

RMMA Community Noise Roundtable – Regular Meeting

(IN PERSON)

**11755 Airport Way, Broomfield, CO 80021
(Mount Evans Room)**

November 14, 2022, 9:00 AM

Agenda

1. Call to Order; Roll Call-Chair Laxis
2. Approval of the Agenda
3. Approval of the Minutes for the Oct. 10, 2022 RMMA Community Roundtable Regular Meeting No. 21
4. Public Comment – 3 minutes per speaker; 30 minutes maximum
5. Roundtable Agenda Items:
 - a. Airport Director Update
 - i. Update on noise complaints received
 - b. RMMA CNR Financial Update
 - i. Report on revenue & expenditures to date
 - c. Discussion -- RFP for Consultant to Assist RMMA CNR
 - d. Discussion -- Westminster Letter
 - e. Update -- Pilot Project Data (VFR Arrival/Departure Flight Path Changes)
6. Committee or Board Member Reports
7. Future Agenda Items:
 - a. Chair/Vice Chair Elections - last meeting of the year (2 year term) - Section 5.1 of Bylaws
 - b. FAR Part 150 Noise Study (does CNR wish to make any formal recommendations to Jefferson County/RMMA to pursue an FAR Part 150)
 - c. Panel Discussion with Flight Schools, Pilots, and ATC on practical noise mitigation strategies

- d. Aircraft Landing Fees (what general aviation airports use them and why)
- e. Discussion re: Remaining Recommendations from ABCx2 Report & RMMA Response (does CNR wish to make further recommendations to RMMA as proposed by ABCx2)
- f. Review of requested additional data/visualizations related to the RMMA aircraft activity “heat map”
- g. 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
- h. Development of App for noise complaints

8. Adjourn

RMMA CNR November 14, 2022 Public WebEx Link:

<https://jeffco.webex.com/jeffco/onstage/g.php?MTID=ec5dcd6cb98cbf257bcdcb3c3d2d05981>

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

Meeting Number: 2489 665 0354

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.



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Nancy McNally
Mayor

October 17, 2022

David DeMott
Mayor Pro Tem

Mark Lacis, Chair
Rocky Mountain Metropolitan Airport – Community Noise Roundtable
(Superior) markl@superiorcolorado.gov

Bruce Baker
Councillor

Deven Shaff, Vice Chair
Rocky Mountain Metropolitan Airport – Community Noise Roundtable
dshaff@broomfieldcitycouncil.org

Lindsey Emmons
Councillor

Re: City of Westminster agenda item for RMMA-CNR November meeting

Obi Ezeadi
Councillor

Dear Mr. Lacis and Mr. Shaff,

Sarah Nurmela
Councillor

In your respective capacities as Chair and Vice-Chair of the Rocky Mountain Metropolitan Airport – Community Noise Roundtable (RMMA-CNR), as Mayor for the City of Westminster, I am tendering the information below on behalf of the Westminster City Council. I request that the discussion of this letter be included on the November agenda for the RMMA-CNR.

Rich Seymour
Councillor

The Westminster City Council's intention with this letter is to be proactive and approach the complex issues facing the RMMA-CNR in a collaborative manner with the other elected members of this body to find what would work best for all or our collective residents. It is in that spirit of partnership that we have offered the proposals/requests set forth below and look forward to discussing these items with the RMMA-CNR at the November meeting.

Requests of Westminster

1. All members of the RMMA-CNR group publish on their websites a uniform statement of:
 - limitations of scope of activities;
 - limitations of authority of group;
 - limitations of authority and flexibility of RMMA to impose restrictions on flight activities;
 - understanding who is the controlling authority of the airport;
 - that RMMA already meets all noise requirements imposed by the Federal Aviation Administration (FAA) by having all noise boundaries fall on the property of RMMA;
 - that the airport is under strict and defined requirements to serve all aviation users without regard to collateral noise impacts; and



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- that any agreements must be voluntarily agreed upon by all aviation users and stakeholders, and specific goals which the group wishes to accomplish.
2. Understand that Westminster's purpose in participation is to assist our neighboring governments to present a unanimous request to the FAA from affected governments.

As a starting point for the Rocky Mountain Metropolitan Airport - Community Noise Roundtable (RMMA-CNR) statement of common purpose, Westminster proposes:

1. RMMA-CNR is a voluntary group having no formal authority. The goal of the group is to address noise complaints from affected residents from nearby governments with a goal of finding voluntary protocols for aviation operations that the Federal Aviation Administration (FAA) would approve that could reduce noise impacts. Without unanimous local participation the FAA will give less importance to any recommendations that they receive.
2. The airport, RMMA, has no FAA-recognized noise deficiencies and has no outstanding requirements to further mitigate airport and aircraft noise.
3. While RMMA accepts noise complaints, they have no obligation to do so.
4. RMMA operates as an agency of Jefferson County, according to the rules and regulations of the FAA, and must serve all aviation users without discrimination. RMMA is the third busiest airport in Colorado and operates as a free-market participant and seeks to grow their community of users. The non-discrimination requirement may lead to future users being as relatively quiet as an aircraft maintenance facility to as potentially noisy as regularly scheduled, commercial airlines operating planes as large as Boeing 737s and Airbus A320s.
5. RMMA has many FAA-required limitations that directly affect noise generation. These limitations reduce the scope of rules that air space users can modify by voluntary agreements. Some examples of air space use limitations include:
 - that about 25% of flights that must follow Instrument Flight Rules and flight paths;



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- all air space users must ensure that safety rules take precedence over all other issues, which for example means, all aircraft must use full power when taking flight; and
 - air space users must follow FAA/airport-defined down leg, base leg and final approach paths in landings and take offs, and these flight paths account for over one-half of flight operations.
6. That leaves only 10% to 20% of flight operations which can be modified by voluntary agreement of all users.
 7. While RMMA has no obligation to receive noise complaints, RMMA recognizes that most noise complaints are made to local elected leaders so RMMA has chosen to work with those local elected leaders to seek mitigation ideas and then will lobby the FAA to have those ideas published in pilot flight information.
 8. Noise complaints that contain threatening or abusive language will be not accepted by RMMA or the Community Noise Roundtable.
 9. The RMMA Noise Roundtable will not entertain any other issue than air space noise complaints. All other airport issues will be forwarded on to appropriate agencies (e.g., the Colorado Department of Public Health and Environment (CDPHE) for lead concerns, FAA for dangerous flight maneuvers, etc...)
 10. RMMA is under the control and authority of the Jefferson County Board of Commissioners and is solely accountable to the Board of Commissioners. The Board of Commissioners is the only local government authority that can meaningfully address noise issues. While the FAA controls all operations in the air/above the ground and therefore FAA requirements severely limit the actions available to the County Commissioners to mitigate air space noise, the Board of Commissioners always has, as a last resort, the right to close the airport.
 11. Regarding land use in and around RMMA - the airport's Environs Land Use Plan establishes guidance on compatible development around RMMA. The airport influence area is that property within the Environs of the airport, where particular land use is either influenced by or will influence the operation of the airport, in either a positive or negative manner. This area considers runway protection zones, approach zones, traffic pattern areas, and airport noise contours down to 65



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day/night level (DNL) and then establishes a buffer around those features that extends to prominent geographic features and roads.

Thank you.

Nancy McNally, Mayor

cc: John Marriott, RMMA-CNR Board Member (jmarriott@arvada.org)
Matt Jones, RMMA-CNR Board Member (mjones@bouldercounty.org)
Tracy Kraft-Tharp, RMMA-CNR Board Member (tktharp@jeffco.us)
Tonya Briggs, RMMA-CNR Board Member
(tonya.briggs@lafayetteco.gov)
Kyle Brown, RMMA-CNR Board Member (kbrown@louisvilleco.gov)
Maxine Most, RMMA-CNR Board Member / Alternate
(mmost@louisvilleco.gov)
Paul Anslow, Airport Director, Rocky Mountain Metropolitan Airport
(panslow@flyrmma.com)
Ben Miller, AICP, Planner, Rocky Mountain Metropolitan Airport
(bmiller@flyrmma.com)

RMMA Community Noise Roundtable
Budget vs. Actuals: FY23
 January 2023 - December 2023

	Total	
	Actual	Budget
Revenue		
2023 Local Government Contributions		96,000.00
2022 Rollover		28,800.00
2021 Rollover		5,200.00
Total Revenue	\$	130,000.00
Gross Profit	\$	130,000.00
Expenditures		
Aviation/Facilitation Services Consultant		50,000.00
VFR Arrival/Departure Consultant		50,000.00
Community Outreach and Engagement		10,000.00
Industry Outreach and Engagement		4,000.00
Work Plan Development (Part 150, Landing Fees, etc)		14,000.00
Guest Presenters		2,000.00
Total Expenditures	\$	130,000.00
Net Operating Revenue	\$	0.00
Net Revenue	\$	0.00