CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE

AGENDA
November 4, 2026
6:30 p.m. – 8:30 p.m.
7565 S. Peoria Street, Englewood, CO 80112

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

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

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

Centennial Airport Noise Complaint Hotline – 303-790-4709
Denver International Airport Noise Complaint Hotline – 303-342-2380

1. **CALL TO ORDER AND DETERMINATION OF QUORUM**:

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

Additional Attendees/Guests/Online:

APPROVAL OF CHAIR'S APPOINTMENT TO POSITION OF CACNR VICE CHAIR:

2. **CONSENT AGENDA**: (items here may be moved to Agenda Item #3, on the request of any CACNR Representative)
   A. DRAFT MINUTES, October 7, 2026 – Alison Biggs, Secretary
   B. TREASURER'S REPORT, October 2026– Andy Jones, Treasurer, Luis Gonzales, ACPAA Staff
   C. CACNR ATTENDANCE RECORD – Alison Biggs, Secretary

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

4. **PART 150 STUDY UPDATE/PROGRESS**:
   A. REPORT FROM OCTOBER 28, 2026 PUBLIC HEARING – Kate Andrus, Mean & Hunt and Eugene Reindel, HMMH
   B. PART 150 NOISE COMPATIBILITY STUDY ADVISORY COMMITTEE – Chris Eubanks
   C. PART 150 DRAFT NOISE COMPATIBILITY PROGRAM– Zach Gabehart, Kate Andrus & Eugene Reindel
      1. CACNR Recommendation to ACPAA

5. **NOISE REPORTS**: Luis Gonzales
   A. SEPTEMBER 2026

6. **PUBLIC COMMENT:** (3 minutes per person time limit; 30-minute overall time limit):
   A. MEETING ATTENDEES /VIRTUAL ATTENDEES –
   B. RECEIVED BY CACNR –
      1. Email from Randy Johnson
      2. Email from Brenda Dyche
      3. Email from Kim Hellweg
      4. Email from Pamela Free

7. **EXECUTIVE COMMITTEE:**
   A. ACPAA MEETING –October 7, 2026 CACNR meeting report to October 8, 2026 ACPAA meeting – Pam Thompson
   B. CHAIR'S REPORTS – Pam Thompson

1. FSDO Meeting (to be scheduled)
2. Meetings with Flight Schools Project (Epic Flight School completed)
3. Attending Fight School meeting November 3, 2026
4. In conversation with DEN Noise Office Manager
5. TRACON contact regarding alerts
6. Attended October 27, 2026 FAA Safety Risk Management Zoom meeting

C. WEBSITE – Andy Jones/Dave Johnson Altitude Design Agency
1. Responses or communications regarding revised website
2. Alterations made since October CACNR meeting
3. Go Daddy Refund
4. Method and Cost of Future Needed Modifications/Alterations/Updating

8. **CACNR STUDY GROUP COMMITTEE:** Brad Pierce, Chris Eubanks, Mike Fronapfel
   A. CHAIR REPORT – Brad Pierce
   B. Q3 STUDY GROUP COMMITTEE UPDATED REPORT – Matt Frenette
   C. Q3 DASHBOARD – Matt Frenette

9. **AIRPORT DIRECTOR:** Mike Fronapfel
   A. FAA RE SAFETY RISK MANAGEMENT/OCTOBER ZOOM MEETING
   B. EFFECT OF CHANGES TO DIA's FINAL APPROACH PROCEDURES
   C. FLIGHT SCHOOL ACTIVITY/NEXT MEETING DATE
   D. AVIATION FUEL SALES
   E. LEGISLATIVE/LOBBYING
   F. COLORADO MUNICIPLE LEAGUE
   G. COMMUNITY RELATED ACTIVITY
   H. OTHER

10. **OLD BUSINESS:**

11. **NEW BUSINESS:**

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

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

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

15. **NEXT MEETINGS**:
    A. **CACNR** – Dec 2, 2026 6:30 p.m. 7565 South Peoria Street, Englewood, CO 80112

    B. **ACPAA** – Nov 12, 2026 3:00 p.m. 7565 South Peoria Street, Englewood, CO 80112, Pam Thompson for CACNR
    Dec 10, 2026 3:00 p.m. 7565 South Peoria Street, Englewood, CO 80112, Pam Thompson for CACNR

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

16. **ADJOURN**

CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE
MINUTES
DRAFT
October 7, 2026

Chair: Pam Thompson **Vice Chair:** Vacant **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 6:35 p.m. by Chair Pam Thompson.

The following were in attendance, and a quorum was present:

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

Also present: FAA Senior Program Analyst, Northwest Mountain Region Jennifer Redding, online; Stephen McKinney, FAA, online; Alan Y, online; and ACPAA Staff Matt Frenette, Luis Gonzales, and Zach Gabehart online. Members of the public present were Major John Currie; Kim Hellweg online; Randy Johnson; Joe Panem; and Bill Ward.

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

SPECIAL APPOINTMENT TO CACNR VICE CHAIR POSITION: There were no volunteers for the position of CACNR Vice Chair.

2. **CONSENT AGENDA:** The Consent Agenda included the draft CACNR Minutes from September 2, 2026; the Treasurer's Report from October 2, 2026, showing a balance of $22,587.53; and the CACNR Attendance Record through September 2026. On the motion of Andy Jones, duly seconded, the Consent Agenda was approved with one abstention by Brad Pierce who had not attended the September 2026 meeting.

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

4. **PART 150 STUDY UPDATE:**

A. UPDATE – Mike Fronapfel reported the draft noise compatibility program had been published for public review and comment, through November 7, 2026. It identified measures intended to address aircraft noise and promote compatible land uses around the airport. The document could be reviewed on the Part 150 study website, or in person at the airport office, or the Lone Tree branch of the Douglas County Library. The final public hearing would take place on Wednesday, October 28th from 4:30 to 6:30 at the Four Points by Sheridan at the airport.

The Chair noted she had sent the Part 150 study to and asked for responses from some of the members of the public who had communicated with CACNR during past meetings. Those individuals lived in proximity to the airport, although they would not necessarily be within the 65 DNL. She asked all CACNR Representatives to make sure those in their areas who might like to comment on the program had the information about the hearing and comment deadline.

A member of the audience asked if the airport began using the 010 heading for departures, was approval needed to fly over Cherry Creek State Park? Fronapfel indicated if that procedure were to be approved by the FAA, some level of environmental assessment of its impact on the park might be needed. However, Zach Gabehart indicated that the

procedure had been being tested at night, so perhaps an environmental review might not be needed; if one was, depending on the detail required, it could take years. So not surprisingly it all rested on the FAA.

It was noted that the Transit Oriented Development (TOD) had been mentioned several times during CACNR meetings as being a bad idea, but CACNR had never really discussed it. The Colorado legislature had passed rules related to this kind of development in certain areas, which do not give the jurisdictions much say about it. The particular area included in the Part 150 study was uncomfortably close to Centennial Airport, and did seem like a bad idea, about which nothing could apparently be done.

The airport had reached out to the jurisdictions in relation to the airport's influence area map where there were restrictions on development within areas based on proximity to the airport. The airport had earlier encouraged jurisdictions to adopt related zoning guidelines but found some had resisted doing that as the guidelines had been considered too restrictive. Thus in the new set of guidelines, some elements had been relaxed, though not where areas were felt absolutely critical to protecting the approach zones and though still restricting development under pattern traffic. The hope was to relax guidelines somewhat and recognize transit-oriented development within the major corridors of I-25 and 470, in exchange for the jurisdictions being willing to adopt the new airport influence areas into their zoning documents to better protect the airport's approaches and pattern areas.

A factor also considered had been the rarity of complaints from multifamily and transitory development and some jurisdictions had asked why the airport was opposed to such development when complaints were not being filed from such areas. So it had been decided to either get nothing from the jurisdictions or have a chance of them adopting the new, more relaxed guidelines and having a bit more of a say when it came to the critical areas. When the Part 150 study would be completed, the airport planned to return to the jurisdictions to see if they would be willing to adopt the new airport influence areas. It was anticipated to be more difficult in some places such as Douglas County, Lone Tree, and Centennial, but it seemed Arapahoe County might be more amenable.

Comment was made that it was hoped the airport had not given in and gotten nothing by doing so. The different approach, easing restrictions and emphasizing construction methods could bring more willingness, and CACNR Representatives were encouraged to put in a good word with their jurisdictions.

It was noted some of the jurisdictions in the roundtable were in a lawsuit on overall housing legislation, including transit oriented housing, on the basis that the legislation was unconstitutional, infringing on home rule authority. If that were successful then there could be more flexibility as discussed. There were actually two lawsuits, one in the south metro area and one in the northwest part of the metro area. The definition of what constitutes multifamily could also be involved – was it multi-story or did it include row homes. CACNR had heard complaints from Lincoln Apartments recently, in an area where the airport had not recommended it be developed. The result of this component of the Part 150 study would remain to be seen.

B. PART 150 NOISE COMPATIBILITY STUDY ADVISORY COMMITTEE – No report.

5. NOISE REPORTS:

The August 2026 Noise Report included the following information:

August Local Operations:	**15,975**	**August Total Operations:**	**31,911**
Year to Date Local Operations:	**106,696**	**Year to Date Total Operations:**	**217,413**

31,911Total Operations in August resulted in 616 complaints from 53 households.

August Noise Events:

August Total:		**August 60 – 69 db:**		**August 70 – 79 db:**		**August 80 – 89 db:**	
Meridian	11,135	Meridian	9,311	Golf Course	3,298	Airport East	475
Golf Course	9,062	Golf Course	5,638	Meridian	1,779	Golf Course	122
Airport East	2,566	Parker	2,625	Airport East	1,036	Meridian	42
Parker	2,900	P1 Orch/Havana	1,632	State Park	714	P1 Orch/Havana	14
State Park	2,318	State Park	1,595	Parker	274	State Park	9
P1 Orch/Havana	1,911	Airport East	1,506	P1 Orch/Havana	264	Castle Pines	8
Grandview Estates	1,499	Grandview Estates	1,389	Grandview Estates	106	Greenwood Village	5
Castle Rock	960	Castle Rock	930	Greenwood Village	67	Hunters Hill	5
Greenwood Village	724	Greenwood Village	652	Hunters Hill	39	Grandview Estates	2
Lone Tree	615	Lone Tree	576	Lone Tree	38	Parker	1
Hunters Hill	408	Hunters Hill	364	Castle Rock	30	Lone Tree	1
Castle Pines	345	Castle Pines	313	Castle Pines	24	Castle Rock	0
Sagebrush Park	88	Sagebrush Park	80	Sagebrush Park	8	Sagebrush Park	0

August Noise Events in the 90+ decibel range: Airport East – 31 Golf Course – 4 Meridian – 3 Grandview Estates – 2 P1 Orch/Havana - 1

August Noise Complaints per Municipality		**Numbers of Households:**		**YTD Complaints and**		**Number of Households:**	
Unincorporated Douglas County	272 (44%)	UDC	15 (28%)	UDC	1,989 (35%)	UAC	58 (30%)
Unincorporated Arapahoe County	132 (22%)	UAC	14 (26%)	UAC	1,353 (24%)	UDC	43 (22%)
Centennial	89 (15%)	Greenwood Village	7 (13%)	Centennial	786 (14%)	GV	33 (17%)
Greenwood Village	51 (8%)	Other	8 (14%)	UEC	711 (13%)	Other	16 (8%)
Unincorporated Elbert County	42 (7%)	Centennial	3 (5%)	GV	655(12%)	Centennial	11 (6%)
Lone Tree	9	Aurora	1	Lone Tree	70 (1%)	Lone Tree	9 (5%)
Other	7	Castle Rock	1	Other	67 (1%)	HR	6
Castle Pines	5	Denver	1	Denver	24	Parker	6

Parker	3	Lone Tree	1	Castle Rock	18	UEC	5
Highlands Ranch	2	Parker	1	Highlands Ranch	13	Denver	3
Aurora	1	UEC	1	Parker	9	Castle Pines	3
Denver	1	Castle Pines	0	Castle Pines	8	Castle Rock	2
Cherry Hills Village	0	Cherry Hills Village	0	Aurora	4	Aurora	1
Castle Rock	0	Highlands Ranch	0	Cherry Hills Village	0	CHV	0

Year to Date, the **top five households complaining were:**

Household #1 859 (15%) Unincorporated Douglas County
Household #2 735 (13%) Centennial
Household #3 704 (12%) Unincorporated Elbert County
Household #4 551 (10%) Unincorporated Douglas County
Household #5 501 (9%) Unincorporated Arapahoe County
Remaining Households 2,357 (41%)

In August, 109 noise complaint responses were completed from 616 noise complaints, with 90 of those by email and 19 by telephone.

In August 540 complaints were received from 7:00 a.m. – 9:59 p.m. (88%)
76 complaints were received from 10:00 p.m. – 6:59 a.m. (12%)

In August props accounted for **91`% of the complaints by aircraft type; jets** accounted for **8% of the complaints,** and **helicopters caused 1%.** Comparatively, **Year to Date** figures showed propellers had caused 92% of the complaints; jets caused 6%, and helicopters caused 2%.

In August departures were responsible for **29% of the complaints, training** was responsible for **57% of the complaints,** and **arrivals** were responsible for **14% of the complaints**. Comparatively, **Year to Date** figures showed training had caused 57% of the complaints, departures had caused 30%, and arrivals had caused 13%.

A graph was provided showing the **August number of complaints by the hour** in which they were made, with a peak at 8 and 10 a.m. hours. A drastic decline begins after 10 a.m. with a slight increase in the evening hours at 8 p.m.

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

It was noted that noise complaints had gone down in the last month. It was impossible to identify why that actually happened. However, complaints had increased east of the airport where noise monitors had been deployed. For example, in the 80 – 90 decibel range, figures had increased from 237 to 475. In the 90+ decibel range, figures had increased from 15 to 31, but again, factors such as wind and weather were not recorded.

6. **PUBLIC COMMENT:**

A. MEETING ATTENDEES/VIRTUAL ATTENDEES –

- Randy Johnson from Louviers, south of Chatfield, just west of Highway 85. He recorded numbers of planes over his area so others could understand the magnitude of what happened in his area. He then submitted complaints to both Centennial Airport and Rocky Mountain Metropolitan Airport as he two whose planes most often caused noise problems. In the last month he tallied 702, mostly training planes; 309 from Centennial and 252 from Rocky Mountain. That was about 50 more from Rocky Mountain than the prior month and about 10 or 15 more from Centennial. He had submitted 178 complaints; 62 related to Aspen Flying Club; 27 were ATP Flight School; 40 were Flights, Inc.; 23 were Centennial Flyers; 1 each from Jefferson; Independence Aviation and Epic; and 22 others Videos Johnson had taken with his cell phone were played as examples of the visuals and sounds experienced in his area. Staff was provided with Johnson's videos and was able to determine the altitude of such flights which were usually in the 1,000 ft. – 1500 ft range.
- Bill Ward, pilot and flight instructor at Centennial Airport noted he could not imagine how difficult it must be to work at the airport and know things were going to be built that were incompatible with the airport and noise, such as in the Transit Oriented Development area previously discussed. As noted in the Land Use Referral records reviewed by CACNR, the proximity and subsequent noise problems in land use areas reviewed by the airport, are noted for the jurisdictions, but developments were approved regardless. Then the resulting noise complaints had to be very frustrating for airport staff, and CACNR, when they could have been avoided. The new legislative requirements were not helpful. It was felt there never was going to be any buy-in from cities such as Centennial or Greenwood Village or Douglas County or any of the other municipalities surrounding the airport. Evidence of what had already occurred was apparent when flying over the area or looking at an aerial map.

The expenditure of funds for a Part 150 Study seemed questionable when a Study recommendation resulted in a lessening of development restrictions in areas affected by noise, which was a reason for the need of a Part 150 in the first place. No solution to the problem or its prevention had been devised, but it actually had been made easier (in part due to legislation) for development and the resulting noise problems to occur.

It was anticipated that the use of the Automatic Dependent Surveillance-Broadcast (ADS-B) exchange in the future may result in the public asserting that illegal flight practices were occurring, possibly resulting in a class action lawsuit against DIA or even Centennial. Some information provided there may, however, be incomplete, so changes and charges would need to be carefully considered.

- Major John Currie, U.S. Air Force retired, from the Vintage area near Caley and Havana, questioned the FAA as the decision-making authority, wondering if there were flight restrictions at Centennial Airport compared to other airports of comparable size. He did not feel there were, but if so, from an altitude perspective, he believed they were being violated every day. Most of the usually training aircraft going over his house, which was about a mile from the north end of the runway, were in the 500 to 1,000 altitude range. He wondered why it wasn't possible for the air traffic control tower to solve many noise problems for the north and northwest side of the airport by telling departing aircraft to maintain their departure heading, climb to 3,000 feet and have a good day. This would take aircraft straight over Cherry Creek Reservoir, keep them out of all the residential areas north and northwest, and thus eliminate many noise complaints.
- Kim Hellweg from Elizabeth asked once again why there seemed to be almost simultaneously two flights doing maneuvers in the Three Towers training box at once, with one of the flights having come from Spaceport to the north. That happened with such regularity and consistently, she could not help but believe it was because she and one other living in the area and complaining about the flight schools were being retaliated against, and there they were again. Some even seem to be playing tag over her home. The flight schools can identify those who complain, but the retaliating pilots cannot be identified by the public, which hardly seemed fair and provided the public with no protection. She had taken videos of two flight school planes in the 3 Towers box at once numerous times and complained to the FAA numerous times, but nothing had been done and no response had been given.

Overall, FAA information indicated flight schools were supposed to use the training boxes because it keeps both pilots and homeowners safe, but what was safe about two planes in one box at the same time? There are numerous other planes which end up going through the training box back and forth to get to Centennial Airport. There are other routes which could be used. The retaliation activity was reiterated.

B. RECEIVED BY CACNR –

- Emails received from Randy Johnson and Brenda Dyche were reviewed, as was a photo shown on the screen of congestion in the Elbert County area, of congestion and apparent intentional circling around and around and around – which had become known as the 'spaghetti loop." When there is no stated intent to target an area, this kind of recorded activity tended to indicate otherwise.
- An email had been received from Rachel Short who is about six or seven miles from the airport, closest to the crosswind runway. A portable noise monitor was there and CACNR would see its results in November. This was the second time CACNR had heard from that area about the increasing number of flyovers occurring there. Several questions had been asked which would be addressed more fully later in the meeting, in relation to DIA and new flight patterns. There would be more discussion of that topic later in the m eeting.

7. **EXECUTIVE COMMITTEE:**

A. SCHEDULE SHOWING OF ORIENTATION PRESENTATIONS – It had been determined best to start the new year with these presentations after the website was fully operational. They were currently planned for February, March, and April, time to be determined but definitely in relation to the monthly CACNR meetings.

B. ACPAA MEETING - Pam Thompson had provided the written report regarding the September 10, 2026 ACPAA meeting.

C. CHAIR REPORTS:

1. FSDO – Thompson reported going to this office and spending about 1.5 hours. They focus on safety issues, not noise, but since there are frequently safety issues involved with noise issues, it was felt important to have this contact. Question had been asked if there was verification of the accuracy of a complaint, and one of the terms explored was the determination of a congested area. That is done on a case by case scenario, going to judges in the various areas of the country who decide, leaving no uniformity on which the public can rely. Reported violations of the law are examined administratively, looking at where the complaint came from and the situation involved. Again, there were no standards by which purported violations are measured. The office will tell the complainer that it has the complaint, but it will never share the outcome of an investigation, deeming that private information.

There had been agreement someone could come to a CACNR meeting, as long as there was no media in attendance. Whether someone from the overall FSDO office, or a safety officer, would be determined based on our expectations. There was consensus this would be useful, and one of the questions could be why they do not respond back to a complainer.

Thompson indicated she planned to continue to do these kinds of meetings with whomever would be of interest or helpful to CACNR and its areas of concern. She had communicated with Jennifer Redding who had been attending CACNR's meetings online for the FAA, and had just gotten a reply today and would follow-up with her. Working together as a team with a variety of resource personnel was a goal. That included her plan to meet with all of the flight schools individually and personally to develop a team relationship with them. She noted if any CACNR Representative ever had any questions they would like her to ask during any of her visits, please don't hesitate to let her know and she would ask.

Question was asked about any success in reaching the ombudsman who is supposed to be a kind of liaison between the FAA and the communities. It seemed to be a slow process, but hopefully progress was being made.

D. WEBSITE – Andy Jones was thanked for all of the work he had done on this project, and he was proud to report it had come in on time and on budget. He also thanked CACNR Representatives and the airport staff who had helped, and particularly Dave Johnson of Altitude Design Agency for being very available and willing to work on whatever was needed. He noted particular appreciation to Bill Wasmund for allowing his three educational presentations to be featured on the website.

The website was designed to provide easy access for the public, and CACNR Representatives as well of course, to information about CACNR and its meetings, how to file a noise complaint, and educational information about a variety of aeronautical topics. It was hoped feedback would be received about the site, and if anyone had ideas for improvement, they would be particularly useful. Jones noted there were still two months remaining in the contract with the Agency, to fix anything needed, but importantly to do training about the site and its continued support. That might be accomplished by a video conference on a variety of operational details, whose potential date had yet to be determined.

Jones then walked CACNR through the various components of the website, asking for feedback throughout, not only at this meeting but also at any point after. He also asked that the site be visited on iPhones, iPads and laptops to assure it was user friendly on those devices as well. Comments were welcomed about content, as well as resources or anything else that might be missing. The goal was to make the site full of easily accessed information in an attractive format. He noted the site was created to address all present and current standards for accessibility; as one example, the font size was designed for those with site impairment. Terms and conditions of the website and a privacy policy were also included. There would be the ability for users to search for particular terms in the glossary and the site would be able to bring up results from any of our documents accordingly.

Compliments were given to Jones and Altitude Design Agency for the work done, and the discission turned to maintenance after the current contract was completed. Things following that, such as a refresh or additional support or training, or technical problems that needed to be fixed could be done with Altitude. It was suggested there be a negotiated hourly rate after the two months or perhaps the purchase of a block of hours, whatever would be most economical for CACNR and also so CACNR could have something to consider including in its next budget cycle. Jones indicated he would discuss the ideas with Johnson.

There was discussion about seeking a refund from GoDaddy, as it would no longer be used but renewal had rather recently been paid for, and that would be pursued. Various other documents were identified which needed a place on the site, and question was asked if pictures taken by individuals to demonstrate a relationship to noise concerns could be used on the site without worrying about copyright matters - answer was yes.

To publicize the new website, Representatives were charged with going to their respective jurisdictions to inform them and encourage the public to try it out. The chair also made a commitment to reach out to each jurisdiction to provide them with information about the revamped site; anyone with social media skills or contacts was also encouraged to utilize that avenue. There would apparently be an way to obtain engagement statistics, which would be very helpful to have for future planning or site adjustment.

A round of applause for a job well done was given to Jones, Johnson, and the rest of the team which had helped with the project.

8. **CACNR STUDY GROUP COMMITTEE**: Brad Pierce indicated the group had not met since the last CACNR meeting but would be doing so later in the month. The third quarter report would be available as well as the third quarter dashboard. They would be presented to the November CACNR meeting. There was a brief explanation of the purpose of the Committee for the edification of newer CACNR Representatives.

9. **AIRPORT DIRECTOR**:

A. Mike Fronapfel reported as of October 26, 2026, the FAA was requiring changes to DIA's final approach procedures as outlined in the memo from Zach Gabehart in the emailed packets. The changes were to ensure separation was maintained between aircraft on final approach to DIA's four parallel north-south runways. Separations would be either 1,000 feet vertically or three miles laterally, meaning planes would have to turn into their final approach further from the airport, operating at altitudes more directly above and closer to Centennial Airport's airspace.

Fronapfel further explained the implications of this for general aviation aircraft which could encounter heavy lower commercial jet traffic, significantly in the southeast area. The FAA recommended GA traffic change its operations to accommodate the lower commercial traffic by flying lower than they have in the past. Those changes would primarily affect training flights using the training boxes to the east of Centennial Airport. Other potential implications were also presented, although it was not known what would actually result from the FAA's required changes until they were

implemented, although some testing had apparently been occurring. CACNR Representatives in the area were asked to be particularly aware of changes in noise events, and some had already been noted.

Pam Thompson reported she had met with the FSDO before this was in place, but she had questioned about reports she had heard of alarm systems being observed by some commercial flights. TRACON was given as the place to inquire; would that be a legitimate question for either the airport or CACNR to ask, although this could also be a safety issue. It was felt perhaps waiting until the changes had actually been implemented and them inquire of both FSDO and TRACON to see what effects had been reported, and the airport indicated a willingness to make such inquiries.

Question was asked if the FAA was ever required to allow public comment when making changes such as this. Although a question for the FAA, it was surmised that probably not because it was not changing the airspace, just how the space was being used. The new use being tested did have people particularly in Elbert County and parts of Douglas County concerned about both noise and safety issues.

B. As of October 1st the FAA had the local tower cease simultaneous parallel departures off the north-south runways. . The local FAA tower had been aware of concerns with parallel departures for a couple of weeks and had been working on several mitigations to reduce the perceived risk. Because of this restriction, touch-and-go operations were currently not being permitted, and the tower was gradually increasing the number of full stop taxi backs they are allowing, which really slows down training activity which was of concern to the flight schools. It also affects the operation numbers for the airport. The FAA had scheduled a Safety Risk Management Panel meeting for October 27th and 28th to review and determine what mitigations need to be implemented in order to return to simultaneous parallel departures and normal pattern operations. Centennial is not the only airport with a parallel runway configuration, so what happens next could be interesting. To further add to the impact here, Rocky Mountain Metropolitan Airport was closing its touch and go runway for 30 days while doing a construction project, and the next closet airport was Colorado Air and Spaceport, which has a contract control tower with only three of its fully staffed 6 air traffic controllers, resulting in times when the tower is closed and the common traffic advisory frequency (CTAF) must be used, relying on the pilots to announce when they are entering an airspace. Fronapfel did have additional meetings scheduled about this issue and would keep CACNR informed.

C. On September 16th One Flight International based at Centennial announced it would be “pausing” all flight Activities and then proceeded to lay off around 80 employees and close the offices at the building it had occupied on the south side of the airport. Since then, there have been at least three lawsuits filed by former customers and a charter company that was owed money. It was also three months behind on sublease payments to Modern Aviation and SunBorne. In a sense things had been run in almost a Ponzi scheme manner. The whole situation was very unexpected and regrettable, particularly for the employees.

D. Legislatively, the ALERT and ROTOR bills continued to be monitored, and it was anticipated the languages would be combined for a final vote before the end of the year. Those are the bills which resulted after the mid-air collision in Washington, DC. One concern was the PAPA language which could limit access to tracking information by both the community and by airports. There had been increased opposition to the inclusion of the PAPA language, and the bills will be watched closely until the language is taken out of the final version.

E. The elevator in the control tower had presented problems which hopefully will be resolved by the end of the month when other items should also be completed. The foundation to the Signature hangar was in place and it should be going vertical before the end of the year. The Colorado Karting Circuit (CKC) was nearly finished with construction of its garages and shop. It plans to build a main building over the next year to host some corporate and bigger team building events.

F. Year-to-date 84,793 gallons of UL94 have been sold, which is a 3.7% decrease from the same time last year. Swift Fuels had advised they expected 100R unleaded avgas would be available sometime around late October to early November this year. jetCenters of Colorado would be cleaning out their UL94 tank late October and if 100R is available, that would provide a good opportunity to transition to 100R.

G. Other reports included:

- On September 17th Bye Aerospace did its first test flight of the eFlyer2 electric two seat trainer, from Centennial Airport. This is the first purpose-built electric aircraft to achieve this important milestone.
- On September 18th Centennial Airport was recognized by the Colorado Green Business Network as a Gold Member for exemplary work toward true, sustainable operations, driven by care for the wellbeing of our environment, economy and society. Congratulations!

- The Morgan Adams event was a tremendous success this year and they reportedly raised $1.6 million dollars for pediatric cancer research!
- On September 19th the airport participated in two charity events, one was the Aero Angel Light Up the Sky Event and the other was for Wings of Hope. Aero Angel coordinates flights to and from care for children who are immunocompromised and cannot go on a regular airliner. Wings of Hope supports pancreatic cancer research, particularly special because Fronapfel's predecessor Robert Olaslagers became a victim of the disease.
- The Douglas County Community Foundation Heroes Gala was held on September 12th, and our very own hero John Sieber was recognized for his service, leadership and commitment to the community. He serves on the ACPAA Board, and Fronapfel was honored to present the award.
- Challenge Air for Kids was the prior weekend and 99 kids with special needs got to experience aviation, going on a flight in a single engine aircraft. Volunteer pilots and aircraft make this event possible, and this was possibly the largest of its annual events.

Question was asked if Centennial was able to contribute monetarily or otherwise to charitable organizations. Through the Centennial Airport Foundation, giving occurs to causes dedicated to aviation, such as aviation programs at schools; the Tuskegee Airmen which encourages minority involvement in aviation; scholarships to someone studying to be a pilot, or involved in airport management or aircraft mechanics. Giving to causes such as pediatric cancer or pancreatic cancer research comes from the airport's operating budget.

MOTION TO EXTEND THE MEETING TIME: A motion to extend the meeting time by 20 minutes was made by Andy Jones and duly seconded. The motion carried.

10. **3RD QUARTER LAND USE REVIEW**: Luis Gonzales reported on the 19 land use referrals reviewed by the airport in the 3rd quarter. 10 had been approved as submitted, eight were subject to comment, and one was not recommended. A map of all 19 was provided. Those listed as C/I/R were a mix of commercial, industrial, and residential. The one not recommended in Lone Tree was because it was a residential property specifically within the ILS approach of the main runway. That is similar to problems further south related to the Castle Pines Canyons area. There continues to be concerns about development off of Ridgegate in Lone Tree. It could be anticipated there would be complaints about noise coming from homes in those areas; complaints are already coming from the Canyons. Question was asked what CACNR does about such situations

CACNR had not traditionally weighed in on individual applications, although it could. It seemed there were more such developments occurring and perhaps CACNR should have a discussion about what our response or action should be in the future. How do we create preventive medicine? Prospective buyers should know they are buying in an ILS landing strip. There was considerable discussion about what types of information would be needed for CACNR to truly craft an appropriate response to what would be considered unwise development and what kind of timing would need to be involved. There was general agreement the staff and the Chair or Executive Committee would do further exploration of such specifics for consideration at a future meeting.

11. **OLD BUSINESS**: None

12. **NEW BUSINESS:**

A. The draft 2027meeting calendar was approved on the motion of Andy Jones, duly seconded, with the understanding the dates for the ACPAA 2027 meetings might need to be adjusted once that group had adopted its meeting schedule for that year. At present it was anticipated that it would not meet in January or July.

B. The draft 2027 budget was in the meeting packet. In looking at possible carry-over from 2026, the Executive Committee had felt it unnecessary to invoice Members for the full amount specified in the Financial Management document, and that even half as had been done in the past might be unnecessary, so it was determined to present a budget based on a 1/3 invoice amount. The draft as presented was based on some past expenditures and included flexibility for such things as website maintenance and other categories. Brad Pierce indicated N.O.I.S.E. would likely not have a conference in 2027, but if so, it might just be a webinar. On the motion of Andy Jones duly seconded, the 2027 budget was approved. The Treasurer would be sending the invoices, and Representatives were asked to let their jurisdictions know that we did discount dues drastically in order to be responsible with our funds.

13. **PUBLIC COMMENT EXTENSION:** None needed.

14. **REPRESENTATIVE COMMENTS:**

A. REPRESENTATIVES FROM MEMBERS OF COLORADO MUNICIPAL LEAGUE – None

B. CACNR REPRESENTATIVES –

- Mike Parr thanked everyone for the nice welcome and indicated he thought it would be a great group to be part of. He Was encouraged to ask any questions at any time and was thanked for joining CACNR.
- DJ Beckwith thanked Andy Jones for all the work on the website. He remembered when he first came to CACNR that the website did not have nearly the amount of information it would now, which would be a great resource for everyone. He also commented about working on behalf of the County in relation to the TOD. The state requirements involved, dealing with executive orders affecting different grants, and other factors all put pressure in that area, it was not necessarily just a desire to build more and more and more. The County was grateful for the Part 150 to include consideration of the TOD.
- Pam Thompson looked to the future when the website was fully completed, to perhaps develop or find a good tool to address/learn more about web Trax or similar resources. She again thanked everyone involved in the web site project.
- Alison Biggs noted that the photo of the CACNR Representatives that had originally been put on the website was very outdated and wondered if there was interest in having a new one taken, perhaps at the November or December meeting. Pam Thompson indicated she was vetoing having a formal picture taken, preferring a photo of the group at work. She felt Representatives changed so frequently that formal photos become outdated quickly, so seeing people working together seemed more appropriate.
- Brenda Duyche indicated that her area already had a problem of planes flying too low over home and schools, and based on the things going on with the FAA's recent decisions, it appeared the situation was only going to get worse, as acknowledged at this meeting. She would like the flight schools to get together and agree to no more flying in that area. The over- use of the boxes does not change, and why? She again had videos of one of the planes circling her house, loud and low. And now with commercial planes possibly flying lower over the area, causing training flights to have to fly lower, what is to be done from both a noise and safety standpoint?
- Bill Wasmund reported last weekend was the Wings Over the Rockies annual gala, raising over $1000,000 for funding the

next fiscal year. On October 10 there is a breakfast fly-in that is at the Exploration of Flight just over here on the other side of the field from about 8 o 'clock until noon. On October 12, the sixth annual College and Career Symposium would take place, for young people who are looking for a career in aviation. October 17th is Hauntings in the Hangar at the Lowry location, and Octobr 24 is the second annual Paint a Plane event. There is a Cessna 150 which has already been repainted once, and it will be again. People have a good time learning what the various parts of the plane they are painting actually do, so it is educational as well as fun.

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

C. **NEXT MEETINGS**:

A. **CACNR** – 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** – 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 – None provided**

16. **ADJOURN:** The meeting was adjourned at 8:54 p.m.

Alison Biggs, Secretary

CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE — 2026 BUDGET - Approved November 5, 2025; Updated as of 10/30/2026

	BUDGET	ACTUAL as of 10/30/2026	NOTES
INCOME:			
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	$5,000.00	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	(12,085.57)	
CARRY OVER TO 2027	$ -	$22,587.53	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."

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

Revenue: 0100004280
Expense: 0131005953

Date	Customer / Vendor	Description	(+) Revenue	(-) Expense	Balance
1/1/2026	Beginning Balance	Carry Over from 2025	34,673.10		34,673.10
12/30/2025	Four Waves - ZG CC	P. Thompson UC Davis Registration		(895.00)	33,778.10
12/30/2025	Four Waves - ZG CC	C. Eubanks UC Davis Registration		(945.00)	32,833.10
12/30/2025	Four Waves - ZG CC	D. Heller UC Davis Registration		(945.00)	31,888.10
2/17/2026	Minuteman Press	Noise Abatement Guideline Printing		(546.92)	31,341.18
3/4/2026	Four Waves - ZG CC	P. Thompson Additonal UC Davis AAM Training		(50.00)	31,291.18
3/12/2026	D. Heller	D. Heller UC Davis Reimbursement		(1,237.37)	30,053.81
3/25/2026	P. Thompson	P. Thompson UC Davis Reimbursement		(712.50)	29,341.31
4/13/2026	C. Eubanks	C. Eubanks UC Davis Reimbursement		(1,753.78)	27,587.53
8/10/2026	A. Jones	CACNR Website Reimbursment		(2,500.00)	25,087.53
10/1/2026	D. Johnson	Final CACNR Website payment		(2,500.00)	22,587.53
					22,587.53
					22,587.53
					22,587.53
					22,587.53
					22,587.53
					22,587.53
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					22,587.53
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					22,587.53
					22,587.53
					22,587.53
					22,587.53
			34,673.10	-$12,085.57	

ATTENDANCE RECORD for 2026 - 2027 CACNR MEETINGS		2026	2026	2026	2026	2026	2026	2026	2026	2026	2027	2027	2027	MEMBER REPRESEN	
		APR	MAY	JUNE	JULY*	AUG	SEPT	OCT	NOV	DEC	JAN*	FEB	MAR	%	TOTAL %
ARAPAHOE COUNTY	Rhonda Fields - AC	on line	absent	on line		X	X	absent						67%	67%
	Leroy Evans - AC		absent					absent						0%	
	Sreenivasan Alakappan - UAC	absent	absent	absent		absent	absent	absent						0%	0%
	Vacant - UAC	absent	absent	absemt		absent	absent	absent						0%	
DOUGLAS COUNTY	Abe Laydon - DC													0%	100%
	DJ Beckwith - DC	X	X	X		X	X	X						100%	
	Alison Biggs - UDC	X	X	X		X	X	X						100%	100%
	Mark Adams - UDC													0%	
ELBERT COUNTY	Mike Buck - EC	absent	absent	absent		absent	absent	absent						0%	0%
	Shawn Fletcher - EC	absent	absent	absent		absent	absent	absent						0%	
	Brenda Dyche - UEC	X	on line	X		X	X	X						100%	100%
	Deidre Dyche - UEC					online	online							33%	
AURORA	Brad Pierce	X	X	X		X		X						83%	100%
	Maurice Healy						online							17%	
CASTLE PINES	Chris Eubanks	X		X		online	absent	online						67%	83%
	Ron Cole	online	X	X			absent							50%	
CASTLE ROCK	Laura Cavey		absent			absent		absent						0%	50%
	Sandy Vossler/Ashlynn Miller	online	absent	online		absent	online	absent						50%	
CENTENNIAL	Don Sheehan	X		X		X	X	X						83%	100%
	Ryan Dwiggins		X											17%	
CHERRY HILLS	Dave Heller	online	online	online		online	online	online						100%	100%
VILLAGE	Doug Robinson													0%	
FOXFIELD	Pam Thompson	X	X	X		X	X	X						100%	100%
	Frank Lawrence													0%	
GREENWOOD	Donna Johnston	X	X	X		X	X	X						100%	100%
VILLAGE	John Jackson													0%	
HIGHLANDS RANCH	Andy Jones	absent	X	X		X	X	X						83%	83%
METRO DISTRICT	Renee Anderson	absent												0%	
LONE TREE	Mike Anderson/ Mike Parr 6/15/26	X	X	absent		absent	absent	X						50%	50%
	Chuck Darnell			absent		absent	absent							0%	
PARKER	Cynthia Liston Thye/ Heather Bennett	absent	X	X			absent	online						50%	67%
	Bryce Matthews	absent				on line	absent							17%	
ACPAA	Mike Fronapfel	X	X	X		X		X						83%	100%
	Zach Gabehart	X	X	X		X	X	online						100%	
AOPA	Joe Patton	X	X	X		X	X	online						100%	100%
	Mike Koscielniak	X	X	X		X	X							83%	
CABA	Don Kuskie	X	X	X		X	X	online						100%	100%
	Mike Straka													0%	
CDOT AERONAUTIC	Todd Green	absent	absent	absent		absent	absent	absent						0%	0%
DIVISION	Vacant	absent	absent	absent		absent	absent	absent						0%	
WINGS OVER THE	Bill Wasmund	X	X	X		absent	X	X						83%	83%
ROCKIES	Vacant					absent								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 desingation, in writing.

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NCP Measures Summary

This table lists all measures that will be included in the Noise Compatibility Program. Each was analyzed in depth during the Study. A summary is provided for each measure.

Measure Category	Measure for Consideration	Moving Forward into NCP?	Summary
Noise Abatement	Implement a 010 departure heading for jet aircraft on Runway 35R (day and night)	Yes	This measure was recommended in the 2008 Part 150 Study for nighttime use only but was not implemented because of safety concerns about potential airspace conflicts with Denver International Airport and Buckley Space Force Base. The measure was later implemented on a voluntary basis, subject to weather, operations, safety, and efficiency. Since then, advances in navigation procedures and aircraft capabilities may allow development of a procedure that avoids those conflicts. This Study analyzed a modified jet departure procedure for Runway 35R on a 24-hour basis. The analysis indicates the modified procedure would not measurably change the 65 DNL contour or alter population or housing exposure, so it would not show a modeled Part 150 benefit. The procedure would shift the 60 DNL contour east over primarily compatible land uses. A maximum sound level (Lmax) grid point analysis suggests the procedure could reduce single-event noise over residential areas north of the Airport by shifting some noise exposure east over compatible land uses, primarily Cherry Creek State Park. Because Cherry Creek State Park is a protected Section 4(f) resource, any implementation would require National Environmental Policy Act review before proceeding. The primary benefit of the recommendation would be a potential reduction in the frequency of noticeable single-event jet departure noise over residential areas north of the Airport, even though it would not produce a measurable change to the 65 DNL contour. The grid point analysis supports this conclusion by showing fewer events above 65 dB Lmax in some residential areas and a corresponding increase over Cherry Creek State Park, where land uses are generally compatible with aircraft noise under 14 CFR Part 150. The tradeoff between community noise reduction and increased overflights of the park would need to be considered through the required environmental review process before any procedure could be implemented.
	Preferential Use of Runway 17L/35R for Nighttime Circuit Operations	Yes	This recommendation examined voluntary preferential use of Runway 17L/35R for circuit operations, with implementation limited to nighttime when traffic levels are low. Modeling indicated that concentrating circuits closer to the airport center can shift some operations eastward over more compatible land uses and reduce noise effects on surrounding communities.
	Digital release of IFR traffic	Yes	This recommendation addresses ground delays caused by mandatory coordination between ATCT and TRACON for IFR operations. These delays increase congestion, reduce adherence to voluntary noise abatement during peak periods, and raise taxi times and ground noise. It will be carried forward into the Noise Compatibility Program to explore Terminal Flight Data Manager (TFDM)–style digital release capabilities for IFR departures. The Airport will evaluate potential digital coordination solutions, coordinate with the FAA on pilot testing, and consider implementation requirements and funding pathways. If advanced, such solutions would aim to replace manual release coordination with shared real-time data to improve departure predictability and reduce ground waiting.
	Add high-speed taxiways to Runway 17R/35L	Yes	This recommendation would construct high-speed taxiways B10 and B13 for Runway 17R/35L to provide angled exits that reduce runway occupancy time and improve runway efficiency. The change would not alter flight tracks, runway assignments, aircraft altitudes, or total operations, so no measurable change to the 65 DNL contour or cumulative noise exposure is expected. Reduced runway occupancy could, however, improve airfield throughput and lessen the need for training aircraft to extend downwind or delay pattern operations, potentially yielding localized single-event noise benefits by keeping circuits closer to the preferred traffic pattern. Any noise benefit would be indirect and operational rather than a direct reduction in cumulative noise.

NCP Measures Summary

Measure Category	Measure for Consideration	Moving Forward into NCP?	Summary
Land Use	Update Airport Influence Area overlay (land use controls)	Yes	This action recommends that ACPAA continue working with the counties and municipalities that have land use authority near APA, because the Airport cannot control land development beyond its boundaries and those decisions rest with local jurisdictions. Local governments can, however, improve compatibility through zoning, easements, building codes, and comprehensive planning. The Study Team worked with each municipality to update the Airport Influence Area (AIA) overlay and align zoning and planning tools to limit noncompatible uses and encourage thoughtful, compatible development that also recognizes statewide housing needs. The updated AIA was developed using current noise complaint data, flight tracks, flight density information, and input from local flight schools. It includes a Transit Oriented Development Buffer Zone added in response to Colorado House Bill 24-1313 to guide transit-oriented multifamily development near transit corridors. ACPAA coordinated with affected jurisdictions to understand existing land use policies, growth pressures, and feasible adjustments. Implementation of AIA updates remains the authority of local governments. The Airport will continue to provide education, technical assistance, and coordination to support consistent, compatible land use policies across the region and to help jurisdictions apply the AIA in ways that balance community needs, safety, and long-term airport compatibility.
	Runway 35R ILS Flight Corridor Noise Notification Program	Yes	This action recommends that Castle Pines, Castle Rock, Lone Tree, and Douglas County consider a voluntary ILS flight corridor noise notification program for areas beneath the Runway 35R ILS approach. The program would provide prospective homebuyers and property lessees with non-binding notice of frequent aircraft overflights associated with instrument approach operations. The Runway 35R ILS extends roughly 9.5 miles south of the runway and concentrates aircraft on a predictable, low-altitude approach path; residents beneath the corridor may therefore experience consistent overflights and associated noise, including in areas outside the 65 DNL contour. The proposed notification program is informational only and would not involve property acquisition, avigation easements, or sound insulation. Potential notification tools include public flight-path maps, address-specific lookup tools, required notification language in building permits or subdivision plats, and ordinance language requiring notice during development review, permitting, property sale, lease, or subdivision approval. Adoption and implementation would remain with each jurisdiction; the Airport will offer technical support and coordination as requested.
Program Management	Fly quiet/ incentive dashboard	Yes	This recommendation supports continued implementation and regular updates to a Fly Quiet/Incentive Dashboard that tracks operations against voluntary noise abatement guidelines. Building on the CACNR FAA Study Group's work and existing procedures, the dashboard uses measurable operating parameters to encourage quieter operations by pilots and flight schools, with a particular focus on training flights, which have been a recurring community concern. Launched in 2026 and integrated with the Airport Noise and Operations Monitoring System (ANOMS™), the dashboard provides transparent, actionable data for Airport staff, operators, and the public to monitor trends, evaluate incentive effectiveness, and respond to community comments. The program is voluntary, incentive-based, and informational. Safety of flight remains paramount, and the dashboard will not be used to penalize airport users.

NCP Measures Summary

Measure Category	Measure for Consideration	Moving Forward into NCP?	Summary
Program Management	**Support Airspace redesign**	Yes	This action recommends continued coordination with the FAA to evaluate future airspace redesign at APA, including potential reclassification from Class D to Class C. Reclassification to Class C would give air traffic controllers greater authority to manage aircraft in the airport vicinity, enabling more active traffic management, standardized arrival and departure flows, and enhanced radar separation. APA currently operates in Class D, which requires two-way radio communication but leaves greater responsibility for visual separation to pilots under VFR. Class C is intended for busier, more complex environments and would improve the controller's ability to manage spacing, reduce operational conflicts, and enhance safety and efficiency. Airspace reclassification is a federal action under FAA authority and would likely occur only as part of a broader regional airspace planning effort. The most recent Denver-area redesign, the Denver Metroplex, was implemented in 2020–2021, and no additional regional redesign is currently scheduled. The Airport will continue to monitor traffic trends, coordinate with the FAA, and provide data and stakeholder input to support any future regional airspace planning.
	Maintain and Enhance the Noise monitoring program	Yes	This action recommends maintaining and enhancing APA's noise monitoring program, including the ANOMS™ system, permanent monitoring terminals, and portable monitors. APA currently operates 12 permanent stations and three portable monitors to collect aircraft noise data, track operations, respond to community concerns, and inform planning. Potential enhancements include evaluating and improving existing permanent sites, adding portable monitors, converting useful temporary locations to permanent stations, and installing an intermediate monitor under the ILS corridor. Airport staff identified the portable monitor at South Metro Fire Station 31 as a candidate for permanent conversion. Other improvements could include upgraded monitor hardware, enhanced noise event processing, and stronger native data visualization, especially to support integration with the Fly Quiet Dashboard. The Airport will continue to use ANOMS™ to support transparent reporting, improve responsiveness to community input, and guide long-term noise management and planning.
	Update/ incorporate noise-sensitive areas into electronic flight bags and ATCT monitors	Yes	This recommendation would add voluntary noise abatement procedures and noise-sensitive area maps to operational platforms used by controllers and pilots, including Airport Traffic Control Tower displays and electronic flight bags. Making this information readily available supports situational awareness and allows noise-sensitive areas to be considered during flight planning, sequencing, and routine operations when safe and practicable. The measure is informational and voluntary and does not create mandatory flight restrictions or new air traffic procedures. It would not change flight tracks, runway assignments, aircraft altitudes, or operation counts, and therefore is not expected to alter the 65 DNL contour. However, by improving access to noise-sensitive area data, the measure may encourage voluntary avoidance of those areas when operational conditions, safety, weather, traffic, and ATCT instructions permit, producing localized single-event benefits. Any systems presenting noise-sensitive areas should be updated when voluntary procedures or mapping are revised. The Airport will coordinate updates with ATC and operators to ensure accuracy and operational relevance.
	Continuation of Centennial Airport Community Noise Roundtable (CACNR)	Yes	This recommendation continues the CACNR as an ongoing forum for collaboration, communication, and discussion of aircraft noise issues. Established in May 2009, the Roundtable includes local elected officials, community members, Airport staff, the FAA, CDOT Aeronautics, airport users, and industry groups. CACNR will support the Noise Office in community outreach, review operational data, evaluate noise trends, and identify feasible strategies to reduce or manage aircraft noise. Continued operation will not change aircraft operations or noise contours directly, but it will promote transparency, strengthen relationships among stakeholders, and enable cooperative problem solving.

NCP Measures Summary

Measure Category	Measure for Consideration	Moving Forward into NCP?	Summary
Program Management	**Continuation of the CACNR Study Group Committee**	Yes	This recommendation continues the CACNR Study Group as a subcommittee of the CACNR with revised objectives and a modified meeting schedule to support ongoing review of operational noise issues, with primary focus on the Fly Quiet Program. Formed in response to community concerns about extended traffic patterns, the Study Group provides a small, representative forum of community members, airport leadership, pilots, flight schools, CACNR representatives, and FAA personnel to evaluate operational issues, test potential refinements, and identify feasible voluntary noise management strategies. The group can also support implementation of approved NCP measures. It will not create mandatory procedures or enforceable restrictions but will facilitate technical discussion, collaboration, and refinement of voluntary practices to reduce community noise exposure where practicable.
	Update Noise Exposure Maps (NEMs)	Yes	This recommendation calls for periodic updates to the Noise Exposure Maps (NEMs) and treats the Part 150 Study as a living document to guide program development and evaluate changes in aircraft types and operations. The Study should be reviewed whenever actual operations differ from forecasts by approximately 15 percent or more, when significant new noncompatible land uses appear within the 65 DNL or greater contours, or when airport facility changes could affect noise contours. At the end of the five-year period following NCP approval, the operations mix and assumptions should be re-evaluated and the NEMs updated as appropriate. Ongoing monitoring of operations, fleet mix, and land use changes will help identify when a formal NEM review is warranted, and updates should be coordinated with local jurisdictions, the FAA, and other stakeholders and documented to support transparency and future planning.
	Update Noise Compatibility Program	Yes	This recommendation continues a measure from the previous Part 150 Study to update the Noise Compatibility Program only if new noncompatible land uses are identified within the 65 DNL on any future Noise Exposure Maps. The NCP will be revised as conditions in the Airport environs change over time, such as increases in annual operations, shifts in aircraft mix, or operational changes that affect noise contours. Decisions to update the NEM and NCP will be made in consultation with APA and the FAA. In practice, the NEM would be updated first to determine whether changes in operations or land use warrant a corresponding update to the NCP.
	Support Transition to Replacement of Cessna 172 Training Operations with Electric Aircraft	Yes	This measure modeled replacing conventional single-engine training aircraft with electric equivalents and is carried forward into the Noise Compatibility Program to support collaborative evaluation with operators and stakeholders. The Study Team consulted flight schools to estimate electric aircraft use for circuit operations and used August 2025 test flights to inform noise modeling. Results show reduced single-event noise events. No change is expected in the greater-than-65 to 75 DNL contours. Community benefits would include lower single-event noise along training routes and potential emissions reductions. Implementation depends on aircraft availability, technology maturity, regulatory approvals, and infrastructure, and would require coordinated planning among the Airport, operators, and regulators.

CENTENNIAL AIRPORT

CENTENNIAL AIRPORT

SEPTEMBER 2026 NOISE REPORT





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1. DEFINITIONS

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

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

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

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

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

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

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

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

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

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

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

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

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

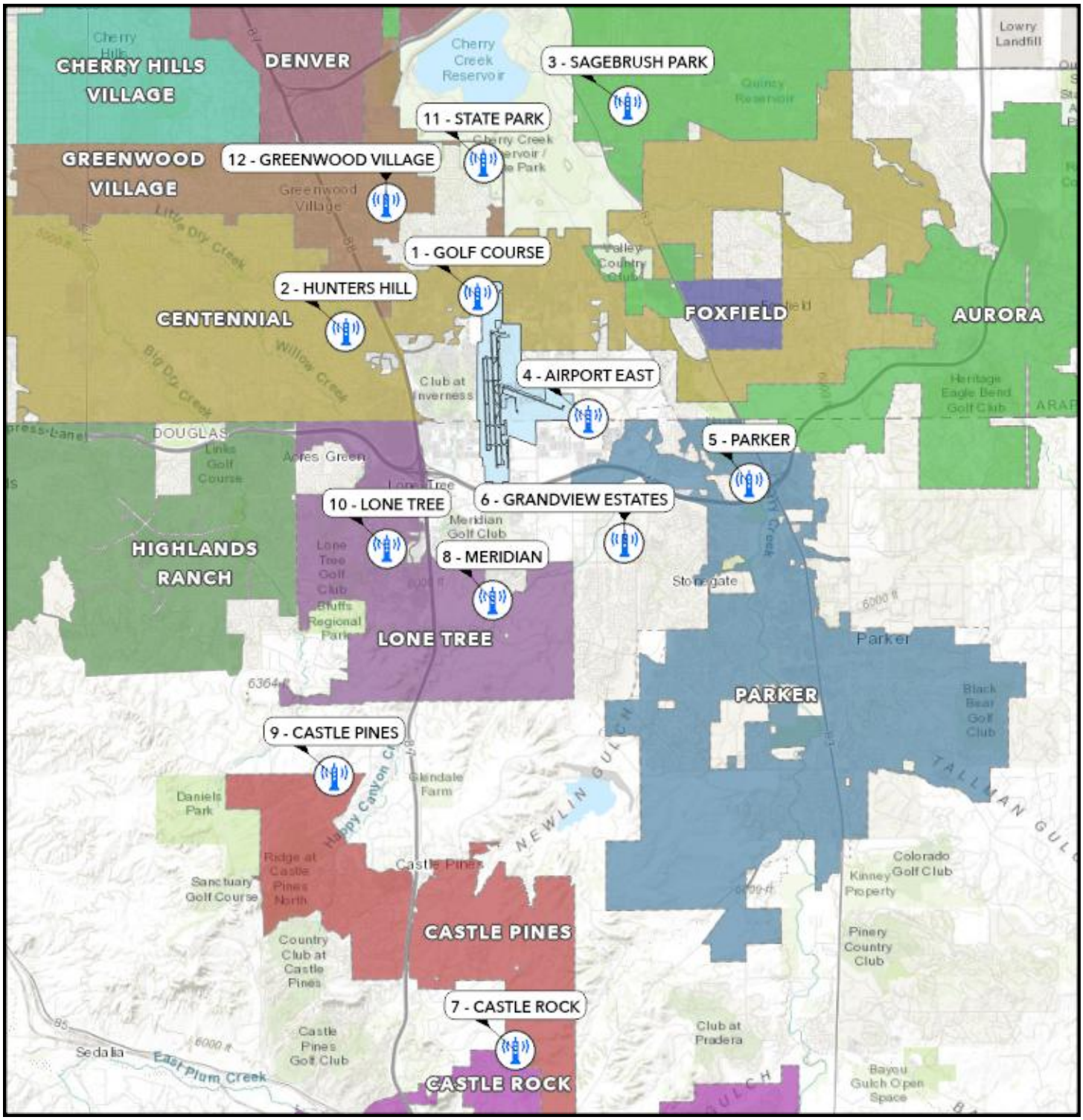
Overflight – Aircraft flight originating and terminating outside the area that transits the airspace without landing.

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

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

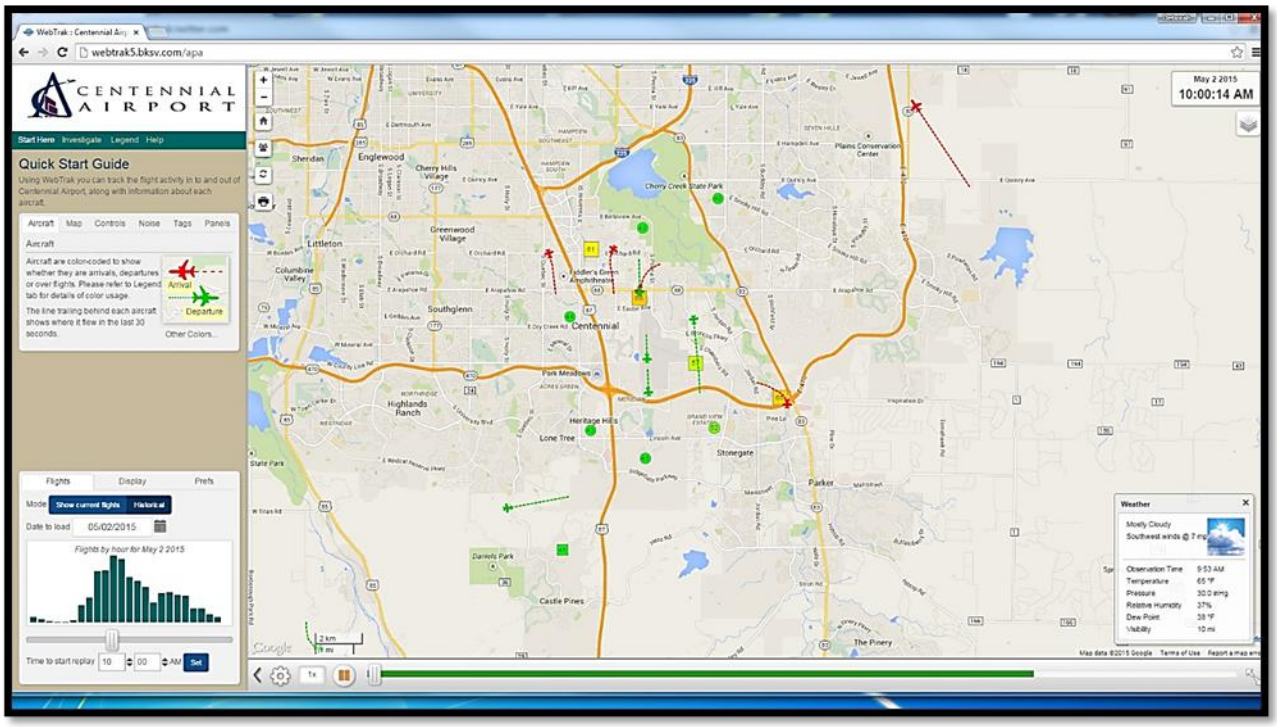
2. About APA's Noise Monitoring Program

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.



3. About WebTrak™

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



How to participate

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

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

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

Scan here to view Centennial Airport's

Voluntary Noise Abatement Information

APA NOISE INFO

4. Operations Statistics

	IFR ITINERANT				VFR ITINERANT				LOCAL		
	AIR TAXI	G.A.	MILITARY	TOTAL ITINERANT	AIR TAXI	G.A.	MILITARY	TOTAL	G.A.	MILITARY	TOTAL LOCAL
January	2,880	2,644	82	5,606	1,713	5,480	44	7,237	12,900	6	12,906
February	2,551	2,367	128	5,046	1,722	5,780	28	7,530	12,353	0	12,353
March	2,787	2,619	106	5,512	1,621	5,491	51	7,163	11,306	0	11,306
April	2,689	2,351	176	5,216	1,454	5,210	47	6,711	11,757	0	11,757
May	2,892	2,632	164	5,688	1,749	6,245	73	8,067	14,095	0	14,095
June	2,916	2,873	203	5,992	1,591	6,667	88	8,346	13,877	0	13,877
July	3,077	2,959	238	6,274	1,624	7,535	75	9,234	14,415	12	14,427
August	2,943	3,011	199	6,153	1,989	7,601	68	9,658	15,975	0	15,975
September	3,077	2,797	130	6,004	1,848	6,705	64	8,617	15,028	0	15,028
October				0				0			0
November				0				0			0
December				0				0			0
Y-T-D Totals	**25,812**	**24,253**	**1,426**	**51,491**	**15,311**	**56,714**	**538**	**72,563**	**121,706**	**18**	**121,724**

	IFR OVERFLIGHTS				VFR OVERFLIGHTS			
	AIR TAXI	G.A.	MILITARY	TOTAL INTINERANT	AIR TAXI	G.A.	MILITARY	TOTAL
January	3	0	1	4	49	58	6	113
February	2	0	6	8	57	86	2	145
March	6	5	1	12	66	214	2	282
April	1	6	2	9	38	80	3	121
May	5	11	0	16	25	61	5	91
June	2	9	2	13	46	75	5	126
July	6	13	2	21	46	114	8	168
August	3	6	1	10	55	81	9	145
September	4	2	0	6	103	77	6	186
October				0				0
November				0				0
December				0				0
Y-T-D Totals	**32**	**52**	**15**	**99**	**485**	**846**	**46**	**1,377**

	TOTAL OPERATIONS
January	25,866
February	25,082
March	24,275
April	23,814
May	27,957
June	28,354
July	30,124
August	31,941
September	29,841
October	
November	
December	
Y-T-D Totals	**247,254**

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.

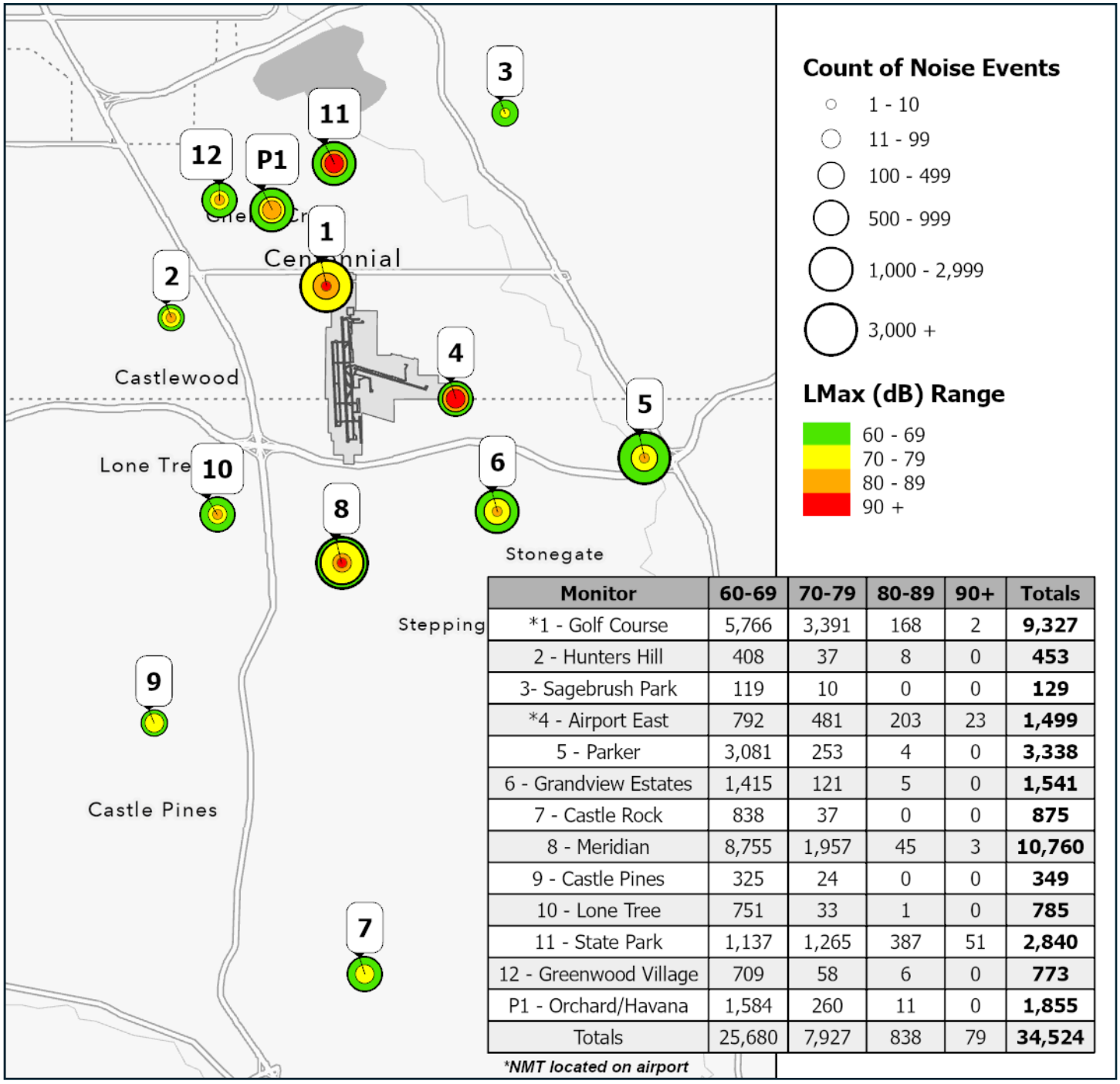
Overflight – Operation performed by aircraft that transit the area and did not originate or did not terminate within the airspace.

5. September 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 lawn mowers or emergency sirens.

The information below reflects only aircraft noise events as described above.



Monitor	60-69	70-79	80-89	90+	Totals
*1 - Golf Course	5,766	3,391	168	2	**9,327**
2 - Hunters Hill	408	37	8	0	**453**
3- Sagebrush Park	119	10	0	0	**129**
*4 - Airport East	792	481	203	23	**1,499**
5 - Parker	3,081	253	4	0	**3,338**
6 - Grandview Estates	1,415	121	5	0	**1,541**
7 - Castle Rock	838	37	0	0	**875**
8 - Meridian	8,755	1,957	45	3	**10,760**
9 - Castle Pines	325	24	0	0	**349**
10 - Lone Tree	751	33	1	0	**785**
11 - State Park	1,137	1,265	387	51	**2,840**
12 - Greenwood Village	709	58	6	0	**773**
P1 - Orchard/Havana	1,584	260	11	0	**1,855**
Totals	25,680	7,927	838	79	**34,524**

**NMT located on airport*

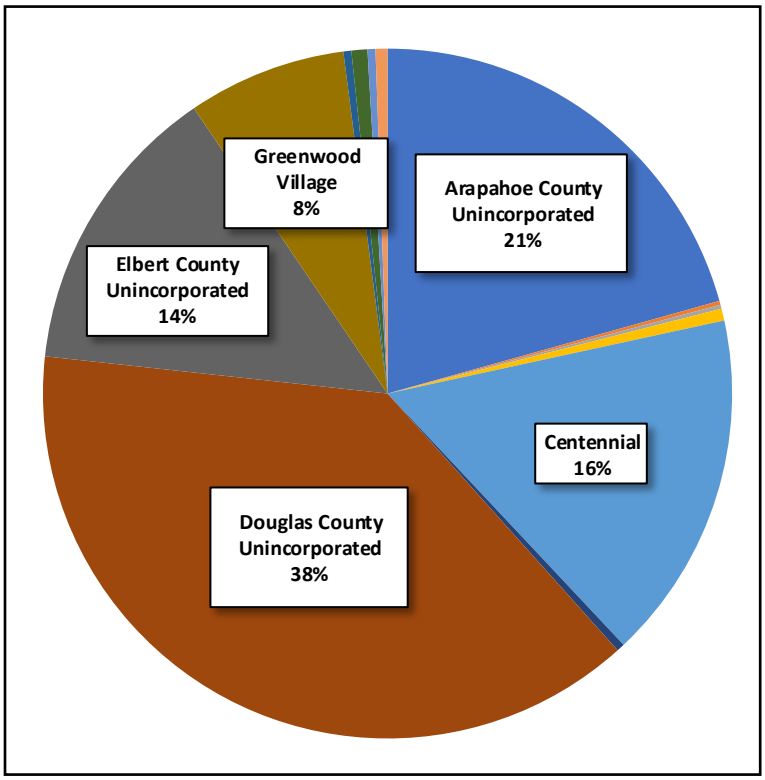
NMT Downtimes: NMT 2: 9/23 1300-1443; NMT4: 9/12 0900 – 9/28 0900; NMT 7: 9/13 1200-1302.

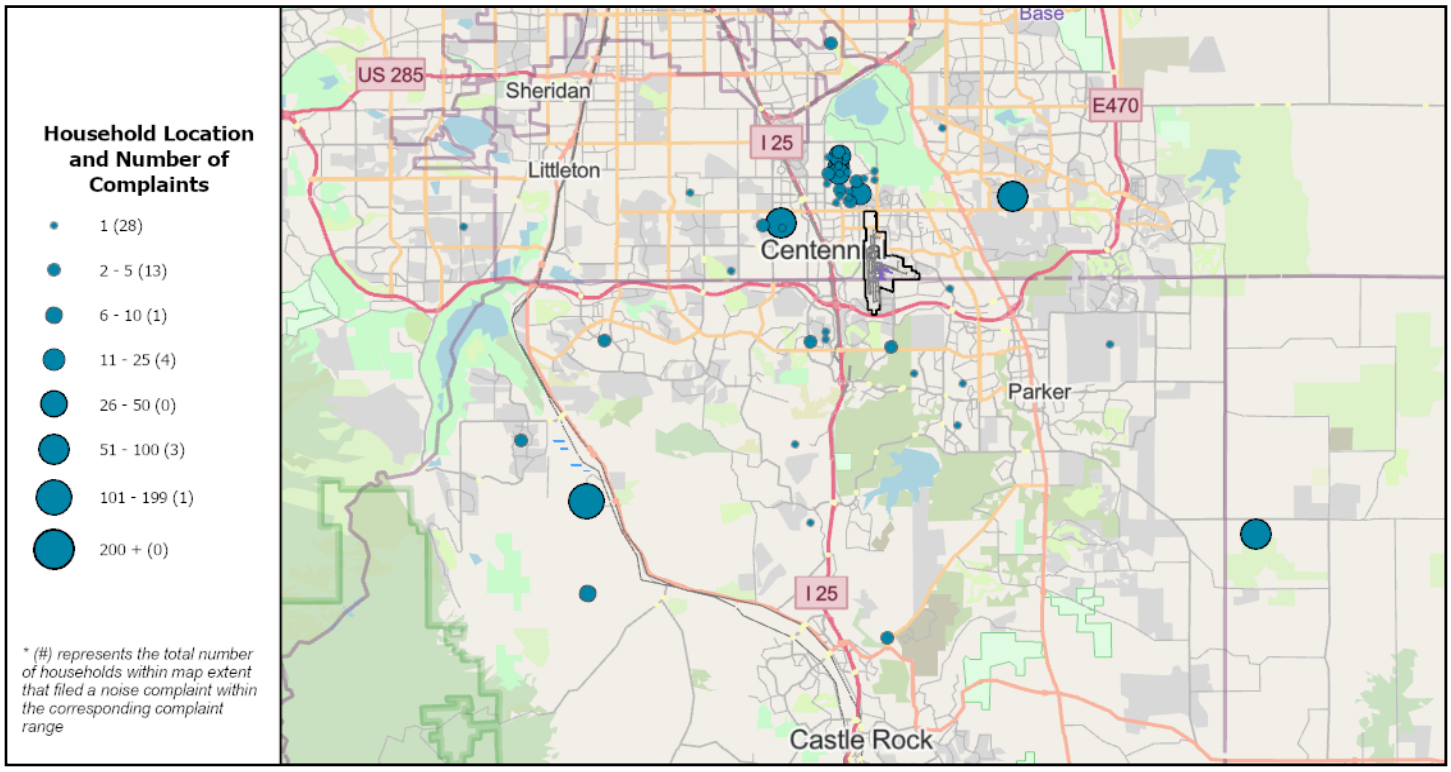
6. September 2026 Noise Complaint Statistics

Municipality	Complaints	Households	Population
Arapahoe County Unincorporated	111	17	98,066
Aurora	1	1	399,913
Castle Pines	1	1	14,000
Castle Rock	3	1	86,000
Centennial	88	5	108,422
Cherry Hills Village	0	0	6,442
Denver	2	1	715,522
Douglas County Unincorporated	206	10	276,493*
Elbert County Unincorporated	74	1	29,382
Greenwood Village	40	8	15,691
Highlands Ranch	2	1	103,444
Lone Tree	4	3	14,253
Parker	2	2	68,000
Other	3	2	-
Total	537	53	1,936,078

*Douglas County Unincorporated Population with Highlands Ranch Removed

Complaints per Municipality





6. September 2026 Noise Complaint Statistics

Complaint by Aircraft Type



Propeller	92%
Jet	7%
Helicopter	1%

*#1 Household Removed

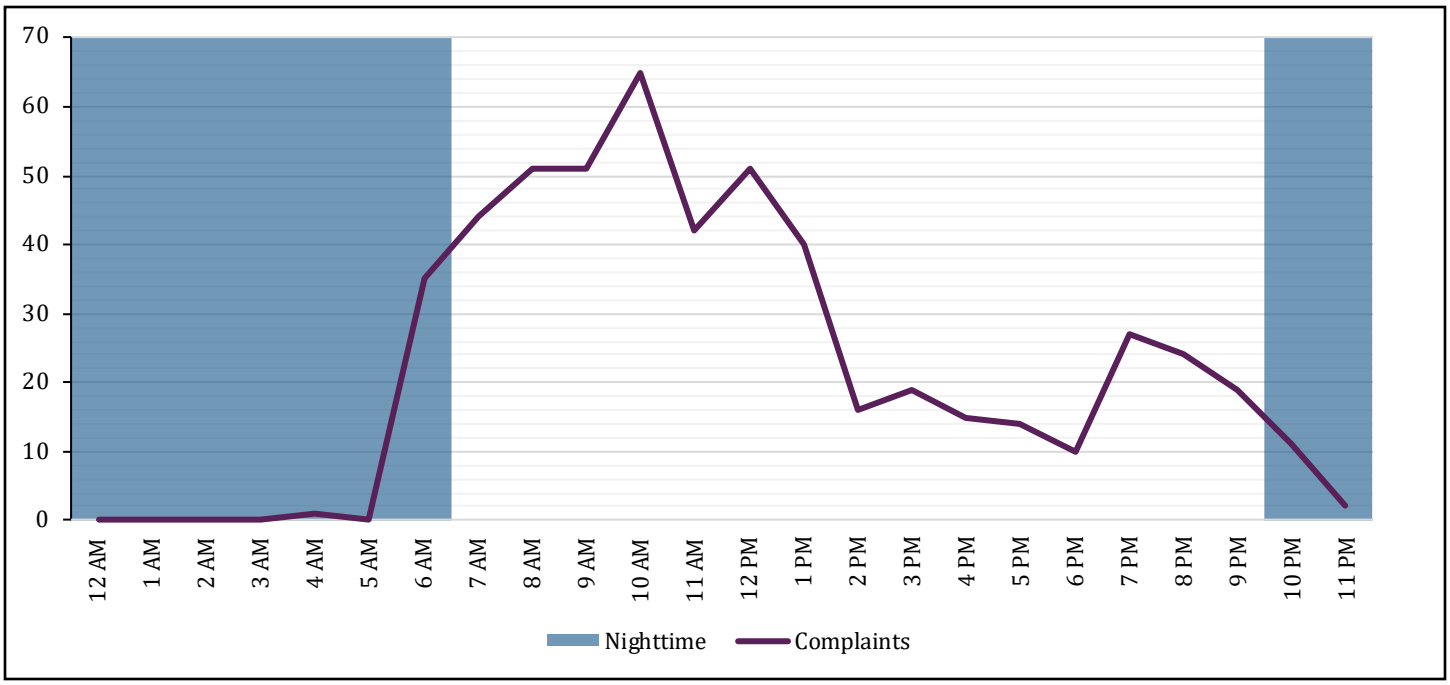
Complaint by Operation Type



Departures	20%
Arrivals	11%
Training	69%

*#1 Household Removed

Complaints by Hour



Noise Complaint Responses Completed	
Email	112
Phone	9
Total	121

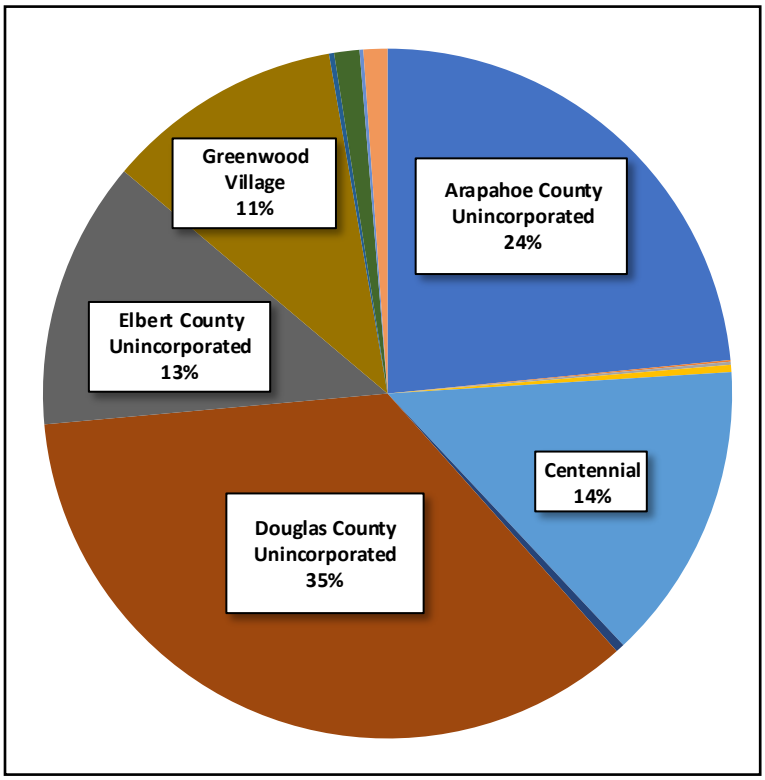
Time Complaint Received	
Day (7:00AM – 9:59PM)	488
Night (10:00PM – 6:59AM)	49
Total	537

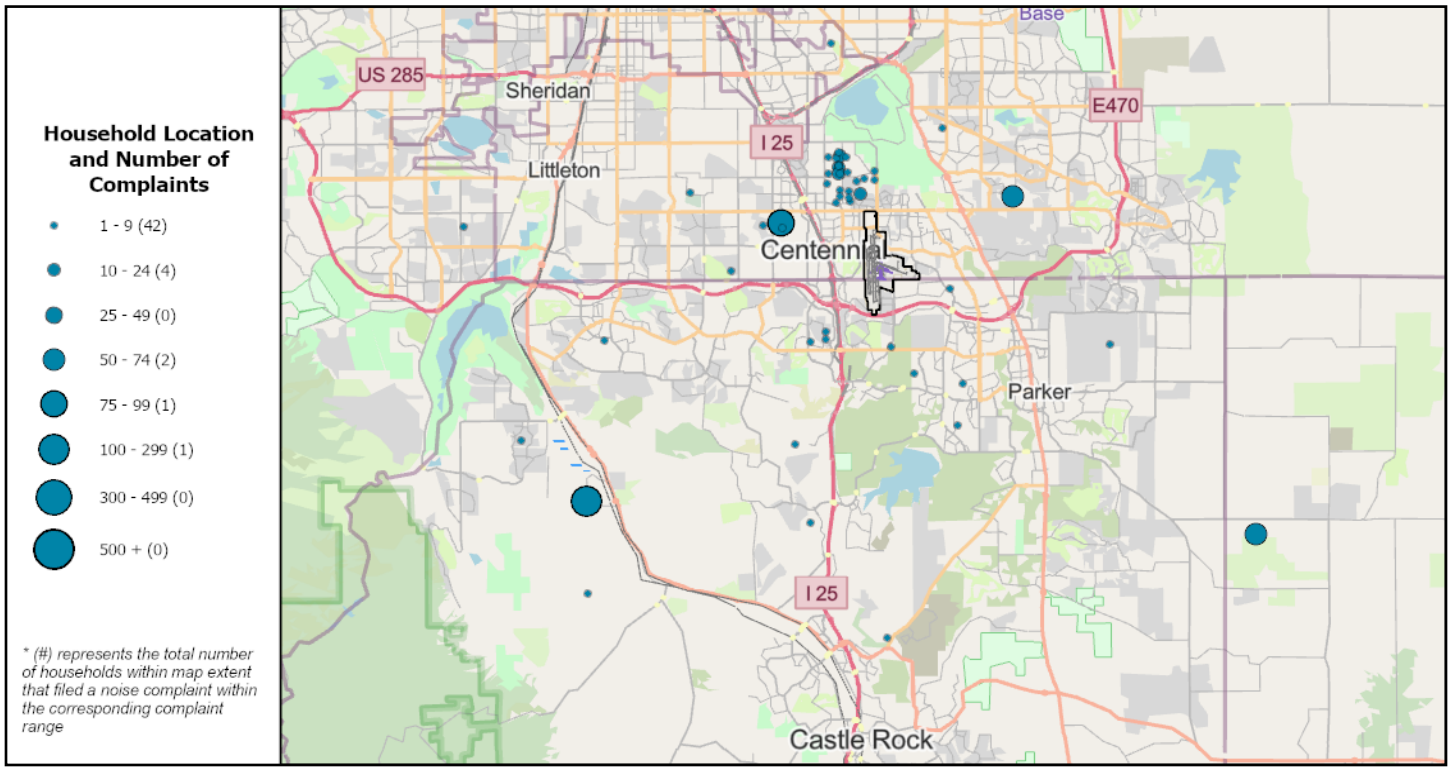
7. Year-To-Date Noise Complaint Statistics

Municipality	Complaints	Households	Population
Arapahoe County Unincorporated	1,464	64	98,066
Aurora	5	2	399,913
Castle Pines	9	4	14,000
Castle Rock	21	2	86,000
Centennial	874	13	108,422
Cherry Hills Village	0	0	6,442
Denver	26	3	715,522
Douglas County Unincorporated	2,195	46	276,493*
Elbert County Unincorporated	785	5	29,382
Greenwood Village	695	35	15,691
Highlands Ranch	15	6	103,444
Lone Tree	74	11	14,253
Parker	11	8	68,000
Other	70	17	-
Total	6,244	216	1,936,078

*Douglas County Unincorporated Population with Highlands Ranch Removed

Complaints per Municipality





7. Year-To-Date Noise Complaint Statistics

Complaint by Aircraft Type



Propeller 92%



Jet 6%



Helicopter 2%

*#1 Household Removed

Complaint by Operation Type



Departures 29%



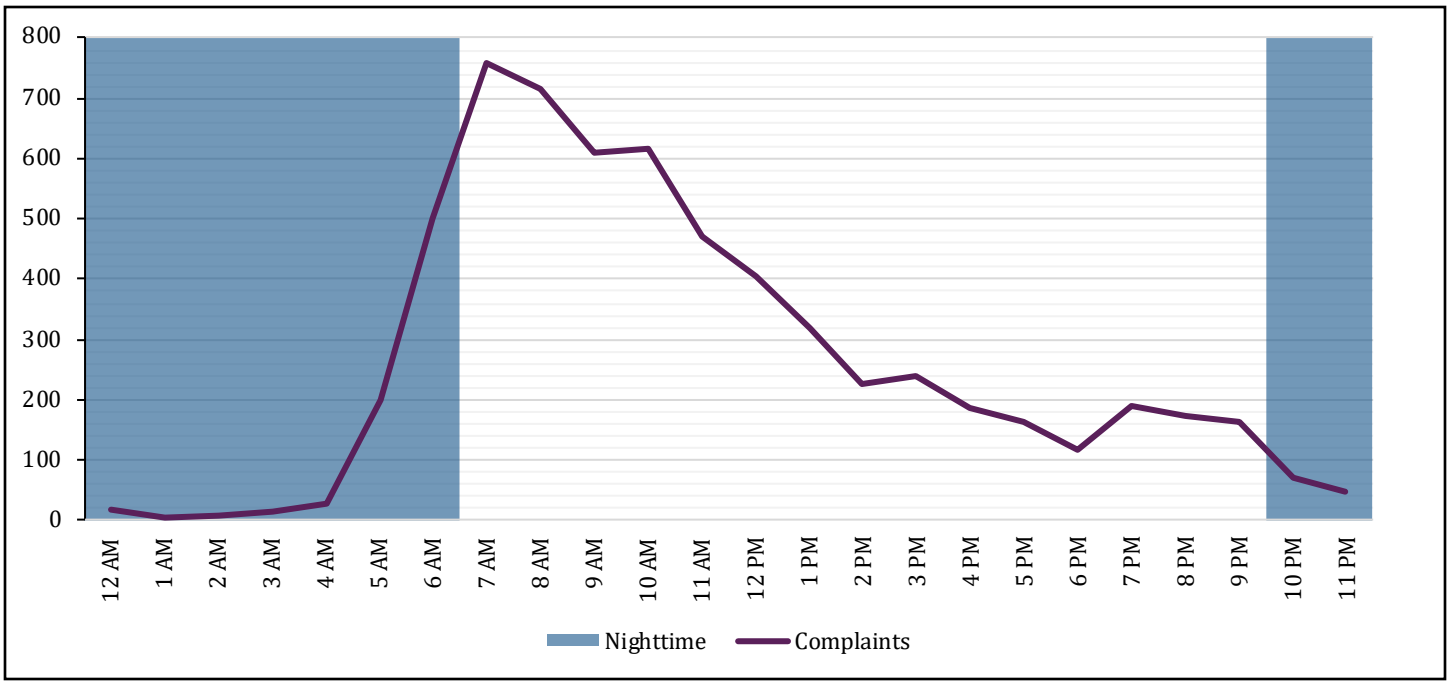
Arrivals 13%



Training 58%

*#1 Household Removed

Complaints by Hour

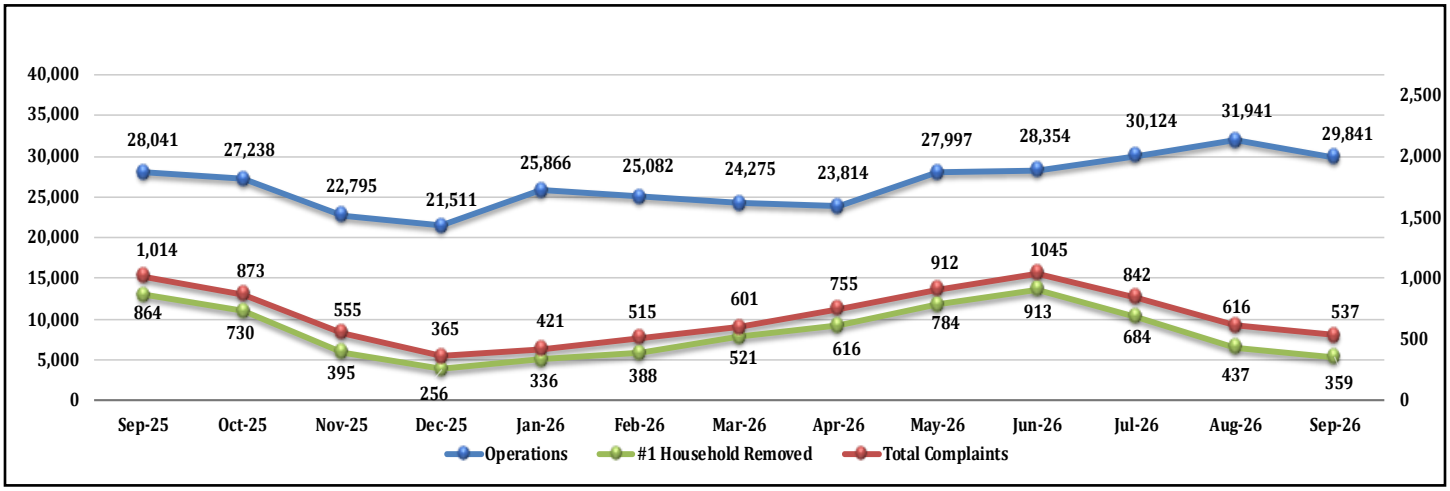


Noise Complaint Responses Completed	
Email	731
Phone	61
Total	792

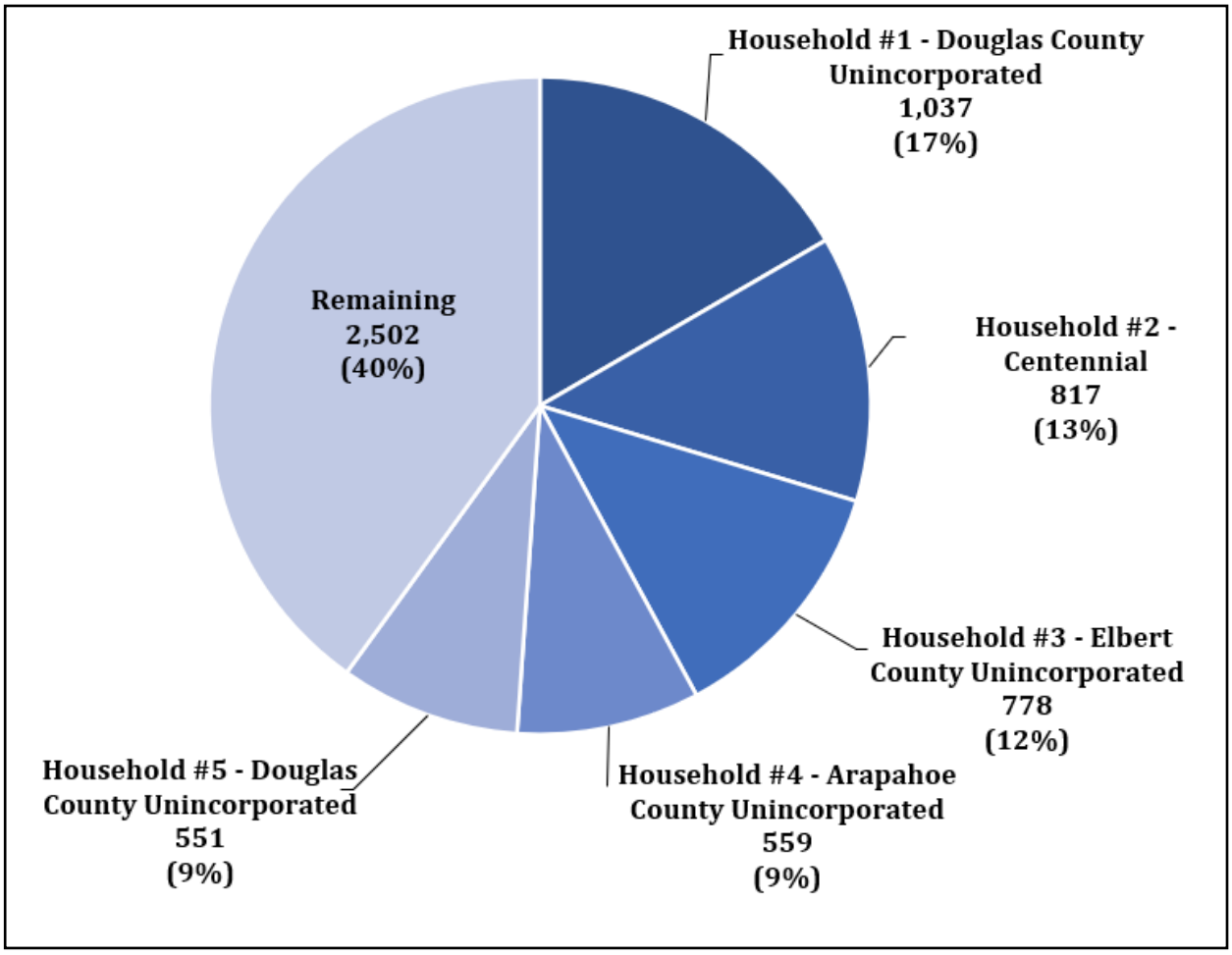
Time Complaint Received	
Day (7:00AM – 9:59PM)	5,354
Night (10:00PM – 6:59AM)	890
Total	6,244

7. Year-To-Date Noise Complaint Statistics

13-Month Trend



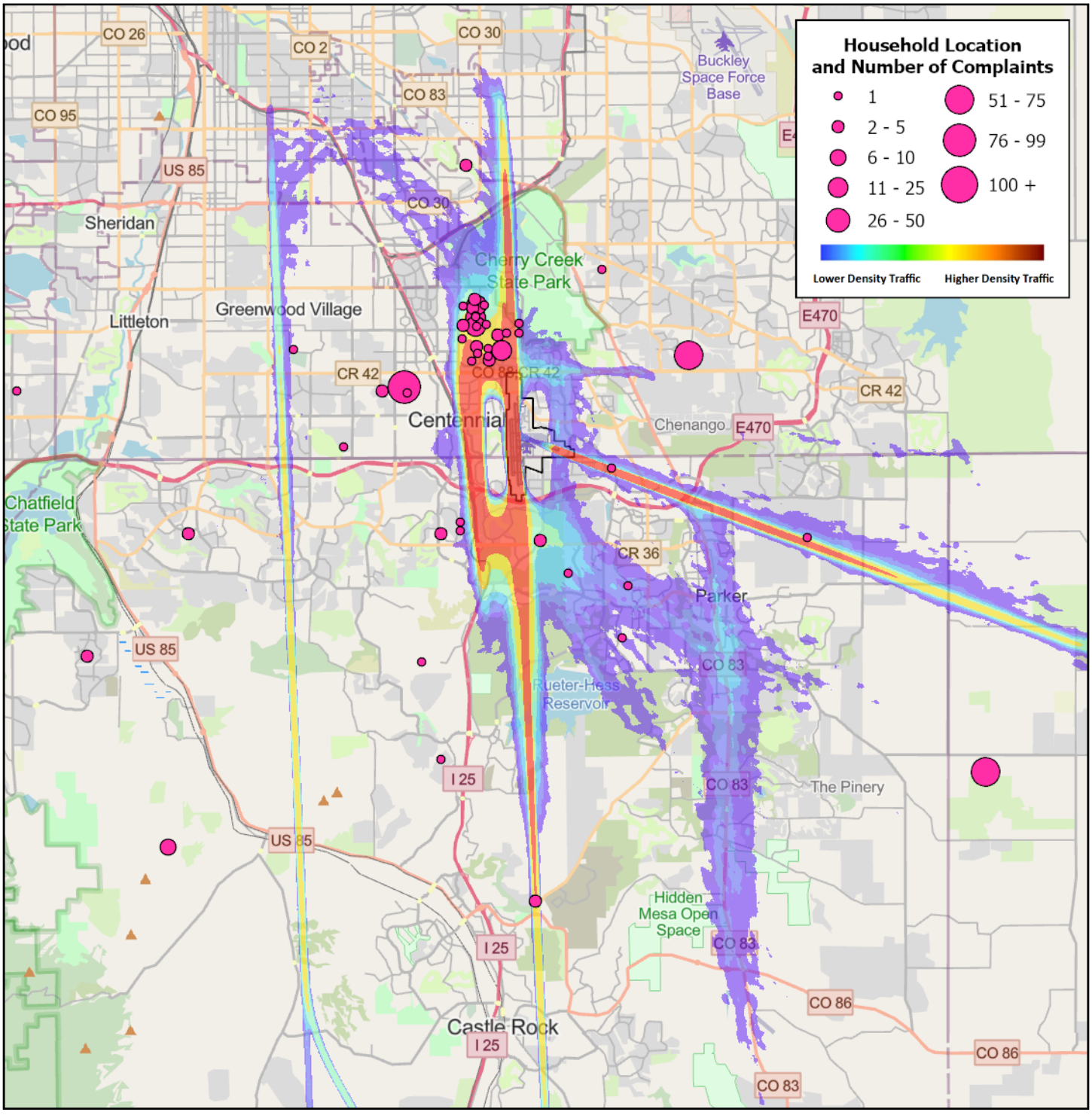
Top 5 Household Complaints Year-To-Date



8. Radar Track Density Map

This map takes all of the flight track data for the given time period and creates a line density plot overlayed with the monthly noise complaint dot map. This enables a better understanding of where the flight tracks are at 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.

SEPTEMBER 2026



9. Notes and Disclaimer

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

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

CENTENNIAL AIRPORT

NOISE MANAGEMENT OFFICE

Noise Hotline: 303-790-4709

www.noise.centennialairport.com

CACNR
Centennial Airport
Community Noise Roundtable

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.

October 7th 2026 MEETING

- Public Comment
  - TOD zoning, Douglas County (Crosswind runway) Noise & Frequency, Targeted Harassment, DIA Approach cause and effect - Low flying aircraft 3 Towers & Elizabeth

- Noise Reports
  - Operations / Training / Time of Day Complaints

    August 616 complaints now September 537 / Peak Time shift 10AM

- Agenda Items
  - CACNR Discussions - willingness to aid with Land Use Applicants

    Identifying resources (FAA) - goal to streamline information, process and actions
  - Recommendations for Action – none

- CACNR Executive Reports
  - 2027 Budget – 30% Work Program = Projects/ Website / Exec. Work Plan

    40% Conferences = UC Davis, NOISE / Consultant Education

    22% Administration = Work Plan / Mtg Space / Legal/ Recorder

    4% Membership Dues & 4% Reserve

    Reduced Member Dues – Airport =$3000 Counties= $700 Cities & Towns =$300

    Reviewed and Approved by CACNR
  - Website October Rollout – Encourage review

CENTENNIAL AIRPORT

Community Noise Roundtable Study Group Committee



Third Quarter 2026
Update Report
Published: October 2026

Report #13

CENTENNIAL AIRPORT

CACNR
Centennial Airport
Community Noise Roundtable

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EXECUTIVE SUMMARY

The third quarter (Q3) 2026 report of the Centennial Airport Community Noise Roundtable (CACNR) Study Group Committee (Study Group) provides an update on mitigation efforts and their potential results in addressing the use of the extended traffic pattern by training aircraft at Centennial Airport (APA).

Touch-and-go activity in the Study Area rose from Q3 2025 to Q3 2026. In Q3 2026, 10,279 aircraft entered the Study Area, up from 6,990 in Q3 2025, increasing the entry rate from 39.4% to 45.9%.

This is the thirteenth 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 report and subsequent reports focus on data analysis of their respective quarters. This report is focused on data analysis specifically comparing the third quarters of 2023 through 2026. Notable updates (all updates to previous information indicated in blue) reported in this report include:

1. Proactive Outreach & Education to Flight Schools – report page 13
2. Flight School Fly Quiet Dashboard – report page 14
3. Proactive Checking of Extended Traffic During Nighttime Hours – report page 16

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 33 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 member, Pilot, Castle Pines City Council member
Jessica Campbell	Member	ACPAA Board member, Arapahoe County Commissioner (Dist. 2)
Mike Fronapfel	Member	ACPAA Executive Director, CACNR 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.

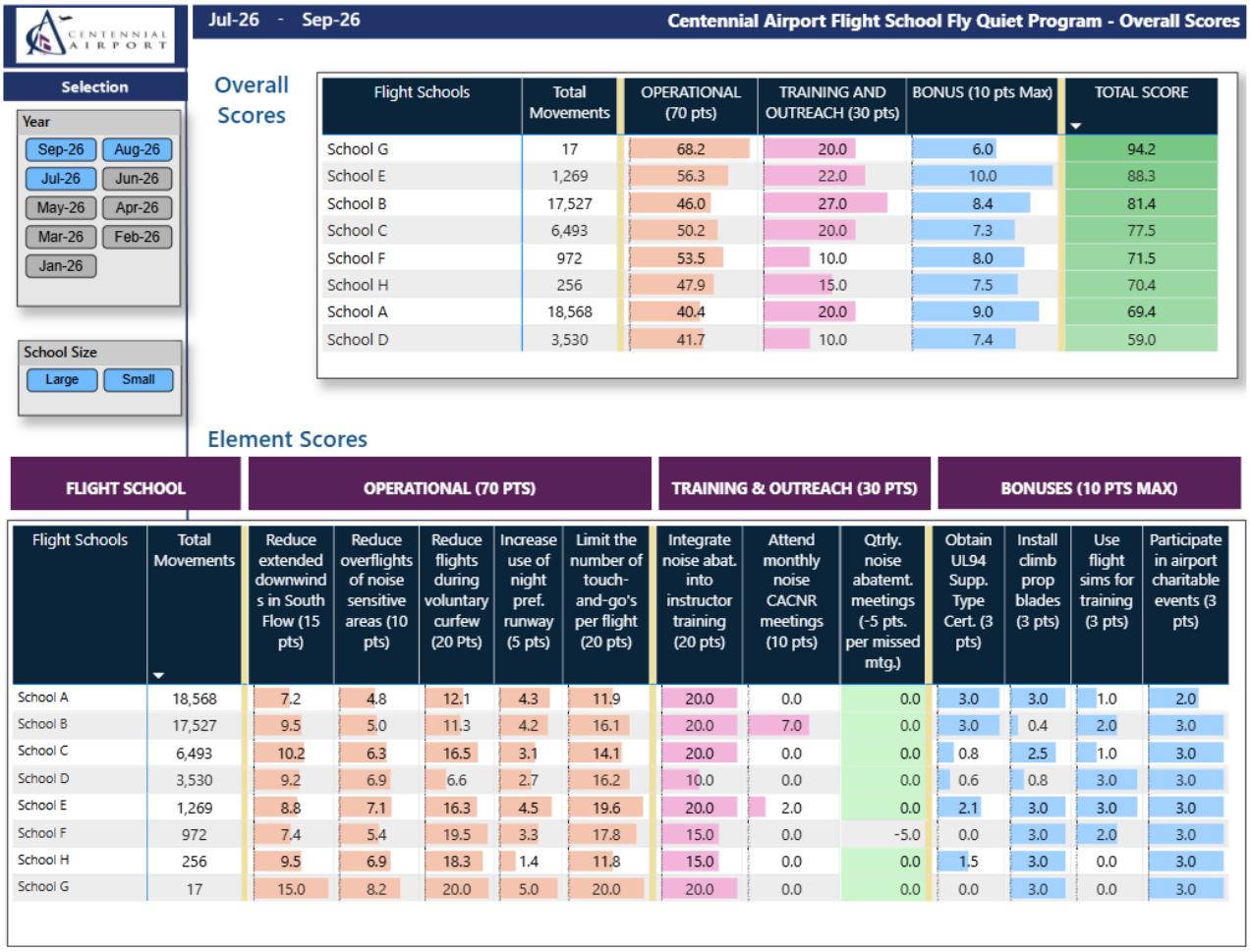
Adopted Mitigation Strategy:	Noise Abatement Information on Chart Supplement
Problem Mitigation Addresses:	Centennial Airport receives flights from all over the US. Transient pilots are thus not always aware of the noise sensitive areas or preferred traffic pattern
Reduction of Noise Exposure:	A Chart 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 Q3 2026 meeting took place on July 15th. 20 flight school representatives attended. All flight schools were in attendance. Q2 2026 scores from the Flight School Fly Quiet Dashboard were discussed. Airport staff discussed Noise Abatement Guidelines, practice area usage, and presented Q2 2026 Study Group Report. The Q4 meeting is November 3rd.

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 were 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:	Q3 2026 scores will be presented to CACNR in November and Flight Schools at the Noise Abatement and Safety Meeting in November.

Flight School Fly Quiet Dashboard

Quarter 3 2026



Jul-26 - Sep-26 — Centennial Airport Flight School Fly Quiet Program - Overall Scores

Selection

Year: Sep-26, Aug-26, Jul-26, Jun-26, May-26, Apr-26, Mar-26, Feb-26, Jan-26

School Size: Large, Small

Overall Scores

Flight Schools	Total Movements	OPERATIONAL (70 pts)	TRAINING AND OUTREACH (30 pts)	BONUS (10 pts Max)	TOTAL SCORE
School G	17	68.2	20.0	6.0	94.2
School E	1,269	56.3	22.0	10.0	88.3
School B	17,527	46.0	27.0	8.4	81.4
School C	6,493	50.2	20.0	7.3	77.5
School F	972	53.5	10.0	8.0	71.5
School H	256	47.9	15.0	7.5	70.4
School A	18,568	40.4	20.0	9.0	69.4
School D	3,530	41.7	10.0	7.4	59.0

Element Scores

FLIGHT SCHOOL		OPERATIONAL (70 PTS)					TRAINING & OUTREACH (30 PTS)			BONUSES (10 PTS MAX)			
Flight Schools	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 abatemt. 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	18,568	7.2	4.8	12.1	4.3	11.9	20.0	0.0	0.0	3.0	3.0	1.0	2.0
School B	17,527	9.5	5.0	11.3	4.2	16.1	20.0	7.0	0.0	3.0	0.4	2.0	3.0
School C	6,493	10.2	6.3	16.5	3.1	14.1	20.0	0.0	0.0	0.8	2.5	1.0	3.0
School D	3,530	9.2	6.9	6.6	2.7	16.2	10.0	0.0	0.0	0.6	0.8	3.0	3.0
School E	1,269	8.8	7.1	16.3	4.5	19.6	20.0	2.0	0.0	2.1	3.0	3.0	3.0
School F	972	7.4	5.4	19.5	3.3	17.8	15.0	0.0	-5.0	0.0	3.0	2.0	3.0
School H	256	9.5	6.9	18.3	1.4	11.8	15.0	0.0	0.0	1.5	3.0	0.0	3.0
School G	17	15.0	8.2	20.0	5.0	20.0	20.0	0.0	0.0	0.0	3.0	0.0	3.0

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

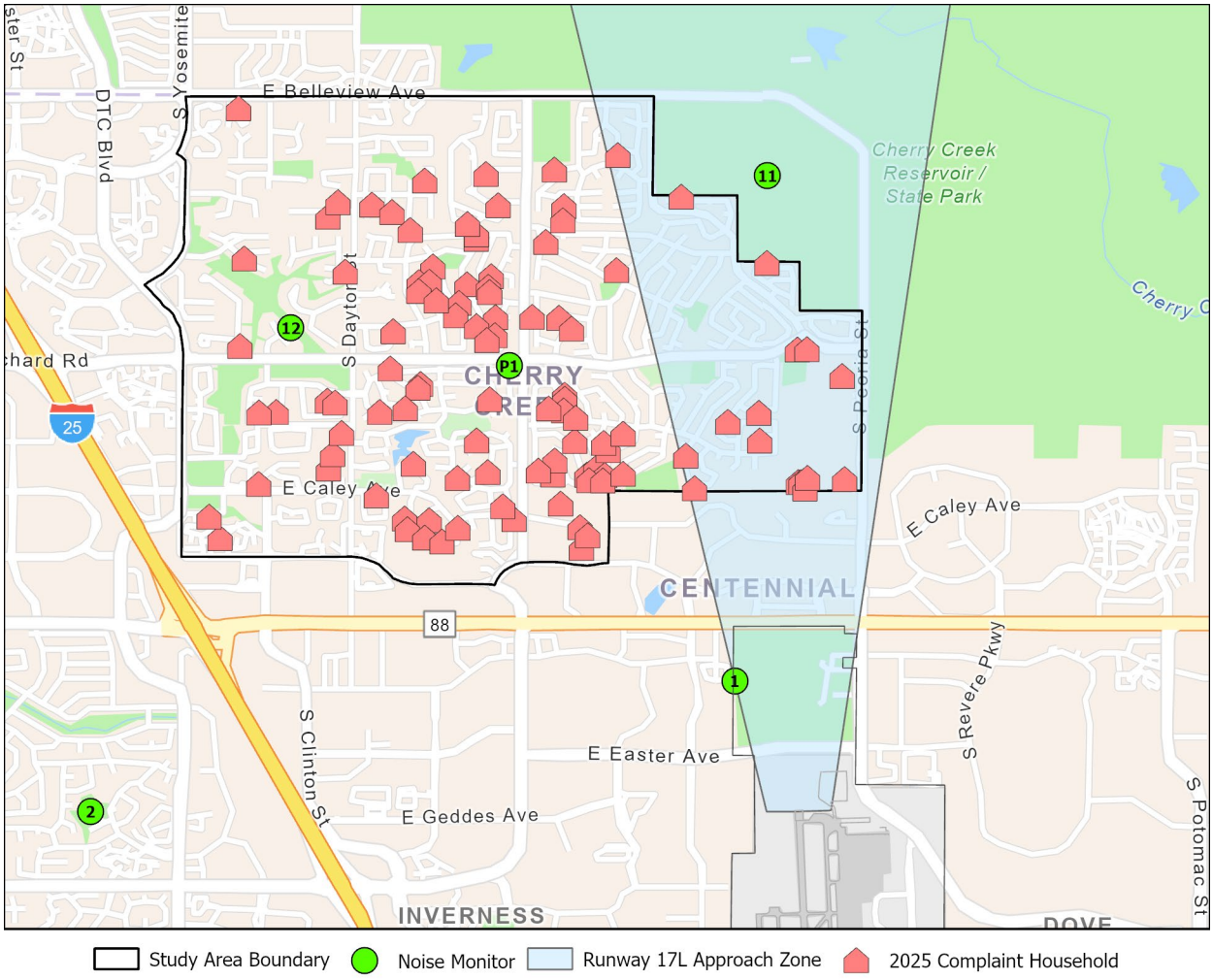
To provide methods to proactively identify and measure improvements in community noise exposure and the effectiveness of the implemented mitigation strategies.

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 Airport Planner in conjunction with the Noise & Environmental Planner regularly look at nighttime outliers. In Q3 2026 **9 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:	In consultation with the community, the Airport noise program staff, and informed by historical data, the Study Group has identified the below boxed area in the map to focus its data analysis. The area of analysis will encompass the residential areas bordered generally by DTC Blvd to the west, E Belleview 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 map below.
Measurable Impact:	Indirect.
Updates:	Data Analysis Ongoing. See page 26 for update on data analysis and mitigations.

Defined Study Area Map



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:	The FAA's primary responsibility is managing air traffic in the safest and most efficient way possible. Positive control and staggering of landings increase safety. Air Traffic Controllers call base turns for aircraft for safety reasons and ATC has seen an improvement in safety at Centennial Airport because of the safety mitigation. Calling 17R base turns to “stagger” with traffic on 17L helps ensure safe and efficient operations. See below for further explanation.

On May 12, 2021, there was a midair collision between a Cirrus aircraft and a Metroliner while the aircraft were inbound to Centennial Airport. The Cirrus was on a right base turn[1] 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 Landing**[2]: 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 Aircraft**[4]: 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 final[5] and enhances safety with positive control[6], 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.

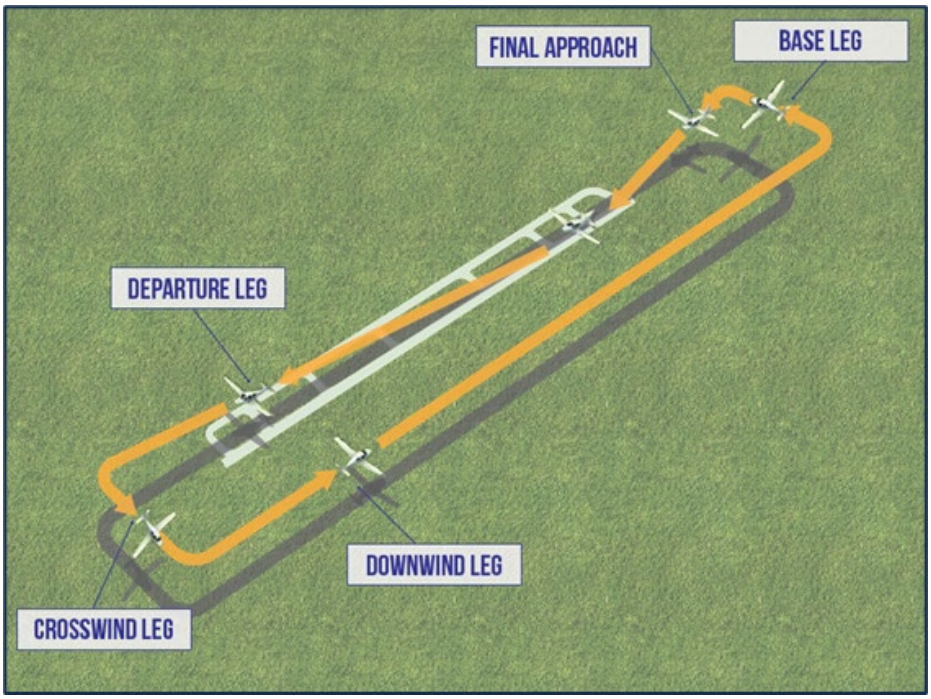
- **Conflict Resolution**: In busy airspace, it's crucial to have a clear plan for each aircraft descent and approach. Base turns help resolve any potential conflicts between arriving and departing aircraft, making the airspace safer and more organized.

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 (Vref); “V“ being velocity, and “ref“ being reference for the aircraft weight, configuration, and the runway and atmospheric conditions at the time of flight. Vref 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 2,000-3,000 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.


FINAL APPROACH
BASE LEG
DEPARTURE LEG
DOWNWIND LEG
CROSSWIND LEG

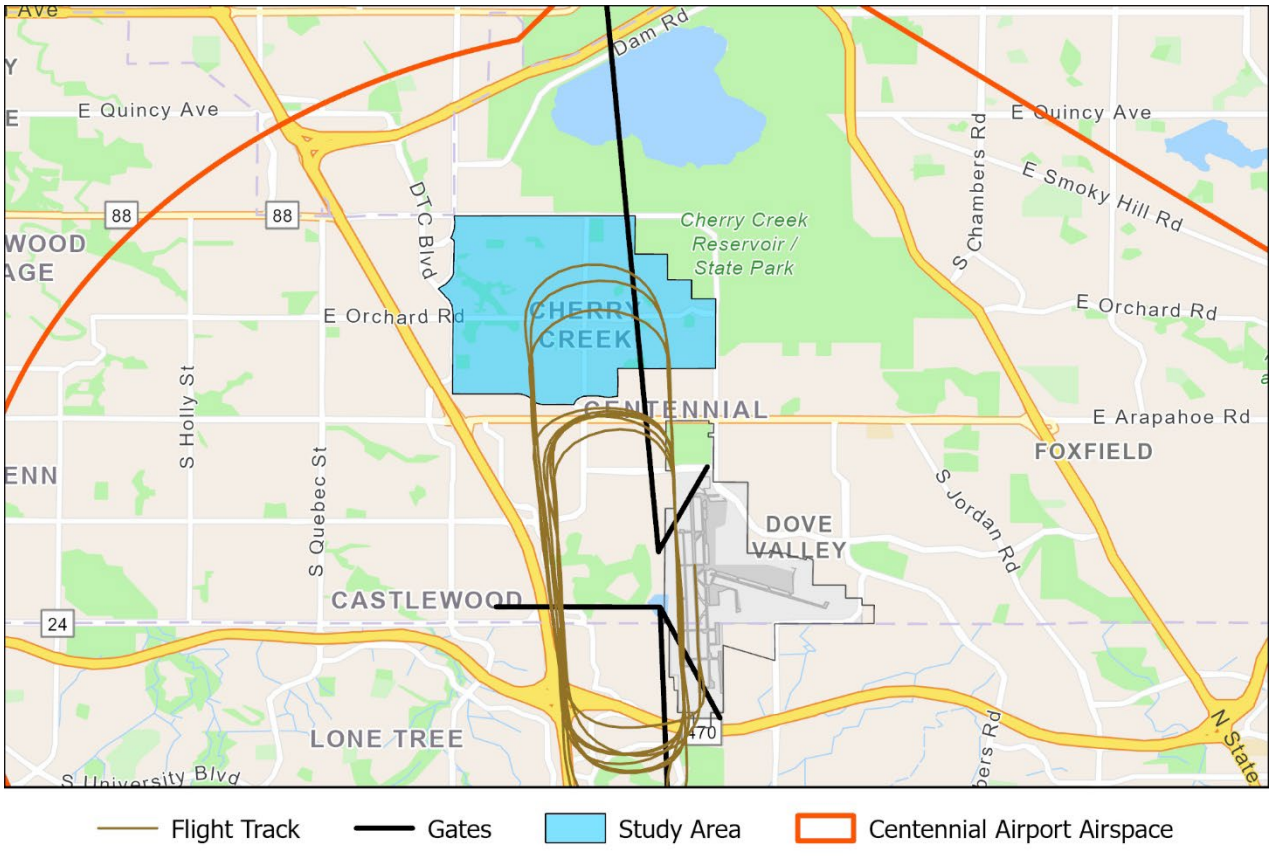
STUDY AREA DATA ANALYSIS

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 third quarters of 2023 - 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.



Q3 2023 – 2026 ANALYSIS SUMMARY

During Q3 2026, touch-and-go aircraft entering the Study Area increased to 10,279, continuing the upward trend observed in the previous reporting period and marking the second consecutive reporting period with increased activity. While entry totals remained below the levels recorded in Q3 2023, they were substantially higher than Q3 2025 and were the highest third-quarter totals observed since 2024. The share of touch-and-go aircraft entering the Study Area also increased compared to Q3 2025, rising from 39.4% to 45.9%.

Despite the recent increase, long-term trends continue to show an overall reduction in touch-and-go aircraft entering the Study Area when compared to earlier years. Year-to-date totals remain below 2023 and 2024 levels, although activity in 2026 has rebounded from the lower levels observed during 2025. The year-to-date share of touch-and-go aircraft entering the Study Area similarly reflects improvement from recent lows while remaining below 2023 and 2024 levels.

Monthly totals during Q3 2026 reached 3,444 aircraft in July, 3,569 in August, and 3,266 in September. These monthly counts exceeded those observed during the same period in 2025, indicating sustained increases in touch-and-go activity entering the Study Area throughout the quarter.

Trend analysis shows that the share of touch-and-go aircraft entering the Study Area increased between June and July 2026 before declining through September. Evaluating performance as a share of total touch-and-go activity helps isolate operational behavior from changes in overall traffic volume, providing a clearer measure of the effectiveness of mitigation efforts independent of fluctuations in airport activity.

Of the 10,279 touch-and-go aircraft that entered the Study Area during Q3 2026, the majority extended their downwind or upwind legs only to the segment between Peakview and Orchard. This segment accounted for 69.0% of all aircraft entering the Study Area, indicating that most operations remained in the southern portion of the Study Area rather than extending farther north.

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

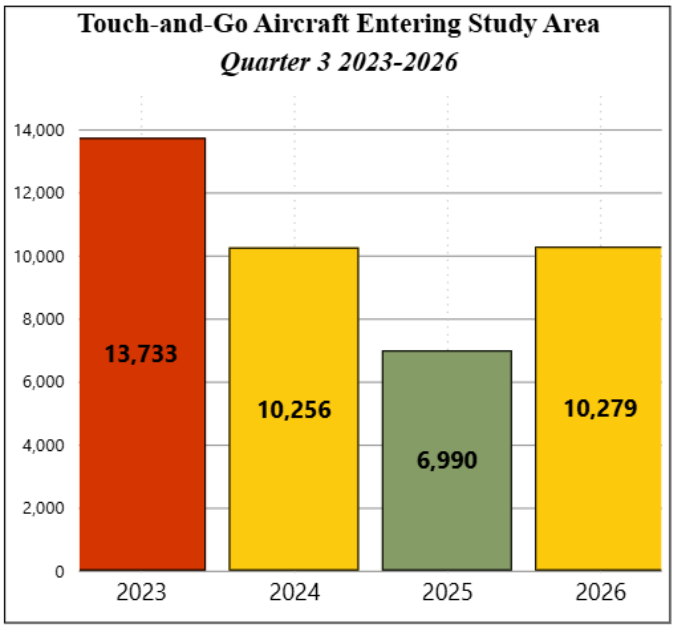


Figure 1.1

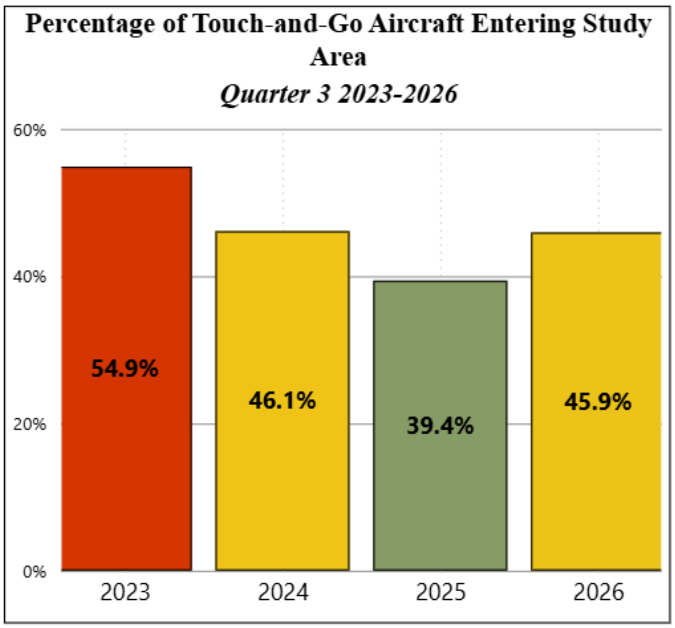


Figure 1.2

Figure 1.1 illustrates the number of touch-and-go aircraft entering the Study Area during the third quarters of 2023 through 2026. In Q3 2023 13,733 entered the Study Area, 10,256 in Q3 2024, 6,990 in Q3 2025 and 10,279 in Q3 2026.

Figure 1.2 depicts the share of touch-and-go aircraft entering the Study Area over the same period. In Q3 2023, 54.9% of touch-and-go aircraft entered the Study Area, 46.1% in Q3 2024, 39.4% in Q3 2025 and 45.9% in Q3 2026.

This marks the second consecutive reporting period showing an increase in touch-and-go aircraft entering the Study Area. Possible contributing factors may include consistently favorable morning weather, which concentrates flight training activity during morning hours, and improved staffing stability at the Air Traffic Control Tower.

Total airport operations were 108,332 in Q3 2023, 92,722 in Q3 2024, 81,794 in Q3 2025, and 91,906 in Q3 2026. While Study Area entries increased in Q3 2026, Q3 2025 recorded the lowest airport operations total and the fewest Study Area entries among the four years evaluated.

Takeaway:

- **Optimal Weather Windows:** As temperatures increase throughout the day, aircraft performance decreases, causing many flight schools to concentrate training activity during morning hours or other favorable weather periods. This concentration of activity can contribute to traffic pattern extensions to the north.
- **Better Staffed ATCT:** Improved staffing levels at the Air Traffic Control Tower have increased opportunities for touch-and-go operations, supporting higher levels of flight training activity.

FIGURE 2

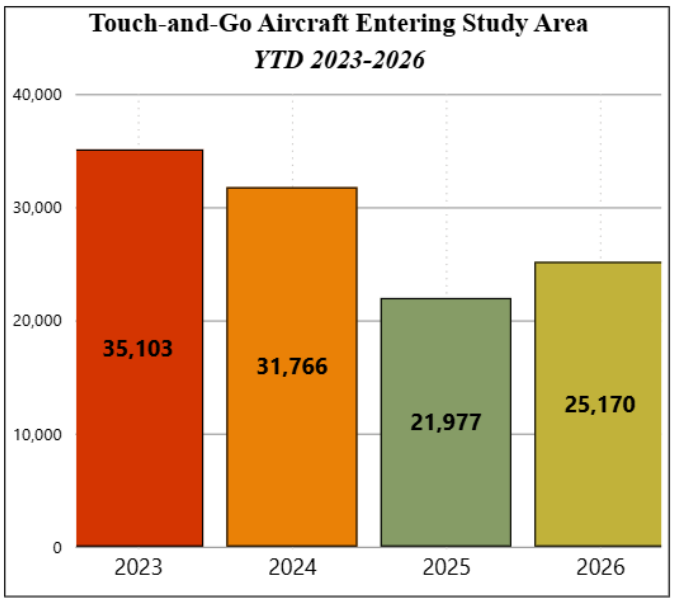


Figure 2.1

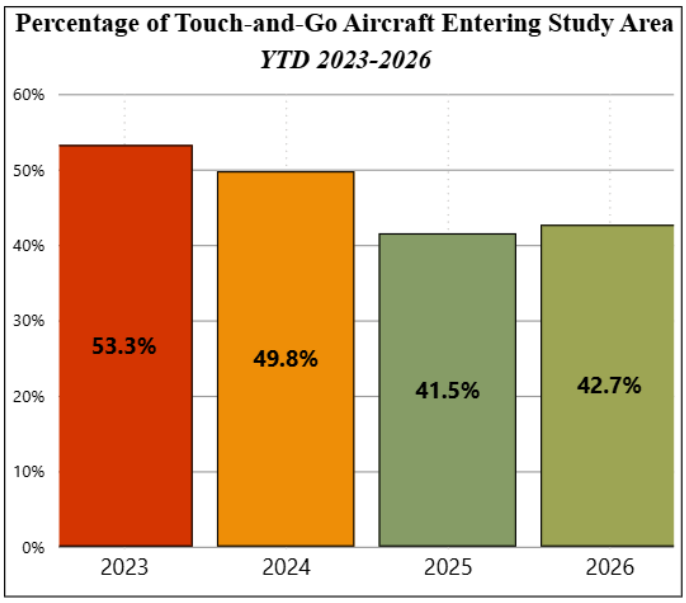


Figure 2.2

Figure 2.1 illustrates the number of touch-and-go aircraft entering the Study Area year-to-date 2023 through 2026. There has been an overall reduction in touch-and-go aircraft entering the Study Area with 35,103 in 2023, 31,766 in 2024, 21,977 in 2025 and 25,170 in 2026.

Figure 2.2 depicts the share of touch-and-go aircraft entering the Study Area over the same period. In 2023, 53.3% of touch-and-go aircraft entered the Study Area, 49.8% in 2024, 41.5% in 2025 and 42.7% in 2026.

Total airport operations through Q3 were 285,747 in 2023, 265,503 in 2024, 234,914 in 2025, and 247,254 in 2026. While year-to-date Study Area entries increased in 2026, 2025 recorded the lowest year-to-date airport operations total and the fewest Study Area entries among the four years evaluated.

Takeaways:

- **Study Area Entry Trends:** The number and share of touch-and-go aircraft entering the Study Area declined from 2023 through 2025, reaching their lowest levels during the reporting period. In 2026, both measures increased modestly, indicating that a larger number and slightly greater share of touch-and-go operations entered the Study Area compared to 2025. Despite this increase, both metrics remain below 2023 and 2024 levels.

FIGURE 3

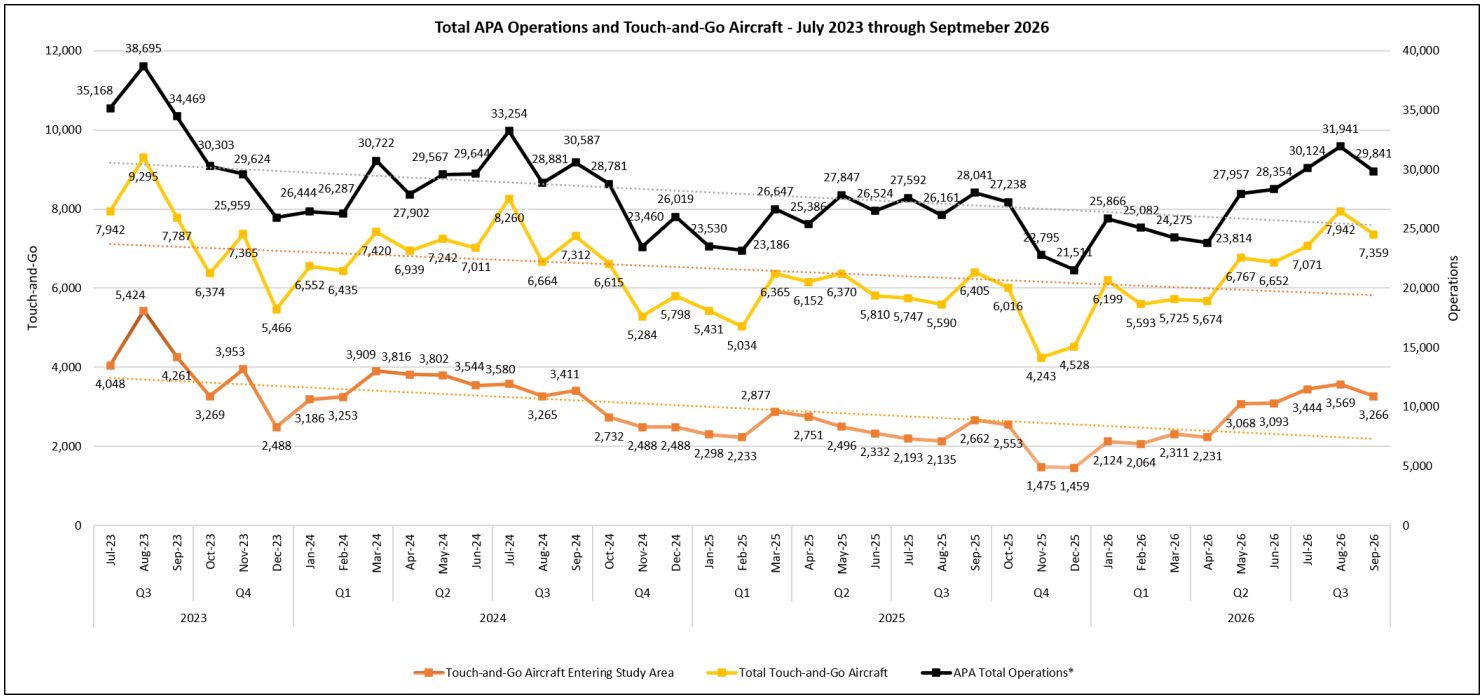


Figure 3 illustrates the relationship of the following metrics:

Touch-and-Go Aircraft Entering the Study Area: total number of touch-and-go aircraft entering the Study Area from the upwind or downwind leg of the traffic pattern.

Total Touch-and-Go Aircraft: total number of touch-and-go aircraft that departed Centennial Airport. Each flight is counted once, not each circuit. A flight could have multiple entries into the Study Area.

Total APA Operations: FAA ATC counted operations at Centennial Airport. An operation is classified as a take-off, landing or low approach. A touch-and-go is counted as a take-off and landing (2 operations).

This visualization highlights the relationship between these key metrics. As total touch-and-go activity increases, total APA operations generally increase, and the number of touch-and-go aircraft entering the Study Area tends to increase as well.

Takeaways:

- **Highest Q3 Since 2024:** Touch-and-go aircraft entering the Study Area totaled 3,444 in July, 3,569 in August, and 3,266 in September. These were the highest Q3 monthly totals observed since 2024 and represent a notable increase from Q3 2025, when monthly entries ranged from 2,135 to 2,662.
- **August 2026:** In August 2026, touch-and-go aircraft entering the Study Area did not increase at the same rate as total touch-and-go activity and total APA operations.

FIGURE 4

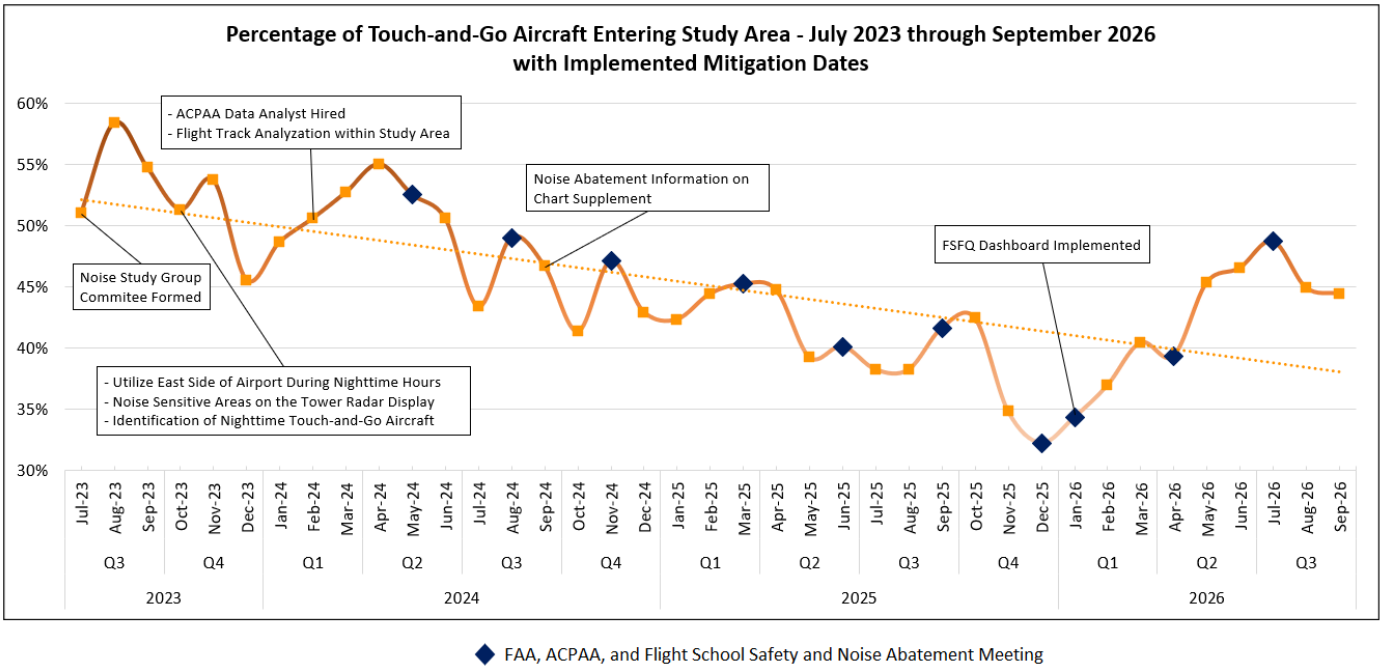


Figure 4 illustrates the trend in touch-and-go aircraft entering the Study Area from Q3 2023 through Q3 2026 with associated mitigation implementation dates. The orange line shows the share of entries into the Study Area. This is calculated by dividing the total touch-and-go aircraft entering the Study Area (orange line in Figure 3) by total touch-and-go aircraft (yellow line in Figure 3).

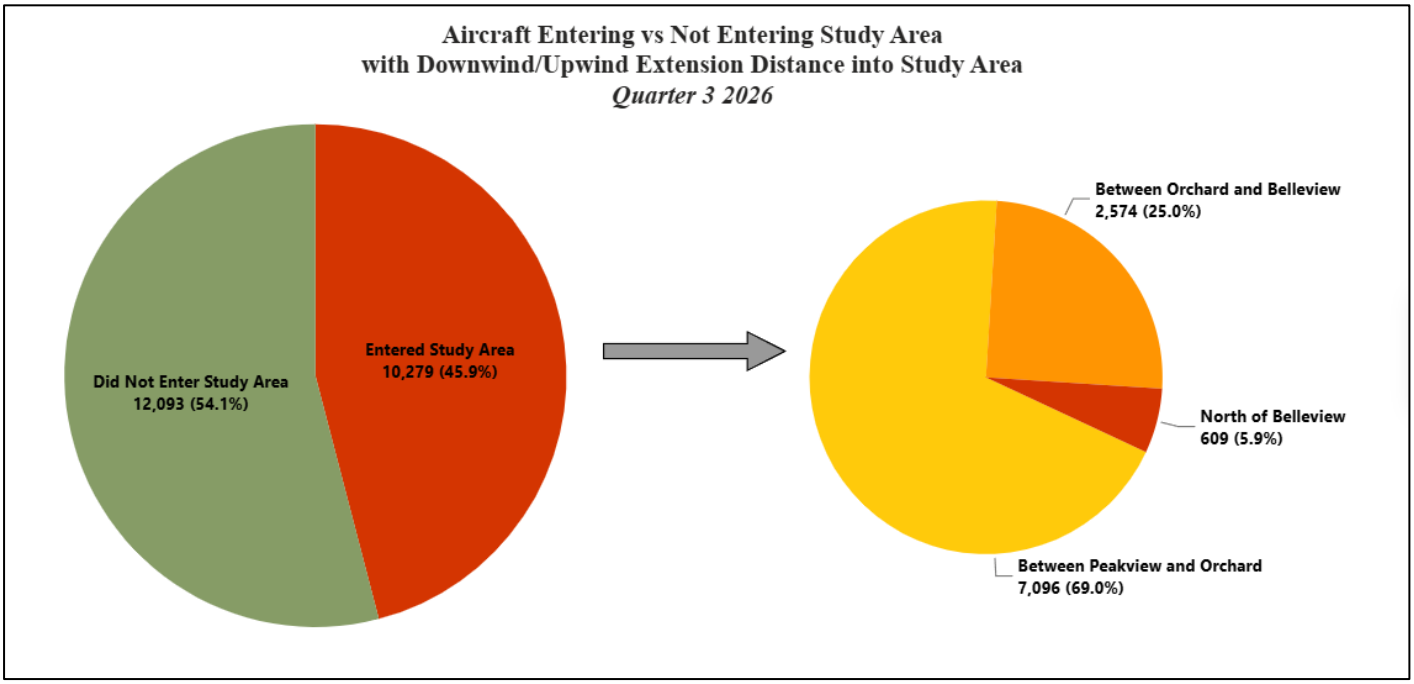
From June to July 2026, the share of touch-and-go aircraft entering the Study Area increased. From July through September 2026, that share declined.

By presenting the data as a share rather than an absolute count, this chart evaluates operational behavior rather than activity levels. This approach normalizes changes in overall airport activity, allowing operational performance to be evaluated independently of fluctuations in traffic volume.

Takeaway:

- **Seasonal Fluctuations**: Despite normal month-to-month variation, the share of touch-and-go aircraft entering the Study Area has generally declined since 2023. The metric reached its lowest levels in late 2025 and early 2026 before rebounding during mid-2026. Overall, a smaller share of touch-and-go operations entered the Study Area during the latter part of the reporting period compared to the beginning.

FIGURE 5



The left side of Figure 5 compares the number and share of touch-and-go aircraft that entered and did not enter the Study Area. In Q3 2026, 10,279 aircraft entered the Study Area.

The right side breaks down the 10,279 aircraft by how far each aircraft extended its downwind or upwind leg. These categories are cumulative. Residents living between Peakview and Orchard experience overflights from aircraft operating within that segment as well as all segments farther north, totaling 10,279 overflights. Residents living between Orchard and Belleview experience overflights from aircraft operating within that segment and aircraft operating North of Belleview, totaling 3,183 overflights.

Most aircraft entering the Study Area (69.0%) made their base or crosswind turn between Peakview and Orchard.

Takeaway:

- **Majority of Aircraft Do Not Enter the Study Area**: In Q3 2026, most touch-and-go aircraft did not enter the Study Area (12,093).

FEEDBACK AND CONSIDERATIONS FOR THE STUDY GROUP

In Q3 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.

CENTENNIAL AIRPORT

FLIGHT SCHOOL FLY QUIET DASHBOARD REPORT





REPORT DATE:
QUARTER 3 2026

Visit Our Website
centennialairport.com

1. Introduction:

The Centennial Airport Flight School Fly Quiet Dashboard was implemented in January 2026 to provide a transparent, data-driven framework for evaluating and promoting noise abatement practices among flight schools operating at Centennial Airport. The dashboard supports the airport's Fly Quiet Program by measuring operator performance across a standardized set of operational, training, and outreach metrics that encourage responsible flight operations and strengthen the airport's relationship with the surrounding community.

Each participating flight school is evaluated using a weighted scoring methodology that emphasizes actions most directly within an operator's control. Schools may earn up to 100 points, with an additional 10 bonus points available for voluntary initiatives that further support environmental stewardship and community engagement. Fly Quiet scores are calculated and published on a quarterly basis, allowing operators to monitor performance, identify opportunities for improvement, and track progress over time. Each metric is further detailed at the end of this report.

The dashboard presents key performance metrics related to operational noise abatement, instructor training, community participation, and other voluntary initiatives. By providing consistent and objective performance measures, the dashboard encourages continuous improvement, recognizes operators that demonstrate exemplary noise abatement practices, and supports Centennial Airport's commitment to balancing a thriving aviation environment with the quality of life of neighboring communities.

To foster a collaborative and constructive relationship with Centennial Airport's flight schools, all operator identities presented in this report have been deidentified. The Fly Quiet Dashboard is intended to serve as a performance improvement and engagement tool rather than a means of public comparison. By focusing on aggregate performance trends and anonymous benchmarking, the dashboard encourages open participation, honest dialogue, and continuous improvement while recognizing that effective noise abatement is best achieved through cooperation among the airport, flight schools, air traffic control, and the surrounding community.

The following schools are the entities being scored by this program. These operators are approved under the Centennial Airport Minimum Standards to operate as a Flight School or Commercial Flying Club:

- Aspen Flying Club
- ATP
- Centennial Flyers
- Dagmar Aerobatics
- Epic Flight Academy
- Flights Inc.
- Independence Aviation
- Jeppesen Employee Flying Association

2. Quarter 2 2026 Dashboard Score Report:

Jul-26 - Sep-26 — **Centennial Airport Flight School Fly Quiet Program - Overall Scores**

Selection

Year: Sep-26, Aug-26, Jul-26, Jun-26, May-26, Apr-26, Mar-26, Feb-26, Jan-26

School Size: Large, Small

Overall Scores

Flight Schools	Total Movements	OPERATIONAL (70 pts)	TRAINING AND OUTREACH (30 pts)	BONUS (10 pts Max)	TOTAL SCORE
School G	17	68.2	20.0	6.0	94.2
School E	1,269	56.3	22.0	10.0	88.3
School B	17,527	46.0	27.0	8.4	81.4
School C	6,493	50.2	20.0	7.3	77.5
School F	972	53.5	10.0	8.0	71.5
School H	256	47.9	15.0	7.5	70.4
School A	18,568	40.4	20.0	9.0	69.4
School D	3,530	41.7	10.0	7.4	59.0

Element Scores

FLIGHT SCHOOL		OPERATIONAL (70 PTS)					TRAINING & OUTREACH (30 PTS)			BONUSES (10 PTS MAX)			
Flight Schools	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 abatemt. 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	18,568	7.2	4.8	12.1	4.3	11.9	20.0	0.0	0.0	3.0	3.0	1.0	2.0
School B	17,527	9.5	5.0	11.3	4.2	16.1	20.0	7.0	0.0	3.0	0.4	2.0	3.0
School C	6,493	10.2	6.3	16.5	3.1	14.1	20.0	0.0	0.0	0.8	2.5	1.0	3.0
School D	3,530	9.2	6.9	6.6	2.7	16.2	10.0	0.0	0.0	0.6	0.8	3.0	3.0
School E	1,269	8.8	7.1	16.3	4.5	19.6	20.0	2.0	0.0	2.1	3.0	3.0	3.0
School F	972	7.4	5.4	19.5	3.3	17.8	15.0	0.0	-5.0	0.0	3.0	2.0	3.0
School H	256	9.5	6.9	18.3	1.4	11.8	15.0	0.0	0.0	1.5	3.0	0.0	3.0
School G	17	15.0	8.2	20.0	5.0	20.0	20.0	0.0	0.0	0.0	3.0	0.0	3.0

3. YTD 2026 Dashboard Score Report:

CENTENNIAL AIRPORT

Jan-26 - Sep-26

Centennial Airport Flight School Fly Quiet Program - Overall Scores

Selection

Year

Sep-26 | Aug-26 | Jul-26 | Jun-26 | May-26 | Apr-26 | Mar-26 | Feb-26 | Jan-26

School Size

Large | Small

Overall Scores

Flight Schools	Total Movements	OPERATIONAL (70 pts)	TRAINING AND OUTREACH (30 pts)	BONUS (10 pts Max)	TOTAL SCORE
School G	72	68.8	20.0	6.0	94.8
School E	3,568	58.2	22.0	10.0	90.2
School B	42,873	49.2	27.0	8.4	84.6
School C	19,290	52.5	20.0	7.3	79.8
School H	760	55.1	15.0	7.5	77.6
School A	44,902	45.6	20.0	9.0	74.6
School F	2,718	56.3	10.0	8.0	74.3
School D	13,845	44.0	10.0	7.4	61.4

Element Scores

FLIGHT SCHOOL	OPERATIONAL (70 PTS)					TRAINING & OUTREACH (30 PTS)			BONUSES (10 PTS MAX)			
Flight Schools	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 abatemt. 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	44,902	8.3	5.4	14.9	4.3	12.5	20.0	0.0	0.0	3.0	3.0	1.0	2.0
School B	42,873	9.9	5.5	13.7	4.2	15.9	20.0	7.0	0.0	3.0	0.4	2.0	3.0
School C	19,290	10.5	6.5	17.6	3.2	14.7	20.0	0.0	0.0	0.8	2.5	1.0	3.0
School D	13,845	9.1	7.6	7.7	2.5	17.1	10.0	0.0	0.0	0.6	0.8	3.0	3.0
School E	3,568	10.3	7.4	17.1	4.2	19.1	20.0	2.0	0.0	2.1	3.0	3.0	3.0
School F	2,718	8.9	5.3	19.1	4.5	18.4	15.0	0.0	-5.0	0.0	3.0	2.0	3.0
School H	760	9.7	7.1	19.1	1.8	17.4	15.0	0.0	0.0	1.5	3.0	0.0	3.0
School G	72	15.0	8.8	20.0	5.0	20.0	20.0	0.0	0.0	0.0	3.0	0.0	3.0

4. Dashboard Metric Details:

Operational Category (70 Points)

Reduce Extended Downwind in South Flow (15 Points)

This metric evaluates how frequently operators fly within the Study Area located north of the airport. The Study Area is bounded by Peakview Avenue to the south, Peoria Street to the east, Belleview Avenue to the north, and DTC Boulevard to the west. The system takes into account whether or not the extension was caused by Air Traffic Control Instruction. Scores are based on both the frequency of operations within the area, and the amount of time aircraft remain there. Increased activity and longer durations within the Study Area result in lower scores.

Reduce Overflights of Noise Sensitive Areas (10 Points)

This metric evaluates how frequently operators fly within the Noise Sensitive Areas identified in the Centennial Airport Voluntary Noise Abatement Guidelines. Scores are determined based on both the number of operations conducted within these areas and the amount of time aircraft remain there. Increased activity and longer durations within Noise Sensitive Areas result in lower scores.

Reduce Flights During Voluntary Curfew (20 Points)

This metric evaluates how frequently aircraft operators conduct operations during the voluntary curfew hours of 10:00 p.m. to 7:00 a.m. Increased activity during these hours results in lower scores.

Increased Use of Preferential Runway at Night (5 Points)

This metric evaluates the percentage of nighttime touch-and-go operations conducted on Runway 17L/35R between 10:00 p.m. and 7:00 a.m. Use of Runway 17L/35R helps keep pattern traffic over commercial and industrial areas, not residential, and is influenced by Air Traffic Control operations. A higher proportion of eligible nighttime touch-and-go operations conducted on Runway 17L/35R results in a higher score in this category.

Limit the Number of Touch and Goes Per Flight (20 Points)

This metric evaluates how consistently aircraft operators limit touch-and-go operations to no more than 10 per flight. A higher percentage of flights that adhere to this limit results in a higher score in this category.

4. Dashboard Metric Details:

Training & Outreach Category (30 Points)

Integrate Noise Abatement Info into Instructor Training (20 Points)

This metric evaluates how well operators integrate noise abatement information into instructor training. There are 4 components, each worth 5 points:

- Noise Abatement information included in Flight Instructor Standards Operations Procedures/Policies. (5 Points)
- Noise Abatement Information included in student pilot syllabi and/or noise abatement information provided to renter/member pilots, if applicable. (5 Points)
- Conduct additional noise abatement training at regular pilot/CFI meetings. (5 Points)
- Display noise abatement training material in training facilities in a conspicuous place. (Ex. Training Posters) (5 Points)

Attend Monthly CACNR Meetings (10 Points)

This metric evaluates participation in the Centennial Airport Community Noise Roundtable (CACNR) meetings, which are held 10 times each year. Operators may earn 1 point for each meeting attended when at least one representative from the organization is present.

Quarterly Noise Abatement Meetings (-5 Points per Missed Meeting)

Beginning January 1, 2025, under the Centennial Airport Minimum Standards each operator must have at least one representative in attendance at all quarterly Flight School Safety & Noise Abatement Meetings. Because participation is mandatory, a deduction of five (5) points will be applied to the operator's overall Fly Quiet Score for each meeting missed.

Bonus Category (Up to 10 Points)

Obtain UL94 Supplemental Type Certificates (3 Points)

This metric evaluates operators based on the percentage of their fleet equipped with Supplemental Type Certificates (STCs), specifically those enabling the use of UL94 unleaded aviation gasoline. Higher adoption of STC-modified aircraft within the fleet results in a higher score.

Install Climb Propellers (3 Points)

4. Dashboard Metric Details:

This metric evaluates operators based on the percentage of their fleet equipped with climb pitched or constant speed propellers, specifically propellers that provide a maximum climb rate. Higher adoption of the propellers on aircraft within the fleet results in a higher score.

Use of Flight Sims for Training (3 Points)

This metric evaluates the extent to which flight simulators are used in training programs. Flight schools may earn up to 3 points based on effective integration of simulator training. Scoring is determined by two primary factors: the total number of simulator hours reported and the size of the school's aircraft fleet. One base point is awarded for either owning a flight simulator or having full-time access to one. The remaining two points are awarded based on the total number of simulator hours conducted per quarter.

Participation in Airport Charitable Events (3 Points)

Operators can receive 1 point for attending/exhibiting/volunteering at any of the below events. Operators can receive 3 points maximum in this category. Events that occur multiple times per year can get operators a point each time they attend/participate.

- Centennial Airport FOD Walk
- Centennial Airport Runway 5k
- Centennial Airport Community Blood Drives
- Morgan Adams Concours de Elegance
- Challenge Air for Kids Fly Day
- Aero Angel Light Up the Sky Event
- Wings Over the Rockies Exploration of Flight Showcases
- EAA Chapter 301 Young Eagles

5. Notes & 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.

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CENTENNIAL AIRPORT

NOISE MANAGEMENT OFFICE

Noise Hotline: 303-790-4709

www.noise.centennialairport.com

Federal Aviation Administration

Memorandum

Date: September 30, 2026

To: Dale McNeal, Vice President, Air Traffic Organization, AJT-0

From: Franklin J. McIntosh, Chief Operating Officer, Air Traffic Organization, AJO-0

Subject: DIRECTION: Cease Simultaneous Parallel Departure Operations at APA

Through our Air Traffic Organization (ATO) safety assurance functions, a potential safety concern with simultaneous parallel departure operations was documented, and a quantitative safety risk assessment identified Centennial Airport (APA) as having a higher frequency of recurring parallel departure deviations and aircraft drift between departing aircraft compared to the other facilities using the same operation. APA's unmitigated convergence due to aircraft drift during parallel departure operations resulted in an initial High-risk determination (Refer to Attachment A: Memo: Existing Initial High-Risk: Centennial Airport Parallel Departure for details).

This memorandum documents my direction to cease simultaneous parallel departure operations at APA until approved mitigations are identified to reduce the safety risk of the operation to an acceptable level.

Cc:
Randa Hayes, Deputy Chief Operating Officer (A), AJO-0
Christopher Wilbanks, Vice President, Mission Support Services, AJV-0
Hope Kubala, Vice President, Operational System Intelligence, AJS-0

Federal Aviation Administration

Memorandum

Date: September 29, 2026

To: Franklin J. McIntosh, Chief Operating Officer, Air Traffic Organization, AJO-0

HOPE A KUBALA Digitally signed by HOPE A KUBALA Date: 2026.09.29 07:10:23 -05'00'

From: Hope Kubala, Vice President, Operational System Intelligence, AJS-0

Prepared by: Maggie Geraghty, Acting Director, System Resilience Directorate, AJS-2

Subject: Existing Initial High-Risk: Centennial Airport Parallel Departures

In accordance with the Air Traffic Organization (ATO) Safety Management System Manual (July 2026), this memorandum informs the ATO Chief Operating Officer of an existing, initial High-risk hazard in the National Airspace System (NAS).

Through our ATO safety assurance functions, Operational System Intelligence (AJS) identified a potential safety concern with simultaneous parallel departure operations and conducted a quantitative safety risk assessment, including nine facilities that use this operation: Centennial (APA), Charlotte (CLT), Dallas-Fort Worth (DFW), Fort Worth (FTW), George Bush-Houston (IAH), Chicago O'Hare (ORD), DeKalb-Peachtree (PDK), Seattle-Tacoma (SEA), and San Francisco (SFO).

During the safety risk assessment, APA was identified as having a higher frequency of recurring parallel departure deviations and aircraft drift between departing aircraft compared to the other facilities evaluated. As a result, a separate safety risk assessment was conducted for APA. **Unmitigated convergence due to aircraft drift during parallel departure operations resulted in an initial High-risk determination.** (Refer to Attachment 1 for data summary.)

A Safety Risk Management (SRM) panel will be conducted to address the risk associated with APA's operations through long-term mitigations and a monitoring plan.

The safety risk associated with simultaneous parallel departure operations at the remaining eight facilities was assessed as Medium.

For questions concerning this memorandum, please contact Maggie Geraghty at Maggie.E.Geraghty@faa.gov.

Cc:
Randa Hayes, Deputy Chief Operating Officer (A), AJO-0
Christopher Wilbanks, Vice President, Mission Support Services, AJV-0
Dale McNeal, Vice President, Air Traffic Services, AJT-0
David Leslie, Deputy Vice President, Air Traffic Services, AJT-0
James C. Schultz III, Director, Strategic Operations, AJT-1
Roland Ratliff, Deputy Vice President, Operational System Intelligence, AJS-0

Federal Aviation Administration

Air Traffic Organization, Operational System Intelligence

September 29, 2026

APA Parallel Departures Preliminary Safety Risk Assessment (PSRA)

Executive Summary

Through safety data collection and routine Quality Assurance reviews, the Federal Aviation Administration (FAA) Air Traffic Organization (ATO) Operational System Intelligence Directorate identified a recurring safety vulnerability in the Centennial Airport (APA) terminal area: Parallel Departure Deviations and Aircraft Drift occurring between departing aircraft. These events present significant collision risks due to aircraft proximity, increased controller and pilot workload, and compressed reaction times that reduce the opportunity to identify and mitigate potential aircraft convergence.

An initial review of the 115 event notifications yielded 60 verified events involving aircraft drifting off course due to wind during simultaneous parallel departures. To establish a repeatable risk assessment, these events were evaluated in accordance with the 2026 ATO Safety Management System (SMS) Manual, utilizing Table 3.3, Severity Table for Effects, and applying the first four phases of the DIAAT process: Describe the System, Identify Hazards, Analyze Risk, and Assess Risk.

Quantitative risk analysis was integrated with total departures for the impacted runways at APA to calculate event likelihood per operation and assign baseline risk levels, resulting in an overall assessment of a HIGH initial risk.

Phase 1: Describe the System

Parallel departure operations at APA require precise lateral and vertical track adherence to ensure safe separation between departing aircraft. When standard track adherence is compromised, due to environmental factors, pilot deviations, or incorrect turns, separation margins are reduced, limiting the time available to identify and mitigate potential conflicts.

- **Scope:** Air traffic operations involving parallel departures at the Centennial Air Traffic Control Tower (APA) between May 01, 2025, and April 30, 2026.
- **Dataset:** Mandatory Occurrence Reports and Preliminary Aviation Risk Identification and Assessment Reports involving parallel departure drift were reviewed and verified.
- **Operations Volume:** Total departures for the impacted runways at APA during the timeframe were 35,551.

Phase 2: Identify Hazards

The primary hazard is unmitigated convergence resulting from aircraft deviation or drift during simultaneous parallel departure operations. An in-depth review of the data confirms that both MAJOR and HAZARDOUS severity outcomes in this airspace are driven by parallel departing aircraft drifting into adjacent departure paths.

Potential contributing factors associated with this hazard include:

- Aircraft drift due to wind conditions or other environmental factors.
- Incorrect pilot turns or pilot deviations off the assigned departure paths.
- Delayed controller recognition of incorrect turns or omission of timely Traffic Advisories and Safety Alerts.

Phase 3: Analyze Risk

Severity was assessed using the following indicators to evaluate the reduction in safety margins during each encounter:

- Proximity: Lateral < 600' AND Vertical < 200'
- ATC Mitigation: Did ATC notice the incorrect turn?
- Traffic Advisory: Was a Traffic Advisory / Safety Alert Issued?
- Evasive Maneuvers: Did the encounter result in evasive maneuvers?
- TCAS Alert: Did the encounter result in a TCAS alert?

Points were assigned based on these failing barriers or extreme indicators (1 point for each threshold met). If an event accumulated 3 points, it was scored Major; 2 points, Minor; and 1 point, Minimal. Events with verified NMACs were automatically scored as Hazardous.

Hazard	Total Departures	Highest Credible Severity	Likelihood	Risk
Parallel Departure Deviation / Drift resulting in unmitigated convergence	**35,551**	**Hazardous (2 Events)**	**5.63E-05**	**HIGH (2B)**
		Major (9 Events)	**2.53E-04**	**HIGH (3B)**
		Minor (26)	**7.31E-04**	**MEDIUM (4B)**
		Minimal (23)	**6.47E-04**	**LOW (5B)**

Phase 4: Assess Risk

The results of the severity analysis were mapped against the affected operations to produce the existing risk level. Based on the severity and likelihood definitions in the 2026 ATO SMS Manual, the baseline initial risk for closely spaced parallel departures at APA is evaluated as High. This assessment is driven by the occurrence of critically close proximity events and verified NMACs (Hazardous severity) occurring at a concerning frequency due to the heavily integrated traffic on adjacent runway centerlines.

Attachment 1: Safety Data

Safety data from Mandatory Occurrence Reports and Preliminary Aviation Risk Identification and Assessment Reports (May 1, 2025, through April 30, 2026) were reviewed against a set of risk analysis criteria in accordance with the ATO SMS Manual. The analysis assessed events based on aircraft proximity (lateral separation less than 600 feet and vertical separation less than 200 feet), air traffic control recognition of an incorrect turn, issuance of traffic advisories or safety alerts, evasive maneuvers, and Traffic Collision Avoidance System alerts. Points were assigned based on failing safety barriers or extreme indicators, with one point assigned for each threshold met. Events meeting three indicators were classified as Major (3), two indicators as Minor (4), and one indicator as Minimal (5). Events involving verified Near Midair Collisions were automatically classified as Hazardous (2). The results of the severity analysis, combined with the affected operations, produced the existing risk levels depicted in Tables 1 and 2.

Table 1. Centennial Airport (APA) Parallel Departure Deviation / Drift Resulting in Unmitigated Convergence

Hazard	Total Departures	Highest Credible Severity	Likelihood	Risk
Parallel Departure Deviation / Drift resulting in unmitigated convergence	35,551	Hazardous (2 Events)	5.63E-05	HIGH (2B)
		Major (9 Events)	2.53E-04	HIGH (3B)
		Minor (26)	7.31E-04	MEDIUM (4B)
		Minimal (23)	6.47E-04	LOW (5B)

Table 2. Parallel Departure Deviation / Drift Resulting in Unmitigated Convergence

Event Type	Total Departures	Highest Credible Severity	Likelihood	Risk
Two Aircraft	623,758	Major (2 Events)	1.60E-06	MEDIUM (3C)
Single Aircraft	1,443,762	Major (3 Events)	2.078E-06	MEDIUM (3C)