

Meeting Minutes

RMMA Community Noise Roundtable

March 7, 2024 - 6:00 PM

Approved at the April 4, 2024 Regular Meeting

1. Call to Order, Roll Call

The March 7, 2024 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	David Fridland, Councilmember
City of Louisville	Deborah Fahey, Councilmember
City of Westminster	David DeMott, Councilmember

2. Approval of the Agenda

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

3. Approval of the Minutes for the February 1, 2024 RMMACNR Regular Meeting

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

4. Public Comment

Alan Frohbieter – Town of Superior
Eugene Smith – Green Knolls
Diane Kirkpatrick – Town of Superior
Luci Smith – Green Knolls
Jim Murray – Town of Superior
Darcey Campbell – City of Lafayette
Jim Wood – Airport tenant
Heather Hanson – City of Lafayette
Carol Kloepfer – Boulder County
Wayne Grider – City of Lafayette
Charlene Willey – City of Westminster
Bill Baraya – City of Westminster
Lars Kalnajs – Boulder County
Leah Rowan – Boulder County
Dave Kopetsky – Boulder County
Sherry Sommer – City of Louisville

5. Airport/Airport Interim Director Update

Stephanie Corbo, Interim Airport Director, announced that the job posting for airport director is now live and will close on March 31st. Stephanie Corbo also noted that Jefferson County expects to issue a statement of qualifications for a Part 150 study consultant. Finally, she also provided an update on the unleaded fuel transition, including the current options for fuel tank procurement.

Ben Miller, Airport Planning and Development Administrator, announced that the Jefferson County Board of County Commissioners will receive a briefing on a second set of FAA and CDOT grants for the Taxiway O/D construction project. This second set of grants will bring the project to the typical 95 percent Federal/CDOT grant funding for an Airport Improvement Program project.

Stephanie Corbo also mentioned that the Jeffco Airport Advisory Board meeting for March has been cancelled.

6. RMMA CNR Financial Update

Ben Miller noted that a current financial statement for the RMMACNR was included in the packet.

7. Roundtable Agenda Items

- a. Presentation and Discussion regarding Visual Flight Routes (VFR)
Jason Stoddard provided a brief recap on the Visual Flight Routes task item, to include data collection, operational context, and next steps with the FAA.

After receiving noise sensitive areas from the RMMACNR members, HMMH worked to develop VFR ingress/egress procedures that would either avoid the noise sensitive areas or transit over them at a higher altitude that would be less impactful to residents. There were a number of challenges in doing so, including the mountains to the west, Denver airspace to the east, and relatively little space identified as not noise-sensitive.

HMMH also studied a potential practice area to the west of RMMA. Flight school feedback related to this suggestion was the potential for severe wind adjacent to the Front Range. In regard to identifying a practice area within the Class D of RMMA, there is no FAA prohibition to doing so but HMMH recommended against this idea due to the potential impacts on airport arrivals and departures and potential difficulties communicating with air traffic control.

HMMH met with the FAA to discuss the viability of the proposed flight procedures. The FAA and the flight schools provided some initial feedback, including a preference for vertical and horizontal separation of routes. However, this requirement would further concentrate traffic to a few routes, making it critical that the routes avoided noise-sensitive areas.

HMMH has submitted all materials to the FAA and believes a committee of FAA personnel are reviewing the proposals. The review will take many months before making a determination of viability. If the procedures were deemed viable, they would then work to

incorporate the procedures into practice. However, the FAA would continue to monitor the success of any changes and would reserve the right to reverse any changes that were not found to be productive.

John Marriott inquired whether there should be any public comment period now that there are specific proposals for flight paths. Gene Reindel responded that after the FAA deemed whether the routes were viable, the RMMACNR would still have the ability to request implementation.

Ashley Stolzmann noted that Boulder County collected public comment to identify noise sensitive areas, and that all of the routes to the north transit noise sensitive areas. Jason Stoddard responded that the routes to the north were lengthened in an effort to have aircraft gain altitude prior to transiting noise sensitive areas.

Deven Shaff confirmed that the final report will be distributed to the RMMACNR and posted on the RMMACNR webpage.

David DeMott sought clarity on next steps. Ashley Stolzmann responded that she would be voting no to any proposed routes and did not see the need for any next steps on this task. If there was a next step, she would want to understand the deliverable.

b. Presentation and Discussion regarding possible Western Training Grounds
Addressed in previous agenda item.

c. Contract update with HMMH (2023 Contract Included)
Deven Shaff noted that the contract with HMMH is complete and sought input on any future contracts. David DeMott and John Marriott noted that the next step would be to wait for the FAA's response prior to considering any further work.

Deven Shaff inquired whether the FAA would hold off on implementation if at least one RMMACNR member opposed the routes. Jason Stoddard responded that the FAA was concerned about proceeding with the study and implementation if any RMMACNR members are opposed. However, the FAA is currently operating under the assumption that the routes were approved by the RMMACNR.

Ashley Stolzmann understood that the RMMACNR approved that the FAA study the viability of the proposed routes but not to implement them.

Ashley Stolzmann made a motion that the RMMACNR not accept the proposed flight procedures developed by HMMH. The motion was seconded by David Fridland.

The rollcall for the motion was as follows:

<i>Town of Superior</i>	<i>Present</i>
<i>City of Arvada</i>	<i>No</i>
<i>Boulder County</i>	<i>Yes</i>
<i>City and County of Broomfield</i>	<i>No</i>
<i>Jefferson County</i>	<i>No</i>
<i>City of Lafayette</i>	<i>Yes</i>

City of Louisville
City of Westminster

Yes
No

The motion failed. However, given the lack of consensus, the RMMACNR will communicate to the FAA that it does not support the proposed flight procedures.

d. Update on Voluntary Nighttime Pattern

Jason Serbu provided an update on the voluntary nighttime noise abatement procedure regarding the preferred use of 30R/12L for pattern operations. According to his calculations, voluntary compliance with this procedure since implementation in September was at 49 percent and was up to 73 percent since October.

e. Presentation and Discussion on Daytime Flight Patterns

Jason Serbu presented his concept of modifying the touch-and-go traffic pattern to reduce noise and flight duration over the Town of Superior. He noted that the majority of the Town of Superior trustees did not support this concept. His hope is that RMMACNR can learn from this process and continue to work on concepts that will help alleviate noise impacts. After reviewing the typical traffic pattern procedure on Runway 30L/12R, he proposed that the RMMACNR consider extending the upwind leg of the traffic pattern to allow aircraft to climb over open space, which may also allow pilots to fly the downwind leg at a higher altitude. Jason Serbu also proposed a change in departure where pilots departing 30R/12L fly a left traffic pattern before departing north on the base leg.

Jason Serbu suggested that RMMACNR members continue to bring ideas forward for consideration such as the traffic pattern procedures he proposed. John Marriott noted some positives and negatives to the proposal but welcomed the work toward incremental improvements. Tracy Kraft-Tharp noted a concern over seeking a change in the standard traffic pattern, but also thought it was worth exploring or testing further. Ashley Stolzmann noted that pilots and air traffic control could implement this pattern without feedback from the RMMACNR and that discussion over this item is a futile exercise. David DeMott noted that the City of Westminster council voted in the majority to support this proposal if it was not permanent. Deborah Fahey appreciated the recommendation and suggested seeking further input from pilots.

8. Committee or Board Member Reports

Deven Shaff stated that the RMMACNR is at a decision point. The RMMACNR would typically discuss its upcoming work plan in March, but he suggested that a bigger conversation needs to be had regarding the future of the RMMACNR. Deven Shaff noted that in a discussion with the FAA, there were two paths identified for potential changes. The first is to continue the work of the RMMACNR, while the second is to continue to dialogue with Federal representatives. He also noted that there is a discussion to be had over trust related to comments made by the previous airport director. Another consideration is that the FAA representative will not be able to attend RMMACNR meetings, at least in the near-term. Deven Shaff suggested that members have a conversation with their jurisdictions over their future participation in the RMMACNR and bring those recommendations to the next RMMACNR meeting.

David DeMott asked about any impacts to the Part 150 study if the RMMACNR dissolves. Deven Shaff responded that the Part 150 study can continue regardless of whether the RMMACNR exists.

Tracy Kraft-Tharp stated that the RMMACNR provided a venue for impacted communities to discuss their concerns.

Jason Serbu noted his feedback to ADK Consulting and Search, the firm conducting the airport director search. His main priority for the new airport director is community outreach and accessibility to the public. He noted that the airport director brochure highlights this priority. Jason Serbu also suggested that the RMMACNR re-engage with the flight schools to review the voluntary noise abatement procedures.

David Fridland noted that the recommendations of the Superior/Louisville Airport Noise Study still seem relevant and worth working on.

Tracy Kraft-Tharp encouraged members to review the work of the Centennial Airport Community Noise Roundtable, which uses a subcommittee to engage with the FAA and airport tenants.

9. Adjourn

Councilmember Shaff adjourned at 8:55 p.m.