



**CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE
MINUTES**

April 1, 2026

Approved 05 06 26

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

VISION – QUIETER SKIES FOR OUR COMMUNITIES

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

1. CALL TO ORDER, ROLL CALL, and QUORUM: The meeting was called to order at 6:3 p.m. by Chair Chris Eubanks.

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

Arapahoe County:	Rhonda Fields on line	Cherry Hills Village:	Dave Heller online
Douglas County:	DJ Beckwith	Foxfield:	Pam Thompson
Douglas County:	Alison Biggs	Greenwood Village:	Donna Johnston
Elbert County:	Brenda Dyche	Lone Tree:	Mike Anderson
Aurora:	Brad Pierce	ACPAA:	Michael Fronapfel
Castle Pines:	Chris Eubanks	AOPA:	Joe Patton
Castle Rock:	Sandy Vossler online	CABA:	Don Kuskie
Centennial:	Don Sheehan	Wings Over the Rockies:	Bill Wasmund

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

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

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

3. ITEMS REMOVED FROM THE CONSENT AGENDA: None.

4. PART 150 STUDY UPDATE:

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

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

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

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

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

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

February Local Operations:	12,353	February Total Operations:	25,082
Year to Date Local Operations:	25,259	Year to Date Total Operations:	50,948

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

February Noise Events:

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

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

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

Year to Date, the top five households complaining were:

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

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

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

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

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

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

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

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

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

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

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

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

6. **PUBLIC COMMENT:**

A. MEETING ATTENDEES/VIRTUAL ATTENDEES –

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

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

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

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

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

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

B. RECEIVED BY CACNR –

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

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

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

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

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

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

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

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

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

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

8. **EXECUTIVE COMMITTEE:**

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

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

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

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

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

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

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

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

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

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

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

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

The June ACPAA meeting had been rescheduled to June 18.

10. **OLD BUSINESS:**

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

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

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

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

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

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

11. **NEW BUSINESS:** None

12. **PUBLIC COMMENT EXTENSION:** None

13. **REPRESENTATIVE COMMENTS:**

A. MEMBERS OF COLORADO MUNICIPAL LEAGUE – None

B. REPRESENTATIVES – Those who wished to comment were:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

15. **NEXT MEETINGS:**

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

B. **ACPAA** – April 9, 2026 3:00 p.m. 7565 South Peoria Street, Englewood, CO 80112, Pam Thompson for CACNR
May 14, 2026 3:00 p.m. 7565 South Peoria Street, Englewood, CO 80112, Pam Thompson for CACNR
June 18, 2026 3:00 p.m. 7565 South Peoria Street, Englewood, CO 80112, Pam Thompson for CACNR
July 9, 2026 NO ACPAA MEETING

Aug 13, 2026	3:00 p.m.	7565 South Peoria Street, Englewood, CO 80112, Pam Thompson for CACNR
Sept 10, 2026	3:00 p.m.	7565 South Peoria Street, Englewood, CO 80112, Pam Thompson for CACNR
Oct 8, 2026	3:00 p.m.	7565 South Peoria Street, Englewood, CO 80112, Pam Thompson for CACNR
Nov 12, 2026	3:00 p.m.	7565 South Peoria Street, Englewood, CO 80112, Pam Thompson for CACNR
Dec 10, 2026	3:00 p.m.	7565 South Peoria Street, Englewood, CO 80112, Pam Thompson for CACNR

C. **PART 150 NOISE COMPATIBILITY STUDY ADVISORY COMMITTEE** – May 6, 2026

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

Alison Biggs, Secretary