

Meeting Minutes

RMMA Community Noise Roundtable – Regular Meeting No. 10

October 11, 2021, 11:00 AM

1. Call to Order, Roll Call

The October 12, 2021, RMMA Community Noise Roundtable Regular Meeting was called to order by Chairperson Mark Lacin at approximately 9:00 A.M. A quorum (at least 4 Members present) Present, as follows:

Town of Superior	Mark Lacin, Mayor Pro-Tem
Town of Arvada	John Marriott, Council Member
Boulder County	Matt Jones, County Commissioner
City and County of Broomfield	Stan Jezierski
Jefferson County	Tracy Kraft-Tharp, County Commissioner
City of Westminster	Kathryn Skulley, Councilor
City of Louisville	Jeff Lipton, Council Member

2. Approval of the Agenda

Agenda approved unanimously

3. Approval of the Minutes for September 13, 2021 RMMA Community Noise Roundtable Regular Meeting No. 9

Matt Jones requested that going forward minutes should include first and last names. Jeff Lipton moved to approve the minutes for the September 13 meeting and the motion was seconded by Kathryn Skulley. The motion was approved unanimously.

4. Public Comment

Chairperson Lacin opened the Meeting for public comments. He noted the comment period is limited to 30 minutes and 3 minutes per speaker. Individuals that participated in the public comment period included:

Bri Lamien, Lafayette
Bryan Dyce, Westminster
Sharleen Wiley, Westminster
Brad Walker, Superior
Elizabeth Hyde, Sky Stone
Mark Clark, Westminster
Mike Lazar, Broomfield
Lynn Mitton, Rockcreek

Marge Wake, Westminster
Beverly Mcadam, Broomfield
Nick Clyvenstein
Martin Newmark, Louisville
Lori Johnson, Broomfield

Jeff Lipton requested to respond to the public comments to discuss some of the issues that were raised. Mr Lipton shared his view how communities are being impacted differently by the airport's noise depending on what side of the airport they are situated. He noted that in his community there have been 5000 overflights in one month. He stressed the noise impact of those overflights and its implications on the quality of life in that area. He appealed to communities experiencing less overflight noise to recognize and empathize with those facing more noise. He closed by promising to send around additional mapping illustrating air paths that occur daily.

Matt Jones echoed Mr. Lipton's concerns and shared that the noise in Louisville is also bad. Mr Jones stated that the bottom line is that the advisory committee was created to advise Jefferson County Commissioners and that is where the committee's energy should be directed and decisions made. He also acknowledged that the airport is an economic engine but that economic growth must be balanced with the interests of the cities that were there long before the airport.

5. Roundtable Agenda Items

A. RMMA responses to the ABCx2 report ("The Report") on Town of Superior/City of Louisville Airport Noise Study Strategy Recommendations

Ben Miller led the presentation of RMMA's responses to the committee. He began his presentation with a brief overview of the report's background and context in which it was created. Mr. Miller reminded the committee that the town of Superior/City of Louisville originally created the airport noise study with ABCx2 consultants in 2018 and that airport staff met with ABCx2 several times ultimately leading to the formation of a Task Force of aviation stakeholders. He noted that Broomfield/Arvada/Westminster/Jefferson County did not participate in the study. Mr. Miller shared that airport staff were impressed with the integrity of ABCx2 in providing fact-based insights and recommendations even if the answers weren't what the clients wanted to hear.

Mr. Miller identified five categories of recommendations that were covered within the Report and the underlying strategies that were considered within each category. The categories and their corresponding strategies and considerations can be found below.

Flight Operations and Procedures (Category 1)

- 1) Mr. Miller stated the first strategy for improving flight operations and procedures was to identify and implement voluntary VFR arrival and departure routes. He noted that if all stakeholders could agree on preferred ingress/egress routing that minimizes noise impacts, publishing these routes may result in avoiding the majority of "noise-sensitive areas" because it would have the effect of concentrating traffic over the published routes. he recognized that weather, traffic,

and routing considerations would prevent complete compliance and that any determination of preferred ingress/egress routes should be done in conjunction with community plans that limit future incompatible development underneath the corridors.

Mr. Miller said the effectiveness of this strategy would be “medium.”

- 2) Mr. Miller then stated that the next step in pursuing this strategy (voluntary VFR arrival/departure routes) should be to form a working group to draft an initial proposal for VFR ingress/egress routes that includes stakeholders from the RMMA Noise Task Force, local land use decision makers, and the FAA/ATC.

Mr. Miller next outlined the second strategy to improve flight operations and procedures - provide additional altitude guidance. He recognized that RMMA’s input on the effectiveness of this strategy was that it was “low” and recommended that the committee not spend a lot of time on it. He did not articulate any next steps that should be taken in pursuit of this strategy.

- 3) Mr. Miller then presented a third strategy, revising IFR departure and arrival procedures, which he also identified as having a “low” effectiveness and did not offer next steps to be taken. This strategy’s effectiveness was considered “low” because IFR arrival and departure procedures are developed through the FAA and follow highly standardized procedures that must be integrated with the National Airspace System.
- 4) The fourth strategy presented under this category was to review runway use procedures (i.e preferential use). Runway use and direction is determined by ATC based on current wind conditions. Mr. Miller noted that pilots will always take off into the wind because of safety reasons. RMMA input also considered the effectiveness of this strategy to be “low.” No next steps were identified.
- 5) The fifth strategy presented under this category was to discourage nighttime operations. RMMA input on this strategy’s effectiveness was that it would be “low to medium.” He noted that RMMA is prohibited from regulating operations by time of day and that flight schools have already voluntarily agreed to limit nighttime operations to the extent needed for training or currency requirements.

Mr. Miller stated that the next steps should be to continue to brief flight schools on the voluntary noise abatement procedures, including the voluntary nighttime restrictions.

- 6) The sixth strategy presented was to require airplanes to turn earlier after takeoff. RMMA input on this strategy’s effectiveness was that it would be “low to medium.” Mr. Miller highlighted the several considerations with regard to this

strategy including the fact that it could reduce the number of aircraft overflying adjacent neighborhoods but may also compromise safety as an aircraft's climb performance decreases in a turn or result in additional noise to residences underlying other parts of the traffic pattern. He noted that next steps on this front should be to continue discussions with RMMA Noise Task Force members.

- 7) The seventh strategy discussed was to implement "tighter" pattern procedures. RMMA input on this strategy's effectiveness was that it would be "low to medium." He stated that next steps on this front should be to continue discussions with RMMA Noise Task Force members.
- 8) The eighth strategy that was reviewed was altering initial climb procedures. RMMA input on this strategy's effectiveness was that it would be "low to medium." He suggested that next steps on this front should be to continue discussions with RMMA Noise Task Force members.
- 9) The ninth strategy that was presented was to depart from the runway end, rather than intersections, to give the greatest altitude when leaving the airport threshold and flying over surrounding communities. Mr. Miller did not share the RMMA input on its effectiveness or next steps.
- 10) The tenth strategy discussed was to follow published noise abatement procedures. RMMA input on this strategy's effectiveness was that it would be "medium." No next steps were identified.
- 11) The eleventh strategy presented was to use minimum reverse thrust consistent with safety for runway conditions and available length. RMMA input on this strategy's effectiveness was that it would be "low." No next steps were identified.
- 12) The twelfth strategy identified was additional use of Helicopters. The primary considerations taken into account for this strategy were that helicopters follow separate procedures from airplanes when arriving or departing airports and typically, this means arriving and departing underneath the typical traffic pattern for airplanes. Moreover, on-field helicopter tenants already attempt to minimize their impacts on the surrounding communities. RMMA input on this strategy's effectiveness was that it would be "low." No next steps were identified.

Community Outreach and Engagement (Category 2)

- 1) The first strategy discussed under this category was to expand Superior and Louisville web content. RMMA input on this strategy's effectiveness was that it would be "low." Mr. Miller stated that the next steps for this strategy should be to revise the ESRI Storymap to be less Louisville-focused and promote across all community web platforms.

- 2) The second strategy discussed was to expand the airport's website to include more community-focused information. RMMA input on this strategy's effectiveness was that it would be "medium." Mr. Miller stated that the RMMA website could use improvements for ease-of-use and increased information for the publics. The next step that was identified was for RMMA to work with Jeffco to make webpage navigation and content more intuitive.
- 3) The third strategy that was outlined was to have Superior or Louisville 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. RMMA input on this strategy's effectiveness was that it would be "medium." No next steps were identified.
- 4) The fourth strategy mentioned was to establish a community noise working group, committee, or roundtable. Mr. Miller noted that this had been accomplished in the form of the NOISE working group.
- 5) The fifth strategy presented was for the airport/local municipalities to host community forums and/or informational sessions - ideally in a collaborative effort involving both the airports and surrounding cities. RMMA input on this strategy's effectiveness was that it would be "medium." Mr. Miller recommended that next steps include continued coordination and collaboration between the airport and local communities.
- 6) The sixth strategy discussed was enhancing communication from the airport wherein the airport informs the surrounding community via its social media channels when it is aware of upcoming, unusual aircraft operations. Mr. Miller noted that as a public-use airport, RMMA is not always aware of unusual traffic that may be arriving/departing during the day. As next steps, Mr. Miller suggested that RMMA continue to communicate via newsletter and social media channels when appropriate.
- 7) The seventh strategy that was presented was to provide information about the complaint management process online that describes for residents how complaints are processed and what is done with the information. RMMA input on this strategy's effectiveness was that it would be "medium." Mr. Miller noted that the next steps should be for RMMA to work on additional detail on the noise complaint process.

Industry Outreach and Engagement (Category 3)

- 1) The first strategy presented was to develop noise-related flight training curriculum. RMMA input on this strategy's effectiveness was that it would be "medium." For next steps, Mr. Miller stated that RMMA would continue to

engage with based-flight schools to ensure that Voluntary Noise Abatement Procedures are being briefed.

- 2) The second strategy that was reviewed was to develop noise abatement awareness training curriculum for air traffic controllers. Mr. Miller noted that training should be developed for new controllers as well as for refresher trainings for more experienced controllers, preferably provided annually. RMMA input on this strategy's effectiveness was that it would be "medium." No next steps were identified.
- 3) The third strategy discussed was to host pilot forums to promote awareness of the RMMA noise abatement program. Forums may be hosted by the Airport or airport tenants and could also be paired with FAA Safety Team (FASST) Workshops. RMMA input on this strategy's effectiveness was that it would be "low-medium." For next steps, RMMA will continue to brief the Voluntary Noise Mitigation Procedures at tenant meetings.
- 4) The fourth strategy presented was to expand information on airport website regarding clarity on noise-sensitive areas around RMMA and the practices and procedures for reducing noise impacts. RMMA input on this strategy's effectiveness was that it would be "low-medium." No next steps were identified.
- 5) The fifth strategy discussed was to develop a technical working group to include air traffic control, airport staff, Airport Advisory Board, flight schools, and other airport businesses to focus on technical review of new and refined noise program measures. RMMA input on this strategy's effectiveness was that it would be "high." Mr. Miller noted that RMMA formed its Noise Task Force in 2018 and it has provided valuable dialogue and input on potential noise mitigation efforts since its formation. For next steps, 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 (Category 4)

- 1) The first strategy presented was to consider airport impacts when conducting land use planning and development reviews. Mr. Miller noted that 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. RMMA input on this strategy's effectiveness was that it would be "high." For next steps, RMMA will continue to respond to development referrals; Mr. Miller also suggested that Jeffco Planning and Zoning could lead a compatibility discussion with surrounding planning agencies to look for appropriate revisions to comprehensive plans, etc.

- 2) The second strategy discussed was to review and comment on planned airport development to encourage compatibility between long-term development plans of airport and local communities. Mr. Miller informed the committee that 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. RMMA input on this strategy's effectiveness was that it would be "medium." For next steps, Mr. Miller said all development submittals will follow the appropriate Jefferson County development referral processes, consistent with the airport's Overall Development Plan.
- 3) The third strategy that was reviewed to update the website to include Airport Influence Area, flight paths, and patterns while also providing content for prospective homebuyers about the airport, flight patterns, etc., to encourage transparency and informed decision-making. RMMA input on this strategy's effectiveness was that it would be "medium." For next steps, Mr. Miller said 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. Mr. Miller also raised the question of what could be done to educate new homebuyers coming from out of state about the environment they are moving into.
- 4) The fourth strategy discussed was to revise zoning ordinances to require noise disclosure for home sales within Airport Influence Area. RMMA input on this strategy's effectiveness was that it would be "high." For next steps, Mr. Miller suggested that local communities should consider making aviation easements a condition of development approvals.

Regional Collaboration and Planning (Category 5)

- 1) The first strategy discussed was utilizing local staff collaboration. RMMA input on this strategy's effectiveness was that it would be "low-medium." For next steps, Mr. Miller proposed that Jeffco Planning and Zoning could lead a compatibility discussion with surrounding planning agencies to look for appropriate revisions to comprehensive plans.
- 2) The second strategy that was presented was to form a technical advisory committee. RMMA input on this strategy's effectiveness was that it would be "high." Going forward, Mr. Miller said that RMMA will continue to call upon the members of the noise task force when needed to review proposed changes for noise mitigation.

6. Question & Answer

Kathryn Skulley began by noting that the key takeaway was the importance of communicating with the public and hearing their concerns in order to best understand the lives affected by these issues. She asked where this report will be accessible to the public and how they were going to

relay the information? She also wondered what could be done to simplify it and make it more understandable for the broader public.

Mr. Miller responded by saying the report could be offered on the noise roundtable web page and suggested that Jeffco public affairs could assist with this.

Kathryn Skulley stated she wanted to see more open forums and that redirecting of open space is a both a good compromise and idea. She recognized that it may impede upon on space but that not doing so could harm residences more.

Jeff Lipton discussed the terms of recommendations that that discussion on the air influenced area has an impact on communities that are outside of the airport influences area including Louisville and Lafayette. He then asked what were the suggestions of their own communities.

Mr. Miller responded by saying that he did not know the reason why the airport influence area was drawn the way it was.

Mr. Lipton then asked if the airport has a noise officer that the airport works with the flight schools and operators; and if not, would it be a good investment to hire such a position.

Mr. Miller communicated that the operations department does have a specialist that is tasked with noise issues, including outreach to the flight schools. He also noted that there are several staff that assist with these responsibilities.

In response, Mr. Lipton suggest that at least one person should be tasked with these duties to handle full time.

Tracy Kraft-Tharp stated that Centennial roundtable does updates on the noise complaints, and they address the concerns that they bring up. She further noted suggested that the airport provide regular updates in this regard.

Mark Lacis agreed on the idea of having regular updates. He also suggested creating preferred flight routes the schools can use and that routing paths where open space areas exist would be his preference.

Matt Jones stated that open space is a bullseye for noise and that the noise problem is being made worse in places that are complaining the most. He further argued that it would be far more if it were distributed evenly. He noted that there was no discussion about the volume.

Mr. Miller clarified that the reason why pilots go North is because it is the least populated and noted that there is less room in uncontrolled airspace to the south compared to the north.

Mark Lacis asked if there was any objection to forming a working group?

Tract Kraft Tharpe moved to create a working group.

Jeff Lipton seconded the motion to create a working group.

Matt Jones raises concern that a working group can't target areas to open space and thus, will increase the noise in areas that already have the most complaints.

Tracy Kraft-Tharpe responded by saying that they should establish first the working group before they move to its restrictions.

Matt Jones stated that if there was an assumption where this working group targets working space he does not want to do it.

Stan Jezierski stated that the purpose of the working group should be to determine egress routes.

Mark Lacis asked who would be associated with this working group and what its size would be. He asked if the working group would be composed of airport staff and members of the roundtable and airport staff.

Paul Anslow suggested reconvening the noise task force/Members for those unfamiliar with FAA regulations. Tracy Kraft-Tharpe asks if he mean to open the meetings for the roundtable to attend. Mr. Anslow responded by saying yes.

Matt Jones said the roundtable should back next meeting and establish who should be in this group.

Tracy Kraft-Tharp noted that criticism we (roundtable/airport) get is were not moving fast enough.

Mark Lacis stated the importance in having not only aviation experts but also elected officials in the neighboring areas voice their opinions.

Jeff Lipton asked that the working group be transparent to the rest of us and have ex officials participate on it.

Mr. Lacis said that anybody who wants to be a member is welcome to be a member.

Kathryn Skulley agreed that the public should be on the task force/working group and that it should not just be composed of members from the roundtable.

John Marriott expressed his belief that having public input made sense and that there are not many choices; noting that the effort will lead to educating the public. He said he has no issue with members of the public joining.

Mark Lacis asked to vote on the motion now and decide how the best way to form a task force (details) afterwards.

Matt Jones asked to table the motion.

Jeff Lipton stated the roundtable should vote on it now and come back in the November meeting with a work plan.

Matt Jones responded by saying that roundtable should get it right before its voted on and that the smarter option would be to table it.

John Marriott echoed Mr. Jones' desire to table the motion at this time.

Stan Jezierski asked to restart discussion next month after a proposal had been put together.

Mark Lacis asked Tracy Kraft-Tharp if she wished to withdraw the motion.

Tracy Kraft-Tharp declined to withdraw motion and stated that she believes they should go forward with the motion.

Kathryn Skully seconded the motion.

Roll Call - Offered Motion to Create a Technical Task Group

- Arvada – No
- JeffCo – Yes
- Boulder – No
- Superior – Yes
- Louisville – Yes
- Westminster – Yes
- Broomfield – No

Motion passed 4-3.

Mr. Lipton asked how the roundtable would go through the rest of the recommendations?

Mr. Lacis responded that a future meeting will be having an agenda item to deal with the other recommendations and that will be a full meeting.

7. Discussion of Lafayette's Request to Join CNR

Discussion of tabling this issue to a future meeting; Item is tabled.

8. Committee or Board Member Reports

City of Arvada – Applied for and appointed to the Airport Advisory Board; Reported that there is now STC which is an approval of lead free used for planes to use

Boulder County – Working on a report out about the business plan and what has changed as a result of public and official comments.

City and County of Broomfield – None

Jefferson County - Commissioner Kraft-Tharp encouraged anyone who didn't listen to the Centennial noise roundtable to do so as it provides examples of how they can address the noise issue. Commissioner Kraft-Tharp expressed the need for a facilitator to help move this process along that is in a non-adversarial position.

City of Louisville – None

Westminster- None

9. Future Agenda Items

Tracy Kraft-Tharp and Matt Jones and Tracy Kraft-Tharp requested information on how the newly formed working group will be formed and that a draft agenda be circulated.

Mr. Lacin adjourned at 11:26 a.m.