2026 MEETING

➤ Public Comment

- Concerned Citizen
- Chatfield Reservoir – Solstice Community
- Louviers
- Elbert County – 3 Towers Training Box
- Email Highland Ranch

➤ Part 150 Study

➤ March 2026 Noise Report

- Operations / Training
- Centennial & 3 Towers Data Collection (3 Towers / Centennial)

➤ CACNR Study Group Committee

- 2026 1st Quarter Report
 - Touch & Go Entering the Study Area (Figure 1)
 - Mitigation Dates (Figure 3)
 - Entering vs Not Entering Study Area (Figure 4)
- Dashboard
 - Q1 2026 Flight School Fly Quiet Program Scores (Jan 26 – Mar 26)

➤ CACNR Executive Reports

- Traffic To and From 3 Towers Training Box



Request for Proposal (RFP)

Website Refresh Project - Centennial Airport Community Noise Roundtable (CACNR)

Project Name: CACNR Website Refresh

Issuance Date: June 3, 2026, **Proposal Due Date:** June 30, 2026 (5:00 PM MDT)

1. Introduction and Background

The Centennial Airport Community Noise Roundtable (CACNR) is a voluntary collaborative group formed in May 2009. It brings together representatives from the Centennial Airport Authority, neighboring communities, local elected officials, the Federal Aviation Administration (FAA), and airport users.

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.

CACNR currently maintains a website at <http://centennialairportnoise.com/>. This RFP seeks proposals from qualified web developers to **refresh and modernize** the website while preserving its role as a transparent, accessible resource for the organization and the community.

2. Project Objectives

The refreshed website must:

- Provide a **clean, simple, and user-friendly interface** that is easy to navigate for all, including non-technical users.
- Effectively **inform and educate** the public about airport noise issues, mitigation efforts, noise abatement procedures, and the role of the Roundtable.
- Serve as a central **repository for historical documents**, meeting agendas, minutes, reports, and studies.
- Be **visually appealing** while remaining professional and trustworthy.
- Incorporate high-quality images (photo and video) of airport operations sourced from and with the approval of Centennial Airport Authority in collaboration with the CACNR.
- Incorporate newly developed Incentive Dashboard with explanation.

3. Scope of Work

The selected vendor will be responsible for the following:

Design & User Experience

- Modern, clean, minimalist design with excellent mobile responsiveness.
- Simple navigation structure (ideally 4–6 main menu items).
- Accessibility compliance (WCAG 2.1 AA standards).
- Fast loading times and SEO optimization.



Request for Proposal (RFP)

Website Refresh Project - Centennial Airport Community Noise Roundtable (CACNR)

Key Features & Functionality

- **Home Page:** Welcoming overview, mission statement and featured images.
- **About CACNR:** Mission, history, membership, and meeting information.
- **Noise Information / Education:** Educational content on airport noise, abatement procedures, noise studies, and mitigation efforts.
- **How to Submit a noise complaint** – Create functionality that allows the user to submit a complaint. This can be similar to the link on Centennial Airport website.
<https://noise.centennialairport.com/2020/07/31/how-to-submit-a-report/>
- **Meetings & Documents:**
 - Easy-to-use section for posting agendas, minutes, presentations, and reports.
 - Robust document library with search, filtering (by date, type, year), and archiving capabilities.
 - Ability for CACNR members or airport staff to easily upload and manage documents without technical expertise.
- **Resources** page (links to Centennial Airport, FAA, studies, etc.).
- CACNR member listing and **Contact** form that links to info@centennialairportnoise.com
- Basic content management system (CMS) — Ease of management is a high priority.

Visual Elements

- Integration of professional photography and videography from the Centennial Airport Authority website or archives, with proper attribution.
- Balanced use of imagery showing both airport operations and community context.

Technical Requirements

- Secure hosting recommendation (or migration support).
- SSL certificate.
- Backup and maintenance plan for first year.
- Analytics integration (Google Analytics).
- Basic search functionality.
- Compliance with all relevant data privacy laws.

Out of Scope: Complex interactive tools (e.g., noise complaint mapping, live flight tracking) unless specifically proposed as optional add-ons. Include proper disclaimers if needed.

4. Project Timeline

- **Website Development:** During the month of **June and July 2026**.
- **Testing & Revisions:** Through Late July 2026.
- **Rollout / Launch:** **August 2026** (Target: CACNR Approval on August 5th, 2026 regular meeting).



Request for Proposal (RFP)

Website Refresh Project - Centennial Airport Community Noise Roundtable (CACNR)

- **Post-Launch Support:** 60–90 days of support included. Vendors must demonstrate ability to meet this aggressive but realistic summer timeline.

5. Deliverables

- Fully functional, responsive website.
- Training session (1–2 hours) for CACNR Members or airport staff on content updates.
- All source files, documentation, and passwords.
- 30-90 days of post-launch support and bug fixes.

6. Proposal Requirements

Please include the following in your proposal:

1. **Company Profile** and relevant experience (especially with government/non-profit or community-focused websites).
2. **Project Approach** and methodology.
3. **Portfolio** of similar clean, simple informational websites.
4. **Detailed Timeline** with milestones.
5. **Cost Proposal** (fixed fee preferred) broken down by phase.
6. **References** from at least two recent similar projects.
7. Any optional value-add features and associated costs.

7. Evaluation Criteria

Proposals will be evaluated based on:

- Overall quality and fit of proposed design (clean/simple aesthetic) — 25%
- Demonstrated experience and references — 10%
- Technical approach and document management solution — 25%
- Timeline feasibility and responsiveness — 15%
- Cost — 25%

8. Submission Instructions

- Proposals should be submitted electronically in PDF format to: info@centennialairportnoise.com by **June 12, 2026, 5:00 PM MDT**.
- Subject Line: **CACNR Website Refresh Proposal**
- Clarifying questions regarding this RFP should be submitted in writing by **June 8th, 2026**.

9. General Terms

- CACNR reserves the right to reject any or all proposals.



Request for Proposal (RFP)

Website Refresh Project - Centennial Airport Community Noise Roundtable (CACNR)

- Project will be invoiced in equal thirds: first payment upon signing of contract, second payment after satisfactory product review, on or about July 25th, final payment upon satisfactory project rollout at August 5th CACNR meeting.
- No payment penalty will be incurred if project rollout does not meet August 5th timeline. Payment penalty of 10% of project cost will be deducted if vendor is unable to meet September 2nd timeline.
- This may be a competitive procurement process, but CACNR reserves option of accepting a single bid.
- Selected vendor will be required to enter into a professional services agreement.

We look forward to reviewing your proposals and partnering with a creative team that can deliver an effective, modern digital home for the Centennial Airport Community Noise Roundtable.

CACNR CHAIR/DATE

CACNR TREASURER/DATE



TO: CACNR

FROM: CACNR REPRESENTATIVES ATTENDING
Dave Heller, Pam Thompson, Chris Eubanks

RE: UC DAVIS NOISE AND EMISSIONS SYMPOSIUM, March 2026

DATE: For June, 2026 CACNR Meeting

The UC Davis Aviation Noise & Emissions Symposium was well attended and in addition to the substantive content, provided an excellent opportunity to meet, network and learn from others. The program consisted of basic sessions the first day designed for those who are new to aviation noise issues (i.e., Noise 101 and Advanced Air Mobility "AAM" 101). While these were excellent sessions as an entry level primer, they may not be worth sending seasoned aviation noise experts to (unless presenting). The first day sessions went over basic nomenclature as well as metrics, provided a primer and an update of AAM issues and really provided an excellent overview on both aviation noise and AAM issues. The AAM topics were, however, largely repeated over the next two days in the main sessions. See the attached Agenda and Program Overview.

The main sessions consisted of deep dives into various noise and related topics (e.g., sustainable fuel, and case studies from major airports), with a heavy focus on AAM, presented by various experts and professionals. While very interesting, the AAM topics seemed to be overdone, repetitive from the AAM 101 session and even repetitive within the main sessions themselves. The key AAM takeaways included explanation of the regulatory scheme, discussion of technology including aircraft, their batteries and noise profiles, as well as airport infrastructure including electric power distribution needs and on-site battery plant. One suggestion reported throughout the symposium was that airports and municipalities should be preparing for AAM (some major airports were reported to be setting aside land and planning for other AAM needed facilities), especially municipalities that will retain authority over facilities if applicable ordinances are in place before AAM applications are made. The FAA of course retains exclusive jurisdiction of aircraft and airspace.

Last, while a well attended conference, including several from general aviation and related groups, there were very few presentations/very little focus on general aviation (except in the Noise 101 session).