



CENTENNIAL AIRPORT COMMUNITY NOISE ROUNDTABLE  
MINUTES

November 05, 2025

Approved as amended 12/03/25

**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 6:30 p.m. by Chair Chris Eubanks. The following were in attendance, and a quorum was present:

Douglas County:	DJ Beckwith	Foxfield:	Pam Thompson
Douglas County:	Alison Biggs	Greenwood Village:	Donna Johnston
Elbert County:	Brenda Dyche	Highlands Ranch:	Andy Jones
Aurora:	Brad Pierce	Lone Tree:	Chuck Darnell
Castle Pines:	Chris Eubanks	Parker:	Emily Hogan (virtual)
Castle Rock:	Sandy Vossler (virtual)	ACPAA:	Michael Fronapfel
Centennial:	Don Sheehan	AOPA:	Joe Patton

Also present: Centennial Alternate Representative Amy Tharp; ACPAA Alternate Representative Zach Gabehart; AOPA Alternate Representative Mike Koscielniak; and ACPAA Staff Matt Frenette and Lauren Wiarda.

Absent: Arapahoe County:	Rhonda Fields/Leroy Evans	Cherry Hills Village	Dave Heller/Doug Robinson
Arapahoe County:	Sreenivasan Alakappan/Vacant	CABA:	Don Kuskie/Mike Straka
Elbert County:	Mike Buck/Shawn Fletcher	CDOT Aeronautics Div:	Todd Green/Vacant
		Wings Over the Rockies:	Bill Wasmund

2. **CONSENT AGENDA:** The Consent Agenda included the Draft CACNR Minutes from October 1, 2025; and a Treasurer's Report from October 31, 2025 showing a balance of \$\*\*\*\*\*. At the request of Brad Pierce, the draft minutes were taken off the Consent Agenda. On the motion of Donna Johnston, duly seconded, the remainder of the Consent Agenda was approved.

3. **ITEM REMOVED FROM THE CONSENT AGENDA:** Brad Pierce noted the balance amount of CACNR funds had not been included in the October minutes. That amount had been \$34,673.10 and should be included in the minutes. On the motion of Brad Pierce, duly seconded, the minutes were amended accordingly. On the motion of Andy Jones, duly seconded, the amended minutes were approved.

4. **PART 150 STUDY UPDATE/PROGRESS:**

A. **UPDATE FROM MEAD AND HUNT** – Kate Andrus from HMMH was present to present an update on the Part 150 Study. She noted the forecasts had been updated to include the JSX operations. The noise contours had also been updated. She clarified there were two main parts to this Part 150 study: the noise exposure maps including the noise contours; and then any recommendations relative to noise abatement based on those noise contours.

A typical Part 150 takes an existing year and forecasts out five years. However, because Centennial Airport has a lot of land use constraints and development pressure, the FAA did approve forecasting out to a 10 year future contour for land use planning purposes. A very detailed fleet mix review and data from the airport's noise monitoring system were used to forecast out to 2030 and 2035. Information about JSX planned operations had been added to the forecasting mix. This had been agreed upon by the FAA.

Andrus noted the 2030 noise contour would be the one most important to evaluating noise abatement alternatives, tied to potential eligibility for federal funding, and to show the difference between whether or not an operational procedure or land use measure would have any benefit. The 2035 noise contour was for land use planning purposes only. Slides showed numbers of existing and future operations before and after including JSX operations. These had been approved by the FAA.

If another JSX public charter comes in the next five years, the forecast does account for growth such as that. However, if another public charter comes along that is doing an amount of operations that are perhaps 15% outside of what the forecast says, Part 150 has a trigger for updating itself. A general guidance % change trigger could be in the fleet mix or the number of operations, for example.

Maps were provided showing the 2030 contours for 60 DNL as earlier requested by CACNR, and the 65 DNL to which the Part 150 study pays attention. Comparisons with and without the JSX information were also provided. There was one non-compatible land use within the 2030 65 DNL, a school; there were 11 housing units in the 60 DNL. Question was asked if contours had been done for the 55 DNL as also requested by CACNR. That was something HMMH would come back with at a future meeting.

In 2035, there were zero housing units in the 65 DNL and an increase of three acres; in the 60 DNL there were 29 housing units and an increase of about nine acres. Illustrations were again provide showing pre and post JSX, with very small changes. Question was asked what the implications were for the one school within the 65 DNL – would it have access to noise mitigation funding for example. That school had been within the 65 DNL when it was in the planning process. The airport had opposed that use at that location, and it had been approved anyhow, so there was little likelihood there would be funding provided for any kind of improvements.

Question was asked if there was a DNL contour comparison with the previous Part 150 chart. It was not available at this time but could be done and was requested.

Next steps were reviewed. The updated noise contours and the package associated with the noise exposure maps were available on the internet and copies at the airport and the library. There would be a public meeting and a Study Advisory Committee meeting about this material. Question was asked about the notice on the website of a public open house on October 21<sup>st</sup>, and had that actually been held? It was subsequently determined that was the date the material and information about the November open house had been posted on the website, rather than there being an open house on that October date

It was noted the NEM package for which comments were requested by November 30 was 459 pages long. Acknowledging that was a lot of material, Andrus indicated much was background material, and there was much with which CACNR was already familiar. It was noted that a request had been made some time ago for CACNR to be given material such as the NEM package in a more timely fashion so that as a group the materials could be assimilated and discussed and shared with our communities before responses were required. Then in addition to CACNR, the Part 150 Noise Compatibility Study Advisory Committee had been formed and it was noted members of that committee had also indicated frustration about being given materials with little time to assimilate them and thus provide intelligent feedback. There was concern the timetable was not allowing for real community involvement by either group. The work HMMH and the airport were doing was acknowledged and appreciated, but there was frustration and a desire for more opportunities for informed community involvement.

Andrus noted the NEM package was basically the contours and the process was not done. Once the forecasts were approved by the FAA, the noise compatibility program would be based on that data. Ideas that had been somewhat brainstormed in the past were starting to be refined to determine what to model. There should be more opportunity for additional ideas to be expressed which could be considered and modeled so that recommendations to the FAA would be appropriately inclusive. Andrus had felt that one of the reasons the new committee had been formed was that no one could be added to CACNR because it was a voting body, but since CACNR has non-voting advisory members, that seemed to have been an unfortunate misunderstanding causing more work for HMMH. Mike Fronapfel indicated he felt it was not unusual for a Part 150 study to have a separate committee from an established roundtable.

There was further discussion about getting possible alternatives from both groups to guide what is explored and modeled and eventually recommended to the FAA. It was noted there had been about 20 different alternatives resulting from what little brainstorming had occurred which the team was evaluating; it will be explained which would be modeled and which not and why. There will be opportunity to respond to those ideas and suggest additional ideas that had not been explored.

Question was asked how the population numbers used had been obtained, since those from Greenwood Village did not seem to be an accurate reflection and a lengthy explanation followed, including land use map overlays, number of housing units within that area census data on individuals per dwelling unit, and also if the area is block track level. A windshield survey was also used so numbers were checked against what existed, including the addition if anything was not on the land use maps.

Expectation of that public meeting on November 20<sup>th</sup> included a brief presentation of the noise contours, and poster information about the noise exposure maps. The process required the noise contours to be submitted in the year of the existing contours being used, so they needed to be submitted to the FAA in 2025. There will also be some boards with those alternatives that have been brainstormed, to get some feedback to launch the alternatives chapter to eventually create the final recommendations to the FAA.. Of the 459 pages, the noise contours and the land use information were probably the most important. That report was really going to be the baseline against which the alternatives will be looked at, and how effective those alternatives will be. The 2030 noise contour will be a key element.

**B. PART 150 NOISE COMPATIBILITY STUDY ADVISORY COMMITTEE – None**

**5. NOISE REPORT:**

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

<b>September Local Operations:</b>	<b>12,818</b>	<b>September Total Operations:</b>	<b>28,041</b>
<b>Year to Date Local Operations:</b>	<b>110,839</b>	<b>Year to Date Total Operations:</b>	<b>234,914</b>

**28,041 Total Operations September resulted in 1,014 complaints from 74 households.**

**September Noise Events:**

<u>September Total:</u>	<u>September 60 – 69 db:</u>	<u>September 70 – 79 db:</u>	<u>September 80 – 89 db:</u>
Meridian 10,278	Meridian 8,212	Golf Course 2,972	Airport East 697
Golf Course 8,741	Golf Course 5,581	Meridian 1,995	Golf Course 181
Airport East 3,698	Parker 2,926	Airport East 1,291	Meridian 69
Parker 3,219	Airport East 1,665	State Park 796	Port. Station 31 11
State Park 2,398	State Park 1,594	Parker 289	Hunters Hill 10
Port. Station 31 1,685	Grandview Estates 1,427	Port. Station 31 262	State Park 8
Grandview Estates 1,578	Port. Station 31 1,411	Grandview Estates 144	Grandview Estates 7
Castle Rock 1,006	Castle Rock 964	Greenwood Village 80	Parker 4
Greenwood Village 848	Greenwood Village 765	Hunters Hill 45	Greenwood Village 3
Lone Tree 811	Lone Tree 765	Lone Tree 44	Lone Tree 2
Hunters Hill 632	Hunters Hill 577	Castle Rock 42	Castle Pines 0
Castle Pines 399	Castle Pines 364	Castle Pines 35	Castle Rock 0
Sagebrush Park 111	Sagebrush Park 104	Sagebrush Park 7	Sagebrush Park 0

**September Noise Events in the 90+ decibel range:** Airport East – 45    Golf Course – 7    Meridian – 2    Portable Station – 1

<u>September Noise Complaints per Municipality</u>		<u>Numbers of Households:</u>		<u>YTD Complaints and</u>		<u>Number of Households:</u>	
Greenwood Village	233 (23%)	Greenwood Village	19 (26%)	UAC	2,165 (29%)	UAC	63 (27%)
Unincorporated Douglas County	232 (23%)	UAC	18 (24.5%)	GV	1,273 (17%)	GV	53 (22.5%)
Unincorporated Arapahoe County	169 (17%)	UDC	17 (23%)	Other	1,233 (16%)	UDC	41 (17%)
Centennial	160 (16%)	Other	6 ( 8%)	UDC	1,118 (15%)	Other	20 ( 8%)
Other	158 (15%)	Centennial	4 ( 5%)	Centennial	936 (12.5%)	Centennial	17 ( 7%)
Aurora	48 ( 5%)	Aurora	3	Parker	501 ( 7%)	Lone Tree	14 ( 6%)
Castle Rock	7	Highlands Ranch	2	Aurora	102	Denver	8 ( 3%)
Denver	2	Denver	1	HR	81	HR	7 ( 3%)
Highlands Ranch	2	Castle Rock	1	Denver	57	Parker	6
Lone Tree	1	Lone Tree	1	Castle Rock	34	Aurora	6
Parker	1	Parker	1	Lone Tree	23	Castle Rock	4
Castle Pines	0	Castle Pines	0	CHV	7	CHV	2
Cherry Hills Village	0	Cherry Hills Village	0	Castle Pines	1	Castle Pines	1

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

Household #1 1,131 (15%)	Other Elbert County	Household #4 495 (7%)	Parker
Household #2 1,027 (14%)	Unincorporated Arapahoe County	Household #5 461 (6%)	Greenwood Village
Household #3 808 (11%)	Centennial	Remaining Households 3,610 (48%)	

**In September, 106 noise complaint responses were completed from 1,041 noise complaints,** with 98 of those by email and 8 by telephone.

**In September 923 complaints** were received from 7:00 a.m. – 9:59 p.m. (91%)  
**91 complaints** were received from 10:00 p.m. – 6:59 a.m. (9%)

**In September props** accounted for **88% of the complaints by aircraft type; jets** accounted for **10% of the complaints,** and **helicopters caused %.** Comparatively, **Year to Date** figures showed propellers had caused 89% of the complaints; jets caused 9%, and helicopters caused 2%

**In September, departures** were responsible for **37% of the complaints, training** was responsible for **40% of the complaints,** and **arrivals** were responsible for **23% of the complaints.** Comparatively, **Year to Date** figures showed training had caused 43% of the complaints, departures had caused 37%, and arrivals had caused 20%.

A graph was provided showing the **September number of complaints by the hour** in which they were made, with a spike from 7:00 a.m. – 8:00 a.m.; a peak at 11:00 a.m. followed by a rather dramatic decrease after 11:00 a.m. to 2:00 p.m.; with blips at 6:00 p.m. and 8:00 p.m. and relatively flat from 11:00 p.m.- 4:00 a.m.

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

**Comments made regarding the Noise Report were as follows:** YTD Operations remain down as compared to 2024 (10.8% decrease). September proved to be the busiest month for total operations in 2025. Complaints increased in September. There was an increase in Touch and Go operations as compared to July and August due to weather (only 1 “bad” weather day – Sept. 23), wind (use of South flow for 80% of T&G operations), Air Traffic Control etc. Nighttime complaints increase over the year possibly seasonal - due to daylight savings and need for nighttime training hours. Aurora Representative noted a spike in complaints in September from 16 in August to 48 – this shall continue to be monitored through Noise Reports to assure complaints actually come from Aurora and not unincorporated Arapahoe County. Representative from Greenwood Village noted that monitor is in a very low spot, so Portable Station 31 was more accurate for Greenwood Village numbers. That monitor also noted a spike in September as mentioned above, possibly in DB (reports of “too low”) and complaints. There had even been one report in the 90 plus decibel range. Note: September had been the “best weather” month for flying.

6. **PUBLIC COMMENT:**

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

1. Bill Ward of Castle Rock, flight instructor and pilot based at Centennial Airport, provided comment about JSX operating in compliance with 14 CFR part 135 subparts D and E, an established regulatory framework that had governed commuter operations for quite some time and is recognized by both the FAA and the Department of Transportation. He felt negative comments about JSX were designed to generate outrage, not understanding, and might possibly be directed negatively at the airport as well. JSX would represent a tiny fraction of the airport's annual operations and had indicated it would adhere to the airport's noise abatement guidelines.

Ward further noted those who choose to live within the vicinity of an airport should not be surprised that aircraft take off and land nearby; this is not an airport or pilot problem but a lack of foresight by the homeowner. For some, there may be nothing the airport or pilots can do which will ever be enough. Aviation safety cannot be dictated by political pressure or those who don't like living near an airport. Ward then noted there were at least six other Part 135 operators at Centennial Airport – naming Jet Links, NetJet, Moser Aviation and Retrieve Air – and indicated the aviation community stood in support of the airport's JSX decision.

2. Reporting virtually, Randy Johnson from Louviers recorded 460 mostly training planes over his area (down from 586 last month) and he submitted 55 complaints to Centennial Airport and 6 to Rocky Mountain Municipal Airport. He noted a decrease in numbers following CACNR and ACPAA meetings, which was appreciated. Planes were also mostly coming later in the morning instead of 6:00 a.m. One neighbor had also noticed it was more quiet. Johnston noted he had been able to hear a loud plane from Rocky Mountain going to Colorado Springs when it was as far away as Titan Road. He realized his area would not be included in the Part 150 study, but did want to continue mentioning how airport noise does affect those living there..

3. Bette Todd wanted to request that when the notice goes out for this public meeting that a map goes with it. She had found that when people do not easily know where a meeting is to be held, they will not attend. People to the north of the airport would likely have no idea where the Hub is in Lone Tree. It might be better to have two meetings, one in Lone Tree and one further north, or to use the airport as a central location because everybody knows where that is.

B. **RECEIVED BY CACNR – None**

7. **CACNR STUDY GROUP COMMITTEE:** Brad Pierce was joined by Matt Frenette to present the third quarter study group report, #9 published in November 2025. The summary showed touch-and-go activity in the study area declined from Q3 2024 to Q3 2025. In 2024, 10,256 aircraft entered the study area v. 6,990 in 2025. Year to date through Q3, total entries decreased from 31,766 to 21,977.

Matt Frenette noted the various external factors to be considered in creating this kind of report, such as weather, wind direction, the flow of the airport, the effect of the air traffic control staffing, the government shutdown, etc. When staffing becomes an issue, safety always takes precedence and one of the first services curtailed is instruction. Centennial's control tower is slowly getting trainees certified on the touch and go runway but until that happens, there may not be as many aircraft in the traffic pattern which tends to alleviate the extended pattern from going further north of the airport. The airport's two runways have to be staggered, so more traffic extends the pattern. Runway closures as for summer maintenance also cause pattern extensions.

The report identified some areas of mitigation and their results. Fourteen flight school representatives had attended the latest meeting with the airport, which was highlighted by BridgeNet International, who was developing the Lights Will Fly Quiet dashboard. A test dashboard was in beta testing, and this Committee would review some data at its next meeting on December 10. The system was scheduled to be live on January 1, 2026.

Questions were asked if an example of the dashboard could be provided for CACNR in December, and would some screenshots be available of what it looks like. The responses were yes and absolutely.

Nighttime outliers had been identified from two flight schools, and had been contacted by staff. July and August of 2025 saw the lowest number of touch and go aircraft entering the study area since tracking began. Other comparisons between 2024 and 2025 were highlighted. All trend lines generally pointed downward, but the airport was coming off the summer months and peak training season, so the trend lines might start to tail back up. There was/is interdependence between the trend lines, so as total operations go up, so do total touch and go aircraft and so do those entries from the study areas. September was the busiest operational month of 2025, having the most touch and go aircraft but the third highest touch and go aircraft entries into the study area. Comparatively, March, which had the most touch and go aircraft entries in the study area, compared to September, there were 215 more touch and go aircraft entries, fewer total touch and go aircraft, and 1400 fewer operations. Analyzed, this difference was found to be a flow issue, an external factor over which the Study Group Committee has no control.

There was further discussion of the various things Frenette had analyzed with the data presented so far. One of the positive mitigation strategies was for the airport to hire a data analyst, which role Frenette had filled. Data did seem to indicate positive results following the meetings with the flight schools, one of the mitigation strategies. Having the Minimum Standards updated to require the flight schools to attend those meetings was another positive mitigation strategy. The availability of the Noise Abatement Guidelines at the FBOs, the flight schools and at the flight school meetings was also a positive step, as was the identification and contacting of nighttime outliers to remind them of the NAG. Knowing how traffic was behaving at the various parameters of the study area, and the coming

dashboard were all positive mitigation strategies. How to handle the results of the dashboard in terms of incentives or recognitions for the flight schools had yet to be determined.

Question was asked if the dashboard data collection would start January 1, or had earlier data been fed into it, testing to make sure it behaved appropriately. Data had been fed into the dashboard since May but the beta period was using fourth quarter data. The flight school meetings had been moved to the first month of each quarter, with a goal of awarding the quarterly winner for the previous quarter at that meeting. The effect of the government shutdown, shortage of pilots needing training and the shortage of air traffic controllers all were having an impact on training traffic at Centennial Airport, but the kind of data analysis now available would be helpful with efforts to affect aircraft noise over the communities.

Frenette was thanked for providing improved clarity to the Study Group committee reports.

#### 8. **EXECUTIVE COMMITTEE:**

A. **DRAFT BUDGET** – It was noted the budget had been based on not invoicing the Regular Members for 2026, but donations would always be accepted. Mike Fronapfel indicated ACPAA had its usual \$10,000 fee budgeted but might not transfer the money until it became apparent that CACNR needed those funds during the year; the airport would be very flexible about that. There was a reminder that in some places, when something is taken away one year, it may not come back the next. There was a hope the jurisdictions would not forget CACNR in future years. Following discussion, on the motion of Andy Jones, duly seconded, the 2026 budget was adopted.

B. **ACPAA** – Pam Thompson had submitted a report that was in the emailed material. There was no discussion.

C. **WEBMASTER** – No report.

D. **CACNR LOGO** - The Chair introduced a new logo designed by staff which he wanted to begin using right away. It had not been seen before by the group. There was discussion of the longtime and continued use of the paper airplane which was thought to connote a toy and which was not the way CACNR should be perceived. On the other hand, it was mentioned the paper airplane might indicate something quiet, supportive of CACNR's Vision of Quieter Skies for Our Communities. Some support was expressed for retaining the mountains from the original; some support for retaining the original as it looked more sophisticated than the new one. There was also support for the new version as well, feeling it was more compliant with ADA requirements.

Following some further discussion, it was agreed to table the issue until December. Staff would be asked to produce a few alternate designs for the group's consideration, if possible, to be put in the advance mailing packet.

E. **WORK PROGRAM** – Alison Biggs reported the group tasked with creating the new Work Program had been diligently laboring and planned to have a draft for consideration in December.

F. **UC DAVIS DATES AND ATTENDEES:** Dates for the 2026 UC Davis Noise Symposium were shared. CACNR routinely pays expenses to send two Representatives to this conference which is considered useful for information, information sharing, and networking. Advanced registrations should be made in December, but there is usually flexibility if names need to be changed later. All were encouraged to consider attending in 2026 and to indicate that interest at the December meeting.

9. **AIRPORT DIRECTOR:** Mike Fronapfel first congratulated Donna Johnston and Chris Eubanks on their reelections. He then noted that in September, the airport's year-to-date operations overall were down 10.8%; year-to-date total fuel sales were down 0.8%. These illustrated that most of the drop in operations would be attributed to the training traffic, as there had not been a drop in the jet traffic out of the airport. In September, sale of UL-94 was 8,323 gallons and in October it was 11,041 gallons. Year to date the sale of unleaded Avgas was down 26.6%. This could somewhat be attributed to some Piper aircraft overheating on the UL-94, and being taken off of it and returning to the use of leaded through the warm summer months. They were now back to using the UL-94, so the sales numbers were up. The release of the UL 100R was near, and hopefully the majority of the training planes and others would use it. He outlined further details affecting the use of the coming UL100R, and the timing of that transition to it, including a price differential between the UL 100R and the UL 94. The airport has a state grant that pays a subsidy to help with the difference, up to \$2.00.

Last month, the airport submitted its required unleaded Avgas transition plan to the State Division of Aeronautics to allow the state fuel subsidy. The state thought the airport's submission was so good it was being used as a template for all the other airports on the front range. Centennial Airport had again taken a leadership role in the transition to unleaded Avgas.

The air traffic control tower rehabilitation continued, with a target completion date by the end of the summer. There was a continuing shortage of air traffic controllers resulting in fewer hours of training pattern work. With the government shutdown, one controller had resigned. The FAA had 6 people going through controller training, down from 8. The airport hoped the new trainees would be certified soon and that it would return to more normal staffing levels by next summer.

Commissioner Campbell, Stacey Davenport, who's the director of HR and administration, and Fronapfel attended an airport law workshop in Washington DC in September. It was helpful for them to get a better understanding of case law leading up to various pieces of legislation. There were also meetings with the staffs of Senators Hickenlooper and Bennett, to give them an update on the airport and primarily to discuss the work of the Study Group Committee and the ban on the FAA representatives from participating. As there were roundtables in LAX and SFO where the FAA was participating, those might be useful as examples and to have Bennett and Hickenlooper do a joint letter to the FAA asking that the FAA return to the table for the study group, particularly while work was being done on getting the dashboard operational.

The third quarter Flight School Safety and Noise Abatement meeting was held on September 24<sup>th</sup>, with the consultants Bridgenet reviewing the flight school dashboard which was in beta testing with full rollout planned for Jan 1st, 2026.

Both Matt Frenette and Zach Gabehart would be attending the AAA noise conference in Florida where Zach would be moderating a panel about noise complaints outside the noise contours. 99% of Centennial's complaints come from outside the 65 DNL noise contours, so it is a really important topic for consideration.

The airport was gearing up winter operations, with some new snow equipment, and wrapping up various construction projects.

Comment was made that Fronapfel spoke at a Partnership of Douglas County Government Breakfast two months ago and was very impressive. He had now been scheduled at the Highland Ranch Metro District to give a similar presentation. He was recommended as the best person to talk about airport operations to whatever organization it might be.

Question was asked if Centennial would be involved with the FAA's announcement of a 10% reduction in air traffic across the country at the top 40 airports. As Centennial was at least in the top 25, would it be involved? It was estimated that the FAA was probably speaking of commercial airports. In addition, Centennial had already seen a 10% discount or decline in operations, so it was unclear if it would be involved in this latest from the FAA or not. Fronapfel also noted the airport was trying to assist the air traffic controllers who were not getting paid during the government shutdown, within the limits allowed for gifting federal employees.

Fronapfel then announced that at the November ACPAA meeting on November 13th, there would be a public hearing on the Minimum Standards related to Part 135/380 operators such as Retrieve Air and JSX. The proposal would be to charge for every available seat on such a departing aircraft. This would be a revenue stream for the airport; in the first year the charge would be a dollar per available seat on departing aircraft and in the second year it would move up to two dollars per available seat on departing aircraft. He wanted to assure CACNR was aware this was a public hearing and encouraged anyone who wished to attend and comment to do so.

10. **Q3 2025 LAND USE REFERRAL:** Zach Gabehart reported there had been 10 referrals from July 2025 through September 2025. 2 were approved as submitted; 7 were subject to comments; and one was not recommended. That one was named the Peaks at Canyonside Townhomes, and was considered under the ILS approach. Two of those subject to comments were mostly regarding crane height and other construction concerns. The other four subject to comments were related to potential residential developments.

Question was asked about the issue with the Vermillion Creek Correction Plat. Response was it is a residential development, and a lot line adjustment was needed, adding a couple residential lots to a plat that was already existing.

11. **OLD BUSINESS:** None

12. **NEW BUSINESS:** None

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

14. **REPRESENTATIVES' COMMENTS:**

Brenda Dyché reported there was considerable development occurring in the Three Towers training box area, with a lot more homes to come. There was a new plat being proposed, as well as some which abut current homes and space was filling up fast. She mentioned several specific areas and numbers of planned homes which will be in the Three Towers training box location, as well as some which were currently under construction.

Question was asked if all of this was new entitlements in terms of zoning. For those things in Elbert County, they would seem to have already been slated, but there was no knowledge about those places which were in Douglas County.

Question was asked if the second portable noise monitor had been placed one training box to the east of Three Towers. It had been deployed about two weeks ago in the Fairgrounds practice area.

It was noted that there were numerous Representatives whose jurisdictions belong to the Colorado Municipal League, so it had been determined to rely on them to alert CACNR about anything from CML which would be important to or of interest to CACNR. This would be the place on the agenda for such reports if the information did not fit elsewhere.

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

16. **NEXT MEETINGS:**

A. **CACNR** – February 4, 2026 6:30 p.m. 7565 South Peoria Street, Englewood, CO 80112

B. **ACPAA** – Dec. 11, 2025 3:00 p.m. 7565 South Peoria Street, Englewood, CO 80112, Pam Thompson for CACNR  
Feb. 12, 2026 3:00 p.m. 7565 South Peoria Street, Englewood, CO 80112, Pam Thompson for CACNR

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

17. **ADJOURNMENT:** The meeting was adjourned at 8:22 p.m.

Alison Biggs, Secretary