

Meeting Minutes
RMMA Community Noise Roundtable
October 10, 2022 - 9:00 AM
Approved at the November 14, 2022 Regular Meeting

1. Call to Order, Roll Call

The October 10, 2022, RMMA Community Noise Roundtable Regular Meeting was called to order by Chairperson Mark Lacin at approximately 9:00 A.M. A quorum (at least 5 Members present) was Present, the roll was as follows:

Town of Superior	Mark Lacin, Mayor Pro-Tem
City of Arvada	John Marriott, Councilmember
Boulder County	Matt Jones, County Commissioner
City and County of Broomfield	Deven Schaff, Councilmember
Jefferson County	Tracy Kraft-Tharp, County Commissioner
City of Lafayette	Tonya Briggs, Councilmember
City of Louisville	Maxine Most, Councilmember
City of Westminster	Bruce Baker, Councilmember

2. Approval of the Agenda

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

3. Approval of the Minutes for September 12, 2022 RMMACNR Regular Meeting

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

4. Public Comment

Robert Butel – Town of Superior
Noelle Roni – Town of Superior
John Kinney – City of Boulder
Michael Burrick – City of Louisville
Brad Walker – Town of Superior
Joshua Cooperman – City of Louisville

Matt Jones referenced an email from Bri Lehman regarding designated training grounds.

5. Roundtable Agenda Items

a. Airport Director Update

i. *Update on noise complaints received*

No update was provided given the relevant topic later in the agenda.

b. RMMACNR Financial Update

i. *Report on Revenues & Expenditures to Date*

Airport Planner Ben Miller provided that all eight RMMACNR members have paid their 2022 dues.

c. Consideration & Adoption of RMMA CNR 2023 Budget

Deven Schaff reviewed a revised draft of the proposed 2023 RMMACNR budget, which anticipates total revenue of \$130,000. Mark Lacis and Deven Schaff proposed expenditures in the following categories based on items in the work plan: aviation consulting, VFR arrival/departure consulting services, community outreach and engagement, industry outreach and engagement, Part 150 recommendation, landing fees, and guest presenters, for total expenses of \$130,000. Mark Lacis emphasized the need for a specialized consultant to undertake many of the items in the RMMACNR work program.

Matt Jones stated that he wished to engage a consultant for facilitation and not specifically for a VFR arrival/departure consultant, and did not support the budget as drafted. John Marriott expressed concern over specific budget items for a Part 150 or landing fee study. Deven Schaff responded that those items were specifically budgeted as they were in the adopted work plan and required further study. John Marriott suggested that the Part 150 and landing fee items be rolled into the guest presenter items.

Bruce Baker noted that the City of Westminster would be voting against the proposed budget due to a lack of perceived value from the aviation consultants. Mark Lacis again emphasized the need for subject-matter expertise in the form of consultants in order to undertake many of the items in the work program.

Maxine Most stated that the roundtable's most important need was for an independent aviation and facilitation consultant. She also emphasized a need for better data related to noise and noise complaints.

Tracy Kraft-Tharp suggested that the Part 150 and landing fee items be rolled into a category called Work Plan Development. Most roundtable members were agreeable to this change. Matt Jones suggested moving the VFR arrival/departure consultant funds to a facilitator category. Mark Lacis responded that his hope

would be that an aviation consultant would be capable of facilitation when necessary. Matt Jones responded that the roundtable needed help identifying scopes of work prior to engaging in specific tasks. Mark Lacis proposed consolidating the consulting services into one line item. After further discussion, facilitation was added to the aviation consulting line item.

Bruce Baker again mentioned that the City of Westminster would be voting against the budget and wished to have further discussion on the letter Westminster sent to the roundtable regarding the statement of a common purpose.

John Marriott made a motion to adopt the budget as shown in the current format, seconded by Mark Lacis. Matt Jones expressed concerns that the roundtable was not operating with a consensus-based approach, and suggested combining the consulting services into one \$100,000 line item. Mark Lacis responded that the IGA set a majority-rules format. Matt Jones made a motion to amend the budget to combine the VFR arrival/departure consultant and aviation/facilitation consultant into one \$100,000 line item, seconded by Maxine Most.

The vote was called first for the motion to amend the budget to combine the VFR arrival/departure consultant and aviation/facilitation consultant into one \$100,000 line item. The roll call was as follows:

City and County of Broomfield - *No*
Boulder County - *Yes*
Jefferson County - *No*
Town of Superior - *No*
City of Arvada - *No*
City of Lafayette - *No*
City of Louisville - *Yes*
City of Westminster - *No*

The motion failed 2-6.

The vote was then called first for the motion to adopt the proposed budget. The roll call was as follows:

City and County of Broomfield - *Yes*
Boulder County - *No*
Jefferson County - *Yes*
Town of Superior - *Yes*
City of Arvada - *Yes*
City of Lafayette - *Yes*
City of Louisville - *No*
City of Westminster - *No*

The motion passed 5-3.

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

Paul Anslow reviewed the background on the test ingress and egress routes, as developed by the RMMA Noise Task Force. The 30-day test was implemented by the airport-based flight schools on a temporary basis, although all procedures were subject to safety of flight considerations and air traffic control (ATC) instructions. One caution provided by the airport was that the arrows on the map should not be taken literally, as the intent was for pilots to generally stay at or east of US287 when flying north, while remaining to the west of Louisville when returning to the airport (to the extent practicable).

The airport reviewed flight track data pre- and during the test, but could not discern a noticeable difference in flight tracks as it relates to overflights over residential areas. In terms of noise complaints, it was also difficult to draw any conclusions.

In terms of feedback from the noise task force, the flight schools responded that implementation was sporadic due to various levels of motivation from individual certified flight instructors. Airport staffs' takeaway was that the test was inconclusive, and without actual FAA and ATC buy-in, implementation of new procedures is likely to be difficult. Airport staff recommended that in order to proceed further, an aviation consultant should be engaged to attempt to achieve actual procedural changes through the FAA.

Matt Jones expressed concerns that the subcommittee was making decisions prior to agreement of the whole roundtable. He also stated that if the test was underway, he has noticed no changes. He also rejected the premise that the focus be towards the north without also developing routes and areas to the south. Paul Anslow responded that the airport was not in a position to dictate the direction of travel. Matt Jones responded that the roundtable should be discussing among themselves what recommendations should be implemented and that the subcommittee should go away. Mark Lacis stated that the subcommittee was open to all members to attend, and was developed due to the lack of time at the monthly meetings to delve into specific issues. Furthermore, the roundtable needs to be able to work with other stakeholders in order to seek creative solutions, and this airport-issued test was an effort to do so.

Tracy Kraft-Tharp suggested that the RMMACNR recognize the efforts of the flight schools in voluntarily working to address noise impacts. Airport staff would continue discussions with the noise task force. John Marriott mentioned that the results of the test were not surprising, and noted that any procedural changes would take further discussion and a longer time-frame to implement.

Matt Jones expressed concerns about the RMMACNR subcommittee should bring back any recommendations to the whole group prior to implementation. He also expressed concerns over "locking in the problem" of pilots most frequently overflying Boulder County. Tonya Briggs noted that the subcommittee was asked whether implementation should occur prior to reviewing with the larger roundtable,

and the decision was made to proceed. She stated that the proposed test routed aircraft directly over Old Town Lafayette, and recommended an independent review and development of routes and training areas. Maxime Most emphasized that without an effective noise complaint process and other metrics, the roundtable would be unable to evaluate any test procedures.

Mark Lacis appreciated the attempt to try potential solutions, and that not every solution may prove to be successful. He also noted that the subcommittee was not specifically targeting northern departures, but that it would be most effective to address the already established pattern of northern departures first. Maxine Most stated that she has examples of training flights in areas that the airport has stated is not possible for training.

Deven Schaff recommended formally ending the beta test procedures and reviewing the test with the noise task force. John Marriott cautioned about the expectation of a month-long test, as some flight students may only be flying once a week or less. Implementation of a test should likely occur over a longer period. Matt Jones again emphasized that any future test should come back to the full roundtable prior to implementation.

e. Discussion -- Meetings (Changing Date/Time of Meetings; In-Person?)

Mark Lacis mentioned that some members of the roundtable and public have expressed difficulties about the established meeting time of 9am on Mondays. He stated that the current time was acceptable to him but suggested that the roundtable move to in-person meetings. A doodle poll would be sent to identify other potential meeting times that work for the group.

f. Discussion -- RFP for Consultant to Assist RMMA CNR

Deven Schaff proposed that the chair and vice-chair work with airport staff to develop a draft RFP for the November meeting.

6. Committee or Board Member Reports

Tracy Kraft-Tharp mentioned that the airport was hosting a tour for the City and County of Broomfield, and welcomed all other members to schedule a tour at the airport. She is also visiting some members of the public with Paul Anslow to further discuss their noise concerns. She also recognized the recent passing of Doc Calendar, one of the founders of RMMA (then Jeffco Airport) in the 1950s. She also encouraged members to listen to the Centennial Airport roundtable, where they were recently discussing the noise monitors acquired as part of their Part 150 study.

Deven Schaff acknowledged that he was drafting previously discussed land use letter and requested that Tracy Kraft-Tharp draft a letter for the flight schools.

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

Mark Lacis adjourned at 11:05 a.m.