

**Meeting Minutes**  
**RMMA Community Noise Roundtable**  
**January 9, 2023 - 9:00 AM**  
**Approved at the February 13, 2023 Regular Meeting**

**1. Call to Order, Roll Call**

The January 9, 2023 RMMA Community Noise Roundtable Regular Meeting was called to order by Chairperson Deven Shaff at approximately 9:00 A.M. A quorum (at least 5 Members present) was Present, the roll was as follows:

Town of Superior	Jason Serbu, Trustee
City of Arvada	John Marriott, Councilmember
Boulder County	Matt Jones, County Commissioner
City and County of Broomfield	Deven Shaff, Councilmember
Jefferson County	Tracy Kraft-Tharp, County Commissioner
City of Lafayette	Tonya Briggs, Councilmember
City of Louisville	Kyle Brown, Councilmember
City of Westminster	Bruce Baker, Councilmember

**2. Approval of the Agenda**

There was some discussion over adding a discussion of standards and decorum to the agenda. Ultimately, Deven Shaff addressed the issue by requesting that members abstain from name-calling or the imputation of motives during the meeting. Tracy Kraft-Tharp moved for approval of the agenda, seconded by John Marriott. The motion passed unanimously.

**3. Approval of the Minutes for December 22, 2022 RMMACNR Regular Meeting**

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

**4. Public Comment**

Bri Lehman – City of Lafayette  
Erin Crawford – City of Longmont  
Laurie Marie – Town of Superior  
Charlene Wiley – City of Westminster  
Audra Dubler – Greenwood Village  
Sarah Gilliard – Gunbarrel  
Elizabeth Heidl - Skyestone  
Brad Fountain – City of Westminster  
Heather Hansen – City of Lafayette

## **5. Roundtable Agenda Items**

### *a. Vice Chair Election – Section 5.1 of Bylaws*

Matt Jones nominated Kyle Brown to serve as vice-chair of the RMMACNR. John Marriott made a motion to appoint Kyle Brown as vice-chair of the RMMACNR, seconded by Tonya Briggs. The motion passed unanimously.

### *b. Discussion – Meeting Times/Dates (Doodle Poll)*

Deven Shaff noted that according to the recent Doodle poll of RMMACNR members, the two preferred regular meeting times included 9am on both the 2<sup>nd</sup> and 4<sup>th</sup> Mondays of the month. Tracy Kraft-Tharp suggested that the roundtable hold quarterly evening meetings for the purpose of gathering public input. RMMACNR members decided to conduct another Doodle poll given that there are a few new members since the last poll was conducted.

### *c. Airport Director Update*

Airport Director Paul Anslow provided a review of the possibility of closing one of the parallel runways at night to reduce overflights over Rock Creek. He noted the seven steps required to temporarily closing a runway, as well as a sample of nighttime operations by runway. There is a significant amount of work to temporarily close a runway, and a significant amount of nighttime traffic that would be displaced onto another runway. Ultimately, airport staff could not support a temporary closure due to concerns over operational workload, consistency for pilots, and ultimately over safety concerns.

Paul Anslow also provided a summary of the 2022 Noise Report which totaled 2,922 noise complaints from 365 separate households. Tracy Kraft-Tharp noted the potential for addressing noise complaints through further study of ingress/egress routes. Matt Jones mentioned that he believed the data to underrepresent the issue of aircraft noise.

### *d. RMMACNR Financial Update*

#### *i. Report on Revenues & Expenditures to Date*

Airport Planner Ben Miller stated that the budget remains unchanged from last month, with all members having paid their 2022 dues. Invoices for 2023 dues will be sent within the next couple of weeks for the total amount of \$12,000 per member.

### *e. Update - RFP for Consultant to Assist the RMMACNR*

Airport staff are working with Jefferson County Purchasing to solicit quotes from aviation consultants based on the scope-of-work adopted by the roundtable in 2022. Responses are due on January 12. The expectation is that the RMMACNR will meet to review the proposals later in January for potential selection at the February meeting. The review of proposals will need to happen in executive session per Jefferson County Purchasing requirements.

f. February Meeting with the FAA

i. Discuss Topics and Questions for a presentation and report from the FAA

Deven Shaff noted that the Federal Aviation Administration has committed to attend the February 13 roundtable meeting but are requesting questions in advance in order to review and prepare answers.

RMMACNR members brainstormed questions for the FAA. The questions included:

- What is the role of the FAA and a community noise roundtable?
- What does the FAA make decisions on vs. the airport? What ability does the airport-owner retain to effect aircraft operations?
- Are there any possible restrictions for a public-use, Federally-funded airport? What if there are capacity restraints? Is there a maximum capacity to the airport/airspace?
- Requirements for establishing routes vs. moving routes
- What is the Federal and airport's ability and progress towards transitioning away from leaded fuel?
- What happens after an aircraft crash and investigation? Any updates on recent crashes near RMMA?
- Part 150 study...when can it be requested? How is it funded?
- Aircraft takeoff distance? Can early crosswind turns be allowed?
- Noise complaints...why is the process the way it is? Does the FAA view local airports as responsible for noise complaints even though the FAA retains sole jurisdiction of airspace? Does the FAA have or would consider developing a national-level program to collect noise
- Given that the vast majority of noise complaints originate from legally-operating aircraft operators, what room is there for hope for an alleviation of noise impacts? Has there been success elsewhere at similar airports with similar issues?

g. Noise Complaint and data collection

Deven Shaff noted the need to revisit previous conversations regarding the noise complaint process and overall data collection. Kyle Brown noted that he has heard requests for a more user-friendly noise complaint app, and that Maxine Most is interested in this topic. An app could also improve the quality of the data by potentially identifying the actual aircraft associated with a noise complaint. Tracy Kraft-Tharp noted that there is a barrier-to-entry with apps as they require a commitment to download and use a specific app for a specific topic. Kyle Brown responded that the goal is to reduce the barriers to filing a high-quality noise complaint and an app has the potential to do that.

John Marriott expressed concerns over the cost and upkeep of a dedicated app, and who would own and maintain the platform going forward. He suggested that the roundtable would not want to own and maintain the system but could recommend a platform to the airport or FAA.

Ben Miller noted that the noise complaint process might be a good topic for the FAA, as there is some uncertainty as to the FAA's role in the process. Paul Anslow stated that he tested the existing noise complaint form and found it easy and efficient to use, and remembered a user's information for subsequent complaints. However, the airport committed to review the existing noise complaint form and make any improvements that may aid the quality of noise complaints. Paul Anslow welcomed input from roundtable members in terms of changes to the form.

Paul Anslow also noted that the airport is not required to collect noise complaints, but did discuss the potential for an improved noise complaint system with consulting firms. The airport would want a system that also educated users about the distinction between legally operating flights when filing a complaint. However, a proprietary system would come with a significant cost.

Tonya Briggs stated that she supported doing more research in terms of options and costs for a noise complaint app. She also believed an app would supplement the existing noise complaint form by providing more options for their constituents. Matt Jones noted that many Louisville residents could be filing complaints constantly, especially in the summer. He suggested that the roundtable should focus most of their energy around methods to reduce noise.

Jason Serbu inquired whether an app that could identify specific aircraft or pilots would make individuals feel targeted. Paul Anslow responded that the majority of the complaints would likely originate against pilots and businesses who are conducting technical career training. Kyle Brown noted that even legally operating flights should consider their impact on the communities.

Deven Shaff stated that reviewing the existing form for any potential improvements is a good first step. Secondly, there needs to be more research and discussion to determine whether an app or better web interface is worth pursuing. Tracy Kraft-Tharp suggested that Maxine Most may be able to bring some recommendations and ideas to the roundtable. Tracy Kraft-Tharp made a motion to recommend that the airport work with their staff to review and make any necessary changes to improve the usefulness of the noise complaint form. The motion was seconded by Matt Jones and passed unanimously.

## **6. Committee or Board Member Reports**

Tracy Kraft-Tharp mentioned she recently visited Scottsdale, which is experiencing substantial aircraft noise due to some adjustments at Phoenix Sky Harbor International Airport. She requested that the airport offer another airport tour to roundtable members so that new members and others have an opportunity to receive the beneficial review of the airport. She also acknowledged the service of Mark Lacis as former chair of the roundtable. Finally, she suggested that RMMACNR members listen in to the Centennial noise roundtable, which has been an existence for a long time. The Centennial roundtable is dealing with some changes to flight patterns and is seeking to get the FAA more engaged on a regular basis.

Paul Anslow mentioned that in regards to the tour, the airport is willing to accommodate members of the public but that they would need to register through their designated RMMACNR member. This process will ensure there are enough seats on the capacity-constrained airport vehicles.

Matt Jones summarized his experience on the RMMACNR as one of the more frustrating experiences he has had in public service. He noted that ultimately the Jefferson County Board of County Commissioners are responsible for the operations and noise from the airport. Current initiatives, such as the Strategic Business Plan, lock in additional development and growing noise at the airport. He suggested two solutions to mitigate noise: 1) place all vacant, developable airport land in a conservation easement to prevent future growth of the airport, and 2) direct some of the aircraft to the south to reduce overflights over Boulder County.

John Marriott suggested that there may be more demand for public comment at the next meeting given the presence of the FAA.

## **7. Future Agenda Items**

- a. FAR Part 150 Noise Study (does CNR wish to make any formal recommendations to Jefferson County/RMMA to pursue an FAR Part 150)
- b. Panel Discussion with Flight Schools, Pilots, and ATC on practical noise mitigation strategies
- c. Aircraft Landing Fees (what general aviation airports use them and why)
- d. Discussion re: Remaining Recommendations from ABCx2 Report & RMMA Response (does CNR wish to make further recommendations to RMMA as proposed by ABCx2)
- e. Review of requested additional data/visualizations related to the RMMA aircraft activity “heat map”
- f. 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
- g. Development of App for noise complaints

## **8. Adjourn**

Deven Shaff adjourned at 11:05 a.m.