

Meeting Minutes
RMMA Community Noise Roundtable
May 4, 2023 - 6:00 PM
Approved at the June 1, 2023 Regular Meeting

1. Call to Order, Roll Call

The May 4, 2023 RMMA Community Noise Roundtable Regular Meeting was called to order by Chairperson Deven Shaff at approximately 6:00 P.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	Ashley Stolzmann, 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	Maxine Most, Councilmember
City of Westminster	David DeMott, Mayor Pro-Tem

2. Approval of the Agenda

Ashley Stolzmann moved for approval of the agenda, seconded by Maxine Most. The motion passed unanimously.

3. Approval of the Minutes for the March 2, 2023 RMMACNR Regular Meeting

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

4. Approval of Vice Chair letter concerning harassment

Maxine Most made a motion to approve the RMMACNR letter concerning harassment as drafted, seconded by Tracy Kraft-Tharp. The motion passed unanimously.

5. Public Comment

Bruce Baker – City of Westminster
Dave Feineman – City and County of Broomfield
Elise Edson – Boulder County
Bri Lehman – City of Lafayette
Charlene Willey – City of Westminster
Bill Baraya – City of Westminster
Joseph Ho – Town of Superior
Ken Atwell – City and County of Broomfield
Ray Koch – City and County of Broomfield
Noelle Roni – Town of Superior

Bret Schreyer – Town of Superior
Anne Walon – City of Boulder
Tim Martin – Town of Superior
Joel Sayres – Town of Superior
Rebecca Port – Town of Superior
Sara Nuttall – Town of Superior
Laurie Chin Sayres – Town of Superior
Victor Babbitt – Town of Superior
Robert Boutell – Town of Superior
Austin Todd – Town of Superior
Joe Keenan – Town of Superior
Jay McBurney – City of Westminster
Jean Dalton – Centennial Airport

6. Roundtable Agenda Items

- a. Discussion with Eugene Reindel, HMMH (RMMACNR contracted aviation consultant)
After introducing co-presenter Jason Stoddard of HMMH, Gene Reindel provided an overview of the topics and tasks that HMMH expects to help the RMMACNR with during the next year. These topics included:
- Flight path changes (departures and arrivals)
 - Airport Noise Compatibility – Part 150

Gene Reindel further also discussed the considerations and obstacles to implementation for some of the work plan items. In terms of flight path changes, Gene Reindel referenced a resource called Whisper Track that can help communicate voluntary flight procedures to pilots.

One important step that the roundtable can take to begin the development of flight procedures is to identify areas of the communities that are particularly noise-sensitive. HMMH can assist in this analysis by evaluating population density and land uses, but this is ultimately a task that should be performed by the roundtable members. Pilots and local air traffic controllers also need to buy-in to any proposed routing.

RMMACNR members asked questions about the process, and both Gene Reindel and John Bauer stated that the Denver Airport Districts Office and Air Traffic Control would be engaged in the process. Ashley Stolzmann stated that there is not currently parity in how flight operations affect the surrounding communities and inquired whether other training areas can be identified. John Marriott expressed the significance of attempting to identify noise-sensitive areas or preferred paths as the process will potentially be perceived as creating winners and losers. Ashley Stolzmann, Tonya Briggs, and Maxine Most expressed hope that the process this time would be more transparent and effective than the previous trial of different flight procedures.

Gene Reindel discussed the pros and cons of performing a Part 150 study. Ultimately, a Part 150 has the goal of reducing exposure over incompatible uses, limiting growth in exposure over incompatible uses, mitigating exposure where it cannot be reduced, and

preventing introducing of new incompatible uses. If a Part 150 study were performed and incompatible land uses were identified as a result of the noise modeling, the airport would have access to FAA funding to address some of the approved recommendations in the study.

Maxine Most inquired into some of the specifics of the noise modeling. Tonya Briggs asked whether the Federal matching funds for a Part 150 study would impact other airport funding. John Bauer responded that the FAA may require that the airport use entitlement dollars to fund the Part 150 study but that funding for actual noise mitigation comes from a different pot of funding. Gene Reindel also noted that the 5-10% local match is also significant considering a Part 150 study costs between \$1 million and \$2 million.

Gene Reindel also suggested an intermediate step prior to undertaking a Part 150 study could be to perform some initial modeling work to create a rough estimate of noise contours at a cost of \$25,000 to \$50,000. The point of the rough estimate would be to get an idea of whether there are any incompatible land uses in the eyes of the FAA and whether there would be any desired noise mitigation efforts that could be used to address them. John Bauer also mentioned that a request for funding for a Part 150 study would still take at least a year or two to program into the airport's funding.

John Bauer and Gene Reindel also both briefed the RMMACNR on the FAA Noise Policy Review that is currently underway and accepting public comment until July 31, 2023. RMMACNR members and any public interested in aircraft noise should visit faa.gov/noisepolicyreview.

Jason Serbu asked about the process for identifying the noise-sensitive "red areas" in the communities. Ashley Stolzmann suggested that members could send or bring in recommendations for their communities at the next meeting. John Marriott asked whether HMMH has any recommendations for creating a methodical process for creating noise-sensitive areas. Gene Reindel suggested an initial development of "red areas" followed by public comment. After that, HMMH could then develop routes for feedback from both the public and pilot community.

There was further discussion on existing versus future impacts to different communities on the roundtable. Deven Shaff suggested that a next step would be for each member to identify the draft noise-sensitive areas for their communities. John Marriott suggested that all data should be shared among the members. Jason Serbu emphasized that all communities should be open about accommodating flights wherever there are no noise-sensitive areas.

Deven Shaff also suggested that all communities should review and provide comments on the Federal Register Notice regarding the FAA's Noise Policy.

7. Committee or Board Member Reports

8. 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

9. Adjourn

Deven Shaff adjourned at 8:47 p.m.