



**CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE
MINUTES**

February 4, 2026
Approved March 4, 2026

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

VISION – QUIETER SKIES FOR OUR COMMUNITIES

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

A. CALL TO ORDER, ROLL CALL, and QUORUM: The meeting was called to order at 6:31 p.m. by Chair Chris Eubanks. The following were in attendance, and a quorum was present:

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

Also present: Elbert County Alternate Representative Deidre Dyche virtually; Castle Pines Alternate Representative Ron Cole virtually; ACPAA Alternate Representative Zach Gabehart; AOPA Alternate Representative Mike Koscielniak; and ACPAA Staff Matt Frenette and Lauren Wiarda. BrieAnna Grady audited virtually for Castle Rock.

Absent: Arapahoe County: Rhonda Fields/Leroy Evans Parker: Cynthia Liston Thyme/Bryce Matthews
 Arapahoe County: Sreenivasan Alakappan/Vacant CABA: Don Kuskie/Mike Straka
 Castle Rock: Laura Cavey/Sandy Vossler CDOT Aeronautics Div: Todd Green/Vacant

B. CONSENT AGENDA: The Consent Agenda included the draft CACNR Minutes from December 3, 2025; and the Treasurer’s Report from 01/30/26, showing a balance of \$31,888.10. The CACNR Attendance Record through January 2026 was included. On the motion of Andy Jones, duly seconded, the consent agenda was approved.

C. ITEMS REMOVED FROM THE CONSENT AGENDA: None.

4. PART 150 STUDY UPDATE/PROGRESS:

A. SLIDES FROM HMMH FROM 12/03/25 MEETING – These had been sent after the meeting but were included again in this mailing for everyone’s easy reference. The NEM had been submitted to the FAA; a response had been received and a revision submitted. Once the NEM have been approved, there will be a 30 day public comment period and HMMH will be doing modeling of some alternative approaches. The next public meetings in this process would probably be in April.

B. PART 150 NOISE COMPATIBILITY STUDY ADVISORY COMMITTEE – None

5. NOISE REPORTS:

A. THE NOVEMBER 2025 NOISE REPORT included the following information:

| | | | |
|---------------------------------------|----------------|---------------------------------------|----------------|
| November Local Operations: | 8,676 | November Total Operations: | 22,795 |
| Year to Date Local Operations: | 132,069 | Year to Date Total Operations: | 284,947 |

22,795 Total Operations in November resulted in 555 complaints from 34 households.

| November Noise Events: | | | | | | | |
|-------------------------------|-------|------------------------------------|------------------------------------|------------------------------------|-------|-------------------|-----|
| <u>November Total:</u> | | <u>November 60 – 69 db:</u> | <u>November 70 – 79 db:</u> | <u>November 80 – 89 db:</u> | | | |
| Meridian | 8,075 | Meridian | 6,762 | Golf Course | 2,590 | Airport East | 534 |
| Golf Course | 7,122 | Golf Course | 4,410 | Meridian | 1,263 | Golf Course | 119 |
| Airport East | 3,181 | Parker | 2,458 | Airport East | 1,104 | Meridian | 48 |
| Parker | 2,671 | State Park | 1,605 | State Park | 597 | Port. Station 31 | 19 |
| State Park | 2,209 | Airport East | 1,482 | Port. Station 31 | 251 | State Park | 7 |
| Grandview Estates | 1,525 | Grandview Estates | 1,360 | Parker | 208 | Greenwood Village | 5 |
| Port. Station 31 | 1,313 | Port. Station 31 | 1,040 | Grandview Estates | 162 | Parker | 5 |

| | | | | | | | |
|-------------------|-----|-------------------|-----|-------------------|----|-------------------|---|
| Castle Rock | 827 | Castle Rock | 790 | Greenwood Village | 83 | Grandview Estates | 2 |
| Greenwood Village | 723 | Greenwood Village | 635 | Lone Tree | 46 | Lone Tree | 1 |
| Lone Tree | 628 | Lone Tree | 581 | Castle Rock | 37 | Hunters Hill | 1 |
| Hunters Hill | 445 | Hunters Hill | 418 | Hunters Hill | 26 | Castle Pines | 0 |
| Castle Pines | 218 | Castle Pines | 194 | Castle Pines | 24 | Castle Rock | 0 |
| Sagebrush Park | 91 | Sagebrush Park | 85 | Sagebrush Park | 6 | Sagebrush Park | 0 |

November Noise Events in the 90+ decibel range: Airport East – 61 Golf Course – 3 Portable Station 31 – 3 Meridian – 2
 Grandview Estates - 1

| November Noise Complaints per Municipality | | Numbers of Households: | | YTD Complaints and | | Number of Households: | |
|---|-----------|-------------------------------|-----------|---------------------------|-------------|------------------------------|-----------|
| Unincorporated Elbert County | 160 (29%) | UDC | 8 (23.5%) | UAC | 2,623 (29%) | UAC | 66 (26%) |
| Centennial | 114 (21%) | UAC | 6 (18%) | GV | 1,461 (16%) | GV | 55 (22%) |
| Unincorporated Douglas County | 113 (20%) | Greenwood Village | 6 (17%) | UEC | 1,426 (16%) | UDC | 41 (16%) |
| Unincorporated Arapahoe County | 99 (18%) | Lone Tree | 3 (9%) | UDC | 1,383 (16%) | Other | 18 (8%) |
| Greenwood Village | 53 (9.5%) | Other | 3 (9%) | Centennial | 1,210 (14%) | Centennial | 17 (7%) |
| Lone Tree | 5 | Centennial | 2 | Parker | 516 (6%) | Lone Tree | 17 (7%) |
| Other | 4 | Highlands Ranch | 2 | Other | 111 | HR | 9 (3.5%) |
| Castle Pines | 2 | Aurora | 1 | HR | 83 | Parker | 7 (3%) |
| Denver | 2 | Castle Pines | 1 | Denver | 62 | Aurora | 6 |
| Highlands Ranch | 2 | Denver | 1 | Castle Rock | 35 | Denver | 6 |
| Aurora | 1 | UEC | 1 | Lone Tree | 33 | Castle Rock | 4 |
| Castle Rock | 0 | Parker | 0 | CHV | 7 | Castle Pines | 2 |
| Cherry Hills Village | 0 | Cherry Hills Village | 0 | Aurora | 6 | CHV | 2 |
| Parker | 0 | Highlands Ranch | 0 | Castle Pines | 4 | UEC | 2 |

Year to Date, the top five households complaining were:

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

In November, 63 noise complaint responses were completed from 555 noise complaints, with 63 of those by email and 0 by telephone.

In November 515 complaints were received from 7:00 a.m. – 9:59 p.m. (93%)
40 complaints were received from 10:00 p.m. – 6:59 a.m. (7%)

In November props accounted for **91% of the complaints by aircraft type; jets** accounted for **6% of the complaints,** and **helicopters caused 3%.** Comparatively, **Year to Date** figures showed propellers had caused 89% of the complaints; jets caused 9%, and helicopters caused 2%

In November, departures were responsible for **38% of the complaints, training** was responsible for **37% of the complaints,** and **arrivals** were responsible for **25% of the complaints.** Comparatively, **Year to Date** figures showed training had caused 43% of the complaints, departures had caused 37%, and arrivals had caused 20%.

A graph was provided showing the **November number of complaints by the hour** in which they were made, with a climb at the 7:00 9:00 a.m. hours; a slight stagger before and after equal peaks at 1:00 p.m. and 4:00 p.m., followed by a rather dramatic decrease after 4:00 p.m. to 6:00 p.m.; and a blip at 7:00 p.m.

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

B. THE DECEMBER 2025 NOISE REPORT included the following information:

| | | | |
|---------------------------------------|----------------|---------------------------------------|----------------|
| December Local Operations: | 9,085 | December Total Operations: | 21,511 |
| Year to Date Local Operations: | 141,154 | Year to Date Total Operations: | 306,458 |

21,511 Total Operations in December resulted in 365 complaints from 29 households.

| December Noise Events: | | | |
|-------------------------------|-----------------------------|-----------------------------|-----------------------------|
| December Total: | December 60 – 69 db: | December 70 – 79 db: | December 80 – 89 db: |
| Meridian 7,852 | Meridian 6,771 | Golf Course 2,278 | Airport East 437 |
| Golf Course 7,187 | Golf Course 4,803 | Meridian 1,046 | Golf Course 105 |
| Airport East 2,809 | Parker 2,440 | Airport East 837 | Meridian 32 |
| Parker 2,691 | State Park 1,744 | State Park 497 | Port. Station 31 13 |
| State Park 2,246 | Airport East 1,494 | Parker 248 | Grandview Estates 5 |
| Grandview Estates 1,279 | Grandview Estates 1,156 | Port. Station 31 156 | State Park 5 |
| Port. Station 31 985 | Port. Station 31 816 | Grandview Estates 118 | Parker 3 |
| Castle Rock 645 | Castle Rock 631 | Castle Pines 44 | Castle Pines 1 |
| Greenwood Village 519 | Greenwood Village 477 | Greenwood Village 41 | Greenwood Village 1 |
| Lone Tree 440 | Lone Tree 418 | Lone Tree 22 | Hunters Hill 0 |
| Hunters Hill 310 | Hunters Hill 292 | Hunters Hill 18 | Lone Tree 0 |
| Castle Pines 241 | Castle Pines 196 | Castle Rock 14 | Castle Rock 0 |
| Sagebrush Park 116 | Sagebrush Park 103 | Sagebrush Park 13 | Sagebrush Park 0 |

| December Noise Complaints per Municipality | | Numbers of Households: | | YTD Complaints and | | Number of Households: | |
|---|-----------|-------------------------------|---------|---------------------------|-------------|------------------------------|----------|
| Unincorporated Elbert County | 109 (30%) | UDC | 8 (28%) | UAC | 2,653 (28%) | UAC | 68 (26%) |
| Unincorporated Douglas County | 108 (30%) | Greenwood Village | 5 (17%) | UEC | 1,535 (17%) | GV | 56 (22%) |
| Centennial | 87 (24%) | UAC | 4 (14%) | UDC | 1,491 (16%) | UDC | 41 (16%) |
| Unincorporated Arapahoe County | 30 (8%) | Centennial | 3 (10%) | GV | 1,481 (16%) | Centennial | 19 (7%) |
| Greenwood Village | 20 (5%) | Lone Tree | 3 (10%) | Centennial | 1,297 (14%) | Lone Tree | 19 (7%) |
| Other | 6 | Other | 3 (10%) | Parker | 516 (6%) | Other | 19 (7%) |
| Lone Tree | 3 | Aurora | 1 | Other | 117 | HR | 9 (3.5%) |
| Aurora | 1 | Castle Rock | 1 | HR | 83 | Parker | 7 (3%) |
| Castle Rock | 1 | UEC | 1 | Denver | 62 | Aurora | 6 |
| Castle Pines | 0 | Castle Pines | 0 | Castle Rock | 36 | Denver | 6 |
| Cherry Hills Village | 0 | Cherry Hills | 0 | Lone Tree | 36 | Castle Rock | 4 |
| Denver | 0 | Denver | 0 | Aurora | 7 | Castle Pines | 2 |
| Highlands Ranch | 0 | Highlands Ranch | 0 | CHV | 7 | CHV | 2 |
| Parker | 0 | Parker | 0 | Castle Pines | 4 | UEC | 2 |

Year to Date, the top five households complaining were:

| | |
|---|----------------------------------|
| Household #1 1,534 (16%) Unincorporated Elbert County | Household #4 580 (6%) UDC |
| Household #2 1,202 (13%) Unincorporated Arapahoe County | Household #5 495 (5%) Parker |
| Household #3 1,144 (12%) Centennial | Remaining Households 4,374 (47%) |

In December, 41 noise complaint responses were completed from 365 noise complaints, with 41 of those by email and 0 by telephone.

In December 348 complaints were received from 7:00 a.m. – 9:59 p.m. (95%)
17 complaints were received from 10:00 p.m. – 6:59 a.m. (5%)

In December props accounted for **92% of the complaints by aircraft type; jets** accounted for **6% of the complaints**, and **helicopters caused 2%**. Comparatively, **Year to Date** figures showed propellers had caused 89% of the complaints; jets caused 9%, and helicopters caused 2%.

In December, departures were responsible for **35% of the complaints**, **training** was responsible for **40% of the complaints**, and **arrivals** were responsible for **25% of the complaints**. Comparatively, **Year to Date** figures showed training had caused 43% of the complaints, departures had caused 37%, and arrivals had caused 20%.

A graph was provided showing the **December number of complaints by the hour** in which they were made, with a climb at the 7:00 - 9:00 p.m. hours; peaking at the 9:00 a.m. hour; a slight drop before a second peak at 12:00 p.m.; followed by a steady decrease after 2:00 p.m. until the early morning hours.

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

Comments made regarding the November and December/Year End Noise Reports were as follows:

- In the November report, there were 40 nighttime complaints. Were these mostly inbound flights or was there training traffic at or after 10:00 p.m.? There is a small amount of arriving and departing overnight, but many of the nighttime complaints come in about the 6:00 a.m. – 6:59 a.m. time frame when numerous aircraft are departing the airport to go to the practice areas,
- Could the nighttime hours be changed to closer reflect sunrise and sunset so such flights would not be counted as nighttime flights? The 10:00 p.m. and 7:00 a.m. times match those used by the FAA, so various data and comparisons, etc. would not be possible if Centennial used differing times. The noise exposure maps and noise events do have a 10 decibel penalty built in to help provide an accurate comparison base.
- Request was made for an overlay of the radar track density map over the map showing the location and numbers of complaints, and the map showing the number of noise events in relation to the noise monitors. Airport staff would look into doing that.
- The December and End-of-Year report showed a total of 306,458 operations, down from 341,548 in 2024. End of year complaints were 9,325 in 2025 v 11,914 in 2024. Numbers of complaints in December were also down from the previous year, 365 v 555 in 2024.
- Over half of the complaints come from five households, and taking out the number one household seemed to skew the data. However, regardless of how many complaints are submitted, staff individually verifies that for each complaint, an aircraft was present at that time to have caused the complaint.
- Question was asked if there were any enforcement actions by the FAA in 2025. There was no knowledge of an answer to that. The FAA had not asked for information about any alleged violations, and nothing would be sent unless it was requested by the FAA.
- Registering a complaint takes time, so those who are doing so enough to be part of the 5 household making up the 50% of all calls need to be recognized for having a problem which should be researched.
- The Airport East monitor registers higher decibel ratings because it sits on elevated terrain above the end of a runway, so aircraft climbing away from the airport pass very close to the monitor.
- Apparently there had been no suggestion of moving any of the permanent noise monitors in the Part 150 Study. There was one portable monitor in the Greenwood Village area (P1), and the second was in a Greenwood Village backyard per a resident's request.

It was between monitor #12 and P1. More complaints had been coming from the Cherry Creek High School area, and that was where the second portable monitor had been placed.

- Although the weather had been milder than usual, complaints and operations had been down in December when an increase in training might have been expected. The shortage of air traffic controllers would have affected the numbers, as would the number of very windy days which had occurred. The meetings with the flight schools may also contribute to the changes.
- The shape of the areas shown on the radar track density map changes very little from month to month but small variations may be noted depending on seasonal wind patterns.
- The airport had purchased a third portable noise monitor which would be coming. There was an aside that the current portable noise monitors were getting a bit old.

C. PORTABLE MONITOR REPORT submitted as follows:

**Portable Noise Monitor Location - Kiowa, CO
Under Fairgrounds Practice Box
22.5 Miles Southeast of Centennial Airport
Report Date Range - 11/19 – 12/17/2025**

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

| | | | |
|---------------|--------|--------------|-----------|
| Propeller 351 | Jet 14 | Helicopter 1 | Total 366 |
|---------------|--------|--------------|-----------|

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

| | | | |
|-------------|--------------|--------------|-----------|
| Arrival 104 | Departure 44 | Training 218 | Total 366 |
|-------------|--------------|--------------|-----------|

| Airport | Arrival | Departure | Training | Total |
|----------------------------------|---------|-----------|----------|-------|
| Centennial (KAPA) | 104 | 44 | 218 | 366 |
| Denver Intl (KDEN) | 816 | 109 | 0 | 925 |
| Colorado Air & Space Port (KCFO) | 6 | 10 | 7 | 23 |
| Rocky Mountain Metro (KBJC) | 4 | 1 | 0 | 5 |
| Northern CO Regional (KFNL) | 0 | 1 | 0 | 1 |
| Colorado Springs (KCOS) | 2 | 1 | 0 | 3 |
| Pueblo (KPUB) | 0 | 1 | 0 | 1 |

Noise Data

| | |
|---|------|
| Aircraft DNL (The 24-hour average sound level of aircraft with a 10dB penalty for nighttime noise events.) | 35.8 |
| Community DNL (The 24-hour average sound level of the community with a 10dB penalty for nighttime noise events) | 57.6 |
| Total DNL (The 24-hour average sound level with a 10dB penalty for nighttime noise events) | 57.6 |
| Average Aircraft LMax (dB) (The peak noise level for a single aircraft noise event) | 64.8 |

Noise Events

| | |
|---|-----|
| Centennial Airport Aircraft Noise Events at Noise Monitor | 118 |
| Non-Centennial Airport Aircraft Noise Events at Noise Monitor | 75 |
| Total Aircraft Noise Events at Noise Monitor | 193 |
| Total Community Noise Events at Noise Monitor | 507 |

Noise Events at Noise Monitor

| Decibel Range (dB) | Centennial Airport Aircraft | Non-Centennial Airport | Community |
|--------------------|-----------------------------|------------------------|-----------|
| 60-69 | 94 | 57 | 346 |
| 70-79 | 9 | 1 | 113 |
| 80-89 | 0 | 0 | 22 |
| 90+ | 0 | 0 | 0 |

Comments made following the Fairgrounds Portable Noise Reports were as follows:

- With the information provided by the portable noise monitors related to the practice boxes, what would be the next steps? As the airport and CACNR have no jurisdictions over the practice boxes, the next steps would continue to be utilization of the information during discussions with the flight schools. The frequency the practice boxes are utilized and the impact on citizens there would be useful discussion information. Other useful data may become apparent with further collection as well.
- Decibel levels picked up from non-Centennial commercial aircraft were mostly in the high 60 level, with an occasional one over 70. Usually they are about 9,000 feet so they are not incredibly loud, unless deploying flaps and landing gear which do increase noise levels.
- The 25 mile distance restriction would extend into the Elizabeth and Kiowa training boxes, so flight schools should not be limited to only using the 3 Towers training box. However the data showed 1,300 plus events over the 3 Towers training box and only the low 100s over the Fairgrounds training box. Like the fly buzzing around one's head, it is quantity that so frequently causes problems.
- Although the coming dashboard information might have been of use in monitoring events over the training boxes, CACNR was reminded the dashboard will not monitor the practice areas because they were not in the study area. There had been some

discussion of potentially doing so in the future. The upcoming report of the Study Group Committee might be a place for further discussion of this topic.

- Data about the additional time, distance and fuel consumption involved in using training boxes other than 3 Towers would be useful for everyone involved. There may be additional cost and time for the flight school instructor and/or the student for them to go a bit further to use some of the other training boxes, but credit is also given for the additional flight time, so how all of these work together would be of interest to both the public, CACNR, the airport, and the flight schools,

6. PUBLIC COMMENT:

A. MEETING ATTENDEES/VIRTUAL ATTENDEES –

- Reporting virtually, Randy Johnson of Louviers indicated there still seemed to be many flights purposely flying over him, and he did submit complaints on those, so his numbers had increased. For December, he had noted 393, mostly training planes, with 167 from Centennial and 127 from Rocky Mountain Metropolitan. He had submitted 62 complaints to Centennial and 67 to Rocky Mountain.

In January, he had written down 549 planes, with 199 from Centennial and 244 from Rocky Mountain. He had lodged 60 complaints to Centennial and 14 to Rocky Mountain. Related to many of those complaints, he could see the planes flying directly towards Louviers and seemingly turning on purpose to fly directly over him and his neighbors. He felt it was retribution for him filing complaints – they increased throttle and flew lower and noisier when over his home.

In relation to the five households submitting the most complaints, perhaps those households were representing their neighborhoods, as some still do not know how to submit complaints, or do not wish to take the time to do so but are still bothered. There is a difference between jets which may be quite loud but come and go rather quickly and the training flights which go round and round and are replaced with another as soon as one departs.

- Reporting virtually, Kim Helwig from Elizabeth noted agreement with Randy Johnson's comments about jets v training flights whose repetition was the most bothersome. Her area is unfortunately also in a pathway to DIA, so in bad weather the jets come in loud and low, but at least for short periods of time. Training flights are seeming to be nonstop every day, morning until night. She also agreed with Johnson's comments about one neighbor complaining for many who don't take the time or effort or rely on someone who does lodge complaints. She noted the dramatic difference shown by the portable noise monitor between the use of the 3 Towers and the Fairgrounds training boxes and wondered why pilots seem to refuse to use anything but 3 Towers.

B. RECEIVED BY CACNR –

- Three emails had been received from Kim Helwig who had actually tracked some of the tail numbers of planes from 1:00 p.m. to about 1:32 p.m. on January 22nd. She had 11 in the training box she was recording during that time, but flights actually went on until about 5:00 p.m. Pam Thompsom had responded and noted concern for those who are living with such a situation.

7. CACNR STUDY GROUP COMMITTEE:

- A. 4TH QUARTER 2025 REPORT – It was agreed to move to the data collection portions of the agenda instead of going to the 4th Quarter report first.

B. & C. DATA COLLECTION DISCUSSIONS / ELBERT COUNTY CONCERNS – From December CACNR had agreed to look at what options might be available for the Study Group Committee to broaden its scope of study. Since then, Centennial has emerged as another area having an increase in traffic and noise. Staff had committed to looking more closely at data from both the problem areas. While no solution to the problems was available now, whatever data staff could gather could at least be used for education purposes at the next flight school meeting in April. CACNR was reminded again that the airport cannot tell the flight schools that they can or cannot use any of the training boxes, but the schools can be educated about the frequency with which they use the boxes and the kinds of effects that has on the communities represented by CACNR.

There was discussion about how the dashboard would be created and used, what data could be tracked and if it might be used in establishing any kind of reward or recognition system. It was noted that concerns related to the training boxes, and now Centennial, had not been "on the radar" when the first draft of the dashboard was being created. Eight metrics had been identified. That version was rolled out in January. The contract for creating and working with the dashboard was apparently in the \$70,000 range; things to be added may be contracted to be phased in later, but the details of how that would work were not further explored.

Question was asked at what point CACNR would be allowed to see the dashboard and be educated about what the eight metrics were and how the information gathered would be utilized. It was anticipated CACNR could see this information at its May meeting. There had been a commitment to the flight schools that they and the airport would be the first to see the original data collected (from the 4th quarter of 2025). Information from the first quarter Of 2026, ending in March, would be the first that would be released to CACNR and the rest of the public in May. Flight schools would receive this material along with that from the 4th quarter of 2025 in April.

Nothing was officially known about the dashboard by CACNR, which seemed off since the Committee which was producing it was a CACNR committee and there was a policy that committee work should be approved by the entire group before being released elsewhere.

Request was made for CACNR to at least see the dashboard, without specific data if necessary, along with a review of the 8 metrics. Response was this would be done for the March CACNR meeting, and the areas would be filled with sample data to show how it worked, making it clear that none of the data should be connected to any particular flight school.

There had been concern expressed that some of the work being done on the part of the Study Group Committee had actually resulted in an increase in traffic in another area, so the second noise monitor had been placed to look into the situation.

The question of expanding the scope of the Study Group Committee to include the training boxes, and now Centennial was again reviewed. Again, the reminder that CACNR and the airport have no official control over the training boxes and their use, but they do have influence through the flight school meetings, providing information and education, and discussions.

Question was asked if this was a Study Group Committee decision, or as it was a CACNR Committee, should CACNR be the one to decide to expand the committee's scope? With the success so far, the same attention to the training boxes area and now the Centennial problem area should prove useful. Cooperatively looking at data and other information and exploring what can be done to help could have possibilities again. The fact that the training boxes are outside the airport's airspace would present a different challenge and the fact that the FAA is not allowed to attend meetings any longer also had challenges.

As the Study Group Committee was most familiar with the workings which had had some success in the study area, that group needed to discuss its perspective on expanding or altering its scope. Efforts were underway to get the FAA back to the table with this group, noting that safety was a factor that had been considered when the boxes were first established about 15 years ago, and the FAA is primarily concerned with safety. Question was asked why anyone would build houses within gliding distance of take-offs and landings of the airport. Concern was expressed that if there was too much negative reaction to the training boxes, the flight schools could just eliminate their use and do their training anywhere, including the current areas or over densely populated areas closer to the airport.

A. RETURN TO 4TH QUARTER 2025 REPORT – Brad Pierce noted it had been three years since the Study Group Committee had been formed and touch and go activity had continued to decline. He referenced the 4th Quarter 2025 Report which had been included in the meeting materials. He then turned the discussion of further details in the 4th Quarter 2025 report over to Matt Frenette.

Frenette noted there were several external factors involved in solving noise problems for any area that the airport and the roundtable cannot solve, such as weather or air traffic control staffing, or the demand for operations at the airport. Frenette continued with discussing details from the report, shown on slides during his presentation. The "Takeaways" he highlighted included:

- Solving noise problems remains a complicated problem, affected by external factors CACNR and the airport cannot control
- What can be controlled included discussions and education at the flight school meetings and follow-up with nighttime outliers, and the initiation of the fly quiet dashboard on 1/1/26, and distribution of the NAG
- Comparison of touch and go aircraft entering the study area from 4th quarters of 2023 – 2025
- Comparison of the percentage of touch and go aircraft entering the study area from 4th quarters of 2023 – 2025
- Historically, 2025 was the best in the above categories since the Study Group Committee had been formed, both during the 4th quarter and yearly

Request was made for the slides from Frenette's presentation to be made available to everyone on the CACNR emailing list, as that amount of detail could be very useful to Representatives in their jurisdictions. The request would be met. The comparative data from 2023 would also regularly be included in future reports. Although the numbers have gone down since 2023, caution was given that some causative factors such as the air traffic controller staffing may change in 2026, having an effect on the numbers.

Question was asked if airport staff had found a need to update the NAG? There would be discussion later, but the only thing that appeared to need to be updated was the changed airspace, and that would be done for the next printing. Appreciation was expressed to the flight school instructors and others at the flight schools for partnering with CACNR to address this noise problem.

8. **EXECUTIVE COMMITTEE:**

A. ACPAA – Pam Thompson had submitted a report from the December 2025 ACPAA meeting and there had been no ACPAA meeting in January 2026. There were no questions.

B. WEBMASTER – Chris Eubanks reported he had asked Zach Gabehart to help with getting an RFP out soliciting interest in the redesign and maintenance of CACNR's website. Also, if anyone knew of someone who did good work in those areas, they should get contact information to Eubanks so they would definitely receive an RFP when it was ready.

C. TREASURER'S REPORT – Andy Jones deferred to Zach, who had prepared a memo to the Executive Committee about providing more detailed information on CACNR expenditures than that provided in the monthly Treasurer's Reports. He had intended this to go to just the EC but could make it available to everyone. It was noted this could be done by expanding the information in the "Notes" column in the report everyone already received instead of creating a separate report. Gabehart indicated the separate piece of paper already existed for the accounting department so would not be extra work; he would provide it to everyone for a few months' trial.

Jones indicated the invoices had gone out; if anyone did not receive theirs, let him know. The amount was for zero dollars this year but should be used as a reminder to the jurisdictions that there is a responsibility to CACNR through both their Representative's attendance and financially when needed by CACNR.

D. WORK PROGRAM – Chris Eubanks reviewed the action taken at the last meeting, for everyone to send suggestions to him for desired changes to the draft which had been provided for that meeting and also sent out separately. He thanked the few

Representatives who had done so. He had intended to compile those suggestions for the Executive Committee to consider and develop a final draft for CACNR to consider at this meeting. He had found how to handle varying ideas about some content challenging, so promised to have something for the EC to consider soon, in order to bring a final draft to the March meeting.

E. UC DAVIS ATTENDEES – Three individuals would be going, Chris Eubanks, Dave Heller, and Pam Thompson. It was noted UC Davis had traditionally had two pre-conference sessions, Noise 101 and a session for noise officer airport staff. This year, a session on advanced air mobility had been added. It will include such things as electric vertical takeoff and landing aircraft and other things that are on the horizon for aircraft and airports, what kind of noise would result, and what kind of noise standards should the FAA consider. Zach Gabehart and Matt Frenett would be attending the conference in addition to the three from CACNR.

F. ELECTION OF OFFICERS – There was a reminder the election of officers would be held in March. Job descriptions for those offices, as well as the expectations of the Members and the Members' Representatives, had been provided in the emailing. Anyone representing a Regular Member is eligible to run for any of the four offices. Self-nominations are accepted in addition to anyone nominating someone else for any office. If there is more than one nominee for any office, election will be by secret ballot. It was suggested that if anyone felt something was missing or needed to be changed in any of the job descriptions, those idea should be brought for the group to consider.

9. **AIRPORT DIRECTOR:** Mike Fronapfel provided the following information. In 2024, operations had been around 340,000 and in 2025, they were down to a little over 306,000. One of the reasons could have been the air traffic controller shortage. When fully staffed, Centennial has 25 individuals but currently has 15 full-time personnel. There are six in training, so it was hoped they would all complete training and become certified. Question was asked if 25 was the optimum number here, and that would be a question for the FAA. Probably anything over 20 might be considered sufficient and 25 would be ideal. There are also six more in earlier training, although not all of them might complete the training, nor could there be any guarantee they might be assigned to Centennial once they became certified.

Even with operations down, fuel sales were up 1.7%, mostly for jets. Unleaded avgas was unfortunately down from last year, which could be related to several months when the fuel truck was down. Additionally, Aspen Flying Club had noted there was a performance and overheating issue with one of their aircraft types and had stopped using unleaded fuel until the weather cooled and the use was resumed. Since the program began, the airport has sold 380,000 gallons of unleaded fuel. Ocky Mountain Metropolitan Airport is on the verge of beginning to offer unleaded fuel shortly, so Centennial will have company in the transition to unleaded gas in Colorado.

Airport staff had begun going to the cities and counties surrounding the airport to discuss Part 150 study and the land use portion of that study, reviewing the newly developed noise exposure maps and the airport influence area. As each jurisdiction has its own separate guidelines, it was hoped to have all at least ensure there were navigation easements on all new development. The goal was to achieve less incompatible development around the airport. Ideally, all would adopt the same, most recent set of noise contours, and the highest achievement would be if all jurisdictions would have the same set of land use guidelines. This would take some time, as the zoning regulations of each jurisdiction, and the timing for making changes, varies between groups, but hopefully there would be some parity in the future and how they address land use and noise for their citizens.

Fronapfel would be going to Washington D.C. mid-March and will have meetings scheduled with some of Colorado's legislators, providing an update on the progress of the Part 150 study, the progress of the Study Group Committee, encouraging another letter to the FAA about returning FAA representation in the SGC, and a general overview of the airport's status and functioning. He will mention the eventual need for having a new FAA-owned control tower, rather than the existing one which is being repaired now and is one of the few in the country owned by an airport rather than the FAA.

A further note on the National level was a bill which would limit access to aircraft data, being supported by some in the aviation industry and pilot community which did not want such information available to the public or airports. That would definitely handicap both the airport and CACNR as work progressed on noise abatement and the Study Group Committee dashboard. The airport's lobbyists had just informed Fronapfel that is looked like the bill was not going to proceed, but it was an example of the kinds of things which come up in DC which need awareness and attention from here.

Fronapfel provided further detail about the rehabilitation efforts going on with the control tower, including a welcome replacement of the elevator. There will also be a new HVAC system, break room and restrooms.

The dashboard began collecting data on January 1, and a sample would be shared with CACNR in March as previously discussed. Flyers for the June 6 Runway 5K Hotdogs and Airplanes were distributed. This run/walk event will raise funds for the Centennial Airport Foundation which provides three \$10,000 scholarships: one for a student pilot; one to someone going into aviation management; and one for someone studying aviation maintenance. Funds are also donated to the Tuskegee Airmen, the Metropolitan University aviation program, and aviation programs at Cherry Creek schools and the Legacy Campus in Douglas County. There may also be a proposal to donate something to the Wings Over the Rockies Space Museum as well. At least 2,000 participants were anticipated and sponsorships were available.

There would be a period of time from March until April when the tower would be shut down at night, Monday through Thursday, 10:00 p.m. – 6:00 a.m. This would be in relation to the renovation going on in the control tower. More specific details would be forthcoming. Question was asked if there would be opportunity for CACNR Representatives to tour the control tower, once the renovations were completed and the response was in the affirmative. Question was asked if/what an effect an Xcel power outage would have on the airport during this time of drought and concern about wildfires. Although there would be an effect on airport tenants, the airport itself has backup generators for the airfield and the tower, the maintenance building and the administration building. There are two spotter

aircraft based out of Centennial, and although it does not supply the fire retardant for aircraft or helicopters, they can refuel and switch out crews here.

Finally, Fronapfel noted there had been 6,107 medical flight operations out of the airport in 2025, an average of 17 such flights a day. That would likely increase with the construction of another hospital near Peoria and E470.

10. **LAND USE REFERRAL:** 4TH Quarter 2025

Zach Gabehart reported during the fourth quarter of 2025, October through December the airport received a total of 19 land use referrals. Nine of those were approved as submitted with no comment and 10 were subject to comment. Comments on commercial projects related to things such as height restrictions. Comments on residential areas recognized development pressures the jurisdictions are seeing from the state and the airport being cognizant of those. A map was provided showing the locations of those residential developments subject to comments. There were no questions.

11. **OLD BUSINESS:** None

12. **NEW BUSINESS:** An item had been added to the agenda, for Zach Gabehart to inform CACNR the airport was ready to place an order of 1,250 Noise Abatement Guidelines: 1,000 would be for normal distribution, and 250 would have the seven hole punch for the pilots' kneeboards, per their request. The only change from the current content would be the addition of the new airspace shape. Following a discussion with the CACNR Chair, Gabehart was bringing a proposal for CACNR to pay half of the cost and the airport would pay the other half. Apparently this had occurred when the NAGs had been ordered previously.

Question was asked if there were also noise abatement posters. Response was yes, they had been reordered after the airspace change and there was still a good supply of those available. It was noted the printed NAGs do not take the place of the overlays which pilots use with their iPads, and which are provided by a pilots' association.

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

Returning to discussion, it was mentioned the \$546.92 for this would come from the Consultation/Education part of the CACNR budget, which had been designated in the budget for "Projects with consultant(s) for entire Roundtable." Indication was that there had been a motion to that effect, although at this point no motion had actually been made.

Question was asked if there should be any language added to the NAG to talk about the use of the practice area boxes for noise mitigation, since that was such a problem area needing to be addressed and it seemed it should be considered for inclusion. There would need to be a delay in printing while such language was developed. Once again, reference was made this could not be done since there already was a motion and a second, but there had been none.

It was noted again that the practice boxes were not under the control of the airport nor CACNR, although the topic could fall under the umbrella of the Noise Roundtable and so might be included in noise mitigation guidelines. Information was provided that the FAA's guidance on voluntary noise abatement guidelines was that anything in such guidelines should pertain to the immediate airport environment (airspace) only. Suggestion was made to have a future discussion with perhaps a separate document rather than delaying the printing of the needed NAG now. It might be something which could be done in collaboration with the flight schools. This should be put on the March agenda for further discussion.

Estimation was that 1,000 documents last about a year. In addition, the Colorado Pilots' Association publishes the NAG for most of the airports in the state and also publishes the training boxes on behalf of the flight schools. Information is also published in the directory the State puts out, and on a big wall map, new versions of which would be available soon.

Once again it was noted that the monies for this should not come from the Consultation/Education section of the budget which was listed as for "Projects with consultant(s) for entire Roundtable." Once again, reference was made about a motion and a second, and that it spelled out the money should come from Consultation/Education, but no motion had yet been officially made. There had apparently been a small group discussion about this before the meeting. To clarify, Andy Jones moved that the roundtable utilize funds from Education to pay \$546.92 for printing costs of the NAG. Motion was seconded and carried. The group was informed that as this expense would likely become a regular budget item in the future, where the money should come from could be addressed in the 2027 budget.

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

14. **REPRESENTATIVE COMMENTS:**

- A. MEMBERS OF COLORADO MUNICIPAL LEAGUE – None
- B. REPRESENTATIVES –

- Bill Wasmund noted Wings Over the Rockies would have a breakfast fly in on Valentine' Day, with a food truck and everyone invited.
- Brenda Dyche indicated the Elbert County Commissioners and their staff had done a great job getting out information to citizens of the county on how to report noise and complaints, particularly regarding the flight training boxes, so there may be more data available from the area.
- Donna Johnson thanked the group and staff for the Study Group Committee report. She had not gotten any noise complaint contacts in quite a while.

- Not related to noise, but Alison Biggs noted an article in the January 28th *Denver Post* about the NTSB report of that airplane/helicopter crash in Washington, D.C. that killed so many. It was rather critical of the FAA for not taking action on several reports of problems that they had received over several years.
- Mike Anderson reported the Lone Tree planning department appreciated airport staff coming to discuss the Part 150 Study, and clarify the NEMs. They are updating the LT unified code and appreciated having current data and how it affects Lone Tree as they address its land use codes.
- Several Representatives noted their jurisdictions had also been visited by staff, or had visits scheduled in the near future.

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

16. **NEXT MEETINGS:**

- A. **CACNR** –
- | | | |
|---------------|------------------|---|
| March 4, 2026 | 6:30 p.m. | 7565 South Peoria Street, Englewood, CO 80112 |
| April 1, 2026 | 6:30 p.m. | 7565 South Peoria Street, Englewood, CO 80112 |
| May 6, 2026 | 6:30 p.m. | 7565 South Peoria Street, Englewood, CO 80112 |
| June 3, 2026 | 6:30 p.m. | 7565 South Peoria Street, Englewood, CO 80112 |
| July 1, 2026 | NO CACNR MEETING | |
- B. **ACPAA** –
- | | | |
|----------------|------------------|---|
| Feb. 12, 2026 | 3:00 p.m. | 7565 South Peoria Street, Englewood, CO 80112, Pam Thompson for CACNR |
| March 12, 2026 | 3:00 p.m. | 7565 South Peoria Street, Englewood, CO 80112, Pam Thompson for CACNR |
| April 9, 2026 | 3:00 p.m. | 7565 South Peoria Street, Englewood, CO 80112, Pam Thompson for CACNR |
| May 14, 2026 | 3:00 p.m. | 7565 South Peoria Street, Englewood, CO 80112, Pam Thompson for CACNR |
| June 11, 2026 | 3:00 p.m. | 7565 South Peoria Street, Englewood, CO 80112, Pam Thompson for CACNR |
| July 9, 2026 | NO ACPAA MEETING | |

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

16. **ADJOURNMENT:** The meeting was adjourned at 8.42 p.m.

Alison Biggs, Secretary