



## CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE MINUTES

**APPROVED 10/1/25**

September 3, 2025

**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 6:31 p.m. by Chair Chris Eubanks. 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:	Andy Jones (telephone)
Elbert County:	Brenda Dyche	Lone Tree:	Mike Anderson
Aurora:	Brad Pierce	Parker:	Michael Lawson (virtual)
Castle Pines:	Chris Eubanks	ACPAA:	Zach Gabehart
Castle Rock:	Sandy Vossler (virtual)	AOPA:	John Hirshman
Centennial:	Don Sheehan	CABA:	Don Kuskie
Cherry Hills Village	Dave Heller (virtual)	Wings Over the Rockies:	Bill Wasmund

Also present: Centennial Alternate Representative Amy Tharp; AOPA Alternate Representative Joe Patton; and ACPAA Staff Matt Frenette and Lauren Wiarda.

Absent: Arapahoe County: Sreenivasan Alakappan/Vacant CDOT Aeronautics Div: Todd Green/Vacant  
Elbert County: Mike Buck/Shawn Fletcher

2. **CONSENT AGENDA:** The Consent Agenda included the Draft CACNR Minutes from August 6, 2025; and a Treasurer's Report from August 29, 2025 showing a balance of \$35,173.70. At the request of Alison Biggs, the draft minutes were taken off the Consent Agenda. On the motion of Alison Biggs, duly seconded, the remainder of the Consent Agenda was approved.

3. **ITEM REMOVED FROM THE CONSENT AGENDA:** Alison Biggs indicated there were a few typos in the minutes which she would like approval to correct; consensus was given to do so. In the second sentence of the third bullet under 10.A., there needed to be better identification of the law that had been passed, so the sentence would read "Known as the Zero Seat Law, it basically said that if..." . Under #13, Bette Todd needed identification, so the sentence would read "Bette Todd, an original and longtime Representative on CACNR and former Greenwood Village City Council Member provide comments which are summarized below," Finally, the reference to John Andrews was changed to "an individual," to avoid confusion.

By consensus, those amendments were approved, and on the motion of Donna Johnston, duly seconded, the August 6, 2025 minutes were approved as amended.

#### 4. **NOISE REPORTS:**

- A. The July 2025 Noise Report included the following information:

July Local Operations:	12,143	July Total Operations:	27,592
Year to Date Local Operations:	86,455	Year to Date Total Operations:	180,712

**27,592 Total Operations in July resulted in 837 complaints from 70 households.**

#### July Noise Events:

<u><b>July Total:</b></u>		<u><b>July 60 – 69 db:</b></u>		<u><b>July 70 – 79 db:</b></u>		<u><b>July 80 – 89 db:</b></u>	
Golf Course	8,732	Golf Course	5,556	Golf Course	3,002	Airport East	467
Meridian	6,011	Meridian	4,840	Meridian	1,138	Golf Course	167
Parker	2,999	Parker	2,774	Airport East	1,012	Lone Tree	54
Airport East	2,827	Airport East	1,305	State Park	579	Meridian	30
State Park	1,826	Portable Station	1,294	Lone Tree	261	Greenwood Village	16
Portable Station	1,553	State Park	1,240	Portable Station	246	Grandview Estates	15
Lone Tree	1,329	Grandview Estates	1,118	Parker	222	Hunters Hill	10
Grandview Estates	1,253	Lone Tree	1,010	Grandview Estates	119	Portable Station	10
Castle Rock	901	Castle Rock	862	Greenwood Village	59	State Park	7
Greenwood Village	786	Greenwood Village	711	Hunters Hill	42	Parker	2

Hunters Hill	445	Hunters Hill	393	Castle Rock	38	Castle Rock	1
Castle Pines	318	Castle Pines	301	Castle Pines	17	Castle Pines	0
Sagebrush Park	121	Sagebrush Park	113	Sagebrush Park	7	Sagebrush Park	0

**July Noise Events in the 90+ decibel range:** Airport East – 43    Golf Course – 7    Lone Tree – 4    Meridian – 3    Portable Station – 3  
Grandview Estates – 1    Parker – 1    Sagebrush Park - 1

July Noise Complaints and		Numbers of Households:		YTD Complaints and		Number of Households:	
Other	211 (25%)	UAC	24 (34%)	UAC	1,836 (33%)	UAC	51 (28%)
Unincorporated Arapahoe Cty	197 (24%)	Greenwood Village	13 (19%)	Other	920 (17%)	GV	39 (22%)
Unincorporated Douglas Cty	176 (21%)	UDC	10 (14%)	Greenwood	790 (14%)	UDC	24 (13%)
Centennial	125 (15%)	Centennial	7 (10%)	UDC	649 (12%)	Other	17 ( 9%)
Greenwood Village	96 (12%)	Other	7 (10%)	Centennial	644 (12%)	Centennial	16 ( 9%)
Denver	12	Highlands Ranch	3	Parker	499	Lone Tree	13
Highlands Ranch	9	Aurora	2	HR	74	Denver	8
Aurora	6	Castle Rock	2	Denver	51	HR	6
Castle Rock	3	Denver	2	Aurora	38	Castle Rock	4
Cherry Hills Village	1	Cherry Hills Village	1	Castle Rock	24	Parker	4
Lone Tree	1	Lone Tree	1	Lone Tree	20	Aurora	3
Castle Pines	0	Castle Pines	0	CHV	7	CHV	2
Parker	0	Parker	0	Castle Pines	0	Castle Pines	0

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

Household #1 870 (16%) Unincorporated Arapahoe County  
Household #2 837 (15%) Other  
Household #3 552 (10%) Centennial

Household #4 495 ( 9%) Centennial  
Household #5 397 ( 7%) Greenwood Village

**In July, of 895 noise complaints, 103 noise complaint responses were completed, 94** of those requested from email and 9 from telephone.

**In July, 664 complaints** were received from 7:00 a.m. – 9:59 p.m. – 79%, and

**173 complaints** were received from 10:00 p.m. – 6:59 a.m. – 21%.

**In July, props** accounted for **87% of the complaints by aircraft type; jets** accounted for **11% of the complaints**, and **helicopters caused 2%**. Comparatively, **Year to Date** figures showed propellers had caused 90% of the complaints; jets caused 9%, and helicopters caused 1%

**In July, training and Departures were both responsible for 41% of the complaints**, and **arrivals** were responsible for **18% of the complaints**. Comparatively, **Year to Date** figures showed training had caused 47% of the complaints, departures had caused 35%, and arrivals had caused 18%.

A graph was provided showing the **July number of complaints by the hour** in which they were made, with a peak at 7:00 a.m., another peak at approximately 11:30a.m., and a dramatic decrease thereafter.

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

## DISCUSSION:

It was mentioned more complaints came from by the dam road, north of Bellevue, and along the I25 corridor. The I 25 corridor traffic was primarily DIA traffic; the recent dense cloud cover played a role in reflecting aircraft noise back down to the ground. If the I 25 corridor continued to be used, airport staff would reach out to the Denver noise office about it. Another factor would be the delays on Centennial's main taxiway. For IFR planes to depart from Centennial, an IFR release from Denver departure is required. Basically Denver has to give permission for the aircraft to leave the ground here and enter its controlled airspace and with what heading. To accomplish this, Centennial's air traffic control tower has to manually contact Denver control for permission to let each plane individually depart from here. Because there is a shortage of personnel at the Denver Terminal Radar Approach Control Facility, there may be backups in getting the required approvals, causing some of the taxiway delays.

It was noted that the radar track density map does not appear to change much from month to month. The slight seasonal differences can be noted, but the maps are basically consistent.

Comment was made that this was the first time complaints had been noted in the morning between six and seven a.m. outweighing those complaints at lunchtime, which is usually the highest. There was no specific explanation for this, other than perhaps longer days meaning earlier available daylight. Staff would look into the topic further. Thought was expressed density altitude might be a factor. In the summer pilots do tend to fly earlier before it gets hot and before the storms start to pop off the mountains.

Question was asked about the sources of the complaints listed under "Other." At this time, the majority had come from the Three Towers practice area. The August report will show that more clearly.

**B. JULY 2025 3 TOWERS AREA PORTABLE NOISE MONITOR** – This monitor is approximately 13.5 miles southeast of Centennial Airport. It would be redeployed to either Highlands Ranch or the Fairgrounds area practice box next. Request was made for the map of the practice boxes to be provided again for everyone since there were new CACNR Representatives who do not have it.

Within the month of July, 559 aircraft flew within one mile of the noise monitor: 455 propellers, 100 jets, and 4 helicopters. There were 129 arrivals, 160 departures, and 270 training operations. Those figures were higher than they were in June; July and August are usually the busiest months of the year.

The airports linked to the aircraft noise disturbances were identified, with DIA leading with a total of 794, followed by Centennial with 559. The monitor is basically right under final approach to two of DIA's parallel runways. DIA led in arrival and departure noise, while Centennial led with training noise.

Other noise data included the average sound level of both aircraft and the community, the peak noise level for a single aircraft noise event, and the number of noise events caused by either Centennial Airport aircraft or non-Centennial Airport aircraft. The total number of aircraft noise events at this portable noise monitor for the month of July was 5,316. This number would include training aircraft circling – there might be 127 training operations in the area but if each was circling 10 times, that would account for the high number. It was noted that the decibel levels reached at this portable monitor were comparable to or higher than those recorded at the Sagebrush permanent monitor. Question was asked what might be done to help those living in the area of this portable noise monitor.

There was discussion of how and when the portable noise monitors are deployed. They are placed on request, although the one in Greenwood Village had been there for quite some time. Opinion was expressed that the one in Greenwood Village should be made permanent and a second portable monitor obtained. There was discussion about the cost of a portable motor, and it was noted that this was in the airport's budget for 2026. It was suggested CACNR might consider providing funding for a second monitor.

## **5. PUBLIC COMMENT:**

### **A. MEETING ATTENDEES/VIRTUAL ATTENDEES –**

1. Randy Johnson from Louviers recorded 500 planes over his area during August. He submitted 73 complaints to Centennial and 5 complaints to Rocky Mountain Airport. He noted the increase in number of complaints – through 2024, there had been 10-20 on average, then it began increasing in 2025, to 38 in April and 57 in July, and now 73 in August. Although there are periods of quiet, he continued to note some pilots seemed to be deliberately turning and flying over his home. The airport has been made aware that this is happening.

There was discussion about two different altitude measurements, GPS and WGS 84. One is GPS altitude which should be reliable for a noise complaint; others are compensated for barometric pressure and such things. For example, WGS 84 is the raw altitude measured as the distance above the mathematical ellipsoid which approximates the Earth's shape, rather than above the true mean sea level or geoid altitude. There are differences in what altitude is being reported and what is actually being detected by the radar. It is not that one is inaccurate, but the aircraft are flying with a pressure altitude compensated by the barometric altimeter, whereas radars are reporting just pressure altitude.

2. Mike Kosaniak, Castle Rock, is a pilot and belongs to a number of organizations. In relation to the portable noise monitor report, he noted that the community noise events outweighed the aircraft noise events. Community noise events also registered higher in the loud decibel range than airport aircraft. Given that kind of information, he questioned what conclusions might be drawn and looked forward to learning something at the next meeting.

3. Lorraine Keeth, Greenwood Village Sundance Hills neighborhood, near Orchard Road and Dayton noted that Centennial Airport values the lasting relationships it has built with its neighboring communities. She then provided a quote from Mike Fronapfel in a newspaper article -- "We are excited to have JSX begin operating at Centennial Airport and we expect there will be a strong demand for their public charter service. JSX will bring more air travel options to our community, making it easier for more people to take advantage of the convenience of flying out of Centennial Airport." She then asked why JSX left the airport in Broomfield to start up scheduled flights out of Centennial and how this new contract with JSX is building relationships with the airport's community neighbors? All it will do is create more noise.

4. Bill Ward, pilot and flight instructor at Centennial Airport, noted that land use had been considered by the ACPAA and CACNR as the elephant in the room. He suggested starting to eat quickly, as everything tried so far to mitigate noise was going to be negated if residential encroachment continued to be allowed closer and closer to the airport. He gave some examples such as the Summit at Meridian, Cityscape at Dove Valley, and a new one in the Denver Tech Center. He felt it completely inappropriate to have residential development that close to the airport. He noted the city of Centennial was 0- 2 right now, even though its CACNR Representative has been recognized for trying.

He further commented on the new JSX operations, noting the opposition to having it operate out of Centennial. Such opposition ignores the history of Centennial in relation to scheduled airline service. Denver Air Connection and Keyline Air used to operate the exact same operation here out of Centennial. JSX is a Part 135 operator operating inside the law. If 15 people decide to take JSX instead of their personal private planes, that would actually reduce the amount of jet traffic out of the airport. He believed the mitigation steps that CACNR and the airport have taken may have been a factor, as have the staffing and new trainees in the air traffic control tower.

Lastly he wanted on the record here and would probably make it clear at the next airport board meeting, that after his public remarks there, there was an inappropriate comment made by one of the Commissioners from Arapahoe County. It was not CACNR Representative from Arapahoe County, Rhonda Fields. That particular commissioner called Ward's tone and comments dismissible. He felt he had never broken the rules of decorum, only coming to answer questions and be of help. He wanted Centennial to be kept a nice collaborative community and not end up fighting as it currently is at Rocky Mountain Metropolitan Airport.

5. Virtual attendee Kim Hellwig from Elizabeth and the Three Towers area. In response to Mike Kosaniak, she noted he was with the Colorado Pilots' Association and had been at these meetings on a monthly basis. She noted she lives in the Three Towers area and wanted everyone to try living in what used to be a nice community but which has gotten bad in the last ten years that residents cannot sit outside, or in the house with the windows closed and the air conditioning running without planes sounding like they are coming through the home. So though the statistics may not reflect the impact to the pilots or the association or as individuals, when it is nonstop from morning to night, all day every day, seven days a week, that's a problem. She suggested looking at the noise complaints to know where the problems are. She indicated an oversaturation of flight schools and their planes, but acknowledge they will not go away, so there needs to be another solution. Could there not be more training areas in other locations instead of all out East.

She further noted that at many times, there are at least two planes in a training box at the same time. When other training boxes are nearby, is Three Tower intentionally targeted? Is it similar to the activity mentioned by Randy Johnson in his area. It is called aerial harassment, and it is real. In addition to the constant use of the Three Towers training box, there are also planes going back and forth through that area to get further east. She has seen training materials put out by the pilots' association which indicate

such planes are to go down Highway 83 and then Highway 86 to get to the training areas. They don't do that very much, instead come straight out of Centennial and through her area.

B. RECEIVED BY CACNR – Emails had been received from the Tallman Gulch residential community of Parker. They noted planes from Centennial constantly flying over homes in the area, as early as 5:30 a.m. on weekend mornings. They understand they do not own the airspace, but they and others moved to this area to get away from the noise of the city and did not bargain for this kind of air traffic. They were asking for some consideration by having planes take another flight path or at the very least by having the planes honor the quiet times of 10:00 p.m. to 7:00 a.m. She also noted a small prop plane that flew over her home on August 8, west to east, about 150 feet off her deck. She had recorded that plane. She had been advised to start filing complaints and had done so. There would be further discussion later in the meeting about height calculations so there would be clarity about data sources.

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

Chair Brad Pierce reported the vendor the airport had contracted with for the dashboard had gathered all of the desired information. The preliminary dashboard would be rolled out at the September 24<sup>th</sup> meeting of the flight schools. It will not be the final version, but it had been determined important to get at least a rough version out to the meeting on the 24<sup>th</sup> as that group only meets quarterly. The committee will meet soon afterward. The dashboard will be one of the things where exactly what is going on with the flight schools can be measured.

Question was asked for an explanation of what a dashboard is. There are metrics that will be measured which will give the flight schools a live view they can log into any time to see their aggregate score of how they're doing based on all eight metrics combined, or they can look at each individual metric. Such things as how often are they extending their downwind and going into the study area, how often are they operating between 10:00 p.m. and 7:00 a.m., how many times are they doing more than 10 touch and goes per flight, etc.. The metrics may be in the voluntary noise abatement guidelines and there will now be an automated system that scores how well schools are doing. Some things will have to be uploaded monthly, but otherwise the system is automated. Operators will always have access to their data. The intention now is for a quarterly report to be published for the roundtable and the public, showing the overall scores of the flight schools for each of the metrics; how they rank against each other and trends of how they perform over time will be available. The airport will have more detail and be able to work directly with the schools. There are several of these types of dashboards in the country and all reports are they have been very successful. It makes operators much more aware of their behavior when they can actually see the data.

Another question was directed to AOPA because of the lawsuit that they have against the FAA, not wanting to share some information if it is not directly related to safety; how would this effect the dashboard. For the dashboard to be useful, access to the tail numbers is essential. The numbers will not be available to the public. As written, the lawsuit should not affect the dashboard.

Question was asked how the roundtable can support the program to ensure its success. There have been prior discussions of how to incentivize 'good behavior,' no decisions have been reached. At one point, talking with the flight schools to see what they would find meaningful had been mentioned but not done. One pilot in the group remembered just knowing he had done the right thing was enough – his instructor had been very clear about what patterns to fly and not to fly to keep the neighbors happy.

**7. PART 150 STUDY UPDATE/PROGRESS:** Zach Gabehart indicated the airport had resubmitted the forecast to the FAA with the inclusion of the JSX operations, and that had been approved by the FAA. Follow up will be done so that perhaps the next public meeting could be held in late October or early November. The intent was to schedule around a roundtable meeting. Question was asked if the meeting would just be a poster session format again, which it probably would.

Opinion was expressed that those poster session meetings were unsatisfactory; there is no opportunity to see the information being presented in advance, very few people know about them and without having the information, there is no incentive for the public to attend; there is no opportunity to learn what other members of the public think about anything, and no opportunity for the airport and the consultants to learn what the public thinks about what they are doing. There have been very few members of this CACNR who have managed to make it to those poster sessions, so does the group really even know what is going on. There was much more interaction with the public during the last Part 150 Study and that seemed to be missing with this one.

A minutes review had shown CACNR had asked for information in advance so that Representatives could say what they thought was good or missing the point or might be tweaked a bit, and could share that information with their jurisdictions and citizens. There had been some real frustration of not really feeling like CACNR was getting the appropriate information in an appropriate time to provide any intelligent input.

Question was asked what a poster session entailed. There are individual posters around the room with a consultant or an airport staff member stationed at each one. They are like an informal open house, with people coming and going from poster to poster where there is someone to answer questions. It was indicated these thoughts could be taken to the next meeting the airport was having with the consultants. There was further discussion of the role of the roundtable with the Part 150 study. As a group formed to represent the community, there does not seem to have been an opportunity to do that. When one goes from poster to poster, one has no idea if what someone is asking or saying is what the community thinks or not. The advisory committee was formed before CACNR knew it was even being considered, even though CACNR was formed from the previous Part 150 to involve the community. Those on that committee were selected by the airport and the consultants and do not represent CACNR except for Chris Eubanks who was named by the airport and the consultants to be CACNR's representative on it. There seemed to be a need for some clarity about how the groups were supposed to work together, if they were. It was noted by one individual who was named as being on the advisory committee that that information was only learned at this meeting, never having been told otherwise.

There was further discussion about the role of the two committees, the role of CACNR, and how to assure the public's voice is heard with this Part 150. The use of such things as public media, social media, newsletters, websites, city council meetings, etc. was encouraged, as well as having information in advance of meetings.

- B. PART 150 NOISE COMPATIBILITY STUDY ADVISORY COMMITTEE – Chris Eubak, no further report
- C. NOISE CONTOURS FOR 55 & 60 DNL – Kate Andrus, no report.

8. **EXECUTIVE COMMITTEE:**

A. ACPAA – Pam Thompson had submitted a report that was in the emailed material. She had one other thing to mention, reminding CACNR that several months ago Larry Aldrich had mentioned he had an elegant solution for the whole scenario for touch and goes and other training noise problems. Well, at the August ACPAA meeting, he actually presented his elegant solution, which was to move things about 2,500 feet to the west and make the training box bigger. Although she had mentioned this at another meeting and was met with hems and haws, Mike Fronapfel had subsequently mentioned to her this was perhaps something that might be considered during the Part 150. This seemed to be a good example of ideas being out there if only people have or take the opportunity to share them.

JXS was another topic, some of which was mentioned in her report. The TSA check had been passed with high marks; the required pilot operating hours were set at 8,000. The “loophole” being used here is a legitimate loophole being used everywhere. It was noted Thompson had done a good job at the prior ACPAA meeting on this topic, representing concerns about noise but not speaking for the roundtable which had not had the opportunity to consider what the ACPAA approved at that meeting. Concern was expressed about JSX being able to do unlimited flights at this airport which is open 24/7. The opportunity to use United credit points on JSX could be very appealing to many, so would this open the door for Delta or another commercial airline to decide it wants to do this as well.

- B. **CACNR FEES** – It was noted by Andy Jones that CACNR had not received Elbert County’s Fees to date. Representative Brenda Dyche will look into the matter.
- C. **WEBMASTER** – no update
- D. **WORK PROGRAM** –a small group meeting will be held tomorrow 9/4 to work on details of the work plan and prioritize items.

9. **REPRESENTATIVES’ COMMENTS:** Brenda Dyche – Elbert County - commented on the overuse of the 3 Tower training box and noted that there are five schools within the box. Rhonda Fields – Arapahoe County – noted the relocation of the Space Command. Donna Johnson- Greenwood Village – noted the residents of her area’s concerns regarding JSX. Don Kuskie – CABA – noted the successful Morgan Adams event held at Centennial airport raised nearly \$1 million for pediatric cancer. A huge success!

10. **AIRPORT DIRECTOR:** Zachary Gabehart provided the report. Adding that the airport will be measuring the usage of the practice boxes. Centennial Airport will be hosting and presenting at noise symposium on Sunday. At the Flight School Meeting on 9/24 the airport will be launching the Dashboard. Information was shared about the eight metrics being measured, how data is being collected, how flights schools can access the system and how pilots can view their “score” within a reasonable time and make adjustments for an better score.

11. **OLD BUSINESS** – none

12. **NEW BUSINESS** – none

13. **PUBLIC COMMENT EXTENSION IF NEEDED** (3 minutes per person time limit) none

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

15. **NEXT MEETINGS:**

A, CACNR – 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 – 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 8:41 p.m.

Alison Biggs, Secretary