



## CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE MINUTES

Approved 08 06 2025

June 4, 2025

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.

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

1. **CALL TO ORDER, ROLL CALL, and QUORUM:** The meeting was called to order at 6:35 p.m. by Chair Chris Eubanks. The following were in attendance, and a quorum was present:

Douglas County:	Dan Avery	Highlands Ranch:	Andy Jones
Douglas County:	Alison Biggs	Lone Tree:	Mike Anderson
Aurora:	Brad Pierce	Parker:	Michael Lawson
Castle Pines:	Chris Eubanks	ACPAA:	Mike Fronapfel
Centennial:	Don Sheehan	AOPA:	John Hirshman
Foxfield:	Pam Thompson	CABA:	Don Kuskie
Greenwood Village:	Donna Johnston	Wings Over the Rockies:	Bill Wasmund

Also present: Centennial Alternate Representative Amy Tharp' Greenwood Village Alternate John Jackson; ACPAA Alternate Zach Gabehart; and ACPAA Staff Lauren Wiarda.

Absent: Arapahoe County:	Rhonda Fields/Leroy Evans	Castle Rock:	Laura Cavey/Sandy Vossler
Arapahoe County:	Sreenivasan Alakappan/Vacant	Cherry Hills Villag:	Dave Heller/Doug Robinson
		CDOT Aeronautics Div:	Todd Green/Vacant

2. **CONSENT AGENDA:** The Consent Agenda included the Draft CACNR Minutes from May 7, 2025; a Treasurer's Report from May 30, 2025 showing a balance of \$35,317.13; and a Noise Report from April 2025. On the motion of Andy Jones, duly seconded, the Consent Agenda was approved.

**The April 2025 Noise Report** included the following information:

<b>April Local Operations:</b>	<b>12,912</b>	<b>April Total Operations:</b>	<b>25,386</b>
<b>Year to Date Local Operations:</b>	<b>48,523</b>	<b>Year to Date Total Operations:</b>	<b>98,749</b>

**25,386 Total Operations in April resulted in 908 complaints from 59 households.**

<b>April Noise Events:</b>			
<b><u>April Total:</u></b>		<b><u>April 60 – 69 db:</u></b>	
Golf Course	12,727	Golf Course	8,303
Meridian	8,338	Meridian	6,820
Lone Tree	2,587	Parker	2,035
Airport East	2,542	Lone Tree	1,916
Parker	2,291	Portable Station	1,527
State Park	1,903	State Park	1,380
Grandview Estates	1,290	Grandview Estates	1,146
Castle Rock	1,030	Castle Rock	968
Greenwood Village	900	Greenwood Village	795
Hunters Hill	565	Hunters Hill	521
Castle Pines	201	Castle Pines	186
Sagebrush Park	104	Sagebrush Park	97

  

<b><u>April 70 – 79 db:</u></b>		<b><u>April 80 – 89 db:</u></b>	
Golf Course	4,171	Airport East	415
Meridian	1,456	Golf Course	247
Airport East	734	Lone Tree	78
Lone Tree	589	Meridian	59
State Park	516	Portable Station	30
Portable Station	330	Grandview Estates	10
Grandview Estates	134	State Park	7
Greenwood Village	102	Greenwood Village	3
Castle Rock	62	Parker	2
Hunters Hill	42	Castle Pines	0
Castle Pines	15	Castle Rock	0
Sagebrush Park	7	Sagebrush Park	0

**April Noise Events in the 90+ decibel range:** Airport East – 49    Golf Course – 2    Lone Tree – 4    Meridian – 3    Portable Station – 2  
Hunters Hill – 1

<b><u>April Noise Complaints</u></b>	<b><u>and</u></b>	<b><u>Numbers of Households:</u></b>	<b><u>YTD Complaints</u></b>	<b><u>and</u></b>	<b><u>Number of Households:</u></b>
Parker	253 (28%)	UAC	20 (34%)	UAC	34 (31%)
Unincorporated Arapahoe County	247 (27%)	Greenwood Village	11 (19%)	UDC	19 (17%)
Greenwood Village	131 (14%)	UDC	304 (11%)	UDC	18 (17%)
Centennial	109 (12%)	Other	304 (11%)	Other	11 (10%)
Unincorporated Douglas County	78 ( 9%)	Centennial	286 (10%)	Centennial	9 ( 8%)
Other	75	Castle Rock	274	Lone Tree	6
Castle Rock	6	Highlands Ranch	52	HR	4

Aurora	3	Aurora	1	Denver	21	Castle Rock	3
Highlands Ranch	3	Denver	1	Castle Rock	14	Denver	3
Denver	2	Lone Tree	1	Aurora	10	Aurora	2
Lone Tree	1	Parker	1	Lone Tree	9	Parker	1
Castle Pines	0	Castle Pines	0	Castle Pines	0	Castle Pines	0
Cherry Hills Village	0	Cherry Hills Village	0	CHV	0	CHV	0

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

Household #1 611 (22%) Unincorporated Arapahoe County  
Household #2 313 (11%) Unincorporated Arapahoe County  
Household #3 304 (11%) Parker

Household #4 264 (9%) Centennial  
Household #5 262 (9%) Other

**In April, 110 noise complaint responses were completed from 908 noise complaints**, with 105 of those from email and 5 from telephone.

**In April, 816 complaints** were received from 7:00 a.m. – 9:59 p.m. – 90%, and  
**92 complaints** were received from 10:00 p.m. – 6:59 a.m. – 10%.

**In April, props** accounted for **94% of the complaints by aircraft type**; **jets** accounted for **5% of the complaints**, and **helicopters** caused **1%**. Comparatively, **Year to Date** figures showed propellers had caused 91% of the complaints; jets caused 7%, and helicopters caused 2%

**In April, training** was responsible for **63% of the complaints**, **departures** were responsible for **26% of the complaints**, and **arrivals** were responsible for **11% of the complaints**. Comparatively, **Year to Date** figures showed training had caused 44% of the complaints, departures had caused 35%, and arrivals had caused 21%.

A graph was provided showing the **April number of complaints by the hour** in which they were made, with peaks in the 10:00 a.m. – 3:00 p.m. time period, followed by a rather dramatic decrease until 6:00 p.m., rising again until an 8:00 p.m. decrease.

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

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

4. **PUBLIC COMMENT:**

A. MEETING ATTENDEES/VIRTUAL ATTENDEES –

1. Mike Koscielniak from Castle Rock referenced the Colorado Pilots Association website. He noted that when planning an IFR flight, pilots must be aware some of the noise abatement areas interfere with the IFR instrument approaches, so they have to be very aware of what noise abatement areas they might be flying over when they're doing an instrument approach.

On another topic, he noted that if the top noise complaining household was removed from the 908 total noise complaints in April, the number of complaints went down to 655. If the top five complaining households were removed, the number went down to 90 complaints from approximately 14 households. Koscielniak was thanked.

2. Bill Ward indicated he was a pilot and flight instructor using Centennial Airport. He had attended a Douglas County Planning Commission meeting related to a variance for an Inverness filing, and a Castleview filing. He had spoken about both at the meeting and was surprised the variance for the Inverness filing had received a NO vote.

The Castleview filing is a 317 unit multi-family development between E-470 and County Line Road. There will continue to be noise problems here such as the 253 noise complaints from one person in Parker near the end of runway 28.

Finally, he noted the fight going on in Longmont related to implementing landing fees. As it relates to the incentive program being explored here, he recommended care with the use data as there was a push in the pilot community to remove identifying information from airplanes if it is used for anything other than monitoring traffic. Ward was thanked.

3. Randy Johnson from Louviers had recorded 455 planes in May, and there were some days where there had been none. He submitted 53 complaints, more than in the past from Centennial. From Rocky Mountain Metropolitan, he had submitted 16 complaints. Planes continued to turn and fly directly over his area, and he had let Zach Gabehart know. It seemed like some were purposely turning to come over his area, then go south, then come fly right back over and then turn northeast to leave. It is hard to tell if these are the same plane or different ones. But when they're back to back and multiples at the same time, it is difficult.

He noted the recent approval of 400-550 homes to be built on the east side of Santa Fe and Airport Road, just east of his location, so the noise he is noting will ultimately be affecting those residents as well. Johnson was thanked.

B. RECEIVED BY CACNR – Eubanks indicated he would read the following email verbatim:

*"Members of the Roundtable,*

*"Keeping track of land use around the airport has become quite the hobby. So two new incompatible land use projects in Douglas County that will be heard at tomorrow's night zoning board meeting. Won't be able to go since I'm working.*

1. *Zoning Resolution Waiver for Inverness Filing 9 Lot 3 (US 2024-011)*

*This is a plan for 53 residential units on the second and third floor of a building at the site of an office building located at 327 Inverness Drive. I have personally been to the site and just like someone at Meridian, I was greeted with airplane noise as soon as I opened the car door from both the traffic pattern and a jet happened to be idling on a taxiway. This property goes right up into the airport fence and*

it's adjacent to an apartment complex that seems to have a lot of noise complaints coming out of it. This property lies completely within the 65 DML contour. Is this a good idea to let people live here? Absolutely not. The FAA has strongly objected to this development.

2. **Castle View Filing 1, Second Amendment, Lots 1-A and 2-A – Use by Special Review( US 2024-0090)** This is a plan for 317 unit multi-family residential development on South Valley Highway between E470 and County Line Road. This is another location that will receive constant airplane noise. It lies just on the border of the 55 and 60 DNL contours.

"The bottom line is this, as I have said before, the issue of noise around the airport will not be solved if residential housing and schools keep being built in places that will be impacted by airport operations. This is another one of those areas that again no voluntary noise abatement procedures will help. A certain Douglas County Commissioner that is absent from his seat on the roundtable and the airport board but mysteriously shows up at the quarterly pilots, controllers, airport admins meeting told me this directly, "We (Douglas County) will not stop approving projects the market demands."

"He then went on and on about how he was woken up by planes and how he gets so many complaints about airplanes from people who live around the airport and how he has no sympathy for people who moved next to the airport and complain about airport noise. But in the same breath he told all of us to "fly better, quieter, and to find a solution to the problem." Make that make sense. They want a solution but are not willing to fix the one thing that will cause more and more problems - land use around the airport. I do not think the market is demanding housing that will be subject to 24/7/365 airplane noise, airplane noise and vibrations. If you do not want a new set of people coming in to complain, then somebody needs to get local municipalities on board to respect the AIA zoning."

Eubanks then reiterated that was an anonymous email CACNR received which he had read verbatim.

#### 5. **CACNR STUDY GROUP COMMITTEE:**

Chair Brad Pierce reported the group was continuing to meet and was working on the dashboard. The vendor for it was coming and would be meeting with the committee. Unmasking the tail numbers as discussed earlier was important to the dashboard project, which was a main focus of the committee. The idea of the dashboard is to reward those, whether they are individual flight schools or transient fights coming in from elsewhere, who are doing a good job flying here in terms of noise. In relation to the carrot and stick approach, the committee would rather use a carrot than a stick to reward those who are doing a good job.

It was noted that the unmasked tail numbers would not be available to the public but would be used by the airport to compile dashboard data.

He continued that the group was looking at data to determine any success from the first quarter of 2025. The number of planes entering the study area north of Arapahoe Road had decreased and the committee was looking to determine why that was and if it was pertinent to its work. The committee had looked at data showing the difference between airport operations and aircraft entering the study area. Commissioner Campbell from Arapahoe County had asked that the committee look at this data in a different way. In Matt Frenette' absence, Zach Gabehart had provided some information, which would be compiled for the Commissioner.

An opinion was expressed that if any pilots were violating federal aviation regulations (FARS), those were issues that needed to be dealt through the FAA Flight Standards District Office. There are tools and methods for dealing with anyone who violates FARS, either knowingly or unknowingly. All pilots need to be aware of all FARS. There should be means tot incentivize good behavior, and bad behavior should be referred to the FAA accordingly.

#### 6. **PART 150 STUDY UPDATE/PROGRESS:**

A. **PART 150 NOISE COMPATIBILITY STUDY ADVISORY COMMITTEE** – Zach Gabehart reported the committee had met earlier today. It was working on ways to model noise abatement alternatives and determine what alternatives they wish to examine. It would probably be a couple of months before there would be any information to share about that project.

Airport staff had received some of the chapters of the Part150 study on land use and an inventory of things at the airport. They were reviewed and sent back with comments. When they are revised, they would go to the FAA for approval.

B. **NOISE CONTOURS FOR 55 & 60 DNL** – Kate Andrus had indicated she would provide this information, so staff was asked to remind her of that. Gabehart noted the airport was also supposed to receive that information and would overlay it with the existing contours for CACNR.

#### 7. **EXECUTIVE COMMTEE:**

A. **ACPAA** – PAM Thompson had provided a written report of the May 8<sup>th</sup> ACPAA meeting. Question had been asked about the meaning of the red and blue fonts. Thompson indicated the blue items were her comments about that board meeting. It did seem positive the ACPAA was talking about the study committee's work on the dashboard, and the airport was committing \$75,000 to bringing in a consultant to help with that project.

There were three public hearings, all three approved for ten years. One was for flight simulator rental, and two were air charters. It was anticipated none of the three would greatly increase nose pollution for residents. Noise abatement posters were reported as being on display on each one of the flight schools. The FAA was reported to be working on noise abatement. There may be indication that transient air traffic may be the cause of some of the noise Randy Johnson reported over Louviers.

B. **CACNR FEES** – Andy Jones noted item, #11 on the agenda regarding Elbert County's request to join CACNR. The annual fee for Counties in the MOU was \$2,000, and CACNR had decided the fee for counties would be \$1,000 for 2025. Jones moved that if the agreement was signed by Elbert County, its membership would start on July 1 and would be prorated at \$500 for the rest of the year. Motion was seconded and passed.

Jones noted that since there was no meeting in July, the invoice could go out as soon as the agreement according to the MOU was signed. Elbert County would then appoint two representatives just as Arapahoe and Douglas Counties do: one private citizen Representative and one private citizen Alternate from its unincorporated area; and one County Official and one County Alternate representing the county as a whole.

There was agreement to consider agenda item #11 at this time. Brad Pierce moved that Elbert County be approved for membership in the roundtable, contingent on them signing the MOU and the funding structure document and appointing two Representatives and two Alternate Representatives to the roundtable. Motion was seconded.

There was further discussion about the need to ensure Elbert County was clear as to the type of individuals it should appoint to represent it on CACNR as outlined in the MOU. It was noted there could be a need to provide some education for the Elbert County Commissioners about the airport and CACNR's role. Perhaps a Representative from the airport and a representative from CANR might attend a meeting of the Elbert County Commissions to provide that information. Mike Fronapfel indicated the airport would be happy to participate in such an endeavor. There being no further discussion, a vote on the above motion was called for, and the motion carried.

C. WEBMASTER – Chris Eubanks indicated there was no update on this topic for this meeting.

D. WORK PROGRAM – Alison Biggs reported she had contacted those who had indicated they would assist with the creation of the updated Work Program and had heard back from one individual. She would try to keep the people who had volunteered involved, but there had been no recent feedback, so she was unsure of the current interest level in the project. Other than the content of the program, Pam Thompson was working on at least part of what the structure might look like. Without committees, the revised structure of the program will need to reflect that. Biggs indicated she might try to draft something and send it out for the committee members' reactions. Amy Tharp had shared some useful observations, and it was good to have her fresh eyes involved.

E. RECORDER ASSISTANCE – To follow up with the item included in the budget, one company had been recommended by a current user as possibly providing the kind of recording assistance CACNR might desire. The Executive Committee had done a preliminary check but determined staff assistance with this project would be needed. Zach Gabehart was looking into that and other options which might be compatible with the airport's web service. The options have been sent to the IT director to further check which would be best and easiest to integrate with current airport systems. All three would make transcriptions and summaries of the meetings, and use artificial intelligence that would recognize voices so, for example, when Andy talked it would note that Andy was talking and what he said and when Chris talked it would lay that all out in the transcript. Gabehart was hopeful a system could be in place for the August CACNR meeting.

It was noted that the one software package the EC had looked at was approximately \$200 a year, so the assumption was that this project could be implemented within the CACNR budget. Gabehart reported that all three were comparable for cost. Question was asked if there was a dollar amount that the Chair could approve without coming to the full CACNR. Response was that CACNR policy authorizes the CACNR Executive Committee to approve expenditures up to \$500. Question was asked how the system would identify voices. There were a couple options, such as going to the transcript and entering the person who was talking and then the system learns over time to identify that person. It might also be accomplished if whomever was speaking would identify themselves at the beginning of their comments.

Question was also asked if a sample of a transcript might be available. Response was all of the software companies had offered something like a demo meeting before one subscribed. The Executive Committee would be very interested in seeing that, to learn and understand what such a system could actually do. It was hoped this could be accomplished before the August CACNR meeting. Gabehart was thanked for taking on the project and for working with IT to assure the systems would be compatible.

F. QUARTERLY ATTENDANCE RECORD – Pam Thompson indicated she had been working to address those whose attendance had fallen below the 75% called for in the MOU. For the full 2024-2025 time period, those included Unincorporated Arapahoe County, Castle Rock, Cherry Hills Village, Highlands Ranch Metropolitan District, Parker, CABA, and CDOT Aeronautics Division. For the first two months of the 2025-2026 period (so this report was actually not a quarterly report), those falling below the 75% attendance threshold were both Arapahoe County seats, Castle Rock, Centennial, Cherry Hills Village, Highlands Ranch Metropolitan District, Parker, and CDOT Aeronautics Division.

It was noted that Article 3.c. of the Bylaws states "*Members' Representatives and/or Alternates are expected to attend all regular and special meetings. If a Regular Member's Representative or an 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).*"

New Representatives had recently been appointed by Cherry Hills Village and Parker so their attendance would hopefully improve. Suggestion was made to contact the Mayor of Castle Rock about that long-standing situation, as there were residents of Castle Rock who attended CACNR meetings and who might be willing to serve if they qualified.

#### 8. **REPRESENTATIVES' COMMENTS:**

Amy Tharp noted things she had been learning and finding helpful as she was able to give more time to CACNR now that her Wednesday teaching session had been completed. She was excited to see what was going on with the Part 150 study and hoped to learn more about it in August.

Bill Wasmund indicated Wing over the Rockies was partnering with Centennial Airport for the 5k run, providing hangar space for the origination of the run and the facilitation of the run, etc. Wings Over the Rockies was also sponsoring a fundraising event to bring a decommissioned F-16 fighter to the Lowry location. That event was completely sold out, raising enough money for the expense of bringing the F-16 from its Air Force base in Texas to Lowry. Then next week, WOR would be receiving a vertical takeoff and landing carrier aircraft. The Marines would be flying that aircraft to Buckley Air Force Base. Some of the WOR personnel who have military clearances would be facilitating the acceptance of that aircraft, and it would then be decommissioned and trucked to the Lowry WOR facility. There was also an upcoming annual Warbird invasion event with aircraft flying in that are more military than the general aviation aircraft that WOR commonly has.

Brad Pierce announced that the reason for Matt Fernette's absence was him taking some time off after the birth of baby Addison. The Executive Committee had extended congratulations on behalf of CACNR and provided a Target gift card.

Pam Thompson noted she been online at the Douglas County Planning Commission meeting and thanked the staff for doing a good job presenting concerns about the land use filings. She indicated she would be glad to attend any such future meetings, as she felt it was important to represent the community in relation to any land use considerations coming up, particularly since some were so disturbing. She was hoping the Douglas County Commissioners would honor their Planning Commission's negative recommendations at their June 10<sup>th</sup> meeting and also say no. Mike Fronapfel indicated their research showed it was relatively unusual for the County Commissioners to overturn recommendations from their Planning Commission, but it was possible.

Mike Anderson indicated Lone Tree continued to be active moving projects forward in Ridgeway East. There had been a groundbreaking on its new justice center, to house its court and police department on about a 10-acre site just off of Ridgeway Parkway. It is on track for about a one year, maybe 15 months build out just north of Ridgeway Parkway. Lone Tree was also working through a site improvement plan for about a 10-acre site to build a public works facility that might take 20 – 25 years for build out, also in the Ridgeway area.

Question was asked where these two sites were in relation to the ILS. Response was that everything that comes off the airport is going to impact Ridgeway. The density map in the monthly Noise Report shows the traffic over this area. These two sites were apparently near Peoria and just west of Peoria off of Ridgeway Parkway. Mike Fronapfel noted these two locations were considered compatible with the airport; it was residential in the area that would be non-compatible.

Dan Avery commented that there had certainly been some discussion of Douglas County's land use regulations. While the anonymous commenter was correct in indicating that Douglas County had not adopted the airport influence area as promulgated by Arapahoe County and the airport, Douglas County did have airport noise standards. Those standards emphasized mitigation over outright declination to construct residential, particularly when it came to multifamily residential. They generally require interior sound mitigation and attenuation down to an interior noise level of 40-45 DBA. The apartment complex that was recently approved is situated roughly similarly to the airport, as are many of the multi-family developments in and around the Dry Creek Station. This land is close to the County Line light rail station and, while state mandates were not yet in effect, this was an area that would soon be under a state mandate to require allowing this level of development, regardless of county regulations. Douglas County's approach has been one of mitigation primarily, particularly as it relates to multifamily.

Don Kuskie informed the group that on July 12 at Wings Over the Rockies there would be an event honoring about 10 pilots who would be getting the Wright Brothers Master Award for 50 years of maintaining their certificates without an outstanding violation. There would be a fly in that day and towards the end of that they would receive their awards from the FAA; the award is a plaque and a certificate.

#### **9. AIRPORT DIRECTOR'S REPORT:**

Mike Fronapfel reported that through April, airport operations were down about 10% compared to last year. However, overall fuel sales were about the same as last year. Even if operations were down, if fuel sales were maintained, the airport's revenue stream would be uninterrupted.

The study group had had 48 meetings to date. In relation to the push from the pilot community for removal of identification from ADS-B feeds, the airport did write a letter opposing the removal of that identification, or at least allowing airports and governmental agencies access to that information. The study group had been working on a dashboard, and the dashboard was heavily reliant on that information. If it were unavailable, it would undermine what was trying to be accomplished.

The tower refurbishment was still pending, waiting on another round of comments from the county to be addressed. It was hoped that process could be expedited by the County because unfortunately, every time there is a set of comments, it puts the project back at the back of the line and then it takes another 30 days to get a response back. It was considered critical to get the project done safely during the summer, so major work did not have to be accomplished during the winter months.

Peoria Street repaving was still planned to be done in August and the new street signs, wayfinding signage, would be installed in late summer or early Fall.

The Four Points Sheraton Hotel had hired all their staff, and it was currently expected to open on June 19<sup>th</sup> of this year, hopefully. He had toured it earlier this week and there was just a small list of things to be addressed.

The Runway 5K coming up this Saturday was sold out with over 1,600 registrants for that event. It raises funds for the Centennial Airport Foundation, and the Foundation in turn, donates to the Tuskegee Airmen local aviation programs, both the Cherry Creek and Douglas County school districts, and Metro State in Denver. There are also three scholarships awarded from the fund's proceeds; this year the scholarships resulting from the 2024 event would be awarded at the June ACPAA meeting.

The memorial service for Commissioner Bob Dubeck was scheduled for June 5<sup>th</sup> at 1:00 p.m. at Horan and McConaty, 5303 East County Line Road in Centennial. Commissioner Dubeck was on the ACPAA board for over 20 years. He had a background in petroleum engineering and was really an invaluable resource to the staff whenever it had to review engineering plans or anything like that. He got the award for being an over 50-year pilot and he continued to fly with the safety pilot all the way up until he was almost 97 when he took his last flight. He was just an all-around great guy and he would be missed.

10. **OLD BUSINESS** – None

11. **NEW BUSINESS** – Completed under agenda item #7.B.

12. **PUBLIC COMMENT EXTENSION IF NEEDED:** Brenda Dyche thanked Zach Gabehart for bringing the noise monitor. She had 14 complaints in one day before noon. She noted there were people ready to fill the unincorporated seat representing Elbert County on CACNR. She felt they would need to get active with the group and to also raise community awareness about it. She also felt it was important for the County to have a seat on CACNR because its population was experiencing a problem she felt was coming from Douglas and Arapahoe Counties, with no opportunity for input from the Elbert County citizens. It was important for those voices to be heard, to help offer solutions and to make this a better situation for everybody.

Chris Eubert noted that no one would disagree with that thought, as evidenced by the earlier unanimous decision to welcome Elbert County to a seat on CACNR.

13. **FINAL REPRESENTATIVES' COMMENTS:**

Chris Eubanks expressed thanks to Pam Thompson for chairing the May meeting in his absence. He noted the word was she had done a wonderful job.

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

15. **NEXT MEETINGS:**

A. CACNR –		July 2, 2025	<b>NO JULY CACNR MEETING</b>	
		August 6, 2025	6:30 p.m.	7565 South Peoria Street, Englewood, CO 80112
		September 3, 2025	6:30 p.m.	7565 South Peoria Street, Englewood, CO 80112
		October 1, 2025	6:30 p.m.	7565 South Peoria Street, Englewood, CO 80112
		November 5, 2025	6:30 p.m.	7565 South Peoria Street, Englewood, CO 80112
		December 3, 2025	6:30 p.m.	7565 South Peoria Street, Englewood, CO 80112
B. ACPAA –		June 12, 2025	3:00 p.m.	7565 South Peoria Street, Englewood, CO 80112, Pam Thompson for CACNR
		<b>July 10, 2025</b>	<b>NO JULY ACPAA MEETING</b>	
		August 14, 2025	3:00 p.m.	7565 South Peoria Street, Englewood, CO 80112, Pam Thompson for CACNR
		Sept. 11, 2025	3:00 p.m.	7565 South Peoria Street, Englewood, CO 80112, Pam Thompson for CACNR
		Oct. 9, 2025	3:00 p.m.	7565 South Peoria Street, Englewood, CO 80112, Pam Thompson for CACNR
		Nov. 13, 2025	3:00 p.m.	7565 South Peoria Street, Englewood, CO 80112, Pam Thompson for CACNR
		Dec. 11, 2025	3:00 p.m.	7565 South Peoria Street, Englewood, CO 80112, Pam Thompson for CACNR

5. PART 150 MEETINGS –

16. **ADJOURNMENT:** The meeting was adjourned at 7:48 p.m.

Alison Biggs, Secretary