



CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE MINUTES

September 2, 2026

Approved 10 07 26

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

VISION – QUIETER SKIES FOR OUR COMMUNITIES

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

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

Arapahoe County:	Rhonda Fields	Foxfield:	Pam Thompson
Douglas County:	DJ Beckwith	Greenwood Village:	Donna Johnston
Douglas County:	Alison Biggs	Highlands Ranch Metro:	Andy Jones
Elbert County:	Brenda Dyche	ACPAA:	Zach Gabehart
Aurora:	Maurice Healy online	AOPA:	Joe Patton
Castle Rock:	Ashlynn Miller online	CABA:	Don Kuskie
Centennial:	Don Sheehan	Wings Over the Rockies:	Bill Wasmund
Cherry Hills Village:	Dave Heller online		

Also present: FAA Senior Program Analyst, Northwest Mountain Region Jennifer Redding, online; AOPA Alternate Representative Mike Koscielniak; Elbert County Alternate Representative Deidre Dyche, online; and ACPAA Staff Matt Frenette and Luis Gonzales.

Representatives from Aspen Flying Club and Epic Flight Academy were present as were citizen Kim Hellweg online; Alpine Design Agency's Dave Johnson online; citizen Randy Johnson; citizen Rob Listeri, citizen Joe Panem; and pilot/instructor Bill Ward.

Absent: Arapahoe County:	Sreenivasan Alakappan/Vacant	Lone Tree:	Mike Parr/Chuck Darnell
Elbert County:	Mike Buck/Shawn Fletcher	Parker:	Heather Bennett/Bryce Matthews
Castle Pines:	Chris Eubanks/Ron Cole	CDOT Aeronautics Div:	Todd Green/Vacant

SPECIAL APPOINTMENT TO CACNR VICE CHAIR POSITION: There were no volunteers for the position of CACNR Vice Chair. Andy Jones indicated he would be willing to switch to Vice Chair if anyone would be more comfortable filling the Treasurer position. Chair Pam Thompson indicated the topic would again be revisited before the close of the meeting.

B. **CONSENT AGENDA:** The Consent Agenda included the draft CACNR Minutes from August 5, 2026; the Treasurer's Report from August 28, 2026, showing a balance of \$25,087.53; and the CACNR Attendance Record through August 2026. On the motion of Donna Johnston, duly seconded, the Consent Agenda was approved.

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

4. **PART 150 STUDY UPDATE:**

A. **UPDATE** – Zach Gabehart indicated a draft version of the chapters of the noise compatibility portion of the Part 150 study had been submitted to the FAA at the beginning of August. They had met with the FAA last week and had gotten their fairly minor comments back. The plan continued to be for an October 28 public hearing where the final noise compatibility program would be presented, followed by a 30 day comment period. Comments from both the public hearing and the 30 day comment period would be addressed by the Study Team (Centennial Airport, Mead & Hunt, and HMMH), changes made if deemed necessary, and the final report would be taken to the ACPAA at its December 10th meeting. Once approved by ACPAA, the study would be submitted to the FAA before the end of the year.

Question was asked when CACNR might see something next. It was anticipated someone from the Study Team would attend the October CACNR meeting to provide the draft before the public hearing. Actually, it was planned the draft would be available to the public around September 24th, so Gabehart indicated he would send it out to CACNR when that occurred. CACNR would then have it before its October meeting for discussion at that meeting prior to the public hearing.

B. **PART 150 NOISE COMPATIBILITY STUDY ADVISORY COMMITTEE** – No report, although it was noted the committee had met following the last CACNR meeting and had received the same report given to CACNR previously. Information about the committee's reaction to the report was not provided.

5. **NOISE REPORTS:**

A. **The July 2026 Noise Report** included the following information:

July Local Operations:	14,427	July Total Operations:	30,124
Year to Date Local Operations:	90,721	Year to Date Total Operations:	185,427

30,124 Total Operations in July resulted in 842 complaints from 57 households.

July Total:		July Noise Events:			
		July 60 – 69 db:	July 70 – 79 db:	July 80 – 89 db:	
Meridian	9,845	Meridian	7,976	Golf Course	2,837
Golf Course	8,299	Golf Course	5,331	Meridian	1,818
State Park	2,566	Parker	2,318	State Park	892
Parker	2,494	State Park	1,669	Airport East	526
P1 Orch/Havana	1,609	P1 Orch/Havana	1,375	P1 Orch/Havana	222
Airport East	1,453	Grandview Estates	1,180	Parker	174
Grandview Estates	1,293	Castle Rock	830	Grandview Estates	112
Castle Rock	872	Airport East	675	Lone Tree	78
Greenwood Village	673	Greenwood Village	603	Greenwood Village	64
Lone Tree	643	Lone Tree	556	Castle Rock	42
Hunters Hill	351	Castle Pines	326	Hunters Hill	35
Castle Pines	345	Hunters Hill	312	Castle Pines	16
Sagebrush Park	114	Sagebrush Park	110	Sagebrush Park	4
				Airport East	237
				Golf Course	130
				Meridian	49
				P1 Orch/Havana	11
				Lone Tree	8
				Greenwood Village	6
				State Park	5
				Hunters Hill	4
				Castle Pines	3
				Parker	2
				Grandview Estates	1
				Castle Rock	0
				Sagebrush Park	0

July Noise Events in the 90+ decibel range: Airport East – 13 Meridian – 2 Golf Course – 1 Lone Tree – 1 Grandview Estates – 1
P1 Orch/Havana – 1

July Noise Complaints per Municipality		Numbers of Households:		YTD Complaints and		Number of Households:	
Unincorporated Douglas County	352 (42%)	UAC	17 (30%)	UDC	1,715 (34%)	UAC	53 (29%)
Unincorporated Arapahoe County	187 (22%)	UDC	12 (21%)	UAC	1,221 (24%)	UDC	38 (21%)
Unincorporated Elbert County	119 (14%)	Greenwood Village	11 (19%)	Centennial	590 (14%)	GV	32 (18%)
Centennial	107 (13%)	Other	8 (14%)	UEC	669 (13%)	Other	15 (8%)
Greenwood Village	54 (7%)	Centennial	3 (5%)	GV	604 (12%)	Centennial	10 (6%)
Other	15 (2%)	Aurora	1	Lone Tree	61 (1%)	Lone Tree	8 (4%)
Aurora	3	Castle Rock	1	Other	60 (1%)	HR	6
Lone Tree	2	Denver	1	Denver	23	UEC	5
Castle Rock	1	Lone Tree	1	Castle Rock	18	Parker	4
Denver	1	Parker	1	Highlands Ranch	11	Denver	3
Parker	1	UEC	1	Parker	6	Castle Pines	2
Castle Pines	0	Castle Pines	0	Castle Pines	3	Castle Rock	2
Cherry Hills Village	0	Cherry Hills Village	0	Aurora	3	Aurora	1
Highlands Ranch	0	Highlands Ranch	0	Cherry Hills Village	0	CHV	0

Year to Date, the top five households complaining were:

Household #1 680 (13%) Unincorporated Douglas County	Household #4 507 (10%) Unincorporated Douglas County
Household #2 665 (13%) Unincorporated Elbert County	Household #5 430 (8%) Unincorporated Arapahoe County
Household #3 648 (13%) Centennial	Remaining Households 2,161 (43%)

In July, 95 noise complaint responses were completed from 842 noise complaints, with 93 of those by email and 2 by telephone.

In July, 663 complaints were received from 7:00 a.m. – 9:59 p.m. (79%)
179 complaints were received from 10:00 p.m. – 6:59 a.m. (21%)

In July, props accounted for **96% of the complaints by aircraft type; jets** accounted for **3% of the complaints**, and **helicopters caused 1%**. Comparatively, **Year to Date** figures showed propellers had caused 92% of the complaints; jets caused 6%, and helicopters caused 2%.

In July, departures were responsible for **20% of the complaints**, **training** was responsible for **68% of the complaints**, and **arrivals** were responsible for **12% of the complaints**. Comparatively, **Year to Date** figures showed training had caused 57% of the complaints, departures had caused 30%, and arrivals had caused 13%.

A graph was provided showing the **July number of complaints by the hour** in which they were made, with a peak at 7 a.m. hour. A drastic decline began after 7 a.m. and remained steady through the evening hours.

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

It was noted the response data was compiled solely from requests complainers had made for a specific response back, either electronically or by telephone. Question was asked if the air taxi data had shown any kind of increase with the advent of JSX activity. Apparently JSX had had over 2,000 operations since it began here, and there had been 12 complaints which could be identified as related to it. Further observation was again made that complaints may not be an accurate reflection of bothersome noise because

people had either become tired of complaining when nothing seemed to improve, or they had learned that the airport and CACNR cannot gainfully control various noisy flights due to FAA regulations and factors such as wind.

B. PORTABLE MONITOR REPORT:

Portable Noise Monitor Location – Ponderosa Hills, east of Parker Road and South of E-470

6.2 NM Southeast of Centennial Airport

Report Date Range – 07/02/2026 – 8/11/2026

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

Propeller 2,454 Jet 228 Helicopter 18 Total 2,700

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

Arrival 885 Departure 421 Training 1,394 Total 2,700

Airport	Arrival	Departure	Training	Total
Centennial (KAPA)	885	412	1,394	2,700
Denver Intl (KDEN)	1,179	627	2	1,808
Colorado Air & Space Port (KCFO)	3	5	2	10
Rocky Mountain Metro (KBJC)	14	15	0	29
Northern CO Regional (KFNL)	0	0	0	0
Colorado Springs (KCOS)	2	3	0	5
Pueblo (KPUB)	1	1	0	2

Noise Data

Aircraft DNL (The 24-hour average sound level of aircraft with a 10dB penalty for nighttime noise events.)

Community DNL (The 24-hour average sound level of the community with a 10dB penalty for nighttime noise events)

49.9 dB

Total DNL (The 24-hour average sound level with a 10dB penalty for nighttime noise events)

50.4 dB

Average Aircraft LMax (dB) (The peak noise level for a single aircraft noise event)

63.5 dB

Noise Events

Centennial Airport Aircraft Noise Events at Noise Monitor 1,249

Non-Centennial Airport Aircraft Noise Events at Noise Monitor 433

Total Aircraft Noise Events at Noise Monitor 1,682

Total Community Noise Events at Noise Monitor 638

Noise Events at Noise Monitor

Decibel Range (dB)	Centennial Airport Aircraft	Non-Centennial Airport	Community
60-69	943	275	389
70-79	26	1	45
80-89	0	0	4
90+	0	0	0

Observation was made that community members had noted a vast difference between community DNL and how aircraft DNL radiated through the house itself. Shutting windows could take care of community noise (except motorcycles and such), but aircraft noise really vibrated from the top of the house down, no matter how much insulation was in the roof line. It was noted this residence was on a larger lot, so there would not have been noise ‘bouncing off’ of other homes. Question was asked about the resident’s response to the report; there had been further questions about what would be done with the data as well as an understanding that the residence was under the descent for traffic returning to the airport. The homes in this area had been there since perhaps the ‘70s, but it was unknown how long the resident had live there, of if they knew about the airport noise when purchasing the property, or when it had been purchased. Another resident inquiring about having a portable monitor was doing so to obtain specific data to share with the FAA instead of just providing narrative.

C. DATA COMPARISON BETWEEN FLIGHT TRAINING AREA IN DOUGLAS COUNTY AND 3 TOWERS - A

request had been made for such a data comparison. Data had been looked at the for month of June 2026, including any aircraft that flew through the designated areas in that time frame. 3 Towers had 2,023 flights and Louviers had 1,381 flights; these were flights just entering the boxes, with no knowledge of if the aircraft were circling or how long they had stayed in the boxes themselves. It was noted the 3 Towers box gets arrivals to Centennial Airport traffic from the east and southeast, as well as training traffic, while the Louviers area would have mostly training traffic.

It was also noted some DIA traffic landing to the north could fly over the 3 Towers box and the Louviers area and could dip below their 'assigned' airspace and would then be included in the counts. There may not be many, but they would be included in the data, primarily the 3 Towers data. Question was asked if such DIA flights could be identified to see how much effect they actually had. It appeared that could be done. Flights coming out of the mountains over Louviers would likely be powered down, but in the 3 Towers area, travel and departure traffic would be at full power. The flights which stayed in the boxes causing much of the 'spaghetti' on the flight track maps were those which caused the most problems for those on the ground under them.

6. PUBLIC COMMENT:

A. MEETING ATTENDEES/VIRTUAL ATTENDEES –

- Randy Johnson from Louviers, west of Santa Fe and south of Chatfield. He had noted 643 multi-training planes in August, with 291 from Centennial and 206 from Rocky Mountain Metropolitan Airport. He had submitted 178 complaints to Centennial and 14 to Rocky Mountain, explaining the Rocky Mountain figure was low because the Centennial flights had taken so much of his time. He was able to identify the "source" of many of the flights about which he complained, with 65 from Aspen Flying Club; 22 from ATP Flight School; 47 from Flights, Inc; 21 from Centennial Flyers; Independence Aviation was 7; Jefferson had 1, and there were 15 others. Johnson was beginning to notice some health issues, perhaps linked to the stress of dealing with the constant noise. He spent considerable time writing down the noisy aircraft and then calling in complaints, instead of paying attention to his dog who was not happy with him.

Johnson noted a nearby community, Sterling Ranch, had recently been approved for an additional 16,000 homes in that general area, susceptible to the same kinds of noise he was. He also noted a continuing trend of planes which looked like they were purposely flying over his home and town. He also had noticed JSX jets flying over, and planes he could attribute to DIA

- Bill Ward, pilot and flight instructor at Centennial Airport, had been amazed to see a formal complaint received from a resident of The Lincoln Apartments on the agenda for tonight's meeting. He explained that apartment complex sits at the intersection of I-25 and Lincoln, which is exactly where the downwind leg of the traffic pattern is. And it is exactly where the new transit oriented development buffer zone is located that is proposed to take place in the Part 150 study. He reminded CACNR that he had mentioned that proposed buffer zone as a bad idea during the last two CACNR meetings, and had also commented negatively about it at one of the ACPAA meetings. Although not a lot of formal complaints may have come to Centennial Airport from that area, an internet search such as Google would result in numerous complaints about airport noise from people at that location. Back in 2023, there were a number of google reviews about that particular apartment building and airport noise; Other apartments in the area such as Apex, Meridian West, and Compass North and South were also noted as difficult locations for airport noise.

He again reminded that location is in the transit oriented development buffer zone proposed in the Part 150 Study, in the downwind leg of the traffic pattern. That leg could not change, there was nothing that could be done about it by either CACNR or the airport, and it was the same at every existing airport. Land use referral language which encouraged or was permissive for building any sort of housing in such areas was not a good idea. As cities develop, those CACNR Representatives who are involved with jurisdictions which still might have space for development, such as in Meridian and other areas of Douglas County, need to be aware of the long term results of the development decisions being made today.

B. RECEIVED BY CACNR –

- Emails had been received from Randy Johnson, Louviers; content had basically been covered by his remarks under 6.A.
- Emails had been received from Brenda Dyché, and it was noted low flying planes and ground maneuver references were still going on in the 3 Towers box. It was also noted that today there had been two flights only about 500 feet over houses in that area.
- Emails had been received from Joe Panem, continuing his concern about both the health and financial impact of aircraft noise over his home. The 'spaghetti' over that area looked like a blackout over the house, just south of Chatfield Reservoir.
- Emails had been received from Mark Horton from Grandview Estates reiterating that the morning and late evening fly quiet hours this summer had not been honored well. He was trying to sell a house and it became very tense when the aircraft noise happened while a prospective buyer was on site.
- Email had been received from Jack Overstreet from Bozeman, Montana wanting information on our noise sensitive areas, how they were/are determined, etc. He had been provided with background information about how those areas had been determined considering they were not within the FAA's 65 DNL even though complaints had indicated they were actually areas that should have been of concern.
- Email had been received from Austin Savage with a formal complaint from The Lincoln Apartments, as mentioned earlier. That apartment complex is in the trans area development where residents are expected to get out and walk around. He made pointed comments about how unbearable it was living in the apartments and hearing the noise at all times of day. The airport had done what it could to discourage this land use, or at least have residents sign a disclosure acknowledging airport traffic in the area. That had apparently not occurred.

As in the past, residents were again asked to continue filing complaints even if behavior pattern changes were slow to take effect. If no complaints come in, it left the impression that everything was fine. Silence was not a solution. The letters received and referenced at this meeting demonstrated the problems and the frustration about dealing with them. The problem was what to do about the situation. The airport tries when it says don't build here, and then the jurisdictions proceed to build there anyhow. CACNR discusses the problems and now has data from the dashboard as another resource. Airport staff speaks with the flight schools about the situation, but behaviors have not appreciably altered. So what next? As mentioned earlier, certain flight patterns could not be changed so alterations had to come from elsewhere.

The letter had been sent to the flight schools with a request related to the 3 Towers box area, and the Chair anticipated setting up appointments with each school to open lines of communication and begin to try to work collaboratively in addressing problem areas.

Kim Hellweg was attempting to connect online and would be patched in whenever her attempt was successful.

7. EXECUTIVE COMMITTEE:

A. SCHEDULE SHOWING ORIENTATION PRESENTATIONS – It was anticipated showing these three presentations at future CACNR meetings, perhaps November or December, so CACNR as a group could view them. One was an Introduction to Centennial Airport, including the Touch and Go Pattern; a second was an Introduction to Denver Airspace and the Flight School Practice Areas; and the third related to Sound, Noise and Human Perception. Having been created by Bill Wasmund, he anticipated they could be shown in conjunction with airport tours if desired by participants, or viewed separately. He would work with the Altitude Design Agency to determine the most effective way to place the presentations on the website for the public's use. They would also look into how/if questions might be handled. Noise presentations on the current website were being reviewed for how current and user-friendly they were.

B. ACPAA MEETING - Pam Thompson had provided the written report given to the August 13, 2026 ACPAA meeting. She reported lines of communication with this group were important and seemed to be good.

B. WEBSITE – Andy Jones and Altitude Design Agency's Dave Johnson reminded the group there were several place markers throughout the draft being previewed tonight. Photos used would hopefully help to illustrate the noise focus of CACNR, acknowledging it is difficult to picture noise and its effects on the public. It was anticipated there would be a search function covering the entire site to ease finding information throughout. All accessibility requirements would be met. Apparently, the home page would include listings of such things as Centennial Airport, the FAA, CACNR, etc., taking the viewer to those main areas, which would have links to topics under each heading. Example would be the airport's website, with where and how to report noise complaints (and hopefully information for reporting complaints to DIA would also be included). There would also be information about CACNR, contents of meeting packets, agendas, minutes and that type of material, including archives whose content was yet to be determined. How to contact CACNR would also be included there, as well as some version of the orientation manual content that had been approved by CACNR in September.

Question was asked what might be the maximum number of 'clicks' it might take for someone to actually reach the information they were looking for. The goal was to keep that to a minimum. The goal was also to have the administration of the site as easy as possible; how that would be handled and by whom was yet to be determined.

Don Sheehan and Donna Johnston had reviewed progress on the site and would likely continue to be involved in its development. Effort would be made to keep the site 'clean' and easily used, even by those with little knowledge of or familiarity with airport/aircraft lingo. Effort was being made to assure information about noise issues from other organizations or groups would be acknowledged and linked. Effort would also be made to assure the site would be compatible with devices such as mobile phones or iPads. It was agreed the site would not link to social media entities such as Facebook..

C. WORK PROGRAM –

- Consider Including Compilation of Health Effects of Noise in the CACNR Work Program – It was reported this topic had been suggested as needing to be added to the work program, either now or in the future. There had been many studies done on the topic, but it seemed they needed to be pulled together. Zach Gabehart reported the Airport Council International's Noise Working Group had a white paper on this topic which was scheduled to come out the beginning of October. It was done by an individual who used to work for the FAA Office of Environment Energy and another who was a well known acoustical consultant. The white paper reportedly pulled a lot of the more recent health effect studies together and boiled them down to what was important for communities. He indicated he would send it out to CACNR as soon as it was released.

If the white paper was determined to meet CACNR's needs, by consensus, it was agreed to put a link to the paper on the website instead of needing to put the topic in the work program.

8. CACNR STUDY GROUP COMMITTEE: No report

9. **AIRPORT DIRECTOR:** Zach Gabehart presented the report for Director Mike Fronapfel. Some August numbers had not been compiled yet, so through the end of July, total airport operations were up about 9.2% and overall year to date, operations were up about 3% from 2025. Unleaded fuel sales were down about 20% in July, having to do with some overheating issues that some of the aircraft

operators had experienced with that fuel. A recent briefing with Swift Fuels had indicated there would be a transition at Centennial Airport in the next few months, from the UL 94 fuel to a 100 Octane version of it. The fleet list had been expanded and there were about 800 aircraft on the list which can use that fuel now. Expansion testing continued, but results looked promising. Overall, jet fuel sales had been up about 8% in July.

Work on the air traffic control tower project was nearing completion, so there would be an opportunity for CACNR Representatives to have a tour before too long. Other annual maintenance work was going on, and construction of the Signature hangar building was continuing. Lastly, Gabehart report he, Matt Frenette and Luis Gonzales would be attending the American Association of Airport Executives' Airport Noise Conference, October 12-14, in Seattle. While there, they would tour the Boeing Sound Engineering Laboratory, where they test noise and acoustics of Boeing airplane engines and Boeing airframes. Gabehart would also be speaking on two panels, one on land use encroachment and the other on general aviation noise issues. The white paper mentioned earlier was actually scheduled to be released at this conference, which focused on noise topics and included just airports, both commercial and general aviation.

Gabehart noted the news coverage the airport had received about its use of goats to clear some of the hard to reach areas on airport grounds. 322 goats had been used for seven days to clear about 10 acres, and it was anticipated they would be brought back again in the Spring on what could become an annual twice a year schedule.

10. **OLD BUSINESS:** The Chair reported she had sent out the letters approved at the last meeting to all the flight schools and to the FSDO. She noted again her plan to make an appointment with the flight schools just to further communicate with them for good business dealings.

11. **NEW BUSINESS:** The Chair indicated she wished to create a CACNR letterhead and some business cards. There was general consensus to approve the ideas.

She wondered if page six of the Noise Report could be made into a poster, such as perhaps 11 x 17 size which could easily be rolled for presentation to the flight schools when anyone visited. It could be used to demonstrate where problem areas exist. Staff indicated this would be done.

12. **PUBLIC COMMENT EXTENSION:** Not needed

RETURN TO 6.A. PUBLIC COMMENT: Online, Kim Hellweg from Elizabeth noted the letter which had been sent to the flight schools, and commented that the past two to three weeks had been terrible with ground maneuvers being worse in her area. She could not be sure of the exact timing in relation to the letter, but it felt like there were pilots who were deliberately demonstrating to homeowners that they would do whatever they wanted, whenever and wherever they wanted, and how often they wanted. It seemed no one was allowed to tell them what to do.

Next, she noted appreciation to CACNR for getting the FAA re-involved, but she wondered what the FAA was doing? Phone calls were not returned, emails were not answered, and there had been no comment from its representative at the CACNR meetings. Perhaps there was more interaction in the Study Group Committee, but those reports made it hard to tell. She wondered if there was work going on behind the scenes with the FAA, but what was it doing about any of the kinds of concerns which CACNR and the airport were trying to have addressed; did it oversee anything in relation to the training boxes for example. What did it do with the noise complaints it received and never responded to? She suggested the FAA was supposed to protect the public, so perhaps it could provide a presentation to CACNR as to what it was doing, any involvement it had with the flight schools and the training boxes or training practices, and how it handled complaints received. Other government agencies have been required to respond to the public, so was the FAA exempt from that practice?

Lastly, she noted there are and have been too many seeming retaliation situations for them to be just imaginary. One particular school, Flights Inc., seemed to show up over her home frequently, and regularly on a monthly basis at the precise time of public comment during CACNR meetings, doing ground maneuvers. She also noted that the nonstop noise was horrendous the day following the flight school meetings. The most unusual occurrence was a plane from that flight school company showing up overhead when she was in Wisconsin at the exact time she was at a cemetery – very spooky. She had emailed the FAA numerous times about these situations, but again, no response. She did however hope that at some point the FAA would have to respond to the public and the public's concerns might be taken seriously.

13. **REPRESENTATIVES COMMENTS:**

A. REPRESENTATIVES FROM MEMBERS OF COLORADO MUNICIPAL LEAGUE – None

B. CACNR REPRESENTATIVES –

- Pam Thompson indicated she did have an appointment with the local FSDO in the coming week and would be referring to the kinds of issues which had been raised by Kim Hellweg and others who bring concerns to CACNR. Topics would include such things as the disposition of complaints, investigation of complaint validity, involvement with the training boxes or the behaviors reported to occur in the training box locations, what really constitutes a high density area and how was that validated when there were

complaints. She would also inquire about internal FAA communications – does that office ever hear from the FAA representative who now listens in on CACNR meetings? Would the FSDO send a representative to a CACNR meeting for a discussion of what was going on around here? A goal was to establish a working relationship with and understanding of each other. Other concerns she should bring up were welcomed.

- Alison Biggs sincerely thanked everyone for the earlier birthday serenade and delicious cake!

- Rhonda Fields reported she had been on the airport tour prior to the meeting and found it very enlightening to see all of the many factors involved in the airport's functioning. She hoped the website would be interactive so the full story of Centennial Airport would be more available to the public. It was noted there would be opportunity for additional tours if there was interest, and certainly when the air traffic control tower was again open.

- Brenda Dyché wanted to support the comments of Kim Hellweg and Randy Johnson about retaliation from the flight schools. It seemed as though whenever the public or CACNR Representatives complained, planes were buzzing their homes and creating the spaghetti-like flight patterns seen in reports and screen shots. She did however want to thank the flight schools whose planes had actually gone further east, as they were much appreciated. Flights Inc. was considered the worst flight school, and another unnamed school had gotten into some trouble for flying low over her house. She intended to continue to report them to the FAA and to Centennial, with copies to CACNR. She had been told the FAA was working behind the scenes on such issues, but she wanted proof something was happening and how the offenders were being dealt with since talking with them did not seem to have any positive effect.

She wondered if the dashboard would show if pilots were trying to comply with the Study Group Committee's recommendations, recognizing the practice boxes were not covered in the study area. Pilots did not have to comply with those recommendations, so what was the motivating factor for them to do so that was missing for the practice box areas? She noted pilots could find out where any one complaining lived, but their information was confidential and they were protected by the FAA. The FAA did need to let the public know what was going on and what it was doing for public safety in these situations.

- Bill Wasmund reported October 3rd would be the annual Wings Gala at the Lowry location, celebrating the USAF Thunderbirds. The F-16 sent to Wings Over the Rockies by the Air Force would be fully restored and available to be shown at that time. The coming weekend would have a Warbird Weekend going on from 9:00 – 5:00 each day, with a variety of aircraft to see, pilots to speak with, and food trucks. He noted a Lufthansa A380 had come over yesterday, which it very rarely did, but for some reason it had been brought out this way and it was very interesting to see and to note how quiet it was. Lastly, he wondered why pilots would pay the fees for flight lessons and then spend the time targeting and retaliating against those who complained.

- Don Sheehan indicated he was looking forward to some snow so he could watch the airport's snow removal equipment they had seen on the tour in operation, as it was pretty impressive.

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

15. **NEXT MEETINGS:**

A. **CACNR** – 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** – 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 –**

16. **ADJOURN:** The meeting was adjourned at 8:19 p.m.

Alison Biggs, Secretary