

RMMA Community Noise Roundtable – Regular Meeting No. 5

May 10, 2021

Approved at June 14, 2021 Business Meeting

1. Meeting was called to order by Chair Lacis
2. Roll Call

City of Arvada	Councilmember John Marriott
Boulder County	Commissioner Matt Jones
City and County of Broomfield	Councilmember Deven Shaff
Jefferson County	Commissioner Tracy Kraft-Tharp
City of Louisville	Councilmember Jeff Lipton (Vice Chair)
Town of Superior	Mayor Pro-tem Mark Lacis (chair)
City of Westminster	Councilor Kathryn Skulley

3. Approval of Agenda

Kathryn Skulley moved to approve the Agenda. Matt Jones seconded the motion and the motion carried unanimously.

Matt Jones noted the Agenda is sparse in detail. Chairperson Lacis indicated more detail can be added to future Agendas.

4. Public Comment:

Before the public comment started, Chairperson Lacis noted the Roundtable is listening to the public, gathering information, and appreciates the public input.

The Roundtable heard comments from the following members of the public:

Brie Layman, Brad Walker, Elizabeth Heidl, Sharlene Wiley, and Jay McBurney

5. Roundtable Agenda Items:

- A. Presentations from RMMA flight schools, re: aircraft noise abatement training for student pilots

Chairperson Lacis gave a brief introduction on this item. He emphasized the importance of a collaborative open discussion today on noise abatement related to flight school aircraft operations.

Note: All four flight schools operating at RMMA were represented at the meeting, as follows:

ATP Flight Schools
McAir Aviation
Rocky Mountain Flight School
Western Air Flight Academy

Chairperson Lacis asked Emily Tranter and Dave Carbone, from Primacy Strategy Group (PSG), to facilitate the discussion on this item. Paul Anslow, Airport Director, provided some brief remarks about the flight schools. The flight school representatives introduced themselves and commented on their noise abatement efforts.

Vice-Chairperson Lipton thanked the flight school representatives for their attendance at the meeting. He emphasized the Roundtable wants to partner with the flight schools to achieve a win-win regarding aircraft noise abatement. He asked about the opportunities and constraints of the flight schools. The flight school representatives noted the following: the flight schools and their aircraft operations are controlled by the FAA; the noise abatement procedures at RMMA are voluntary; safety always comes first; the flight schools have no control over transient aircraft.

Kathryn Skulley asked about the growth in flight school operations over the past year. The flight school representatives noted their operations are growing primarily due to the demand for more commercial pilots.

Chairperson Lacis asked if the flight schools could modify their planes to make less noise. The flight school representatives noted they cannot change/modify new planes. They also noted the engine horsepower is the same in both the older planes and newer planes.

Tracy Kraft-Tharp asked why newer planes are not quieter than older planes. The flight school representatives noted that both older and newer aircraft are subject to FAA certification and the manufacturer's specifications and design parameters.

Tracy Kraft-Tharp and Vice-Chairperson Lipton commented on the route between RMMA and the northern training area, voluntary procedures, and

sharing the Louisville “heat map” of aircraft flight tracks with the flight schools.

Kathryn Skulley asked about restricting late night and early morning training flights. The flight school representatives noted they operate a consumer demand based business and that the airport is open 24/7 with no limits.

Chairperson Lacis asked about the potential for variations in the aircraft touch n go patterns to dilute the noise impacts. Paul Anslow noted standardization in flight procedures is paramount; variation of the flight patterns is almost impossible. He further noted there could be potential changes to the route to the northern training area; potential changes must be presented to the FAA for approval; the Airport is willing to work with the Roundtable to find a solution. John Marriott asked if other flight schools at other airports are aware of RMMA noise abatement procedures. Paul Anslow noted there is a regional approach to address aircraft noise issues with other airport via quarterly meetings.

Chairperson Lacis asked about the potential for landing fees at RMMA - what would be the impact on flight schools and would landing fees be a potential aircraft noise reduction solution. The flight school representatives noted landing fees are not a feasible, realistic option; the fees would just be passed through to the student pilots; landing fees are common at commercial service airports and would not alleviate traffic pattern work at RMMA.

Devin Shaff asked where would flight schools move to. The flight school representatives noted they have major economic investments in property and facilities at RMMA and therefore, would not likely move. However, if a flight school did move, it would have to move to an FAR Part 141 (FAA certified) location.

Chairperson Lacis asked if the touch n go patterns could be spread out to be less impactful to the nearby communities. The flight school representatives explained the touch n go activity is subject to FAA air traffic control guidelines and variables, such as the amount of air traffic in the pattern, weather conditions, etc.

Chairperson Lacis also asked what could be done about the exponential growth of flight school activity. Paul Anslow explained the long term solution is new new technology, such as electric aircraft; a short term solution is revised air traffic routes approved by the FAA, with input from the Roundtable. He stressed there is no short term, easy solution.

Chairperson Lacis thanked the flight school representatives for their attendance and participation at this meeting. Paul Anslow noted the FAA Regional Coordinator will work with the Roundtable to address proposed air traffic route changes.

Kathryn Skulley emphasized the Roundtable wants to work with the flight schools to achieve a better quality of life for noise impacted citizens and communities, support the airport, and work faster to find solutions.

Tracy Kraft-Tharp noted she wants to explore what other Roundtables are doing, such as lessons learned and success stories. She thanked the flight school representatives for a good conversation.

Matt Jones expressed his appreciation for the flight schools participation in this meeting. He noted aircraft noise needs to be balanced and there is a need to curb the volume of flight activity.

Chairperson Lacis thanked the flight school representatives and Paul Anslow for their participation at this meeting. He noted the Roundtable wants to continue to work with the flight schools and the Airport and to continue this discussion.

B. Briefing on the details of initiating an FAR Part 150 Noise Study – John Bauer, FAA Airports District Office, Denver

John Bauer, FAA Airports District Office (ADO) Denver gave a briefing on this item. He noted an FAR Part 150 Noise Study process could take several years to complete and could cost between \$1-2 million. He explained the study must be included in the Airport's Capital Improvement Program (CIP) to be eligible for FAA funding support. He noted, however, there are several other projects in the current RMMA CIP pipeline that are awaiting FAA funding.

Chairperson Lacis asked what would be the benefit of conducting an FAR Part 150 Noise Study. John Bauer explained the focus of the study would be on aircraft noise in the environs of RMMA and an update of the Airport's Noise Exposure Map (NEM) that was developed in the most recent Airport Master Plan (2011). He further noted the FAA would help fund noise mitigation for incompatible land uses, based on the configuration and location of the 65 dB DNL aircraft noise contour beyond the Airport property boundary, as shown on the updated NEM. (*Note:* The decision to conduct an FAR Part 150 process is voluntary on the part of the Airport sponsor. The final product is not an FAA document but the FAA

issues approval of the recommend aircraft noise mitigation measures identified in the Study. The approved noise mitigation measures are eligible for FAA funding support (source: FAA website)).

John Bauer also explained the NEM is prepared using noise modeling and would include all air traffic at the Airport. Potential noise mitigation options would not be available if the 65 dB DNL aircraft noise contour shown on the NEM did not extend into incompatible land uses beyond the Airport property line. He further explained the Airport would have to keep the FAR Part 150 and NEM up to date after it was formally adopted.

Tracy Kraft-Thorp mentioned the Study results could undermine public response.

Chairperson Lacis noted actual data is needed to determine the noise levels in affected neighborhoods and communities. John Bauer explained the difference between the single event noise level (SEL), a measurement of an actual noise event (i.e., an aircraft flyover) and the day-night noise level (DNL), which is an average of single event noise levels over a 24 hour period. The DNL is the metric the FAA uses to illustrate the aircraft noise contours on the NEM.

Matt Jones commented that the Airport Advisory Board (AAB) is not balanced with aircraft noise concerns; bigger is not always better. He asked that the next Roundtable meeting agenda include a discussion. Of the Roundtable's role with the AAB. He suggested the Roundtable needs to sync up with the AAB.

Vice-Chairperson Lipton asked if there is a local funding match required to fund the FAR Part 150 Study. John Bauer explained the funding structure and FAA grant assurances. Chairperson Lacis and Matt Jones also commented on the FAR Part 150 funding details.

Deven Shaff asked about the Study timeline and the responsible parties. John Bauer expand the FAA would discuss the details of the process with Jefferson County, as the owner/operator of RMMA. He mentioned a requested FAR Part 150 Study could potentially begin in 5-6 years, based on available federal funding.

John Bauer also mentioned the RMMA Master Plan. He noted the Master Plan includes a noise contour map that illustrates the configuration of the 65 dB DNL aircraft noise contour. Tracy Kraft-Thorp also commented on the Master Plan.

Chairperson Lacis asked about the recommendations in the 2019 Superior/Louisville RMMA Noise Mitigation Study, prepared by ABCx2 consultants v. noise mitigation recommendations in a potential FAR Part 150 Study for RMMA. John Bauer explained the FAA is data driven and any potential FAA support of noise mitigation recommendations must be based in the underlying data.

C. Review of final recommendations from the 2019 Superior/Louisville RMMA Noise Mitigation Study

Chairperson Lacis tabled this item to the June 12, 2021 RMMA Community Noise Roundtable Regular Meeting.

6. Board Updates:

Paul Anslow mentioned the AAB will meet at 5:00 PM on Wednesday, May 12, 2021 to hear a consultant presentation on the Airport's Strategic Business Plan development process.

Matt Jones asked that the Roundtable hear a consultant presentation on the Airport's Strategic Business Plan at a future meeting. Paul Anslow could provide a report at the June meeting.

There were no other Committee or Board Member reports.

7. Future Agenda Items

Chairperson Lacis noted the following items should be scheduled for the June 14, 2021 Roundtable meeting:

- Review of final recommendations from the 2019 Superior/Louisville RMMA Noise Mitigation Study
- Discussion of the FAR Part 150 Noise Study and whether to make any formal recommendations to Jefferson County/RMMA to pursue an FAR Part 150 Noise Study

He mentioned these two items would probably take up most of the June 14, 2021 Meeting Agenda.

Tracy Kraft-Tharp asked about the activities of other Roundtables. Chairperson Lacis indicated the list of future agenda items should include information about the activities of other Roundtables and a background report on landing fees.



8. Adjourn

Chairperson Lacin adjourned the meeting at 11:30 am.