

Meeting Minutes
RMMA Community Noise Roundtable
August 8, 2022 - 9:00 AM
Approved at the September 12, 2022 Regular Meeting

1. Call to Order, Roll Call

The August 8, 2022, RMMA Community Noise Roundtable Regular Meeting was called to order by Chairperson Mark Lacis at approximately 9:00 A.M. A quorum (at least 5 Members present) was Present, the roll was as follows:

Town of Superior	Mark Lacis, Mayor Pro-Tem
City of Arvada	John Marriott, Councilmember
Boulder County	
City and County of Broomfield	Deven Schaff, Councilmember
Jefferson County	Tracy Kraft-Tharp, County Commissioner
City of Lafayette	Tonya Briggs, Councilmember
City of Louisville	

2. Approval of the Agenda

John Marriott moved for approval of the agenda, seconded by Tracy Kraft-Tharp. The motion passed unanimously.

3. Approval of the Minutes for July 11, 2022 RMMACNR Regular Meeting

John Marriott moved for approval of the minutes, seconded by Deven Schaff. The motion passed unanimously.

4. Public Comment

Morant Avorsidik, Town of Superior
Sarah Gilliard, Boulder
George Bailey, Boulder
Yongxin Zhang, Town of Superior
Brad Walker, Town of Superior

5. Roundtable Agenda Items

a. Airport Director Update

Paul Anslow, Airport Director, announced the recent launch of JSX service at RMMA with service to Dallas and Burbank. Mark Lacis asked if whether the airport could provide recommendations on what the airport and roundtable should focus on that will achieve

tangible results. Paul Anslow mentioned the steps the airport has already undertaken to address aircraft noise within the confines of what is allowed by FAA regulations. He recommended that the most effective project for the airport and roundtable would be to continue towards defining VFR arrival and departure paths. These procedures are commonplace among military bases around the world. While these procedures would still be voluntary, local pilots and flight schools will hopefully adopt a culture change towards new procedures. Actual implementation through the FAA would certainly increase the compliance of pilots and effectiveness of new routing.

Mark Lacin also asked whether there has ever been a noise-specific study done for the airport. Paul Anslow responded that while the Strategic Business Plan survey asked a general question about noise, but that was not the focus. The ABCx2 study also surveyed Superior and Louisville residents about aircraft noise. Paul Anslow questioned whether a new survey on noise would tell the roundtable and airport anything that wasn't already known. John Marriott suggested a general information campaign to correct common misperceptions about aircraft operations. Tracy-Kraft Tharp suggested that the airport-tenant produced video on airport operations would be useful to share among all the communities. Paul Anslow also mentioned the numerous efforts and FAQs created by the various communities.

Tonya Briggs asked about noise abatement language in airport leases and whether a noise abatement map should be published to the website. Paul Anslow stated that he did not believe a requirement to follow noise abatement procedures would not be legal, and that the previous noise-sensitive map created issues

b. RMMA CNR Financial Update

- i. Report on revenue & expenditures to date

c. Local Area Land Use Presentations

- i. City and County of Broomfield

Anna Bertanzetti, Planning Director for the City and County of Broomfield, reviewed ongoing development nearby the airport. There are approximately 3,700 residential units in some stage of planning or construction in the airport influence area, split between Arista, Flatiron Crossing, Interlocken and elsewhere around the airport. There are also some office and flex-industrial development projects around the airport. She also reviewed the typical requests made by the airport and Broomfield, including the requirement for an acoustical engineer to reduce outside noise levels by 25 decibels. Broomfield refers all developments within the Airport Influence Area to airport staff, has opposed residential development within the Airport Critical Zones, and assists the airport in acquiring avigation easements with new development.

- ii. Jefferson County

Heather Gutherless, Planning Supervisor for Long Range Planning with Jefferson County, reviewed ongoing and anticipated development nearby the airport, to include the Verve Innovation Park, Wadsworth and Church Ranch, and the airport

itself. The Verve Innovation Park is primarily industrial and office uses. She also reviewed the implications of the Airport Influence Area, Critical Zones, Approach Zones, and Runway Protection Zones. Finally, she reviewed the mitigation strategies used for development nearby the airport.

- iii. City of Lafayette
Jeff Brasel, Planning and Building Director for the City of Lafayette, provided an overview of airport impacts and development projects occurring in Lafayette. The City of Lafayette is not impacted by the airport's critical zones or approach zones and is not located within the Airport Influence Area. However, the City experiences a significant amount of aircraft overflights.
- iv. City of Louisville
Rob Zuccaro, Planning and Building Safety Director for the City of Louisville, provided an overview of airport impacts and upcoming development projects. The City is not located within the Airport Influence Area but is impacted by flight school and noise patterns from the airport. The City of Louisville is landlocked and not anticipating much significant development in the future. Louisville would anticipate 300-400 new homes over the next 5-10 years. Redtail Ridge presents the largest development parcel in the city and is currently proposed for a 2.5 million sq. ft. mix of office and commercial uses.

Tracy Kraft-Tharp suggested that the roundtable could develop best practices for future development near the airport based on the community presentations received over the last two months. There was also discussion over the ability to modify the Airport Influence Area and implications of doing so. The airport stated that the primary request and strategy for the airport is to notify potential developers, tenants, and homebuyers about the impacts of airport operations. The secondary strategy is noise mitigation through acoustical engineering.

The RMMACNR members discussed drafting a letter requesting that their communities send development referrals to the airport in an effort to mitigate impacts on future developments. Deven Schaff offered to draft the letter.

d. VFR Arrival/Departure Flight Path Changes Working Group Update

Deven Schaff provided an update on the VFR subcommittee, which will meet for the first time on August 19th. The agenda will set background and next steps for the subcommittee. The subcommittee meetings will be open to the public but no public comment will be taken.

6. Committee or Board Member Reports

Tracy Kraft-Tharp mentioned that some members of the RMMACNR will be presenting to the City of Westminster on August 15th in order to discuss Westminster's continued participation in the roundtable. Mark Lacis noted that they would highlight the necessity of an external consultant to help advance the work of the RMMACNR.

7. Future Agenda Items

Mark Lacin suggested that a presentation to review the Noise Complaint Resolution Process would be useful at the next meeting, along with an update from the VFR subcommittee.

- i. Aircraft Landing Fees (what general aviation airports use them and why)
- ii. Discussion re: Remaining Recommendations from ABCx2 Report & RMMA Response (does CNR wish to make further recommendations to RMMA as proposed by ABCx2)
- iii. RMMA aircraft noise complaint resolution process & how the Roundtable can best address public concerns
- iv. Review of requested additional data/visualizations related to the RMMA aircraft activity “heat map”
- v. FAR Part 150 Noise Study (does CNR wish to make any formal recommendations to Jefferson County/RMMA to pursue an FAR Part 150)
- vi. Guest Speakers:
 - i. National Renewable Energy Laboratory (NREL), re: energy storage; electric aircraft
 - ii. Bye Aerospace - re: development and marketing of electric aircraft for flight training

8. Adjourn

Mr. Lacin adjourned at 11:02 a.m.