



CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE

AGENDA

May 6, 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/Guest:</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)

- DRAFT MINUTES, April 1, 2026 – Alison Biggs, Secretary
- TREASURER'S REPORT, April 2026– Andy Jones, Treasurer, Zach Gabehart, ACPAA Staff
- CACNR ATTENDANCE RECORD – Alison Biggs

3. ITEMS REMOVED FROM CONSENT AGENDA:

4. PART 150 STUDY UPDATE/PROGRESS:

- UPDATE – Ryk Dunkelberg, Mead & Hunt and Eugene Reindel, HMMH
- RESPONSES TO PAST CACNR QUESTIONS ABOUT OR REFERRED TO THE PART 150 – Kate Andrus
- PART 150 NOISE COMPATIBILITY STUDY ADVISORY COMMITTEE – Chris Eubanks

5. NOISE REPORTS: Zach Gabehart

- MARCH 2026
- CENTENNIAL AND 3 TOWERS AREAS DATA

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

- MEETING ATTENDEES /VIRTUAL ATTENDEES –
- RECEIVED BY CACNR –
 - Emails from Joe Panem
 - Emails from Randy Johnson
 - Emails from Brenda Dyche – 4/12/26 request
 - Highlands Ranch Resident to Andy Jones

7. EXECUTIVE COMMITTEE:

- SUGGESTED PROPOSALS RE TRAFFIC TO AND FROM 3 TOWERS AND ELIZABETH FLIGHT TRAINING BOXES
- ACPAA MEETING – April 9, 2026, Pam Thompson
- WEBSITE RFP – Chris Eubanks
- WORK PROGRAM – Alison Biggs

8. **CACNR STUDY GROUP COMMITTEE:** Brad Pierce, Chris Eubanks, Mike Fronapfel
 - A. 1st QUARTER 2026 REPORT – Matt Frenette
 - B. 1st QUARTER DASHBOARD – Zach Gabehart

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

10. **1ST QUARTER 2026 LAND USE REVIEW:** Zach Gabehart

11. **OLD BUSINESS:**
 - A. REPORT FROM UC DAVIS NOISE AND EMISSIONS SYMPOIUM – Chris Eubanks, Pam Thompson, Dave Heller

12. **NEW BUSINESS:**

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

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

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

16. **NEXT MEETINGS:**

<ol style="list-style-type: none"> A. CACNR – 	<table border="0"> <tr><td>June 3, 2026</td><td>6:30 p.m.</td><td>7565 South Peoria Street, Englewood, CO 80112</td></tr> <tr><td>July 1, 2026</td><td></td><td>NO CACNR MEETING</td></tr> <tr><td>Aug 5, 2026</td><td>6:30 p.m.</td><td>7565 South Peoria Street, Englewood, CO 80112</td></tr> <tr><td>Sept 2, 2026</td><td>6:30 p.m.</td><td>7565 South Peoria Street, Englewood, CO 80112</td></tr> <tr><td>Oct 7, 2026</td><td>6:30 p.m.</td><td>7565 South Peoria Street, Englewood, CO 80112</td></tr> <tr><td>Nov 4, 2026</td><td>6:30 p.m.</td><td>7565 South Peoria Street, Englewood, CO 80112</td></tr> <tr><td>Dec 2, 2026</td><td>6:30 p.m.</td><td>7565 South Peoria Street, Englewood, CO 80112</td></tr> </table>	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			
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- C. **PART 150 NOISE COMPATIBILITY STUDY ADVISORY COMMITTEE** – May 6, 2026 10:00 a.m. – 12:00 noon

17. **ADJOURN:**



CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE
MINUTES
DRAFT

April 1, 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 Chair Chris Eubanks. The following were in attendance, and a quorum was present:

Table listing attendees by county/region: Arapahoe County (Rhonda Fields), Douglas County (DJ Beckwith, Alison Biggs), Elbert County (Brenda Dyche), Aurora (Brad Pierce), Castle Pines (Chris Eubanks), Castle Rock (Sandy Vossler), Centennial (Don Sheehan), Cherry Hills Village (Dave Heller), Foxfield (Pam Thompson), Greenwood Village (Donna Johnston), Lone Tree (Mike Anderson), ACPAA (Michael Fronapfel), AOPA (Joe Patton), CABA (Don Kuskie), Wings Over the Rockies (Bill Wasmund).

Also present: Castle Pines Alternate Representative Ron Cole on line; ACPAA Alternate Representative Zach Gabehart; AOPA Alternate Representative Mike Koscielniak; and ACPAA Staff Matt Frenette, and Lauren Wiarda. Jennifer Redding, FAA Senior Program Analyst, Northwest Mountain Region, was also in attendance online.

Absent: Arapahoe County: Sreenivasan Alakappan/Vacant; Elbert County: Mike Buck/Shawn Fletcher; Highlands Ranch Metro: Andy Jones/Renee Anderson; Parker: Cynthia Liston Thyme/Bryce Matthews; CDOT Aeronautics Div: Todd Green/Vacant

2. CONSENT AGENDA: The Consent Agenda included the draft CACNR Minutes from March 4, 2026; and the Treasurer's Report from March 27, 2026, showing a balance of \$29,341.31. On the motion of Pam Thompson, duly seconded, the Consent Agenda was approved.

3. ITEMS REMOVED FROM THE CONSENT AGENDA: None.

4. PART 150 STUDY UPDATE:

A. UPDATE - Zach Gabehart indicated on Friday the Federal Register publication would go out with the official Part 150 noise exposure map package. There would then be an open 30-day comment period. Once that was published, he would send the link to all CACNR Representatives and Alternate Representatives, as well as the surrounding jurisdictions, in case any wanted to provide comments.

He noted there would be a Part 150 Study Advisory Committee meeting on May 6, the same day as the next CACNR meeting. He stated the Part 150 team would be at the CACNR meeting to provide an update and have discussion on some potential noise alternatives and the draft noise compatibility plan.

As a follow-up to the land use meetings with the jurisdictions, they had been asked to provide further comments to the airport by March 31 and several had been received. Gabehart indicated the airport would be evaluating those and would then be going back to each jurisdiction to put together final recommendations for adoption into its land use code. It appeared Greenwood Village would be the first to complete that process.

Alison Biggs indicated that at the last meeting Kate Andrus had attended, she had promised to send Andrus a list of items which had been brought up at past CACNR meetings, and which had been referred for discussion and/or consideration during the Part 150 study. That list had not yet been sent but would be right after this meeting, with a request for responses about the various topics. Biggs asked if the Representatives wished to also have a copy of the list and the response was positive. It was agreed it would be included in the emailing from the airport with the Federal Register information about the Part 150 Noise Exposure Maps.

B. PART 150 NOISE COMPATIBILITY STUDY ADVISORY COMMITTEE - Chris Eubanks indicated none.

5. NOISE REPORT: The February 2026 Noise Report included the following information -

Table with 4 columns: February Local Operations (12,353), February Total Operations (25,082), Year to Date Local Operations (25,259), Year to Date Total Operations (50,948)

25,082 Total Operations in February resulted in 515 complaints from 42 households.

February Noise Events:

<u>February Total:</u>	<u>February 60 – 69 db:</u>	<u>February 70 – 79 db:</u>	<u>February 80 – 89 db:</u>
Meridian 8,032	Meridian 6,927	Golf Course 2,855	Airport East 472
Golf Course 7,315	Golf Course 4,353	Meridian 1,060	Golf Course 106
Airport East 2,734	Parker 2,017	Airport East 877	Meridian 43
Parker 2,275	State Park 1,338	State Park 439	Port. Station 31 13
State Park 1,782	Airport East 1,306	Parker 252	Grandview Estates 10
Grandview Estates 1,281	Grandview Estates 1,132	Port. Station 31 148	Parker 6
Port. Station 31 1,120	Port. Station 31 958	Grandview Estates 139	State Park 5
Castle Rock 735	Castle Rock 700	Greenwood Village 40	Castle Pines 2
Greenwood Village 560	Greenwood Village 519	Castle Rock 35	Lone Tree 2
Lone Tree 517	Lone Tree 485	Lone Tree 30	Greenwood Village 1
Hunters Hill 313	Hunters Hill 290	Castle Pines 26	Hunters Hill 0
Castle Pines 241	Castle Pines 213	Hunters Hill 23	Castle Rock 0
Sagebrush Park 109	Sagebrush Park 107	Sagebrush Park 2	Sagebrush Park 0

February Noise Events in the 90+ decibel range: Airport East – 79 Meridian – 2 Golf Course – 1 Portable Station 31 – 1

<u>February Noise Complaints per Municipality</u>	<u>Numbers of Households:</u>	<u>YTD Complaints and</u>	<u>Number of Households:</u>
Unincorporated Elbert County 128 (25%)	UDC 13 (31%)	UDC 225 (24%)	UDC 15 (27%)
Unincorporated Arapahoe County 124 (24%)	Greenwood Village 10 (24%)	UEC 213 (23%)	GV 15 (27%)
Unincorporated Douglas County 113 (24%)	UAC 8 (19%)	UAC 200 (21%)	UAC 10 (18%)
Centennial 104 (20%)	Centennial 3 (7%)	Centennial 177 (19%)	Centennial 4 (7%)
Greenwood Village 25 (5%)	Other 3 (7%)	GV 99 (10.5%)	Other 4 (7%)
Other 5	UEC 2	Other 10 (1%)	Denver 2
Lone Tree 3	Castle Rock 1	Denver 5	UEC 2
Castle Rock 2	Denver 1	Lone Tree 3	Castle Rock 1
Denver 1	Lone Tree 1	Castle Rock 2	HR 1
Aurora 0	Aurora 0	Highlands Ranch 1	Lone Tree 1
Castle Pines 0	Castle Pines 0	Parker 1	Parker 1
Cherry Hills Village 0	Cherry Hills Village 0	Aurora 0	Aurora 0
Highlands Ranch 0	Highlands Ranch 0	Castle Pines 0	Castle Pines 0
Parker 0	Parker 0	Cherry Hills Village 0	CHV 0

Year to Date, the top five households complaining were:

Household #1 1,425 (16%) Other Elbert County	Household #4 519 (6%) Greenwood Village
Household #2 1,190 (13%) Unincorporated Arapahoe County	Household #5 495 (6%) Parker
Household #3 1,056 (12%) Centennial	Remaining Households 4,275 (48%)

In February, 65 noise complaint responses were completed from 515 noise complaints, with 60 of those by email and 5 by telephone.

In February 477 complaints were received from 7:00 a.m. – 9:59 p.m. (93%)
38 complaints were received from 10:00 p.m. – 6:59 a.m. (7%)

In February props accounted for **90% of the complaints by aircraft type**; jets accounted for **7% of the complaints**, and **helicopters caused 3%**. Comparatively, **Year to Date** figures showed propellers had caused 91% of the complaints; jets caused 7%, and helicopters caused 2%.

In February, departures were responsible for **44% of the complaints**, **training** was responsible for **39% of the complaints**, and **arrivals** were responsible for **1% of the complaints**. Comparatively, **Year to Date** figures showed training had caused 48% of the complaints, departures had caused 37%, and arrivals had caused 15%.

A graph was provided showing the **February number of complaints by the hour** in which they were made, with a peak at the 10:00 a.m. hour; followed by a continuous decrease the remainder of the day with slight peaks at 3:00 p.m.. and 7 p.m.

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

Gabehart noted that although the total number of operations was up from February, 2025, the number of complaints for February 2026 was down from a year ago. Otherwise, numbers were relatively consistent when compared to the prior year.

Question was asked why the State Park monitor had a reduction in the number of episodes. Response was possibly a runway flow matter, or a reflection of a change in the extension of the pattern. Question was asked why the Sagebrush Park monitor had been placed there, as its numbers were so consistently low, also if the Part 150 had looked at perhaps moving it elsewhere to be more useful. Response indicated that at the time, there had been a kind of corridor between Centennial and Buckley airspaces which had considerable aircraft activity and the monitor was placed in that area to document that. The airspaces had subsequently been brought together, so there was no longer that busy gap. Also at the time, Centennial needed to pick up the TRACON frequencies for the approach and departure controls now located at DIA. In order to do that, the Sagebrush Park monitor was placed to pick those up. For historical tracking purposes, there would be a reluctance to move any monitor, but adding monitors could be considered. For example, areas of growth such as Ridgeway or Elbert County could be potential locations which would benefit from permanent monitors, which could be addressed through the Part 150 Study.

The cost of adding a monitor was asked, but there were no current figures available. Variables such as power sources and easements were factors to also be considered. It was noted that a jurisdiction which wanted additional monitor coverage could fund a

monitor which might then be included with Centennial's system. Fronapfel indicated he would recommend to ACPAA that if a jurisdiction would pay for installing a monitor, Centennial should then integrate it into its system for data collection and maintenance.

Question was asked if a map showing complaints overlaid on top of the density map was available, for use with planning departments and others. It was agreed this was something which would be added regularly to the Noise Reports.

6. **PUBLIC COMMENT:**

A. MEETING ATTENDEES/VIRTUAL ATTENDEES –

- Bill Ward indicated it had been a busy month. The town of Superior lost its appeal against Jefferson County regarding noise from Rocky Mountain Metropolitan Airport, and it was unlikely the Colorado Supreme Court would hear the case if appealed further. The Rock Creek HOA and town of Superior also lost their lawsuit against Rocky Mountain Airport, and he recommended everyone read the specifics of both cases. What was reaffirmed was that airports which have long been in operation within Federal and State guidelines, were basically not subject to desired new local constraints resulting from changed surrounding development and zoning.

Ward further noted the city of Mesa, Arizona had implemented a landing fee structure at Falcon Field and Gateway Airports. He felt the fees were punitive and an attempt to drive down pattern traffic at both locations. There would likely be lawsuits against Mesa because of the fees. He further felt that at Centennial Airport, good faith, voluntary cooperation and the active participation of flight schools, flight instructors and many pilots had been a foundation of noise abatement efforts. He felt that if lawsuits were filed here, that cooperation would be replaced by resistance, disengagement and a lack of good will, consequences not easily undone.

- Reporting virtually, Randy Johnson of Louviers had noted 477 mostly training planes, with 201 from Centennial Airport and 181 from Rocky Mountain Metropolitan Airport. He had submitted 77 complaints to Centennial and 18 to Rocky Mountain. He reported numerous planes turning and seemingly purposely flying over his location, which had been shared with Zach Gabehart. He believed Gabehart may have been contacting some, as he could see changes happening, even if only temporary. The previous day he had noted 23 planes between 7:51 a.m. and 2:22 p.m., and had submitted nine complaints to Centennial.

Johnson noted Pam Thompson had come for a site visit, which he appreciated, and he would let her comment about that.

- Speaking virtually, Kim Hellweg from Elizabeth wanted to follow up about lawsuits and noise. She noted airports are not today what they were 40 years ago. She had lived in her location for about 40 years and there was not a problem from Centennial Airport the majority of that time. But the airport had gotten saturated with flight schools and their airplanes, and what was going on now could not be compared to 40 years ago. What they had done to homeowners, communities, and the quality of life had gotten worse, and when was a limit going to be reached; when would there be too many planes nonstop all day, every day?

She further noted knowing the training boxes had been re-examined at one point and additional ones were added, but the pilots did not use them, so what good did that do?

B. RECEIVED BY CACNR –

- There had been communication between Jennifer Kovaleski, who is in the Canyons/Castle Pines area basically under the ILF. The airport knew this would be a problem area for noise, and some members of the ACPAA had been watching to see what would develop there. A portable noise monitor would be placed in the area to get some real data. Kovaleski had hoped the Part 150 study might be useful to the area's noise problems, but Zach Gabehart had explained the area was out of the Part 150 study's reach. The airport had also not recommended it for development when the land use had been reviewed. It was noted Kovaleski identified herself as a senior investigative reporter for ABC's Channel 7 news in Denver.

- Pam Thompson had site visited the area of concern referenced by Joe Panem, and there had been a communication thread between he and Zach Gabehart and shared with CACNR. Panem reported, and continued to report, the low-altitude, prolonged, repetitive loops directly over his home which greatly affect his wife's health. This was in the Chatfield/Louviers area, He was asking that the flight schools be strongly encouraged to avoid prolonged circling over residential neighborhoods when there were ample open areas nearby. He did appreciate the information Zach had sent about the constraints the airport has to work with, though it seemed only reasonable for the flight schools and pilots to make some semblance of trying to be good neighbors.

Pam Thompson reported on her visit to the Louviers area and the area where Panem was located, as well as to the development planned and occurring right next to Chatfield Reservoir. A model plane's noise there had been extremely distracting, so one could only imagine how other aircraft noise would affect those living with it. Perhaps an altitude change might be useful? With the other development coming to the area, such as Sterling Ranch, the quaint, wonderful older community areas such as Louviers would get lost along with what made them special. She indicated she would visit the area again.

It was noted that the area being discussed used to have a major training area over Chatfield Reservoir and where Solstice and Sterling Ranch are now, and when the training areas were redrawn in 2023, training was moved further south to where it is now. The kinds of things happening in Mr. Panem's area now seemed to be occurring where the very popular practice area used to be.

- Speaking as a community member, Brenda Dyché commented on the email communications she had shared with CACNR. Today she had seen a plane from one of the flight schools repeatedly going over businesses, the Singing Hills Elementary School and multiple subdivisions anywhere from 477 feet to 777 feet over those areas. As the FAA has designated her County as a high density area, how can that be without the pilot being disciplined in some fashion?

This was the second plane in a month that had done those kinds of maneuvers over those areas. That was dangerous, and if one was to crash in the dry conditions that existed, people could likely not evacuate quickly enough or safely enough from any resulting wildfires, let alone from the crash itself. There was no understanding of why such behaviors kept occurring. She had reported them to the FAA, and would hope something might happen.

It was further frustrating when more focus was put on neighborhood noises being louder than aircraft noises, as the two had quite different effects on the communities. She noted if the training boxes had been able to be moved in the Chatfield area, why couldn't they be moved from her area and Elizabeth where development, school, and businesses were exploding. She provided more specific information about the various types of growth coming to Elbert County, including more schools and almost 2,000 new homes.

Although not usually done during the public comment period, the Chair noted her concerns were being heard, and some thoughts about how to help were being considered, although it was too early to share anything.

7. **CACNR STUDY GROUP COMMITTEE (SGC):** Chair Brad Pierce indicated the Committee's 1st Quarter 2026 Report would be presented at the May 2026 CACNR meeting, as well as the 1st quarter dashboard report. The latter would have actual results with accurate data and rankings of all the flight schools.

Question was asked about the FAA coming back to the meetings of the Committee. There was no word on the timing of that occurring. It was noted Jennifer Redding, FAA Senior Program Analyst, Northwest Mountain Region, was online in attendance at this meeting, so the FAA would be aware of CACNR's real and continuing interest in having the FAA back at meetings of the Committee..

8. **EXECUTIVE COMMITTEE:**

A. ACPAA – Pam Thompson had submitted a CACNR report to and from the March 12, 2026 ACPAA meeting and had nothing further to add.

B. WEBMASTER – Chris Eubanks indicated he wished to have the Executive Committee meet to identify the goals for the website and then would work with Zach Gabehart to develop the RFP to begin accomplishing that. Anyone with knowledge of a good webmaster/creator was asked to share that knowledge.

C. WORK PROGRAM – The Work Program adopted at the last meeting had been provided in the mailing, and it was noted how much had been assigned to the Executive Committee. This had been in lieu of having committees but did place some responsibility on the Representatives to volunteer to work on areas of interest to them. The Executive Committee could not do everything. If Representatives did not volunteer, they could possibly find themselves being 'volunteered'.

It was noted Bill Wasmund had offered to help create the orientation process and materials, and that was very much appreciated. The materials would be identified, placed and maintained on-line and could be available to the public as well. Other areas of interest might also be considered for periodic presentations at CACNR.

D. FINAL CACNR 2025-2026 ATTENDANCE RECORD - There was discussion about attendance, particularly of those who fell below the 75% called for in the Bylaws. Although the Bylaws call for a letter to be sent to the appointing authority about its Representative not meeting that requirement, no such letters had ever been sent. Representatives were asked how they felt about their 'boss' getting such a letter. Discussion included a look at the wasted opportunity for a jurisdiction if its Representative did not attend. It was noted that the attendance of a Representative online had been missed in some instances, and some solutions to that problem were being developed. It was also noted that a new attendance year began with tonight's meeting, so attendance records would be starting fresh.

It was agreed the Attendance Record would be sent with every mailing, so if there were discrepancies, they could be brought up and corrected promptly. It was also agreed the roll call would be done by the names of both the Representative and the Alternate Representative, and any late attendees would be identified before the consideration of the Consent Agenda/ It seemed pointless to have someone listed as part of CACNR if that individual never attended.

9. **AIRPORT DIRECTOR:** Mike Fronapfel reported a meeting with Keeley Amundson, Assistant FAA Administrator for the NW Mountain Region. There had been a tour of the airport and discussion of videos the FAA wanted to produce to help explain the airspace of the greater Denver area, including individual ones for Centennial and Rocky Mountain Metropolitan. A Study Group Committee update had been provided as well as a review of the flight school dashboard. Although there had been commercial service airports which had done similar dashboards to rate arriving and departing airlines, Centennial was apparently the first general aviation airport to have this vigorous one for flight schools. Amundson had been impressed. The FAA had been thanked for its previous involvement in the SGC; there was no update on when that involvement would resume. Jennifer Redding was again thanked for attending tonight's CACNR meeting online.

Fronapfel reported on the coming meeting with the Douglas County Commissioners to provide an update about the airport, discuss noise concerns the Commissioners receive from County residents, and review the airport's recommendations about incompatible land use around the airport.

He further reported attending the legislative conference of the American Association of Airport Executives in March and had met with the staffs of Senators Hickenlooper and Bennet and Representative Crow while in Washington, DC. They had discussed the SGC and the flight school dashboard as well as losing access to important ADS-B flight tracking data, updated them about the unleaded fuel transition program, updated them about the airport generally, and the desire/need to have the FAA build a new air traffic control tower at Centennial in the next ten years. It has been good to have these regular meetings, as the airport and congressional staffs had gotten to know each other and had developed positive relationships. Representative Crow's staff was being particularly helpful in trying to get FAA personnel back to the SGC meetings.

The ALERT bill had passed out of committee in the House, still containing the language which would eliminate the public's access to flight data and limit the use of the data by airports. The ADS-B data is used extensively by the community for obtaining such information as looking up flights and looking at the flight tracks and altitudes, which could all be taken away. The airport used the ADS-B data extensively in its noise program and for the dashboard, and the loss would be substantial.

The airport had submitted comments to the FAA about the unleaded avgas transition plan, encouraging a faster phase out of 100LL Avgas if a viable fleet wide unleaded fuel became available before the current 2030 transition deadline.

The Runway 5K run/walk event was sold out, although CACNR Representatives who had not yet done so might still be able to register. Sponsorships were also still available

The June ACPAA meeting had been rescheduled to June 18.

10. **OLD BUSINESS:**

A. REPORT FROM UC DAVIS NOISE AND EMISSION SYMPOIUM – Chris Eubanks noted there would be a written report from the symposium attendees for the May meeting. This year seemed to have more of a focus on air mobility, drones and electric aircraft, with less data but a more broad content than prior years. There continued to be a need for more on issues of interest/concern to general aviation airports. Having someone with that focus on the planning committee would be ideal, as would having a panel presentation from or including a GA airport. It seemed Centennial Airport had much which could be shared through a panel presentation. Bette Todd had been on the program committee many years ago and might have some ideas of how to proceed. Zach Gabehart indicated he could be helpful in providing contacts.

Eubanks had been impressed that they had been told the videos and slide decks from the symposium would be provided to attendees within two weeks of the close of the meeting, and that had actually occurred. Only those paid attendees were to have access to the material, but CACNR's attendees could summarize or otherwise reference that content for sharing with CACNR. There had been a desire for more handout materials which would provide the specifics of what actions were to be taken or what legislation needed attention or how to access specifically referenced resources, etc. It was noted the networking available at the symposium was a very valuable asset of the meeting. Eubanks, Pam Thompson and Dave Heller would collaborate in developing a report for CACNR of the sessions felt to be of the most interest to the group, with possible involvement of airport staff who had also attended the symposium.

Brad Pierce noted he had been on the program at a pre-Covid symposium and felt there should be opportunity for CACNR to present what had been going on here now. Pierce agreed to help with either the program committee or being on a panel if either could be arranged for the 2027 symposium.

1. Jason Schwartz re Traffic Patterns...Schwartz had been used by CACNR in the past, both for consultation services an as a facilitator for the September, 2023 retreat. Eubanks and Thompson had spoken with Schwartz during UC Davis, and would like to follow that up with Schwartz and the EC to familiarize him with what CACNR is doing with the Part 150 study and the work of the SGC. He is copied on the monthly mailings, so has some familiarity, but a discussion could prove fruitful. The other component would be to consider planning another retreat. Then the EC could come back to CACNR with a plan for where Schwartz could be of assistance to CACNR and the cost factors involved. Comment was made that Schwartz had been helpful in also sharing what was going on at other airports around the country that might be useful here, and might even be able and willing to assume some of the items included in the Work Program.

Suggestion was made that perhaps Schwartz's recent work was not as involved with noise and GA airports as it had been in the past, so those aspects would also be explored before any recommendations were brought to CACNR.

B. EXPLORE CREATING A NAG-TYPE DOCUMENT RELATED TO THE TRAINING BOXES, POSSIBLY WITH THE FLIGHT SCHOOLS – bypassed – see below.

11. **NEW BUSINESS:** None

12. **PUBLIC COMMENT EXTENSION:** None

13. **REPRESENTATIVE COMMENTS:**

A. MEMBERS OF COLORADO MUNICIPLE LEAGUE – None

B. REPRESENTATIVES – Those who wished to comment were:

- Bill Wasmund reported Wings Over the Rockies had acquired an F-16 Fighting Falcon which was on display in the hangar at Lowry. He encouraged everyone to visit. A breakfast fly-in at Exploration of Flight, was scheduled for April 11th, weather permuting. Public Safety Day was scheduled for April 25th, having public service, Denver Police, and Denver Fire there. They would be presenting what they do, and would be bringing equipment and aircraft as well, On May 10 would be the first annual 5K Space Race at Lowry, with more information to come.

- Brenda Dyche, speaking as a CACNR Representative this time, indicated she had pretty much provided her thoughts earlier.

- Donna Johnston indicated her area was having more traffic overhead, not as bad as before but definitely going up. She hoped it was not a trend. She had not called in many complaints and noted many people do not call, particularly about noise at night or in the early morning hours. Airport staff was asked to keep this concern in mind.

- Brad Pierce had noted both Brenda Dyche and Randy Johnson had described flight school planes circling over their homes, some at low altitudes. With the flight school meetings being held quarterly, and school attendance required because of the airport's Minimum Standards, he wondered if staff could use those examples at the coming April flight school meeting, and all future such meetings, to address that problem. The schools are in control of where they go and what is done.

Staff indicated that had been a recurring topic at meetings, and question was asked if that had been the case, why had no behavioral changes taken place. Were the concerning behaviors just being ignored by the schools? Staff indicated it would continue to place stress on this problem. Suggestion was made that the flight schools in attendance could be asked if they had any idea why it was still occurring – recruit them to be part of the solution rather than just the cause of the problem; get the schools to help identify what they, the airport, or even CACNR could be doing differently to get a different result from what has occurred, or not occurred, so far. The safety aspects of the circling behavior might also be more strongly emphasized.

- Breaking the agenda, the Chair asked Bill Ward from the audience to comment. Ward indicated he was addressing agenda item 10.B. which would link to the topic raised by Brad Pierce and the subsequent discussion about a solution with a Noise Abatement Guidelines specifically for the use of the training boxes and the flight schools. He indicated he already had that type of document, complete with a power point presentation. He had also checked on one of Dyche's reported incidents and verified the pilot had indeed been extremely low; he knew which school the pilot came from and it seemed to have this type of problem very frequently. He thought perhaps information was not trickling down to every single instructor, and they were not required to attend the quarterly meetings.

There might be an impression that noise complaints only came from traffic pattern issues so the broader picture needed to be pushed down to all instructors.

There was further discussion about Ward's document and power point presentation, and it was apparently agreed he would share it with either the Chair or the EC before bringing it to the entire CACNR. Various aspects were discussed, including the lack of restricted airspace in the areas under concern, and getting the flight schools to utilize the same ingress and egress and altitudes in relation to the training boxes. He noted the FAA Flight Standards District Office(FSDO) was short staffed, but when/if it became fully staffed and there were a whole list of compliance problems, the flight schools could be facing enforcement issues, so it would be in everyone's best interest if a solution had already been reached. Ward was thanked for his information and help with this topic.

It was noted the FAA publishing protocols or procedures for using the training boxes could trigger the need for such things as environmental impact statements or other unintended consequences. However, voluntary recommended procedures not coming from the airport might be provided and their use encouraged. Further action in this regard would need to keep that consideration in mind. It was again noted Jennifer Redding from the FAA was online so would be aware of the discussion around this topic; hopefully she might offer any thoughts as work progressed.

- Mike Anderson brought information about the extensive development and constantly changing land use in Lone Tree which would affect the relationship with the airspace and training overhead. A justice center was being built in the Ridgegate area and would be open in 2026, eventually housing the Lone Tree courthouse and police department. A nearby large public works facility would handle public works matters for the city for the next 25 years. Douglas County recently broke ground on a 750 student elementary school in the Ridgegate area of Lone Tree. The east side of I-25 at Ridgegate has extensive residential development occurring. On the west side of I-25, there were two new restaurants, Capitol Grill on County Line Road and Jack's at Park Meadows Drive and Yosemite Street, and there also might be a truck yard firm building a family-oriented restaurant on Yosemite Street. He noted that regardless of the Part 150 Study and discussions of land use compatibility, municipalities and counties were dealing with change all the time.

- Mike Koscielniak noted at the next meeting of the Civil Air Patrol there would be a presentation of the airport's procedures and training boxes by one of the CFI or inspector pilots. He noted that after reviewing all of the materials provided by CACNR, he was surprised about the continuing problems and safety issues related to the training boxes. After all the pushing being done, it seemed as though no one was listening; education and requests to be a good neighbor were not getting through. He recommended putting the offending flight tracks up at the next flight school meeting so there could be discussion of why that kind of thing was occurring. Perhaps a school would even wonder if the offending plane was one of its and do something about it.

He further noted that he would be speaking with someone from one of the examples which had been provided. He had also received a response from a school he had previously contacted; they had spoken with the instructor, and he had requested further information from its safety manager and was waiting to hear back. He also noted that complaints had been going to the FSDO which was understaffed but would eventually investigate any with evidence of deviation from FAA regulations. He further noted something was going to happen which would get the attention of someplace such as the legislature, with perhaps not the optimal result.

- During general discussion, question was asked if the airport was comfortable with putting up Dyche's flight track example from today at the next flight school meeting, to show what was actually occurring and what not to do, and the response was in the affirmative. It was noted that some flights may not actually be from a flight school, but independent instructors working on their own, or renting a plane from a flight school but not actually related to it. There needed to be a better way to reach those types of instructors. The electronic sign at the airport's entrance may say noise abatement is in effect, but what does that actually mean to someone who has no knowledge of what it involves. Something such as a QR code might be developed which could indicate more detail about what needed to be done to be a good neighbor in relation to noise abatement. Staff reported on the opportunities they sometimes have to speak to various groups who utilize the airport about airport noise, how it is tracked and why it matters.

Question was asked if there were different ways to analyze the various noises picked up by the noise monitors. Staff responded there were various ways noise can be "looked at" and what the airport did was pretty standard in the industry. It is able to and does separate community noises from aircraft noises. Question was asked if any other airport looking at noise any differently. One that has become popular recently is the single event noise - looking at single aircraft events and instead of looking at the event as a whole, it looked at how loud was it at its peak; this is included in the current noise reports which CACNR receives.

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

15. **NEXT MEETINGS:**

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

B. **ACPAA** – April 9, 2026 3:00 p.m. 7565 South Peoria Street, Englewood, CO 80112, Pam Thompson for CACNR
May 14, 2026 3:00 p.m. 7565 South Peoria Street, Englewood, CO 80112, Pam Thompson for CACNR
June 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** – May 6, 2026

16. **ADJOURNMENT:** The meeting was adjourned at 8.27 p.m.

Alison Biggs, Secretary

CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE 2026 BUDGET - Approved November 5, 2025; Updated as of 4/30/2026				
		BUDGET	ACTUAL	
INCOME:			as of 4/30/2026	NOTES
CARRY OVER FROM PRIOR YEAR		\$ 34,000.00	\$34,673.10	Carry over from 2025
ACPAA		-	\$0.00	Not to be Invoiced for 2026 - donation still accepted
CACNR REGULAR MEMBERS		-	\$0.00	Regular Members Not to be Invoiced for 2026
TOTAL INCOME:		\$ 34,000.00	\$34,673.10	
EXPENDITURES:				
WORK PROGRAM:				
PROJECT EXPENDITURES		\$ 7,300		
WEBSITE		\$ 5,000		Webmaster; Website Maintenance & Update
EXECUTIVE/WORK PLAN		\$ 500		Annual Report
CONFERENCES:		\$ 9,000	\$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		2026	2026	2026	2026	2026	2026	2026	2026	2026	2026	2027	2027	2027	MEMBER	
		APR	MAY	JUNE	JULY*	AUG	SEPT	OCT	NOV	DEC	JAN*	FEB	MAR	%	TOTAL %	
ARAPAHOE COUNTY	Rhonda Fields - AC	on line												1%	100%	
	Leroy Evans - AC													0%		
	Sreenivasan Alakappan - UAC	absent												0%	0%	
	Vacant - UAC	absent												0%		
DOUGLAS COUNTY	Abe Laydon - DC													0%	100%	
	DJ Beckwith - DC	X												100%		
	Alison Biggs - UDC	X												100%	100%	
	Mark Adams - UDC													0%		
ELBERT COUNTY	Mike Buck - EC	absent												0%	0%	
	Shawn Fletcher - EC	absent												0%		
	Brenda Dyche - UEC	X												100%	100%	
	Deidre Dyche - UEC													0%		
AURORA	Brad Pierce	X												100%	100%	
	Maurice Healy													0%		
CASTLE PINES	Chris Eubanks	x												100%	100%	
	Ron Cole	on line												100%		
CASTLE ROCK	Laura Cavey													0%	100%	
	Sandy Vossler	on line												100%		
CENTENNIAL	Don Sheehan	X												100%	100%	
	Ryan Dwiggins													0%		
CHERRY HILLS VILLAGE	Dave Heller	on line												100%	100%	
	Doug Robinson													0%		
FOXFIELD	Pam Thompson	X												100%	100%	
	Frank Lawrence													0%		
GREENWOOD VILLAGE	Donna Johnston	X												100%	100%	
	John Jackson													0%		
HIGHLANDS RANCH	Andy Jones	absent												0%	0%	
METROPOLITAN DISTRICT	Renee Anderson	absent												0%		
LONE TREE	Mike Anderson	X												100%	100%	
	Chuck Darnell													0%		
PARKER	Cynthia Liston Thye	absent												0%	0%	
	Bryce Matthews	absent												0%		
ACPAA	Mike Fronapfel	X												100%	100%	
	Zach Gabehart	X												100%		
AOPA	Joe Patton	X												100%	100%	
	Mike Koscielniak	X												100%		
CABA	Don Kuskie	X												100%	100%	
	Mike Straka													0%		
CDOT AERONAUTICS DIVISION	Todd Green	absent												0%	0%	
	Vacant	absent												0%		
WINGS OVER THE ROCK	Bill Wasmund	X												100%	100%	
	Vacant													0%		
* No scheduled meetings in July '26 or January '27																
CACNR BYLAWS:																
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).																
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.																



CENTENNIAL
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MARCH 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.

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

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

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

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

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

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

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

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

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

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

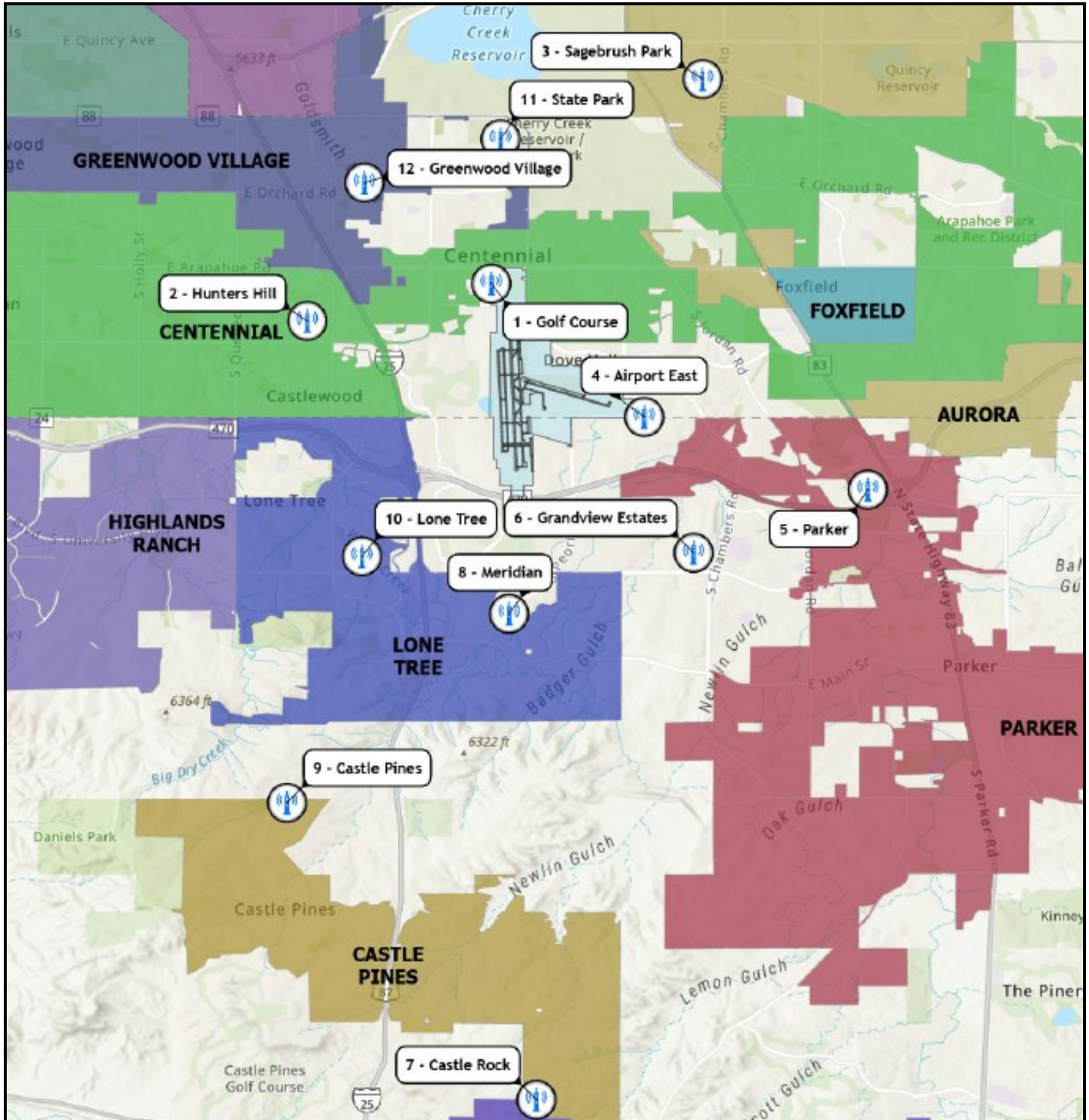
Overflight – Aircraft flight originating and terminating outside the area that transits the airspace without landing.

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

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

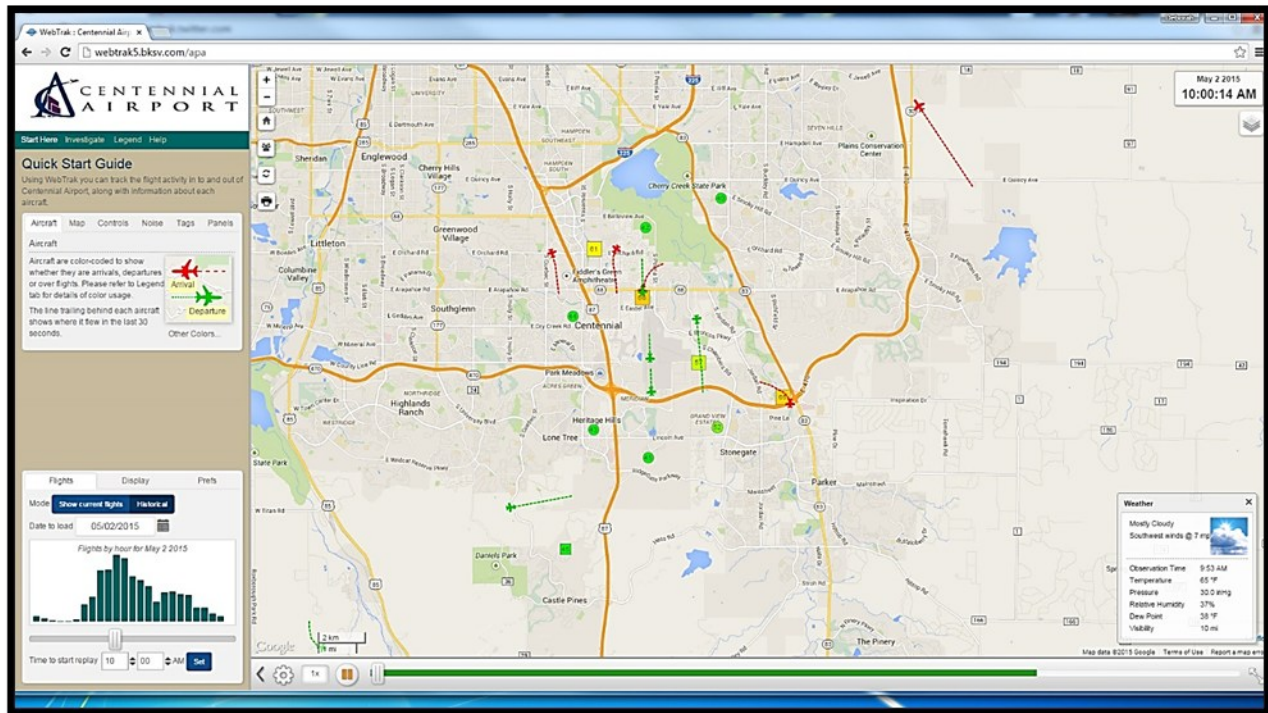
3. ABOUT APA'S NOISE MONITORING PROGRAM

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



4. ABOUT WEBTRAK™

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



How to participate

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

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

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

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



5. OPERATIONS STATISTICS

	IFR ITINERANT				VFR ITINERANT				LOCAL		
	AIR TAXI	G.A.	MILITARY	TOTAL ITINERANT	AIR TAXI	G.A.	MILITARY	TOTAL	G.A.	MILITARY	TOTAL LOCAL
January	2,880	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				0				0			0
May				0				0			0
June				0				0			0
July				0				0			0
August				0				0			0
September				0				0			0
October				0				0			0
November				0				0			0
December				0				0			0
Y-T-D Totals	8,218	7,630	316	16,164	5,056	16,751	123	21,930	36,559	6	36,565

	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	25,866
February	2	0	6	8	57	86	2	145	25,082
March	6	5	1	12	66	214	2	282	24,275
April				0				0	
May				0				0	
June				0				0	
July				0				0	
August				0				0	
September				0				0	
October				0				0	
November				0				0	
December				0				0	
Y-T-D Totals	11	5	8	24	172	358	10	540	75,223

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.

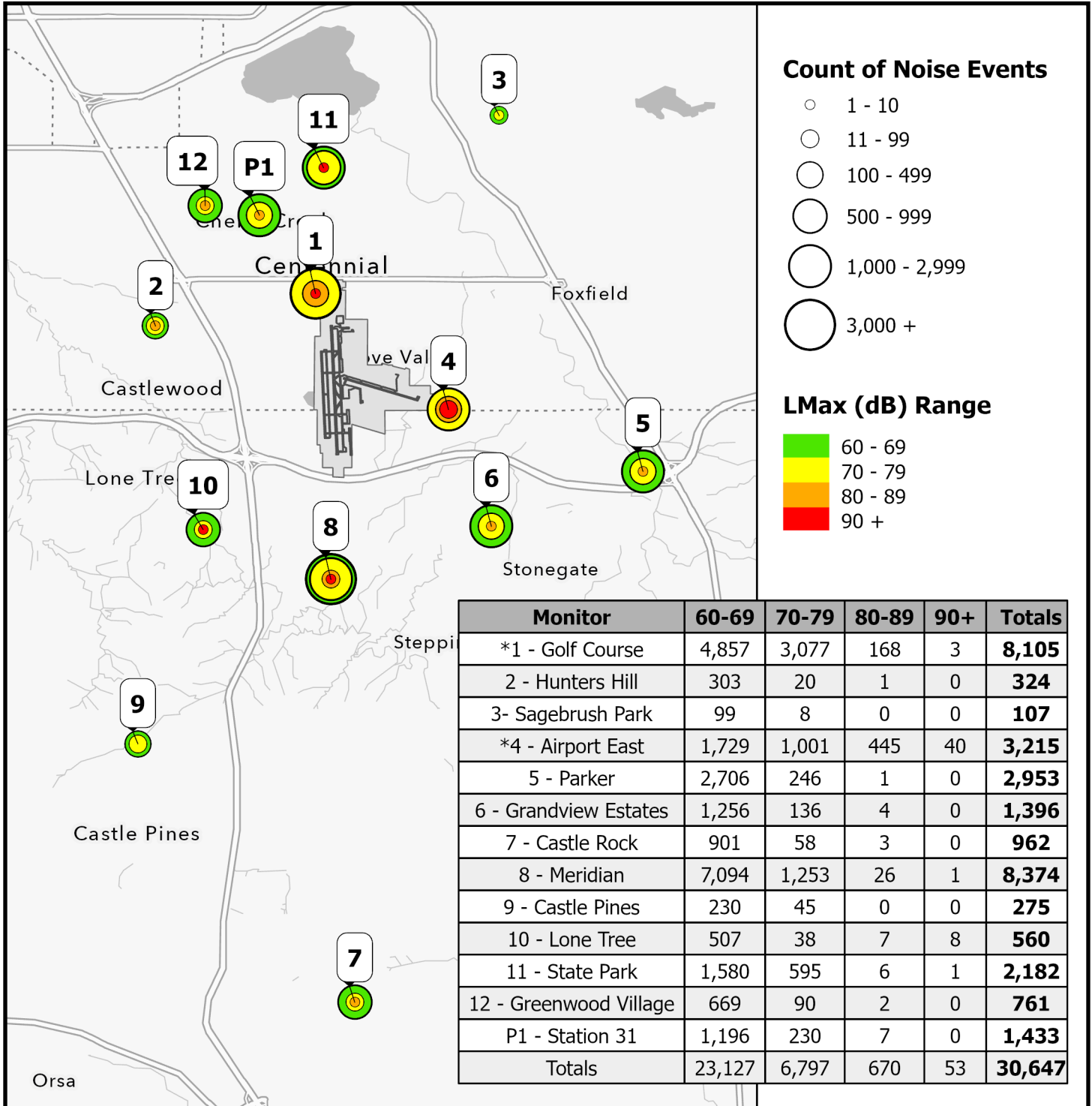
VFR Itinerant – Operations other than local operations conducted under Visual Flight Rules.

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

6. MARCH 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.



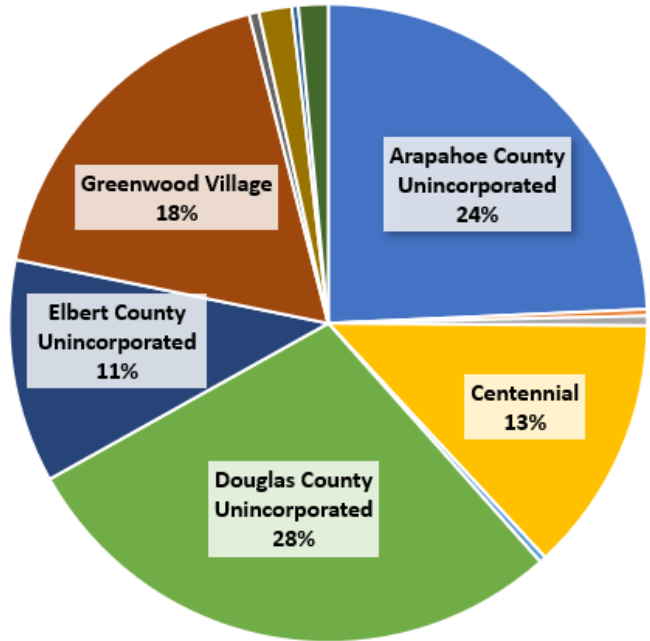
*NMT located on airport.

NMT Downtimes: No significant outages.

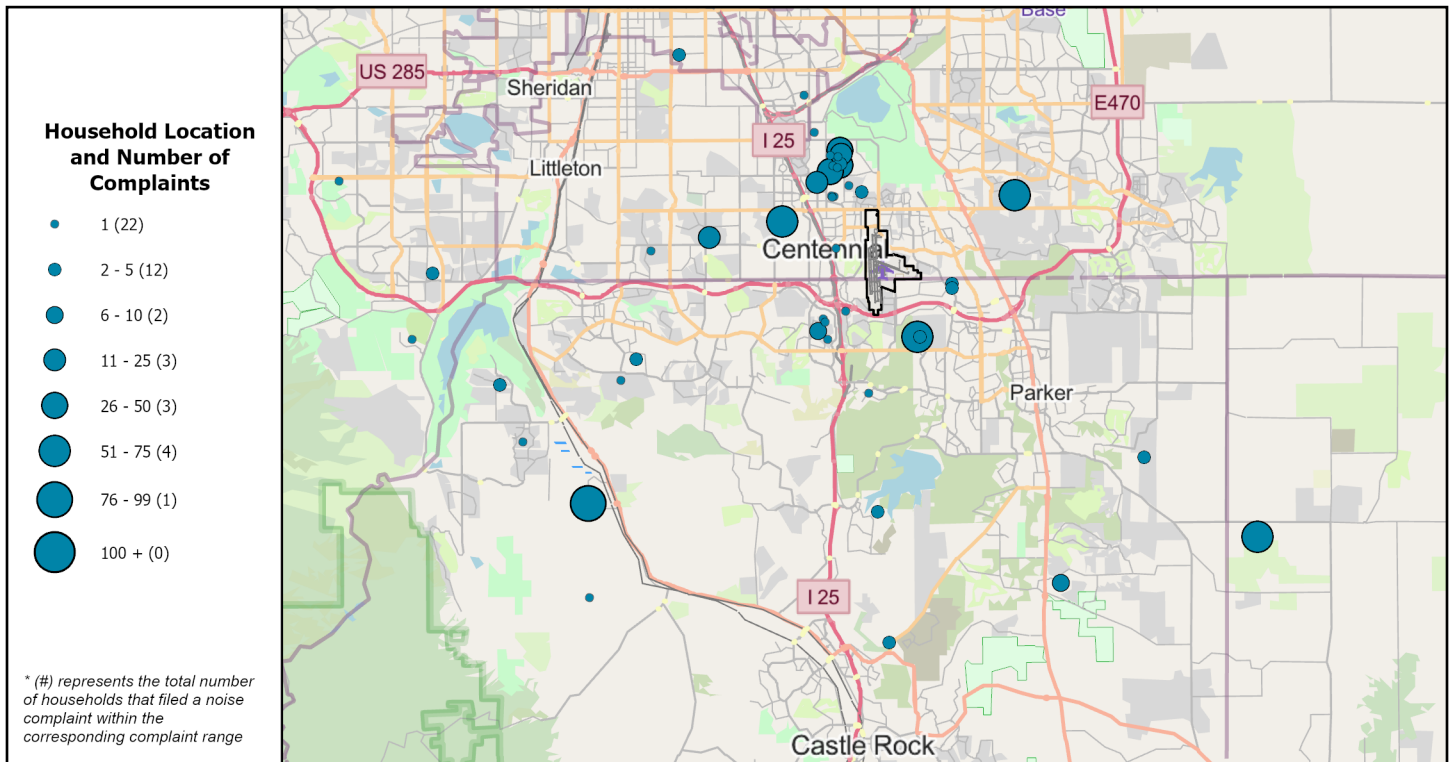
7. MARCH 2026 NOISE COMPLAINT STATISTICS

Municipality	Complaints	Households	Population
Arapahoe County Unincorporated	146	10	98,066
Aurora	0	0	399,913
Castle Pines	2	1	14,000
Castle Rock	3	1	86,000
Centennial	78	3	108,422
Cherry Hills Village	0	0	6,442
Denver	2	1	715,522
Douglas County Unincorporated	171	11	276,493*
Elbert County Unincorporated	68	1	29,382
Greenwood Village	107	9	15,691
Highlands Ranch	3	2	103,444
Lone Tree	10	5	14,253
Parker	2	1	68,000
Other	9	6	-
Total	601	51	1,936,078

Complaints per Municipality

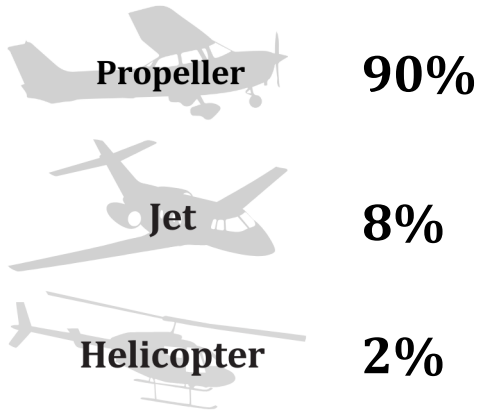


*Douglas County Unincorporated Population with Highlands Ranch Removed



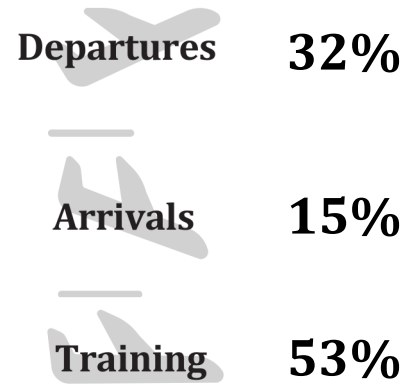
7. MARCH 2026 NOISE COMPLAINT STATISTICS

Complaint by Aircraft Type



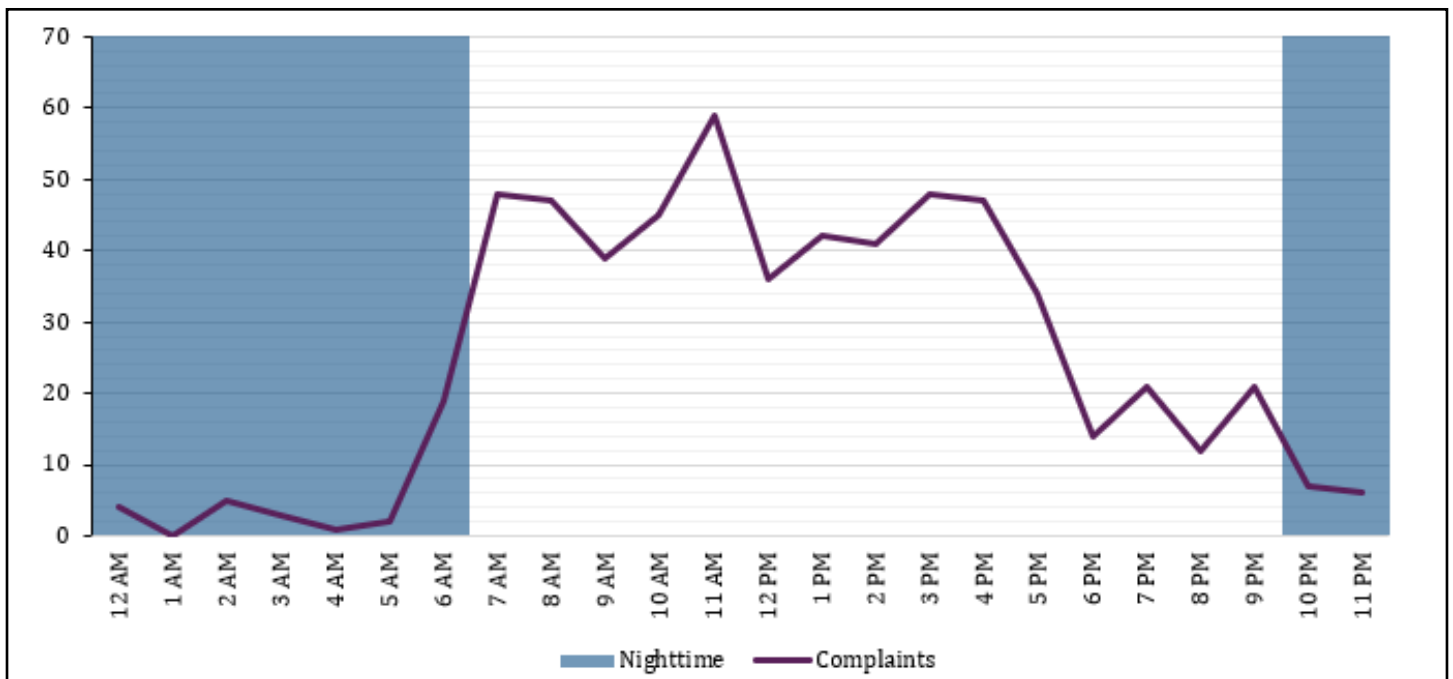
*#1 Household Removed

Complaint by Operation Type



*#1 Household Removed

Complaints by Hour



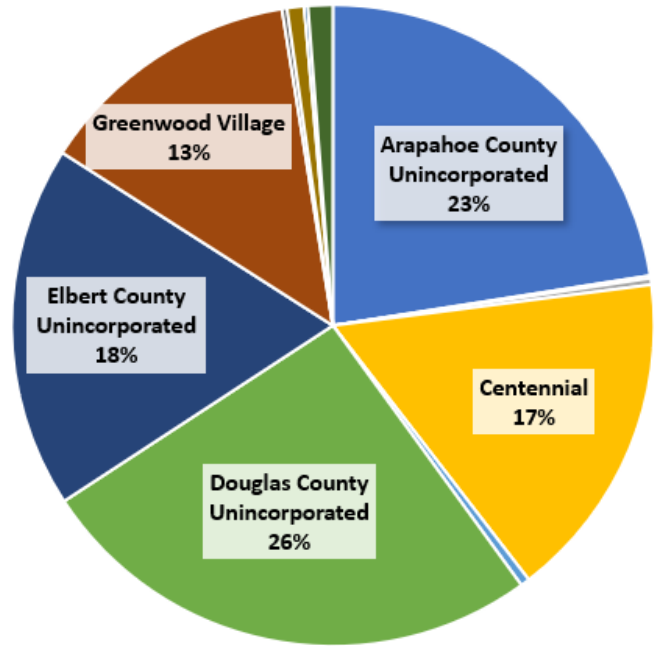
Noise Complaint Responses Completed	
Email	81
Phone	6
Total	87

Time Complaint Received	
Day (7:00 AM—9:59 PM)	554
Night (10:00 PM—6:59 AM)	47
Total	601

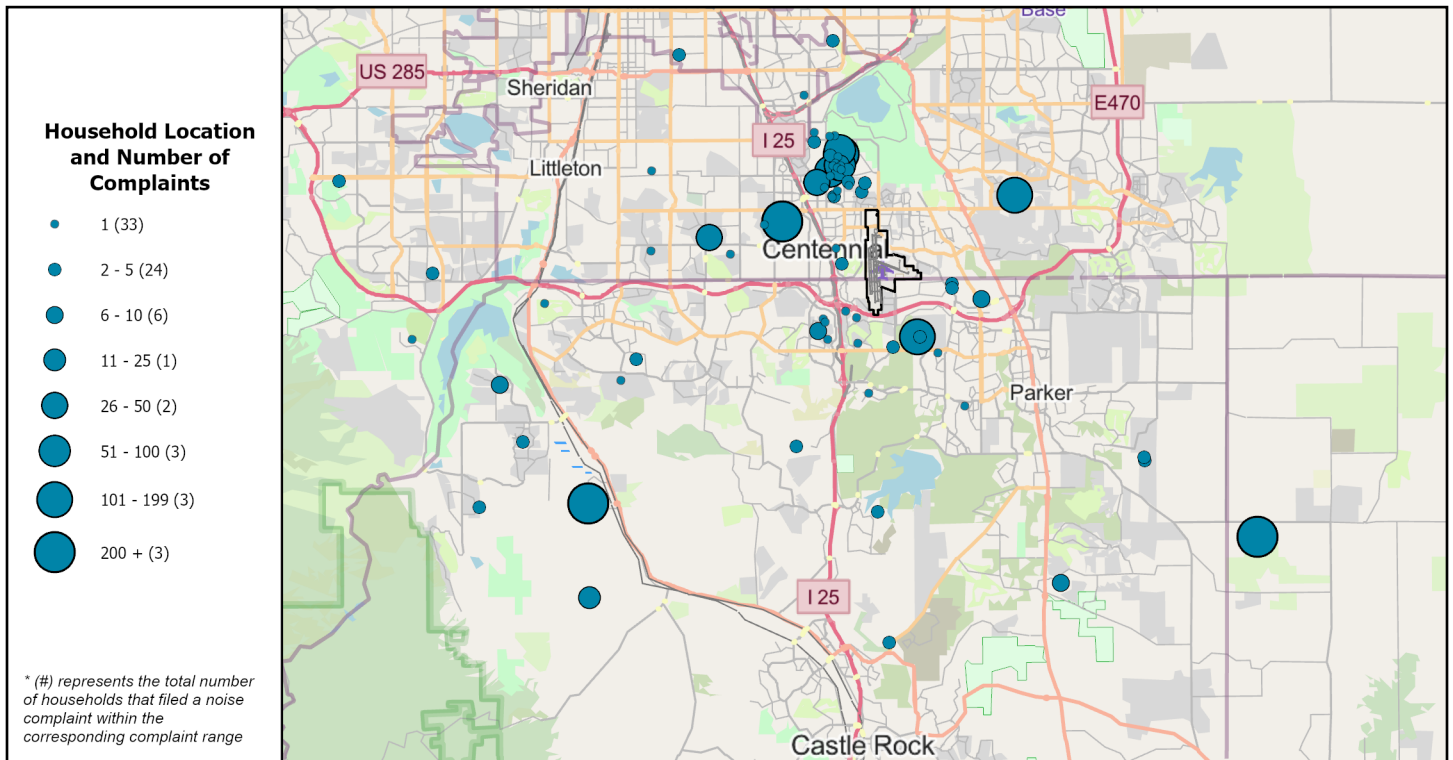
8. YEAR-TO-DATE 2026 NOISE COMPLAINT STATISTICS

Municipality	Complaints	Households	Population
Arapahoe County Unincorporated	346	15	98,066
Aurora	0	0	399,913
Castle Pines	2	1	14,000
Castle Rock	5	1	86,000
Centennial	255	5	108,422
Cherry Hills Village	0	0	6,442
Denver	7	2	715,522
Douglas County Unincorporated	396	18	276,493*
Elbert County Unincorporated	281	2	29,382
Greenwood Village	206	19	15,691
Highlands Ranch	4	3	103,444
Lone Tree	13	5	14,253
Parker	3	2	68,000
Other	19	7	-
Total	1,537	80	1,936,078

Complaints per Municipality

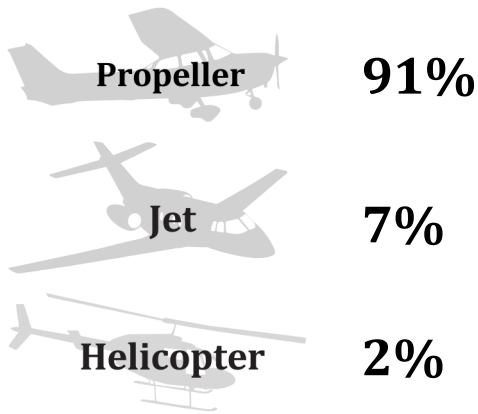


*Douglas County Unincorporated Population with Highlands Ranch Removed



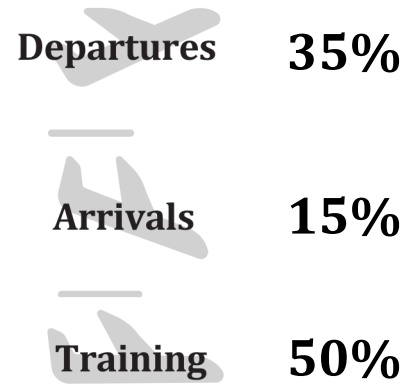
8. YEAR-TO-DATE 2026 NOISE COMPLAINT STATISTICS

Complaint by Aircraft Type



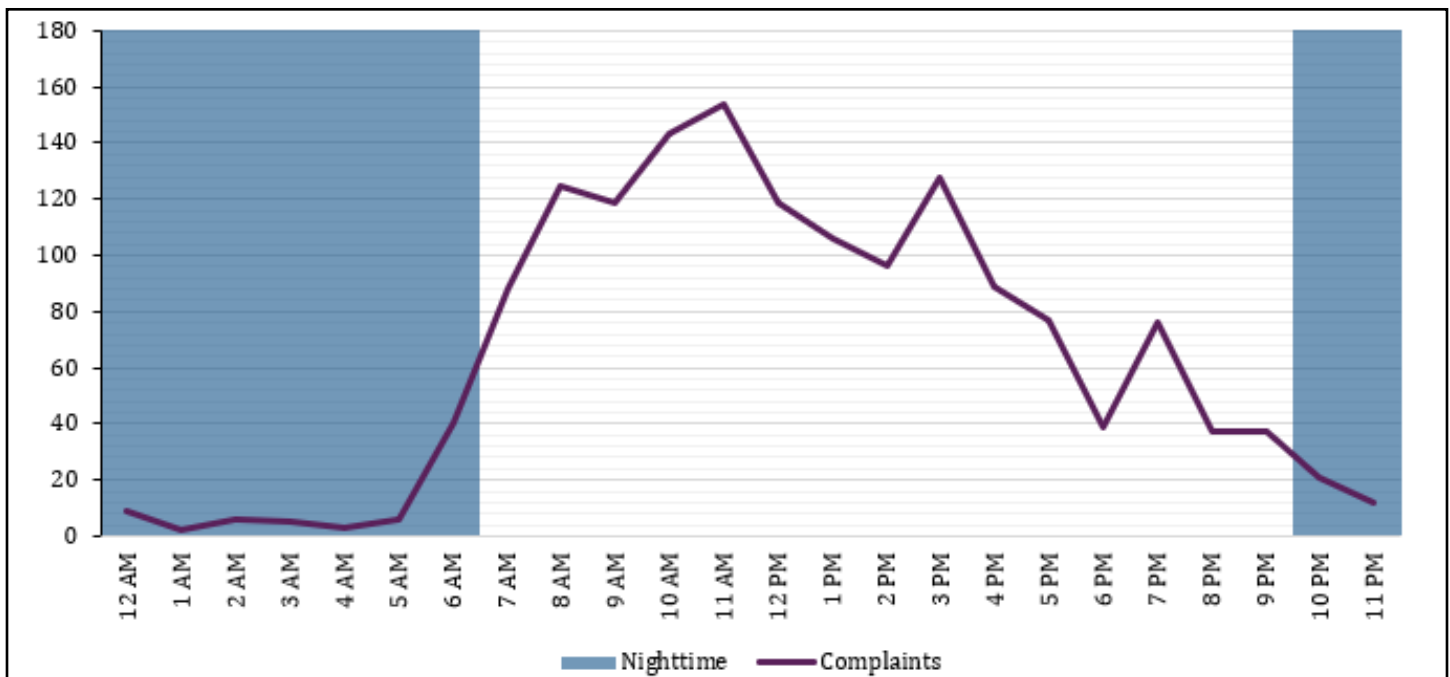
*#1 Household Removed

Complaint by Operation Type



*#1 Household Removed

Complaints by Hour

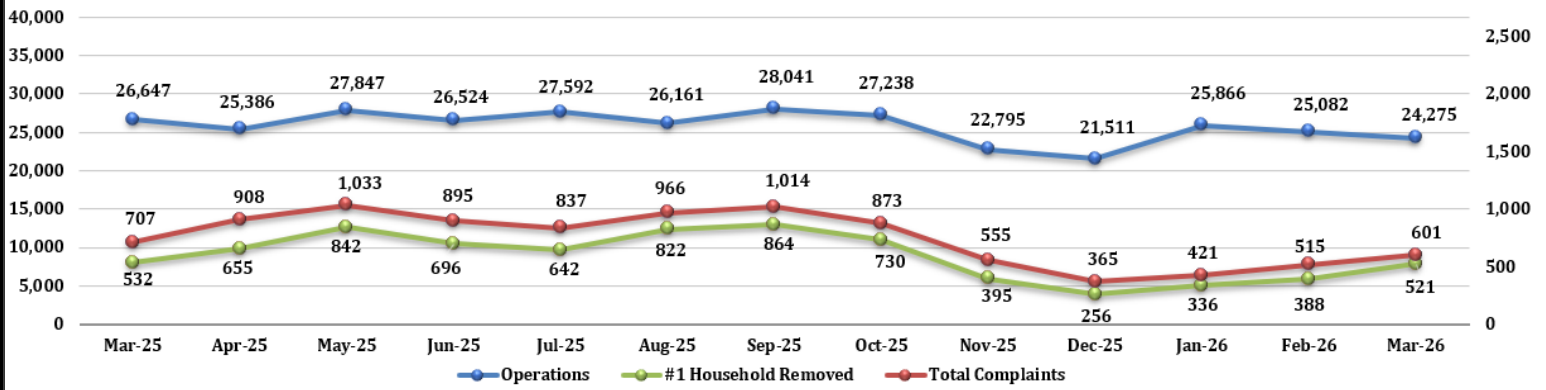


Noise Complaint Responses Completed	
Email	197
Phone	13
Total	210

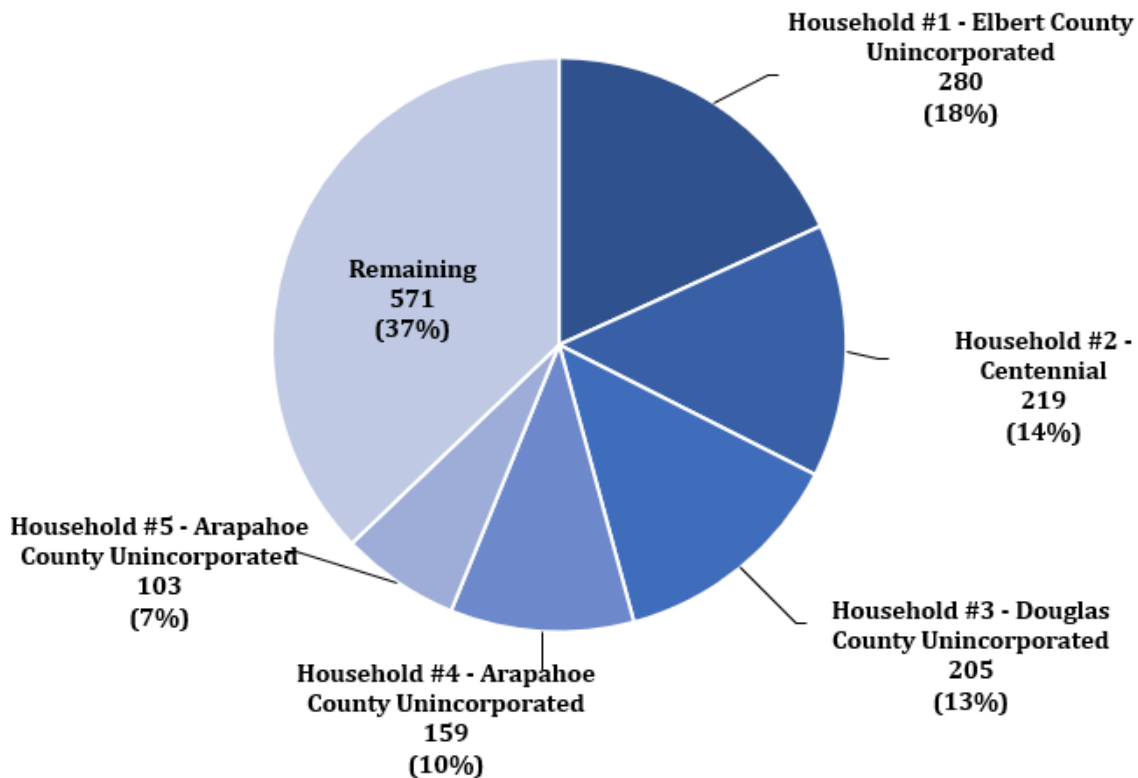
Time Complaint Received	
Day (7:00 AM—9:59 PM)	1,433
Night (10:00 PM—6:59 AM)	104
Total	1,537

8. YEAR-TO-DATE 2026 NOISE COMPLAINT STATISTICS

13-Month Trend



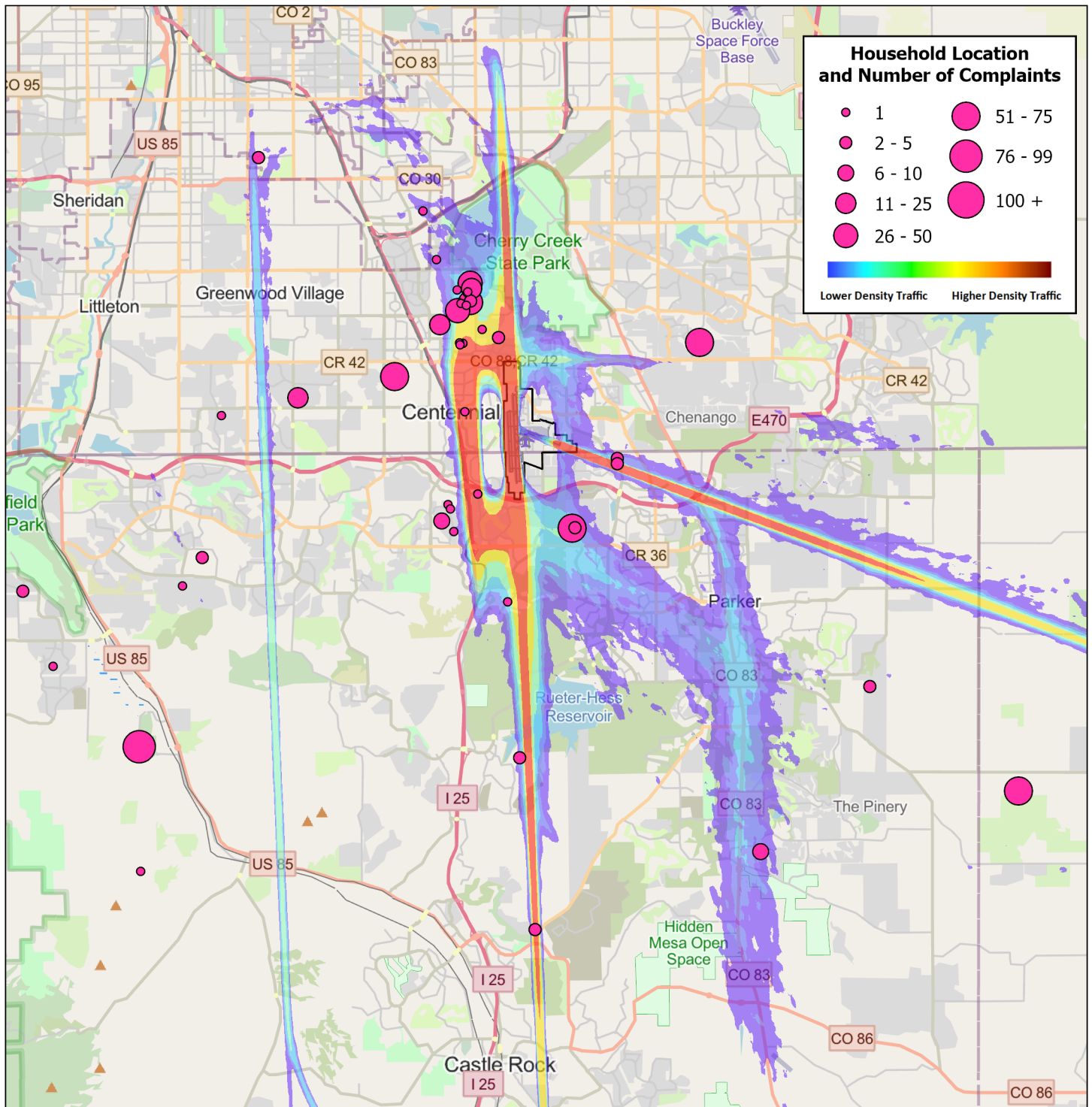
Top 5 Household Complaints YTD



9. RADAR TRACK DENSITY & COMPLAINT 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 everyone to have 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.

MARCH 2026



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



3 Towers & Centennial Area Data Updates

Zach Gabehart – Senior Planner - Noise & Environmental

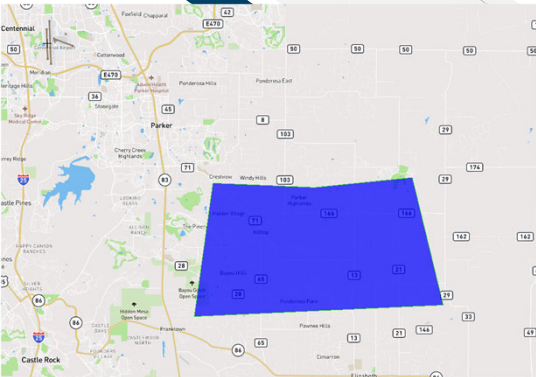
Let's be social! @FlyCentennial



1

3 Towers Data

- Request of CACNR and Study Group
- Use of 3 Towers Area and how it has changed year over year.
- Examine the Avg. Altitude of aircraft entering this area



	2024	2025
Avg. Altitude Entering Box:	1,992 ft.	2,003 ft.
Training Operations:	14,382	15,131
Total APA Ops:	341,548	306,458

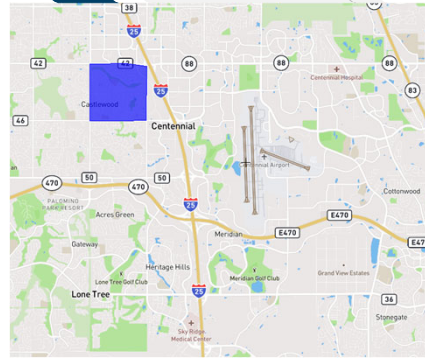
APA

2

2

Centennial Area Data

- Request of CACNR and Study Group
- Evaluate Pattern Shift and Number of Flights over this area
- Examine the Avg. Altitude of aircraft entering this area



	2024	2025
Avg. Altitude Entering Box:	1,118 ft.	1,157 ft.
Arrivals:	1,272	1,119
Departures:	1,151	1,025
Training:	2,381	2,170
Total:	4,804	4,314
Total APA Ops:	341,548	306,458

3

4/12/26

To the Executive Committee
Centennial Airport Community Noise Roundtable

Subject: Request to Relocate or Eliminate Three Towers Training Box Over Eastern Elbert County

Dear Members of the Executive Committee,

Please see the attached screenshot illustrating the level of aircraft activity experienced on April 12, 2026, from before 9:00 a.m. until after 10:00 a.m., as a representative example of the quality of life impacts described below.

I am writing on behalf of residents in eastern Elbert County to express strong and ongoing concerns regarding the "Three Towers" training box currently in use for flight training operations. This training area is directly impacting a large and growing residential region, including at least ten subdivisions, numerous homes on acreage, an elementary school, and a local church.

The current placement of this training box over a densely occupied and expanding community is causing sustained and unacceptable levels of aircraft noise. Residents are subjected to repeated low-altitude flight activity throughout the day, disrupting homes, interfering with school learning environments, and diminishing the ability of families to enjoy their properties. The cumulative effect is a clear and measurable degradation of quality of life.

In addition to these disruptions, there is increasing concern about the documented health impacts associated with chronic aircraft noise exposure. Peer-reviewed research has linked prolonged noise exposure to elevated stress levels, sleep disturbance, impaired cognitive performance in children, and increased risks of cardiovascular conditions such as hypertension. The presence of an elementary school within the affected area raises particular concern, as children are especially vulnerable to the adverse effects of repeated noise interruption on learning and development.

It is important to emphasize that this is not a remote or sparsely populated area. Eastern Elbert County has experienced significant residential growth, and the continued concentration of repetitive training maneuvers over this community is neither appropriate nor equitable. The burden placed on residents is disproportionate, especially when less populated alternatives exist.

We respectfully but firmly request that the Three Towers training box be:

- 1. Closed, or*
- 2. Relocated further east over unpopulated or minimally populated areas where the impact on residents would be substantially reduced.*

While we recognize the importance of aviation training, it must be conducted responsibly and with due consideration for the communities affected. The current situation reflects a clear imbalance between operational convenience and community well-being, and it warrants prompt corrective action.

Given the scope and seriousness of these impacts, we also request that the Federal Aviation Administration (FAA) be formally engaged in reviewing the placement and use of this training box. FAA involvement is essential to ensure that noise exposure, community compatibility, and public health considerations are evaluated in accordance with federal guidelines and best practices. A coordinated review with FAA participation would provide the transparency, technical rigor, and accountability necessary to arrive at a responsible and lasting solution.

We urge the Committee to prioritize this matter and initiate a timely review of the training box's placement, including formal coordination with the FAA, with the goal of implementing a solution that meaningfully reduces the ongoing impact on residents. We are prepared to engage constructively in this process and provide further input as needed.

Thank you for your attention to this issue and for your responsibility in ensuring that aviation activities coexist fairly with surrounding communities. We look forward to your response and to meaningful progress on this matter.

We have been told that the flight schools have been talked to about this, but it appears that they are not listening.

Sincerely,

Brenda Dyche

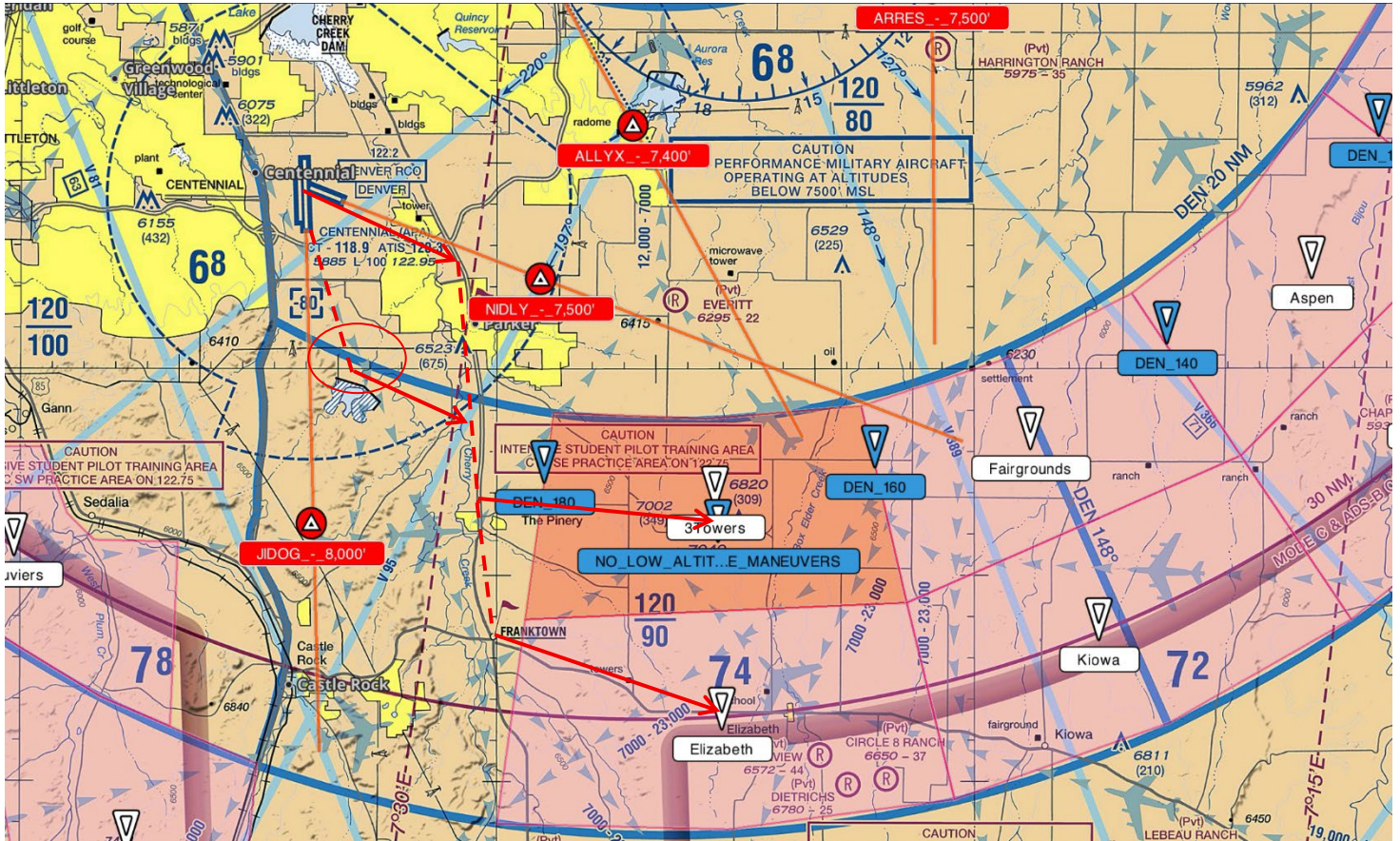
Elbert County Representative, Centennial Airport Community Noise Roundtable

885 Newman Drive

Elizabeth, Colorado 80107

720-341-6185

Proposed VFR Routing to the 3 Towers and Elizabeth Boxes



1. After departing KAPA, follow Parker Road southbound or use GPS to maneuver south at 7800 until reaching the circled class B shelf. Stay west of the boxes.
 2. Upon reaching the Class B shelf, immediately begin a climb to 8500 MSL. Use the Hess Reservoir as a VFR reference
 3. Enter the box from the west once reaching 8500 MSL.
 4. Establish yourself in the center of the box before beginning maneuvers
-
- ➔ DO NOT GO below 8100 MSL when operating or transiting through the 3 towers or Elizabeth Boxes
 - ➔ DO NOT DO ground reference maneuvers, especially eights on pylons in the 3 towers or Elizabeth Boxes
 - ➔ DO NOT DO emergency engine failure training in the 3 towers or Elizabeth boxes
 - ➔ Consider staying as high as possible while in these 2 boxes
 - ➔ Consider using a box further out east, especially if maneuvering will be prolonged
 - ➔ Do IFR holding practice at 8000MSL or above.



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.

APRIL 1st, 2026 MEETING

- Public Comment
 - Concerned Citizen
 - Louviers
 - Elbert County / Elizabeth – 3 Towers Training Box
 - Email Castle Pines – The Canyon
 - Email Chatfield Reservoir – Solstice Community
- February 2026 Noise Report
 - Operations / Training
- Executive Team
 - Consultant – possible Workshop for CACNR Members
- CACNR Representative Reports
 - Noise Abatement Guidelines

CENTENNIAL AIRPORT

Community Noise Roundtable Study Group Committee



First Quarter 2026
Update Report
Published: May 2026
Report #11



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EXECUTIVE SUMMARY

The first quarter (Q1) 2026 report of the Centennial Airport Community Noise Roundtable (CACNR) Study Group Committee (Study Group) provides the progress on the mitigation efforts and possible results from those efforts to address the use of the extended traffic pattern by training aircraft at Centennial Airport (APA).

Touch-and-go activity in the Study Area declined from Q1 2025 to Q1 2026. In Q1 2026, 6,499 aircraft entered the Study Area, down from 7,408 in Q1 2025, reducing the entry rate from 44.0% to 37.1%.

This is the eleventh progress report from the Study Group. The first report focused on the establishment of the Study Group and six mitigation strategies the Study Group identified as viable that could be implemented in the near term or before the summer of 2024. The second report focused on mitigation strategies adopted in the fourth quarter of 2023 as well as mitigation strategies the Study Group has considered but not adopted. The third report focused on data analysis specifically comparing the first quarters of 2023 and 2024. The fourth reports onward focus on data analysis of their respective quarters. This report is focused on data analysis specifically comparing the fourth quarters of 2024 and 2025. Notable updates ([all updates to previous information indicated in blue](#)) reported in this [Q1 2026 report](#) include:

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

Suggestions and potential mitigations from the Roundtable and/or the public can be submitted to the Study Group for consideration using the Google Form provided in this document. For more information on previously submitted suggestions please refer to the **Feedback and Considerations for the Study Group** section on page 30 of this report.

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

GLOSSARY of TERMS

ACPAA - Arapahoe County Public Airport Authority

ADO - FAA Airports District Office

ANCA - Airport Noise and Capacity Act

ANOMS™ - Airport Noise and Operations Monitoring System

APA - Centennial Air Traffic Control Tower

ATC - FAA Air Traffic Control

ATO - Air Traffic Organization

CACNR - Centennial Airport Community Noise Roundtable

CDOT - Colorado Department of Transportation

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

FAA - Federal Aviation Administration

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

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

Itinerant - aircraft that are based at other airports

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

NATCA - National Air Traffic Controllers Association

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

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

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

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

Study Group - Centennial Airport Community Noise Roundtable Study Group Committee

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

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

TPA - Traffic Pattern Altitude

BACKGROUND

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

About the Study Group

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

Formation of Study Group

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

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

Function of Study Group

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

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

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

Composition of the Study Group

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

The CACNR Study Group Committee

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

History of Study Group

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

ABOUT THE PROBLEM

Challenges and Limitations

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

Drivers and Variables

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

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

MITIGATION STRATEGIES

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

APPROACH TO MITIGATION STRATEGIES

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

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

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

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

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

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

ADOPTED MITIGATION STRATEGIES

FAA-ATC STRATEGIES

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

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

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

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

Pilot Education & Awareness Strategies

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

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

Proactive Outreach & Education to Flight Schools	
Adopted Mitigation Strategy:	Develop and implement proactive outreach and education program to flight schools to increase pilot awareness of voluntary fly quiet procedures and preferred pattern area
Problem Mitigation Addresses:	Due to rapid turnover, flight school instructors and students are often unaware of noise issues, voluntary noise abatement procedures, or preferred traffic pattern area.
Reduction of Noise Exposure:	By developing & implementing a proactive outreach and education program, will keep flight instructors up to date on noise abatement efforts.
Safety:	Potential enhancement
Noise:	Potential reductions
Authority to Approve:	ACPAA, FAA-ATO
Responsible for Implementation:	ACPAA, FAA -ATO
Implementation Date:	In progress
Explanation:	There is a significant amount of flight instructor and student pilot turnover at flight schools based at Centennial Airport. Airport staff and local FAA representatives have committed to meeting quarterly with each flight school to discuss ways to make their operations safer, convey community concerns about noise and lead exposure, discuss recommendations on how they can help mitigate the noise exposure to the surrounding communities and to provide progress updates on how our voluntary noise abatement and mitigation procedures are working, and to explore ways to improve on them.
Measurable Impact:	The initial focus will be on outreach and establishing regular meetings
Updates:	The eighth meeting took place on January 21st. 15 flight school representatives attended. Air Traffic Personnel discussed safety, best practices and staffing levels. BridgeNet International discussed Flight School Flight Quiet Dashboard scoring methodology. Airport staff discussed Noise Abatement Guidelines, practice area usage, and presented Q4 2025 Study Group Report. The second meeting of 2026 is April 15th.

Flight School Fly Quiet Dashboard	
Adopted Mitigation Strategy:	Develop and implement a Flight School Fly Quiet (FSFQ) Dashboard to measure how flight schools are adhering to Centennial Airport's Noise Abatement Guidelines through operational and training and outreach performance metrics.
Problem Mitigation Addresses:	Historically, there has not been a consistent or transparent method for flight schools to monitor their own adherence to Centennial Airport's voluntary Noise Abatement Guidelines. This measure addresses the need for ongoing performance feedback, accountability, and awareness.
Reduction of Noise Exposure:	The dashboard is intended to encourage operational improvements that influence community noise, by providing regular feedback. Over time, increased adherence to Noise Abatement Guidelines may help reduce community noise exposure.
Safety:	Maintained
Noise:	Potential reductions
Authority to Approve:	ACPAA
Responsible for Implementation:	ACPAA, Study Group
Implementation Date:	January 1, 2026
Explanation:	The ACPAA and Study Group worked with an aviation consulting team experienced in developing Fly Quiet programs at airports across the country to create the FSFQ Dashboard. The dashboard evaluates flight schools using a combination of flight-operation and ground-based performance measures. Examples of metrics include adherence to noise abatement guidelines and the incorporation of written noise abatement documentation into Standard Operating Procedures (SOPs) and other training materials. The purpose of the dashboard is to give flight schools regular, objective feedback so they can proactively improve performance.
Measurable Impact:	Q4 of 2025 served as a testing and calibration period for the dashboard. Feedback from flight schools, the Study Group, and the consulting team was incorporated prior to launch. Performance trends will be reviewed quarterly beginning in 2026 to evaluate participation levels, operational improvements, and potential long-term noise benefits.
Updates:	The FSFQ Dashboard went live on January 1, 2026. Individual scores and program observations will be reviewed with flight schools during the Quarterly Flight School Safety and Noise Abatement Meetings.

Flight School Fly Quiet Dashboard

Quarter 1 2026

Jan-26 - Mar-26		Centennial Airport Flight School Fly Quiet Program				
Overall Scores	Flight School	Total Movements	OPERATIONAL (70 pts)	TRAINING AND OUTREACH (30 pts)	BONUS (10 pts Max)	TOTAL SCORE
	School G	29	69.3	20.0	6.0	95.3
	School E	1,168	58.1	20.0	9.0	87.1
	School H	350	63.3	15.0	6.0	84.3
	School C	6,310	56.8	20.0	5.4	82.1
	School B	14,285	54.8	22.0	5.0	81.8
	School A	10,810	53.2	20.0	4.0	77.2
	School D	5,085	49.3	10.0	2.5	61.8
	School F	926	57.4	-5.0	5.0	57.4

Flight School names are de-identified to encourage collaboration and continuous improvement rather than public ranking or competition. Presenting the data anonymously helps focus discussion on overall flight school trends, shared best practices, and program effectiveness instead of singling out individual flight schools. This approach also supports open participation by allowing flight schools to engage constructively with the program and use the results internally to improve performance.

ACPAA Operations Strategies

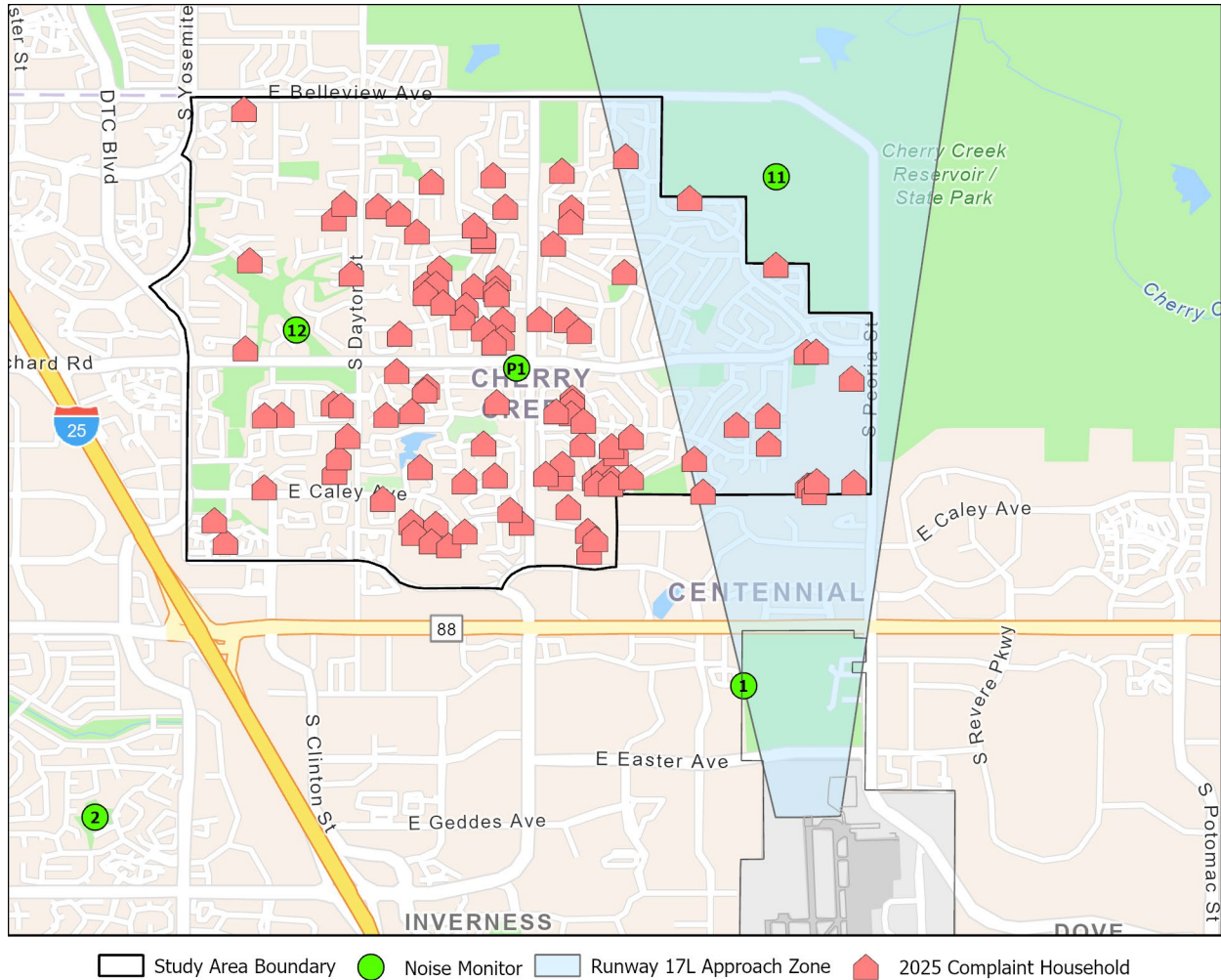
To provide methods to proactively identify and measure improvements in community noise exposure and the effectiveness of the implemented mitigation strategies.

Proactive Checking of Extended Traffic During Nighttime Hours	
Adopted Mitigation Strategy:	Airport staff will check for extended pattern traffic during nighttime hours (10 pm - 7 am) daily.
Problem Mitigation Addresses:	The occurrence of extended pattern traffic during nighttime hours (10 pm - 7 am).
Reduction of Noise Exposure:	By having Airport staff monitor outlier nighttime extended pattern traffic on a daily basis, the airport can quickly respond to outliers, and when able, determine causes and work to prevent the instances from occurring in a more proactive manner.
Safety:	Maintained
Noise:	Potential reduction
Authority to Approve:	ACPAA
Responsible for Implementation:	ACPAA
Implementation Date:	October 2023
Explanation:	Starting in October 2023 Airport staff began to actively track aircraft flying an extended pattern during night-time hours (10 pm - 7 am). If an aircraft is observed conducting an extended training pattern during night-time hours and there is no other aircraft in the pattern or on approach to a parallel runway airport staff will identify and contact the flight school and/or pilot and remind them to follow the voluntary noise abatement guidelines that specify keeping the pattern traffic south of Arapahoe Road, east of I-25 and north of Lincoln Avenue.
Measurable Impact:	Data is forthcoming. A handful of outliers have been identified since fall of '23. With the hire of an Airport data analyst, data will be more reliable. Reduction will be in the prevention of recurrence and ideally contribute to the overall reduction in overflights.
Updates:	The Senior Noise Analyst in conjunction with the Senior Noise & Environmental Planner regularly look at nighttime outliers. In Q1 2026 2 nighttime outlier aircraft were identified and contacted by the Senior Noise & Environmental Planner and reminded of the Voluntary Noise Abatement Guidelines. Outreach continues when nighttime outliers are identified.

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

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

Defined Study Area Map



Note: The red polygons indicate households that filed complaints with the Airport in 2025. The black line represents the boundary of the Study Area. In this graphic, unlike those presented in monthly noise reports, polygons are not scaled based on the number of complaints. Complaints in the RY 17L Approach Zone are less in number. That area experiences a different pattern of traffic and is related but distinct from the areas to the west of the RY 17L Approach Zone.

MITIGATION STRATEGIES CONSIDERED BUT NOT ADOPTED

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

FAA-ATC STRATEGIES

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

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

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

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

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

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

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

- **Wrong Surface Landing²:** APA had 5 wrong surface landings and 4 reports of aircraft lined up for the wrong runway and corrected by ATC.
- **Pilot Initiated Go Around due to Collision Avoidance Resolution Advisory (TCAS RA)³:** APA had 37 go arounds due to aircraft responding to a TCAS RA for traffic on the parallel runway.
- **Suspected Surface Loss Involving Two Aircraft⁴:** APA had 14 reports of suspected loss of surface separation between two aircraft.

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

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

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

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

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

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

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

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

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

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

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

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

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

has adequate space to complete their approach and landing.

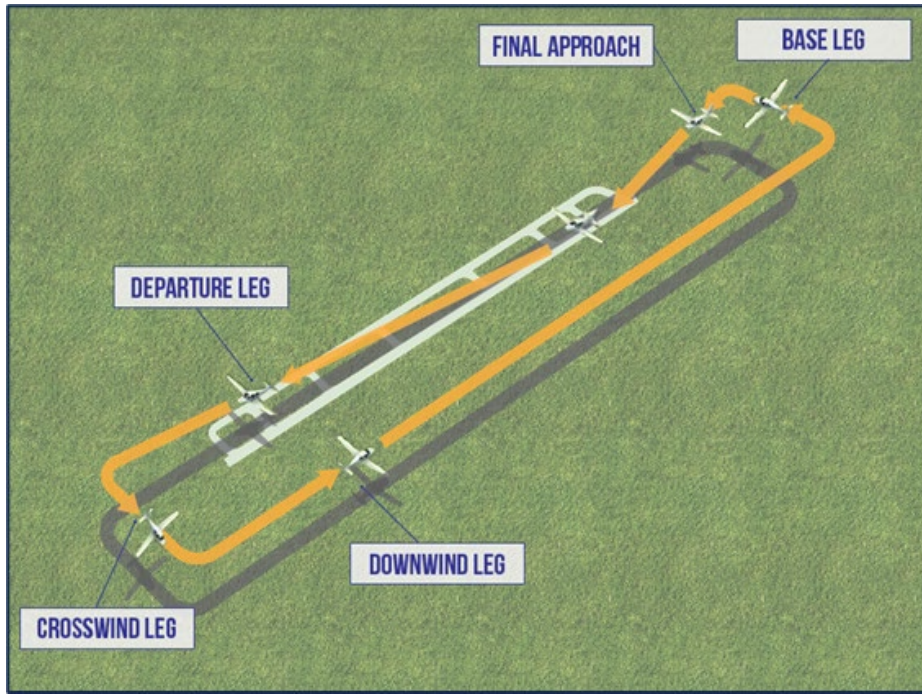
- **Traffic Flow Management:** Coordinating base turns allows air traffic controllers to manage the flow of traffic into the airport, preventing congestion and ensuring that aircraft are spaced out to avoid conflicts.
- **Conflict Resolution:** In busy airspace, it's crucial to have a clear plan for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

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

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

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

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



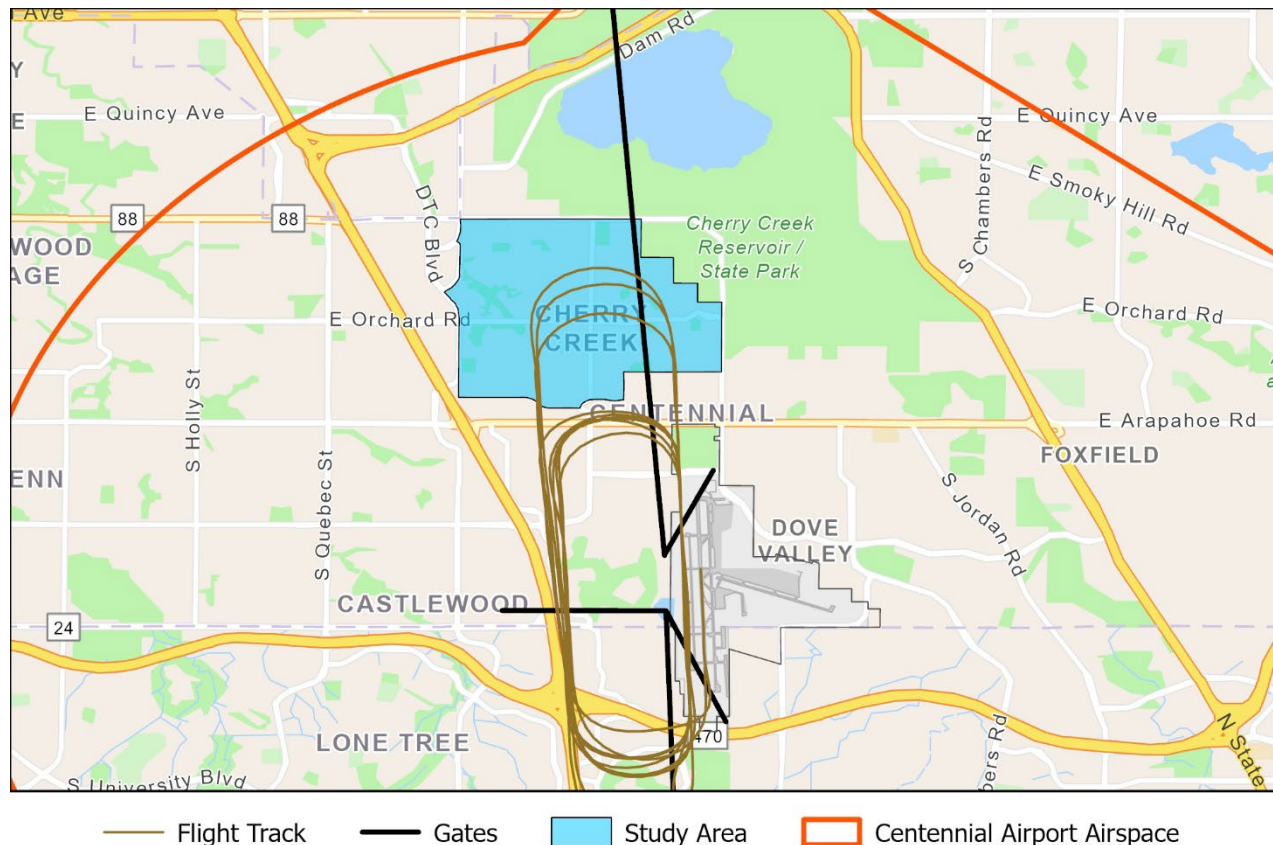
STUDY AREA DATA ANALYSIS

PURPOSE

The purpose of this data analysis is to quantify the number of touch-and-go aircraft operating within the Study Area, defined as the region located north of Peakview Avenue, south of Belleview Avenue, east of DTC Boulevard, and west of S. Peoria Street. [This analysis compares the first quarters of 2024 - 2026.](#)

DATA PROCESS/METHODOLOGY

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



Q1 2024 - 2026

ANALYSIS SUMMARY

During the first quarters of 2024 through 2026, the number of touch-and-go aircraft entering the Study Area has steadily declined. In Q1 2024, there were 10,348 such operations, decreasing to 7,408 in Q1 2025 and further to 6,499 in Q1 2026.

At the same time, the proportion of touch-and-go aircraft entering the Study Area relative to total touch-and-go aircraft has also decreased year-over-year, from 50.7% in Q1 2024 to 44.0% in Q1 2025 and 37.1% in Q1 2026. Despite this long-term decline, Q1 2026 shows a notable intra-quarter increase in the share of touch-and-go aircraft. This suggests that while overall traffic volumes were lower, touch-and-go activity made up a larger portion of operations during certain periods. This pattern is consistent with seasonal trends observed in previous years, but the steeper increase in Q1 2026 is likely driven by unseasonably favorable flying conditions—particularly in March, which is typically Denver’s snowiest month. Improved air traffic control staffing levels may have also contributed by allowing more frequent use of the traffic pattern.

It is important to note that this increase reflects a higher proportion of touch-and-go operations rather than an increase in total volume. The analysis is designed to normalize fluctuations in overall traffic and emphasize relative changes in activity.

Of the 6,499 touch-and-go aircraft entering the Study Area in Q1 2026, the majority—71.4%—made their base or crosswind turn between Peakview and Orchard. Compared to previous reports, the share of touch-and-go aircraft initiating their base/crosswind turn between Orchard and Belleview and North of Belleview have declined. This indicates that the traffic pattern condensed, or didn’t extend as far north, this quarter.

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

FIGURE 1

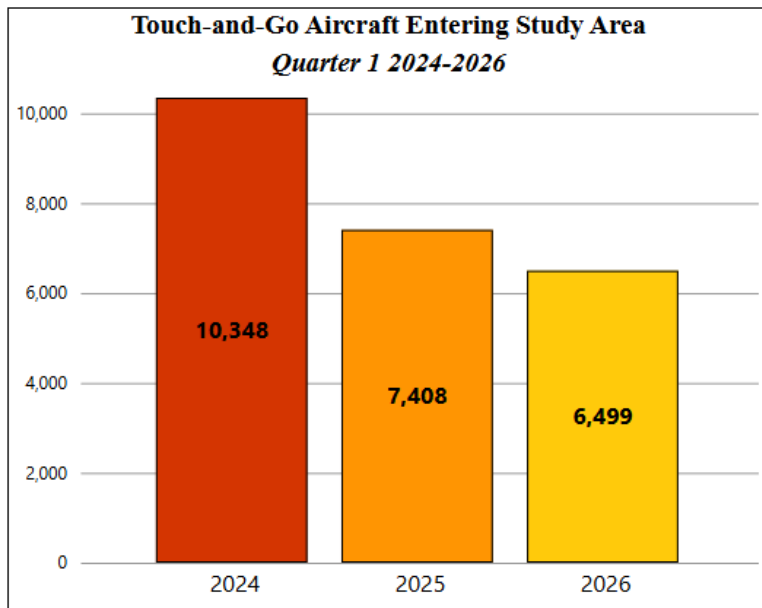


Figure 1.1

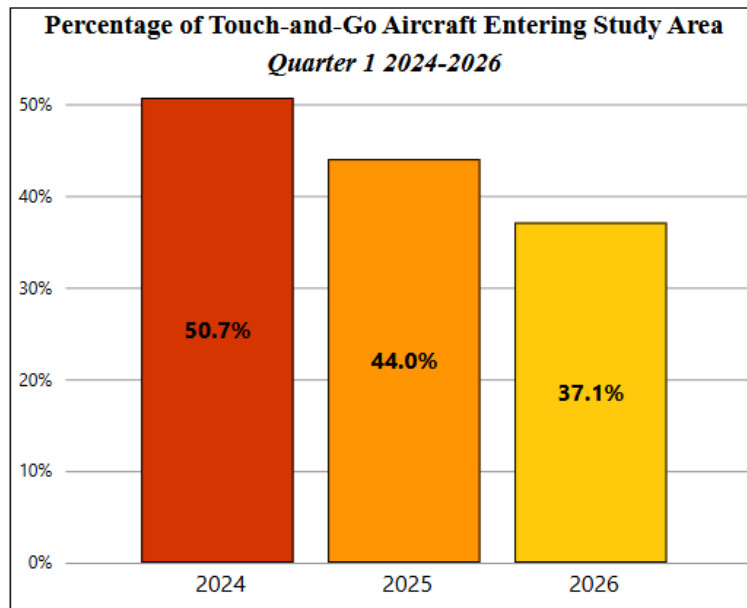


Figure 1.2

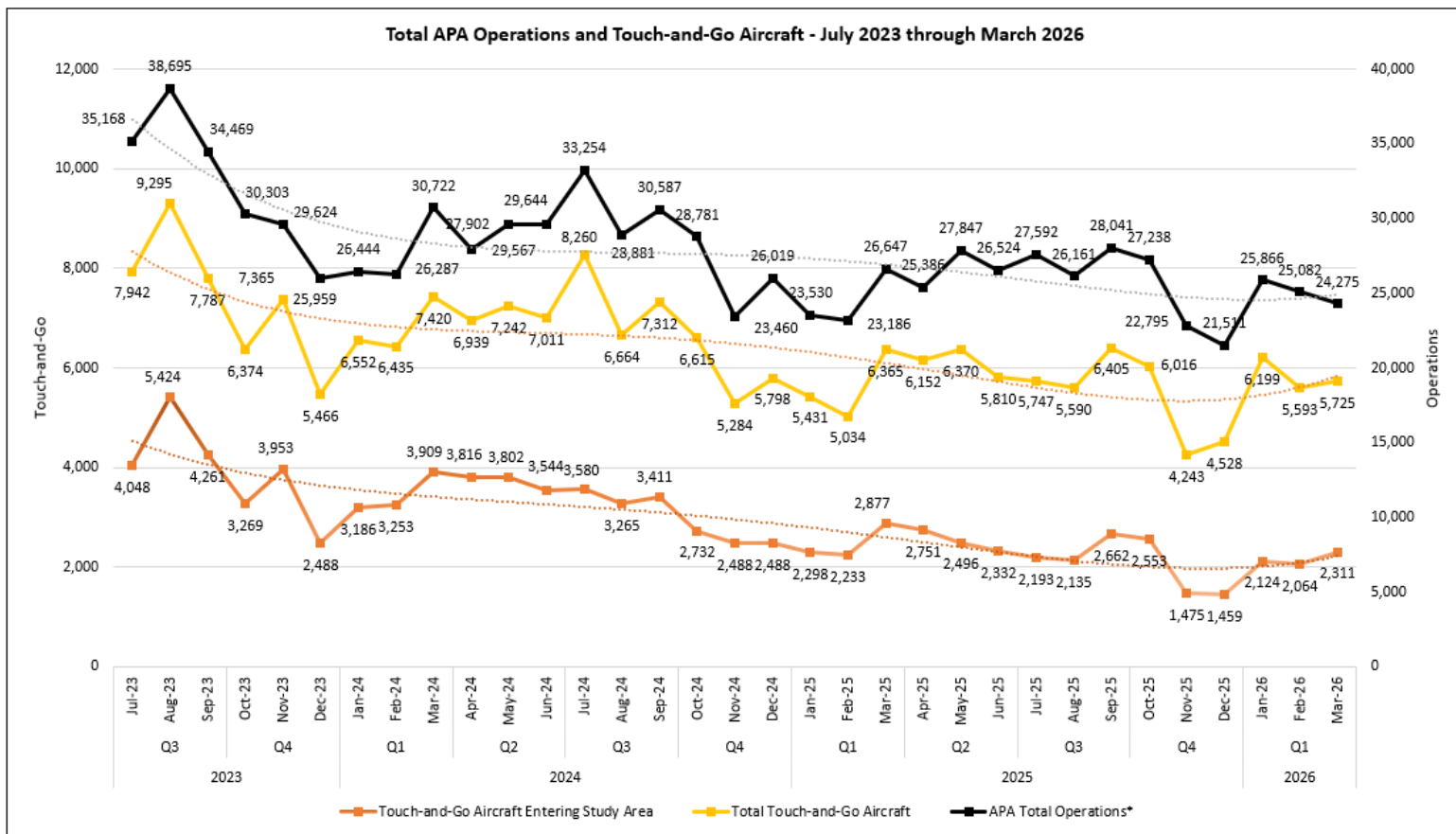
Figure 1.1 illustrates the number of touch-and-go aircraft entering the Study Area during the first quarters of 2024 - 2026. In Q1 year-over-year, there has been a reduction of touch-and-go aircraft entering the Study Area with 10,348 in Q1 2024, 7,408 in Q1 2025 and 6,499 in Q1 2026.

Figure 1.2 depicts the percentage of touch-and-go aircraft entering the Study Area over the same period. In Q1 2024, 50.7% of touch-and-go aircraft entered the Study Area, 44.0% in Q1 2025 and 37.1% in Q1 2026.

Takeaways:

- **Clear decrease:** There was a definitive decrease in the number of touch-and-go aircraft entering the Study Area Q1 year-over-year.
- **Contributing Factors:** Weather, ATC Staffing, Effective Study Group Mitigations (FAA, ACPAA, and Flight School Safety and Noise Abatement Meetings).

FIGURE 2



*see glossary for Operations.

Figure 2 illustrates the number of **Touch-and-Go Aircraft Entering the Study Area**, **Total Touch-and-Go Aircraft**, and **Total APA Operations**. Trend lines (dashed) capture seasonal peaks and dips while showing overall patterns in monthly operations and touch-and-go activity. This visualization highlights the correlation between these key metrics: as the total number of touch-and-go aircraft increases, total APA operations increase. Generally, as the total number of touch-and-go aircraft rises, so does the number of touch-and-go aircraft entering the Study Area.

Q1 2026 shows a decline in total APA operations, while touch-and-go activity increased, with a corresponding rise in touch-and-go aircraft entering the Study Area. This indicates that touch-and-go operations accounted for a larger share of overall activity during these months. The trend is likely driven by unseasonably favorable weather conditions. Additionally, improved ATC staffing levels have allowed the traffic pattern to be utilized more frequently.

Takeaways:

- **External Factors:** The start of 2026 experienced very few bad weather days compared to what is typical. Also, there was an improvement in ATC staffing levels.

FIGURE 3

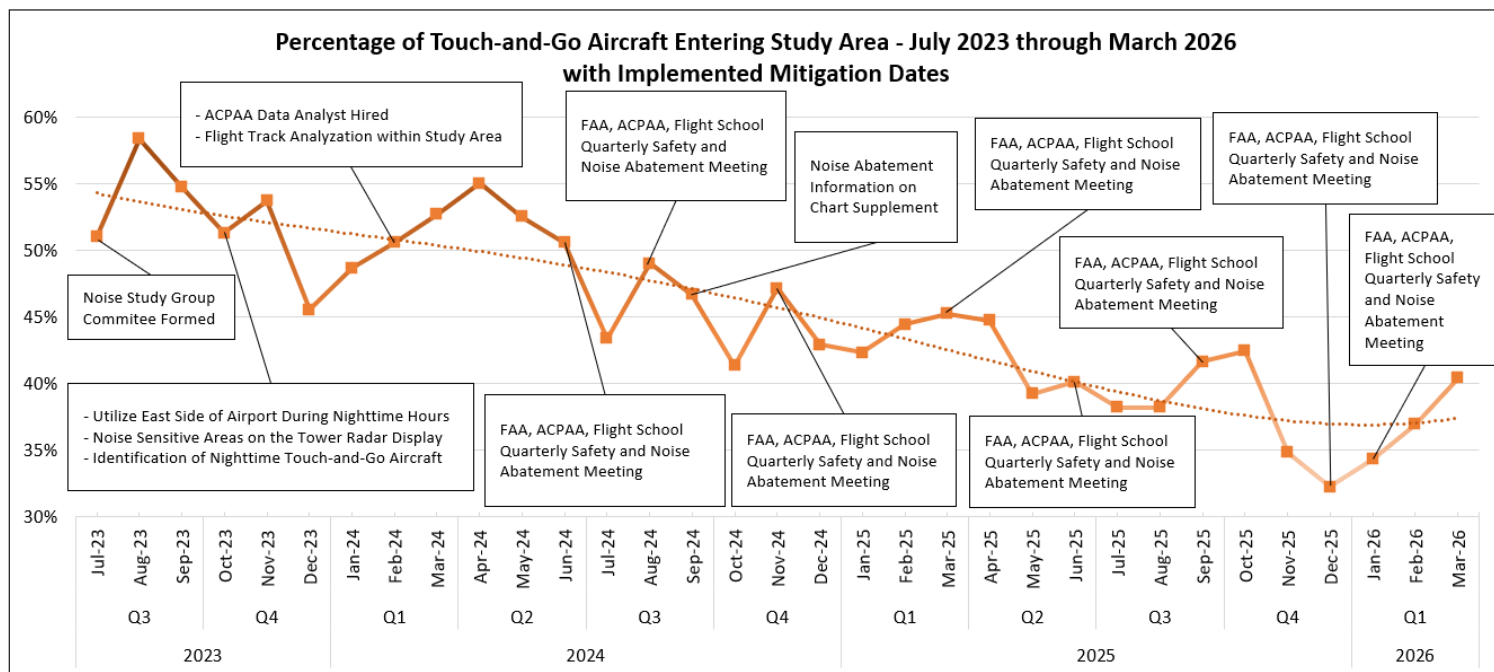


Figure 3 illustrates the trend in touch-and-go aircraft entering the Study Area from Q3 2023 through Q1 2026. The orange line shows the percentage of entries. A trend line (dashed orange line) captures seasonal peaks and dips while showing overall patterns in monthly operations and touch-and-go activity.

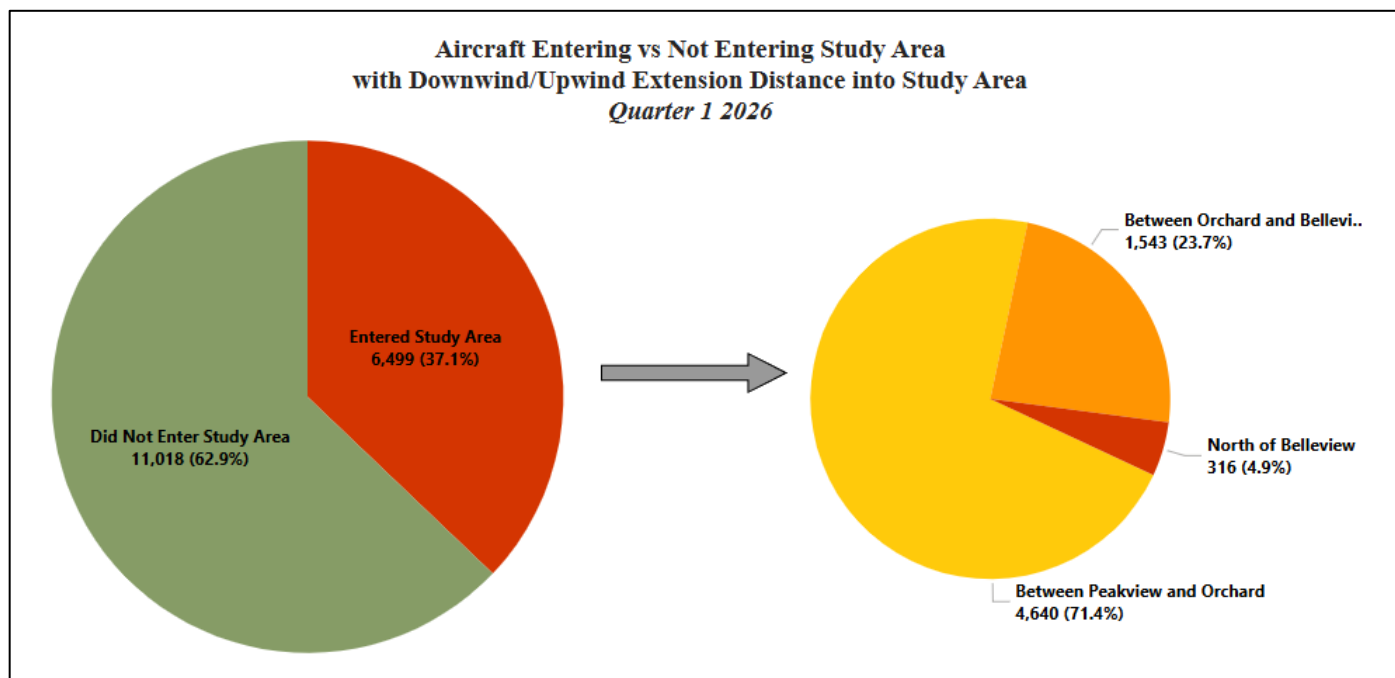
Q1 2026 shows an increase in the percentage of touch-and-go aircraft entering the Study Area. Similar seasonal patterns were observed in Q1 2024 and Q1 2025. The steeper trend in Q1 2026 is likely attributable to unseasonably favorable flying conditions, as March is typically the snowiest month in Denver.

Importantly, this increase reflects a higher proportion, not necessarily a higher total number, of touch-and-go operations entering the Study Area. The chart is intended to normalize for overall traffic levels and highlight relative changes rather than absolute volume.

Takeaway:

- **Seasonal Trend:** Q1 2026 months held a consistent trend by showing an increase from the previous Q4 months.

FIGURE 4



The left side of Figure 4 compares the number and percentage of touch-and-go aircraft that entered and did not enter the Study Area. In Q1 2026, 6,499 aircraft entered the Study Area.

The right side breaks down these 6,499 aircraft by how far each aircraft extended its downwind or upwind leg. These categories are cumulative: for example, if you live between Peakview and Orchard, you experienced overflights from all aircraft flying in that segment and all segments north, totaling 6,499. If you live between Orchard and Belleview, your overflight total includes aircraft in that segment and north of Belleview—a total of 1,859.

Most aircraft entering the Study Area (71.4%) made their base or crosswind turn between Peakview and Orchard.

Takeaways:

- **Majority of Aircraft Do Not Enter the Study Area:** In Q1 2026, most touch-and-go aircraft did not enter the Study Area (11,018).
- **Upwind/Downwind Extension:** Compared to previous reports, the between Peakview and Orchard segment is growing, which shows that touch-and-go aircraft are not extending as far into the Study Area.

FEEDBACK AND CONSIDERATIONS FOR THE Study Group

In Q1 2026, the Study Group did not receive any comments or suggestions via the online submission form.

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

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

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

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

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

Q1 2026 Flight School Fly Quiet Program Scores



Jan-26 - Mar-26

Centennial Airport Flight School Fly Quiet Program - Names Hidden

Selection

Year

- Mar-26 Feb-26
- Jan-26 Dec-25
- Nov-25 Oct-25

School Size

- Large Small

Overall Scores

Flight School	Total Movements	OPERATIONAL (70 pts)	TRAINING AND OUTREACH (30 pts)	BONUS (10 pts Max)	TOTAL SCORE
School G	29	69.3	20.0	6.0	95.3
School E	1,168	58.1	20.0	9.0	87.1
School H	350	63.3	15.0	6.0	84.3
School C	6,310	56.8	20.0	5.4	82.1
School B	14,285	54.8	22.0	5.0	81.8
School A	10,810	53.2	20.0	4.0	77.2
School D	5,085	49.3	10.0	2.5	61.8
School F	926	57.4	-5.0	5.0	57.4

Element Scores

FLIGHT SCHOOL		OPERATIONAL (70 PTS)					TRAINING & OUTREACH (30 PTS)			BONUSES (10 PTS MAX)			
Flight School	Total Movements	Reduce extended downwinds in South Flow (15 pts)	Reduce overflights of noise sensitive areas (10 pts)	Reduce flights during voluntary curfew (20 Pts)	Increase use of night pref. runway (5 pts)	Limit the number of touch-and-go's per flight (20 pts)	Integrate noise abat. into instructor training (20 pts)	Attend monthly noise CACNR meetings (10 pts)	Qtrly. noise abatement meetings (-5 pts. per missed mtg.)	Obtain UL94 Supp. Type Cert. (3 pts)	Install climb prop blades (3 pts)	Use flight sims for training (3 pts)	Participate in airport charitable events (3 pts)
School A	10,810	10.1	6.5	19.8	2.6	14.1	20.0	0.0	0.0	0.0	3.0	1.0	0.0
School B	14,285	10.9	6.3	18.6	4.0	15.1	20.0	2.0	0.0	2.9	0.1	2.0	0.0
School C	6,310	10.6	6.8	19.3	4.8	15.1	20.0	0.0	0.0	0.7	1.7	1.0	2.0
School D	5,085	9.6	8.2	11.3	3.1	17.2	10.0	0.0	0.0	0.5	0.0	1.0	1.0
School E	1,168	11.4	7.3	18.6	2.6	18.2	20.0	0.0	0.0	1.0	3.0	3.0	2.0
School F	926	9.8	5.5	19.4	5.0	17.6	0.0	0.0	-5.0	0.0	3.0	2.0	0.0
School G	29	15.0	9.3	20.0	5.0	20.0	20.0	0.0	0.0	0.0	3.0	0.0	3.0
School H	350	11.1	7.3	19.9	5.0	20.0	15.0	0.0	0.0	1.5	1.5	0.0	3.0

**REPORT TO THE CENTENNIAL AIRPORT
COMMUNITY NOISE ROUNDTABLE**

May 6, 2026

FROM: Zachary Gabehart – Senior Planner, Noise & Environmental

SUBJECT: 2026 1st Quarter Land Use Referrals Report

RECOMMENDATION: Advisory

BACKGROUND: The land use referrals received for the 1st Quarter of 2026:

- Received a total of 24 referrals during January 2026 through March 2026
- 9 were approved as submitted
- 14 were subject to comments
- 1 was not recommended

FINANCIAL DATA: N/A

REVIEW BY OTHERS: L. Wiarda, M. Fronapfel

PRESENTERS: Zachary Gabehart

MEMORANDUM

DATE April 1, 2026
TO ACPAA Board Members
FROM Zach Gabehart - Senior Planner
RE Land Use Review

The following is a list of Land Use Development referrals that have been reviewed by Centennial Airport staff from 1/1/2026 through 3/31/2026:

Date	Previously Referred	Development	Location	Referring Entity	Type	Reco
1/2/2026	<input type="checkbox"/>	Douglas County Schools Elementary #50	Adage St. & Lyric St.	City of Lone Tree	C	S
1/2/2026	<input type="checkbox"/>	T-Mobile Wireless Communication Facility	10098 S. Chambers Rd.	Douglas County	I	S
1/8/2026	<input type="checkbox"/>	Castleview Baptist Church Expansion	5054 Crowfoot Valley Rd.	Douglas County	C	S
1/19/2026	<input type="checkbox"/>	Valvoline Instant Oil Change	E. Qunicy Ave. & Radcliff Dr.	Arapahoe County	C	A
1/22/2026	<input type="checkbox"/>	Industrial Products Stormwater Pond Replat	7482 S. Tucson Wy.	City of Centennial	C	A
1/27/2026	<input type="checkbox"/>	Southfield Park Filing No. 11 Lot Subdivision	12201 E. Arapahoe Rd.	City of Centennial	C	A
1/30/2026	<input checked="" type="checkbox"/>	Lots 3 & 6 Replat Racine Cr. Mixed Use Office/Warehouse	6507 S. Racine Cr.	City of Centennial	C/I	S
1/30/2026	<input type="checkbox"/>	Racine Cr. Mixed Use Office/Warehouse	6507 S. Racine Cr.	City of Centennial	C/I	S
2/10/2026	<input type="checkbox"/>	Cabela Dr. Extension	Cabela Dr.	City of Lone Tree	R	A
2/10/2026	<input type="checkbox"/>	Hillcamp Community Sub-Area Plan	W of I-25 and S of Ridgeway Pkwy.	City of Lone Tree	C/R	S
2/10/2026	<input type="checkbox"/>	RidgeGate Rural Residential Planning Area	W of I-25 and S of Ridgeway Pkwy.	City of Lone Tree	R	S
2/10/2026	<input type="checkbox"/>	Southridge Preserve Planned Development District Residential Planning Areas	W of I-25 and S of Ridgeway Pkwy.	City of Lone Tree	R	S
2/12/2026	<input type="checkbox"/>	Jam Ranch Rezone	625 E. Happy Canyon Rd.	Douglas County	R	A
2/13/2026	<input type="checkbox"/>	Compark Village PD - 8th Amed.	Compark Village	Town of Parker	I/C	A
2/18/2026	<input type="checkbox"/>	Denver Broncos Training Facility	NW Corner of Broncos and Potomac	Arapahoe County	C	S
3/2/2026	<input type="checkbox"/>	Crowsnest Annexation	Crowfoot Valley Rd. N of Pradera and S of Chambers	City of Castle Pines	C/R	S
3/2/2026	<input type="checkbox"/>	Lone Tree Wildfire Resiliency Code	Lone Tree Code	City of Lone Tree	C/I/R	A
3/2/2026	<input type="checkbox"/>	Redemption Church Plat	Heirloom Pkwy. & Hess Rd.	Douglas County	C	S

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

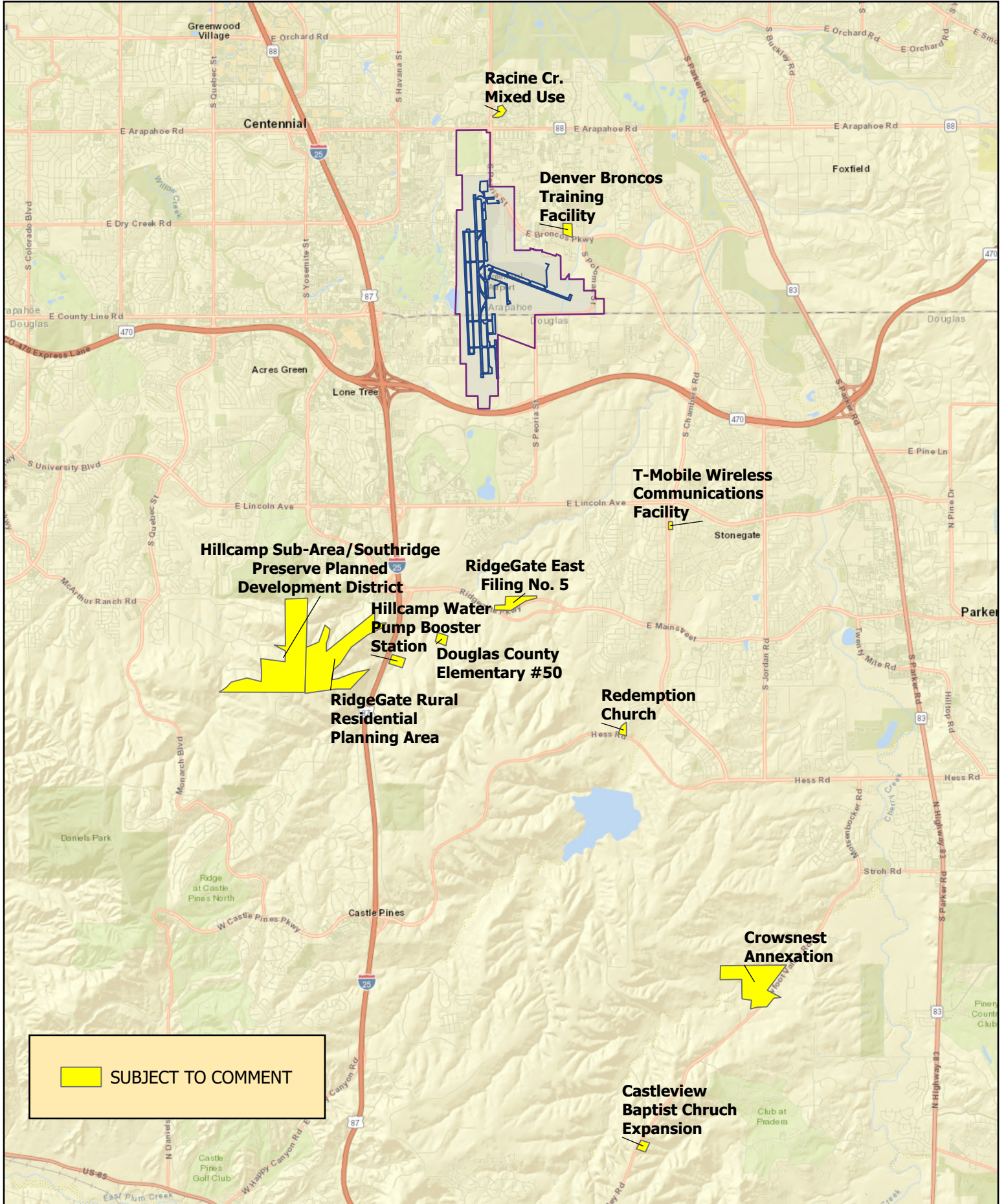
Recommendation
A = Approved as Submitted
S = Subject to Comment
N = Not Recommended

Date	Previously Referred	Development	Location	Referring Entity	Type	Reco
3/3/2026	<input type="checkbox"/>	Nonfunctional Turf - DCZR Amendment, Sections 27, 32, and 36	Douglas County Zoning Resolution	Douglas County	C/I/R	A
3/9/2026	<input type="checkbox"/>	Marine Diving Solutions Phase 3 Site Plan	13354 E. Briarwood Ave.	City of Centennial	C	A
3/11/2026	<input type="checkbox"/>	DCZR Section 27 Amed. - Single Family Attached SIP Process	Douglas County Zoning Resolution	Douglas County	R	N
3/11/2026	<input type="checkbox"/>	Hillcamp Water Pump Booster Station	RidgeGate SW Village	City of Lone Tree	I	S
3/17/2026	<input checked="" type="checkbox"/>	Crowsnest Annexation	Crowfoot Valley Rd.	City of Castle Pines	C/R	S
3/20/2026	<input type="checkbox"/>	RidgeGate East Filing No. 5	12707 High Note Ave.	City of Lone Tree	C/R	S

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

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

ACPAA Land Use Referral Recommendations Quarter 1 2026





Q2 2026 APA Flight School Safety & Noise Abatement Meeting Report

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

FAA Air Traffic Presentation

The FAA was unable to send a representative to this meeting due to scheduling conflicts. An FAA Representative will be present at the 2 remaining 2026 meetings.

Noise Abatement Discussion

The noise abatement segment included several key updates and discussions:

- **Noise Abatement Guidelines:** Participants were reminded of established noise abatement procedures.
- **Airport Staff Reviewed recent areas of concern based off Community Complaints.** This discussion focused on avoiding maneuvers and activity over both the Solstice/Chatfield Area as well as Louviers Area.
- **Airport Staff reviewed the designated practice areas and discussed strategies for minimizing noise impact during training operations.** This discussion highlighted the recommendation to not perform low altitude or ground reference maneuvers in the 3 Towers or Elizabeth Practice Boxes.
- **Q1 Noise Abatement Report Recap:** A summary of noise trends, community feedback, and observations from the first quarter were presented.

Fly Quiet Dashboard Presentation

Airport staff presented the Q1 2026 Flight School Fly Quiet Dashboard scores. Scoring metrics and reminders of how scores are calculated were discussed:

- **Data Review:** 1st Quarter scores (Q1 2026) were reviewed and discussed among and attendees.
- **Dashboard access and program logistics** were discussed.

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