

RMMA Community Noise Roundtable – Regular Meeting

October 11, 2021, 9:00AM

Agenda

1. Call to Order; Roll Call-Chair Lacis
2. Approval of the Agenda
3. Approval of the Minutes for the September 13, 2021 RMMA Community Roundtable Regular Meeting No. 9
4. Public Comments – 3 minutes per speaker; 30 minutes maximum
5. Roundtable Agenda Items:
 - A. RMMA Response to ABCx2 Recommendations and Report on Implementation of Recommendations.
 - B. Discussion of Lafayette Request to Join RMMMACNR
6. Committee or Board Member Reports
7. Future Agenda Items

RMMACNR October 11, 2021 Public WebEx Link:

<https://jeffco.webex.com/jeffco/onstage/g.php?MTID=ee4e06ece271c0a51ff786b734d32a5ec>

Call-In Number: +1-408-418-9388 United States Toll

Meeting Number: 2490 229 5864

Public Comment Details:

Public Comment will be taken for up to 30 minutes on a first-come, first-serve basis at a maximum of 3 minutes per speaker. If you would like to provide comments to the roundtable, you must participate in the meeting via WebEx. Upon entering, you may register for public comment by using the WebEx chat function to notify the host. Please provide your first and last name, and address. You will receive confirmation if you have been added to the public comment list.

Please note that all microphones are muted upon entry to the virtual meeting. During Public Comment, your name will be called in the order it was received. Your microphone will be unmuted once your name has been called.

RMMA input on Town of Superior/City of Louisville Airport Noise Study Strategy Recommendations

Category	Strategy	RMMA input as to ability to implement and/or effectiveness towards reducing noise impacts	Next Steps
Flight Operations and Procedures	<p>(Identify and implement voluntary VFR arrival and departure routes)</p> <ul style="list-style-type: none"> • Noise-abatement arrival and departure routes (lateral paths) • Design and implement “local” procedures for operations to and from the primary training areas, north of RMMA • Design and implement “local” procedures for operations to the east, west, and south • Design and implement preferential ingress/egress routes for RMMA (piston & turboprops) • Establish “reporting points” for arrivals not utilizing “local” procedures • Avoid overflight of noise sensitive areas when possible (consistent with ATC instructions and safety) 	<p>Medium</p> <p>Some airport tenants indicate that they do attempt to informally follow ingress/egress routes when arriving/departing the airspace (overfly US 287 on eastside when heading north, for example). If all stakeholders can agree on preferred ingress/egress routing that minimizes noise impacts, publishing these routes may result in more pilots flying routes that avoid the majority of noise-sensitive areas.</p> <p>However, weather, traffic and routing considerations will always need to be taken into account, and this may have the effect of concentrating air traffic over certain areas.</p> <p>This is best done in coordination with local community plans that ensure continued land use compatibility with aircraft overflights.</p>	<p>Form working group to draft initial proposed VFR ingress/egress routes.</p> <p>Key stakeholders include:</p> <ul style="list-style-type: none"> • RMMA Noise Task Force • Local land use decision makers • FAA ATC
Flight Operations and Procedures	<p>(Provide additional altitude guidance)</p> <ul style="list-style-type: none"> • Noise-abatement profiles for approaches and departures (vertical paths) • Approaches: Intercept approach path (i.e. PAPI or ILS) at highest altitude practicable 	<p>Low</p> <p>Aircraft climb performance and climbing/descending procedures vary significantly and can be impacted by weather, traffic, and ATC instructions. Glide paths and traffic pattern altitudes are standardized.</p>	

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	<ul style="list-style-type: none"> Approaches: Remain at or above runway approach path (i.e. PAPI or ILS) 		
Flight Operations and Procedures	(Revise IFR departure and arrival procedures) <ul style="list-style-type: none"> Design and implement noise-optimized arrival and departure procedures Design and implement noise-optimized profiles for approaches and departures 	Low IFR arrival and departure procedures are developed through the FAA, follow highly standardized procedures, and must integrate with the National Airspace System.	
Flight Operations and Procedures	(Review runway use procedures) <ul style="list-style-type: none"> Preferential runway use (daytime / nighttime) Assess effectiveness of changes to preferential/calm wind runway use program 	Low Runway use and direction is determined by ATC based on current wind conditions. The preferential/calm wind runways are 30L/30R due to the prevailing westerly winds.	
Flight Operations and Procedures	(Discourage nighttime operations) <ul style="list-style-type: none"> Discourage nighttime operations Voluntary restraint from flying during late-night an early morning hours 	Low-Medium RMMA is prohibited from regulating operations by time-of-day. Flight schools have already voluntarily agreed to limit nighttime operations to the extent needed for training or currency requirements.	RMMA will continue to brief flight schools on the voluntary noise abatement procedures, including the voluntary nighttime restrictions.
Flight Operations and Procedures	(Turn earlier after takeoff) <ul style="list-style-type: none"> Early turns to avoid residential areas Expedite crosswind turn when operating within airport traffic pattern 	Low-Medium Allowing or encouraging pilots to begin a crosswind turn prior to the standard of 300' below pattern altitude could reduce the number of aircraft overflying adjacent neighborhoods. However, it would be done so at the expense of safety as an aircraft's climb performance decreases in a turn. Furthermore, it may result in additional noise to residences underlaying other parts of the traffic pattern.	Continued discussions with RMMA Noise Task Force.

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Flight Operations and Procedures	<p>(“Tighter” Pattern procedures)</p> <ul style="list-style-type: none"> • Encourage close-in (tight) patterns for touch-and-go operations • When possible, use low-energy, high profile descents. (AOPA recommendation - Low Power / Low Drag) 	<p>Low-Medium</p> <p>The size of aircraft patterns can vary based on the amount of traffic in the pattern (more aircraft = wider patterns).</p> <p>Continued discussions with airport tenants can encourage the use of tighter patterns when conditions and pilot experience allows.</p>	Continued discussions with RMMA Noise Task Force.
Flight Operations and Procedures	<p>(Initial climb procedures)</p> <ul style="list-style-type: none"> • Implement optimized “departure” profiles: Best angle of climb – climb to 400’ - 500’ then initiate crosswind turn • On takeoff, climb at best angle of climb until you cross the airport threshold, then switch to best-rate climb 	<p>Low-Medium</p> <p>RMMA’s voluntary noise abatement procedures recommend a best-rate of climb (as high as possible as fast as possible) upon departure.</p> <p>Continued discussions with airport tenants can encourage the continued use of best rate-of-climb until reaching cruising altitude (conditions allowing).</p>	Continued discussions with RMMA Noise Task Force.
Flight Operations and Procedures	<ul style="list-style-type: none"> • Depart from the runway end, rather than intersections, to give you the greatest altitude when leaving the airport threshold and flying over surrounding communities 	<p>N/A</p> <p>Already standard practice except during airfield maintenance that may require intersection takeoffs.</p>	
Flight Operations and Procedures	<p>(Follow published noise abatement procedures)</p> <ul style="list-style-type: none"> • Encourage awareness and application of Aircraft Owners and Pilots Association’s (AOPA) Noise Awareness Steps which can reduce community noise impacts • Follow Fly Quiet procedures provided by aircraft manufacturer • When aircraft-specific procedures are unavailable, utilize NBAA Noise Abatement Recommendations 	<p>Medium</p> <p>RMMA will continue to emphasize its voluntary noise abatement procedures to remind pilots of the operational impacts to surrounding communities.</p>	

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Flight Operations and Procedures	<ul style="list-style-type: none"> Use minimum reverse thrust consistent with safety for runway conditions and available length 	<p>Low Airport receives virtually no complaints about the use of reverse thrust and transient jet pilots will be using standardized procedures.</p>	
Flight Operations and Procedures	<p>(Helicopters)</p> <ul style="list-style-type: none"> Minimize overflight of residential areas when possible When overflying residential areas, maintain as much altitude as possible Utilize existing preferential routes for helicopters Avoid low-altitude overflight of residential areas to the extent practicable Follow Fly Neighborly Guidelines established by HAI and endorsed by FAA and FAA Safety Team 	<p>Low Helicopters follow separate procedures from airplanes when arriving or departing airports. Typically, this means arriving and departing underneath the typical traffic pattern for airplanes.</p> <p>On-field helicopter tenants already attempt to minimize their impacts on the surrounding communities. Transient helicopters, such as military or fire-support aircraft, may be flying low for operational reasons.</p>	
Community Outreach and Engagement	<ul style="list-style-type: none"> Expand Superior and Louisville web content 	<p>High The City of Louisville ESRI Storymap related to the airport provides a valuable tool to educate residents about the realities of airport and aircraft operations.</p>	Recommend revising the ESRI Storymap to be less Louisville-biased and promote across all community web platforms
Community Outreach and Engagement	<ul style="list-style-type: none"> Expand the Airport’s website to include more community-focused information 	<p>Medium RMMA’s website could use improvements for ease-of-use and increased information for the public.</p>	RMMA to work with Jeffco to make webpage navigation and content more intuitive.
Community Outreach and Engagement	<ul style="list-style-type: none"> Superior or Louisville should train and dedicate staff (or outside contract support) to provide timely, accurate, information to residents with questions and concerns about aircraft and airport noise issues. 	<p>Medium Ensure all staff is familiar with ESRI Storymap and FAQs on RMMA and RMMACNR webpages</p>	

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Community Outreach and Engagement	<ul style="list-style-type: none"> Establish a community noise working group, committee, roundtable, etc. 	Accomplished!	
Community Outreach and Engagement	<ul style="list-style-type: none"> Community forums or informational sessions could be hosted by the airport or the Town/City. Ideally, this would be a collaborative effort involving both the Town/City and the Airport. 	<p>Medium</p> <p>The airport remains open to partnering with the community to host informational sessions if the event is either well-moderated or otherwise set-up to encourage a fact-based dialogue with reasonable expectation setting.</p>	RMMA to coordinate with local communities when requested.
Community Outreach and Engagement	<p>(Communication from the airport)</p> <ul style="list-style-type: none"> The Airport should establish a “Noise Alerts” system to notify the community about conditions or events expected to change operations or noise impacts. Newsletters / Noise Updates would provide another opportunity to inform the community of progress concerning the noise program expansion efforts. 	<p>Medium</p> <p>The airport informs the surrounding community via its social media channels when it is aware of upcoming, unusual aircraft operations. The public is welcome to subscribe to the RMMA Updates to receive airfield information as well.</p> <p>However, as a public-use airport, RMMA is not always aware of unusual traffic that may be arriving/departing during the day (a flight of F-18s, for example).</p>	RMMA to continue to communicate via newsletter and social media channels when appropriate.
Community Outreach and Engagement	<ul style="list-style-type: none"> Information about the complaint management process should be provided online, describing for residents how complaints are processed and what is done with the information. 	<p>Medium</p> <p>The airport could better detail the noise complaint process on the webpage to set expectations and clarify what the airport’s responsibilities and abilities are in terms of noise complaints.</p>	RMMA to work on additional detail on the noise complaint process.
Industry Outreach and Engagement	<p>(Develop noise-related flight training curriculum)</p> <ul style="list-style-type: none"> Develop/enhance flight training curriculum to include noise abatement and Fly Quiet Program awareness to encourage compliance. Include RMMA- 	<p>Medium</p> <p>All flight schools on the field confirm that they routinely brief noise mitigation with their instructors, who pass that information along to their students. As</p>	RMMA to continue to engage with based-flight schools to ensure that Voluntary Noise

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	<p>specific information as well as noise abatement information in general.</p> <ul style="list-style-type: none"> • Develop training curriculum for flight instructors (i.e. train the trainer) and provide training on at least a quarterly basis. Training should be developed for new flight instructors in addition to refresher training. 	<p>flight instructors and students transition through rapidly, this need will be ongoing.</p>	<p>Abatement Procedures are being briefed.</p>
Industry Outreach and Engagement	<ul style="list-style-type: none"> • Develop noise abatement awareness training curriculum for air traffic controllers. Training should be developed for new controllers in addition to refresher training - provided annually at a minimum. 	<p>Low ATC, especially at a busy airfield such as RMMA, will strictly follow established, national procedures for safety.</p>	
Industry Outreach and Engagement	<ul style="list-style-type: none"> • Host pilot forums to promote awareness of the RMMA noise abatement program. Pilot forums should be promoted to encourage both local/RMMA-based pilots as well as regional pilots who frequently visit RMMA. Forums may be hosted by the Airport or airport tenants. Forums could also be paired with FAA Safety Team (FAAST) Workshops. 	<p>Low-Medium The airport hosts annual tenant briefings where the Voluntary Noise Mitigation Procedures are detailed. These meetings reach a fraction of the pilots operating through RMMA.</p>	<p>RMMA will continue to brief the Voluntary Noise Mitigation Procedures at tenant meetings.</p>
Industry Outreach and Engagement	<ul style="list-style-type: none"> • Expand information on airport website regarding clarity on noise-sensitive areas around RMMA and the practices and procedures for reducing noise impacts. 	<p>Low-Medium RMMA has published noise-sensitive areas in the past but they have created a false expectation that there will be no overflights of neighborhoods, especially when neighborhoods were built directly under the extended centerline of the primary runways.</p>	

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		RMMA will continue to look for improved ways to communicate the voluntary noise abatement procedures.	
Industry Outreach and Engagement	<ul style="list-style-type: none"> Develop a technical working group to include air traffic control, airport staff, Airport Advisory Board, flight schools, other airport businesses. The technical advisory group will focus on technical review of new and refined noise program measures. 	<p>High RMMA formed its Noise Task Force in 2018 and it has provided valuable dialogue and input on potential noise mitigation efforts.</p>	RMMA will continue to call upon the members of the noise task force when needed to review proposed changes for noise mitigation.
Local Land-Use Planning and Development	<p>(Consider airport impacts when conducting land use planning and development reviews)</p> <ul style="list-style-type: none"> Consider existing and future noise exposure/flight patterns when addressing zoning and land-use planning Ensure long-term local land-use development is compatible with long-term development plans of airport. Coordinate local zoning/development changes with Airport to understand potential impacts. Revise development and building codes to prohibit or discourage noise-sensitive development within the Airport Critical Zones. 	<p>High While existing development is difficult to address, every roundtable community has the ability to limit additional noise impacts and complaints by preventing additional residential units from being built where existing noise complaints are already being registered.</p> <p>Within the past few years, the airport estimates that the following residential units have been approved or are under review in the airport influence area: City/County Of Broomfield: ~4,000 units Town of Superior: ~1,600 units City of Westminster: ~650 units</p>	<p>RMMA will continue to respond to development referrals.</p> <p>Communities could be proactive by limiting any further residential development in the airport influence area, or at least require airport proximity disclosures and added noise insulation when approving.</p> <p>Jeffco Planning and Zoning could lead a compatibility discussion with surrounding planning agencies to look for appropriate revisions to comprehensive plans, etc.</p>

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Local Land-Use Planning and Development	<ul style="list-style-type: none"> Review and comment on planned airport development to encourage compatibility between long-term development plans of airport and local communities. 	<p>Medium RMMA development is governed by the Airport Master Plan and Overall Development Plan (ODP), which has identified acreage for additional aeronautical development. As a public-use airport in receipt of Federal funds, the airport is bound to accommodate demands for additional aeronautical development if the space is available.</p>	All development submittals will follow the appropriate Jefferson County development referral processes, consistent with the airport's Overall Development Plan.
Local Land-Use Planning and Development	<ul style="list-style-type: none"> Update website to include Airport Influence Area and flight paths and patterns. Include content for prospective homebuyers about the airport, flight patterns, etc., to encourage transparency and informed decision-making. 	<p>Medium Better education for homebuyers may create realistic expectations in the airport environs, but the desirability of the regional housing market may overwhelm any advice given about airport proximity and airport operations.</p>	Jeffco/RMMA could build off of the work of the ESRI Storymap created by the City of Louisville to provide an educational tool with a more regional focus.
Local Land-Use Planning and Development	<ul style="list-style-type: none"> Revise zoning ordinances to require noise disclosure for home sales within Airport Influence Area. 	<p>High The current aviation easement requested of developers within the Airport Influence Area provides a notice on record as to the likelihood of airport impacts, sets appropriate expectations, and may limit future noise complaints to the developer, RMMA, and adjacent communities.</p>	Local communities to consider making aviation easements a condition of development approvals.
Regional Collaboration and Planning	<p>(Local staff collaboration)</p> <ul style="list-style-type: none"> Coordinate review of airport and local (off-airport) land-use planning to encourage compatibility. 	<p>Low-Medium While existing development is difficult to address, every roundtable member has the ability to address future impacts.</p>	Jeffco Planning and Zoning could lead a compatibility discussion with surrounding planning

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	<ul style="list-style-type: none"> Establish a Regional Planning Forum to coordinate airport and local land-use planning. 	Realistic expectations must be set that future community growth will lead to future aeronautical growth at RMMA as the demand for airport use will coincide with population and economic growth.	agencies to look for appropriate revisions to comprehensive plans, etc.
Regional Collaboration and Planning	<p>(Community noise roundtable)</p> <ul style="list-style-type: none"> Establish (quarterly) meetings with Superior, Louisville, Boulder and Jefferson Counties and the Airport to discuss development plans, community concerns, etc. Elected Officials Working Sessions. These would focus on collaborating on development of high-level strategic direction/vision for local communities and the airport. Compatibility Roundtable / Working Group. This group would have a tactical focus, executing or implementing the direction/vision established through the Elected Officials Working Sessions. Airport Community Roundtables 	<p>Medium</p> <p>The RMMACNR was launched in 2021. The success of the roundtable in mitigating airport noise impacts will rely on the following:</p> <ul style="list-style-type: none"> Members’ understanding of Federal regulations as they apply to airports and airspace Members’ willingness to proactively bring solutions that incent lawfully-operating aeronautical businesses to transition towards quieter and/or higher-performing aircraft Members’ willingness to seek solutions that recognize that continued growth in the region will lead to increased economic generation at RMMA 	
Regional Collaboration and Planning	<ul style="list-style-type: none"> Technical Advisory Committee (Noise Task Force). 	<p>High</p> <p>RMMA formed its Noise Task Force in 2018 and it has provided valuable dialogue and input on potential noise mitigation efforts.</p>	RMMA will continue to call upon the members of the noise task force when needed to review proposed changes for noise mitigation.