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CITY/ COUNTY PLANNERS FOCUS GROUP MEETING

DATE:

June 11, 2025



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ROCKY MOUNTAIN METROPOLITAN AIRPORT
PART 150 NOISE AND LAND USE COMPATIBILITY STUDY
CITY/ COUNTY PLANNERS FOCUS GROUP MEETING

MEET AND CONFER

DATE: JUNE 11, 2025

REPORTER: MELODIE BERGERON

APPEARANCES

Sarah Peacock

Peacock Sinning Public Relations, Inc.

28801 Peach Blossom

Mission Viejo, California 92692

Telephone No.: (949) 331-5426

E-mail: sarah@peacocksinning.com

Also Present: Shelby Donohoe, Broomfield City and County Planner; Summer Frederick, Boulder County Planner; Dave German, Westminster City Planner; Nick Nelson, Jefferson County Planner; Jeff Hirt, Louisville City Planner; Renae Stavros, Superior Town Planner; David Full, Vice President of Aviation at RS&H; Julie Barrow, Associate Vice President & Senior Project Manager of Aviation Environmental at RS&H; Wesley Lickus, Aviation Environmental Planning Consultant at RS&H; Alex Philipson, Aviation Environmental Consulting Associate II at RS&H; Benjamin Miller, Airport Planning and Development Administrator at RMMA; Anthony Chambers, Legal Representative of RMMA

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STIPULATION

The meet and confer was taken at ROCKY MOUNTAIN
METROPOLITAN AIRPORT, 11755 AIRPORT WAY, FLATIRONS ROOM,
BROOMFIELD, COLORADO 80021 on WEDNESDAY the 11TH day of
JUNE 2025 at 3:01 p.m (MT).

PROCEEDINGS

MR. FULL: All right. It is 3:00, so we are going to begin. Thank you for being here, and welcome to this -- to this meeting. We're going to provide -- be providing you with a lot of information in the next hour, okay? Julie, if you could give me my agenda there. So first thing is we're going to do some introductions so you know who's in the room. I think that's going to be important. The most important part of this, though, is going to be item number four. I'm going to talk all about Part 150 studies and give you a lot of information about them, okay? But let's do introductions. Airport County staff, can you start us please?

MR. CHAMBERS: Yeah. Anthony Chambers, Jefferson County Attorney's Office, and I represent the airport.

MR. MILLER: I'm Ben Miller. I'm the planner for the airport. I'll just say, it's nice to see some faces that I've e-mailed with back and forth on, like, land development cases. So anyway. Yeah. Welcome to the airport.

MR. FULL: All right. Thanks, Ben. And then

1 the consultant team. My name is Dave Full, and I'm
2 with RS&H. I'm the project manager for the Part 150
3 study. And we'll go to Julie.

4 MS. BARROW: Julie Barrow, also with RS&H,
5 located here in Denver.

6 MR. FULL: Alex.

7 MR. PHILIPSON: Alex Philipson also with RS&H,
8 located here in Denver. I'm doing some of the
9 technical work for this project.

10 MR. FULL: Wes.

11 MR. LICKUS: I'm Wes Lickus also with RS&H here
12 in Denver. I've been assisting with mapping and the
13 land use assessments.

14 MR. FULL: Sarah.

15 MS. PEACOCK: And I'm Sarah Peacock, and I'm
16 working on public outreach with the team.

17 MR. FULL: And then Melodie.

18 THE REPORTER: I'm Melodie. I'm the court
19 reporter.

20 MR. FULL: Okay. So you will see that we will
21 always have a court reporter at all of our meetings.
22 It's one of the requirements of Department 50 study
23 process so -- that -- she will be doing her level
24 best. And she's told me I talked too fast, but I
25 have a lot of things to say so she -- her -- her

1 fingers are going to fly today. All right. Let's
2 do focus groups members. And, Renae, may I start
3 with you, please?

4 MS. STAVROS: Sure. My name is Renae Stavros.
5 I'm the planning and building director for the town
6 of Superior.

7 MR. FULL: Superior? Great.

8 MS. STAVROS: Uh-huh.

9 MR. FULL: Thank you. And Shelby.

10 MS. DONOHOE: Shelby Donohoe, principal planner
11 with the City and County of Broomfield.

12 MR. FULL: Okay. Very good.

13 MR. HIRT: And --

14 MR. FULL: Jeff.

15 MR. HIRT: -- Jeff Hirt. I'm the planning
16 manager for the City of Louisville.

17 MR. FULL: Okay.

18 MS. FREDERICK: Summer.

19 MR. FULL: And Summer.

20 MS. FREDERICK: Summer Frederick, planning
21 division manager for Boulder County.

22 MR. FULL: Okay. And we're hoping Dave shows
23 up. He's with Westminster and Nick is with --

24 MS. BARROW: Jeff Co.

25 MR. FULL: Jeff Co. Yeah. Thank you. Yeah.

1 Your colleague, right? All right. So what's the
2 role of a focus group in the Part 150 study? Why
3 the heck are you guys even here? So one of the
4 things we'd like to make sure that has -- that
5 happens here it's that you attend every meeting that
6 we have because we're going to give you a lot of
7 information associated with it. And future
8 meetings, we're going to give you some things to
9 read ahead of time. So to -- to kind of tee
10 everything up. We want to make sure that you
11 participate. If you have questions at any time,
12 just raise your hand. I will call on you to ask
13 those questions. We want you to clearly articulate
14 your interests as well. This is all about the input
15 into this Part 150 study. There may be different
16 points of views that occur, and we just need to be
17 respectful of each other. Hi there.

18 MR. GERMAN: Hello.

19 MR. FULL: Dave?

20 MR. GERMAN: Yes.

21 MR. FULL: I'm Dave Full. Nice to meet you.
22 We're just getting started. We have a place back
23 there for you. And, Dave, you are with city of
24 Westminster, correct?

25 MR. GERMAN: I am indeed.

1 MR. FULL: Okay, perfect. You know, we -- we
2 acknowledge that there may be some diverse views in
3 -- in this room as we go through this. Let's just
4 make sure we listen to each other and talk about
5 those things. We will ask you, when we get much
6 further down the line, to help us generate
7 alternatives and potential measures to address land
8 use issues around this particular airport. Let's go
9 to the next one, Julie. So what's my role and
10 what's the role of our -- the consultant is we are
11 going to -- we're going to be responsible for this
12 whole process that we're going to go through here.
13 So we will design and implement all the discussion
14 procedures. We will have meeting agendas. We are
15 going to conduct the meetings. That's my role here,
16 to facilitate the meeting. We're going to make
17 suggestions as appropriate, but we are going to be
18 objective about that. We don't have any skin in the
19 game so to speak, right?

20 So we're going to -- because we've done this at
21 various airports throughout the country, we've heard
22 a lot of things, right? We know a lot of things.
23 And so if somebody asks me a question, I may say,
24 "Hey, this worked at this particular airport," to
25 give you some ideas associated with that. We're

1 going to maintain the e-mail list. We'll distribute
2 the agendas and the information, and we'll also
3 provide a meeting summary. And we're going to
4 provide that meeting summary. That's one of the
5 reasons why -- why Melodie is here, is to do that
6 meeting summary. You will get that a couple days
7 after this meeting is over, right? But you will get
8 that. But you also will get the meeting summaries
9 of the other focus groups that we have so that you
10 are aware of the discussions that are occurring in
11 the other focus groups as well. I will remain
12 impartial as part of the process. And I -- I will -
13 - my focus is on the focus group, right? It's not
14 on any one individual person. It's about your group
15 specifically. And we do have discussion guidelines,
16 and I will enforce those guidelines. I -- I won't
17 be mean about it, but I will enforce those
18 guidelines associated with how we -- we conduct the
19 focus group. And then we will look at all the
20 substantive options for each focus group and -- and
21 make those considerations as appropriate.

22 What's the role of the airport in this? They
23 will attend every focus group meeting. They will
24 listen. That is their job here is to listen and to
25 answer any particular questions that are specific

1 about the airport itself, right? We may not know
2 the answer to one of your questions. If we don't,
3 we're going figure out what that answer is, and
4 those will become part of that meeting summary,
5 okay? So you always will get your -- your questions
6 answered. The -- the airport and Jeff Co. will
7 review all meeting summaries, and they'll make sure
8 that everything gets disseminated to everybody
9 within the focus group. That is their role as part
10 of the -- this focus group.

11 All right, the meeting and discussion
12 guidelines -- I think you all got this ahead of
13 time, right? And they're actually in your packet.
14 We would like for you to actually sign that, and
15 give it back to us today, recognizing that we do
16 have these -- these meeting guidelines. We will
17 start on time. You noticed I started right at 3:00.
18 I pledge that I will do that. And I will end the
19 meeting on time as well. I -- I know you all are
20 busy people and we -- we respect that -- the time
21 that you are giving to us for this. We anticipate
22 that you're going to arrive and you're going to --
23 on time and you're going to stay throughout the
24 meeting, and that if you do have a question, I will
25 call on you. And the reason I do that: I don't want

1 there to be a lot of side conversations. And I --
2 and I want one person to speak at a time because
3 that's going to help out Melodie in terms of making
4 the meeting summary. So if we could keep that --
5 thinking about that as -- as only one person
6 speaking at a time, that would be really great.
7 We want you to focus on substantive issues, not on
8 personalities. So that's -- some -- sometimes on
9 other Part 150 studies, we've had some really
10 interesting people that have really clashed, and we
11 want to make sure that you can -- you can have
12 diverse views, but you need to respect each other,
13 okay? That's part of it. We would like for you to
14 turn off your cell phone or silence it during the
15 meeting because that can be disruptive as well. And
16 if you have a comment, please tell us what that
17 comment is. We'd like for you to be as brief as
18 possible since we don't have, you know, unlimited
19 amount of time. And if somebody has already
20 provided that comment, you don't need to repeat it.
21 You can just say, "Hey, I agree with Summer. What
22 she said was amazing," right? So if we could just
23 keep that focus on -- on that. And I'm sure you all
24 do public meetings all the time. So I'm sure you
25 appreciate that -- that as well. We would -- and

1 we'd like for the comments to be related to the Part
2 150 study. That's what we're really focused on
3 here. It's not about everything at the airport.
4 It's about the Part 150 study. All right?

5 Let's move on, Julie. So decision making.
6 This is really important. So when we get to the end
7 of the -- of the process, airport staff, our MMA
8 staff will have the ability to make recommendations
9 to the FAA. But the FAA has the final say, okay?
10 That's really important for people to understand,
11 that it's not -- the airport doesn't get to dictate
12 what occurs here as part of the Part 150. They can
13 make the recommendations, but the -- but the FAA
14 will make the final approvals. All right? So what
15 is a Part 150 study? We're getting right into item
16 four of my -- of my agenda there. And I'm going to
17 go through each one of these -- these topics as part
18 of what I'm going to talk about.

19 So the first thing we should have is a common
20 understanding of the airport itself. And there's --
21 there's several things that you should know. The
22 first is that the airport is owned and operated by
23 Jeff Co. They are designated by the Federal
24 Aviation Administration as a reliever for Denver
25 International, and that means something to the FAA

1 in terms of the National Integrated Airport system.
2 So they are a reliever. It encompasses -- we put
3 1700 here and somebody asked us this the other day,
4 and we're not sure that number's actually right. So
5 we're going to -- we're going to change that if we
6 need to. So just letting you know that as we go
7 through the process, if we have an error, we'll --
8 we'll -- we'll fix it. They are a federally funded
9 public-use airport, and that's really important as
10 well because they do get money from the federal
11 government for improvements here at the airport.
12 Okay? And in doing so, they have to give them the
13 FAA grant assurances. They get money. They have to
14 say to the FAA, "We will do certain things because
15 you are so kind to give us this money to do this
16 particular project," okay?

17 They accommodate a whole variety of facilities
18 here at the airport: corporate aviation, firefighting,
19 emergency medical, flight schools, aircraft donors.
20 They have a lot of hangers here. Pilatus has a facility
21 here at the airport. So there's a lot of things that
22 happen at this particular airport. Too fast for me.

23 MS. BARROW: Aw.

24 MR. FULL: Thanks. No, I just wanted to say
25 there's three runways. And that's also going to be

1 very important for us as well. To understand that
2 we do have these three runways. The primary runway,
3 the run -- the runway that's used the most is one
4 day -- runway 1-2-left-3-0-right, and that's the
5 longest runway; it's runway number one here, okay?
6 So we have two parallel runways, and then we have
7 what we call the Crosswind Runway which is -- which
8 is Runway 321. All right?

9 Okay, now you can do it, Julie. Thanks. All
10 right. So this airport is home to about 50
11 different businesses. It's not just the airport.
12 There's a whole lot of other businesses that exist
13 here at the airport that provide aviation and
14 aviation support services. You know where this
15 airport's located between Denver and Boulder. But
16 there's a variety of other businesses that have
17 located in this area because of this airport and
18 accessibility. In terms of what the Colorado
19 Department of Transportation Study -- Economic
20 Impact Study said was that -- that this airport
21 contributes about 5,000 jobs and \$1.4 billion
22 annually in economic impacts to the area. So it --
23 it is a pretty important facility here in the Denver
24 Metro area.

25 This airport began operations in 1960. That's

1 important to understand because, at that time, it
2 was primarily farmland around this airport. It was
3 kind of out here all by itself. But over time
4 things have happened. Change is inevitable, right?
5 And -- and growth has occurred in the Denver Metro
6 area and various communities have grown over time.
7 And you're here. You know that your community has
8 grown. But I think one of the interesting things is
9 between 1990 and 2023, the number of aircraft
10 operations -- and when I say aircraft operation, I
11 mean, an aircraft departure or an aircraft arrival,
12 right? Each one is -- is treated separately. But
13 when we talk about that, it's almost doubled in that
14 amount of time. And the population of those
15 surrounding communities has grown by about 72
16 percent. So they're kind of almost hand in hand,
17 right? The number of operations and -- and the
18 population growth that has occurred. And you can
19 see that there's a whole variety of other related
20 industries that are in the vicinity of the airport.

21 All right. So what is a Part 150 study? What
22 are we really talking about here? I like to talk about
23 it in two ways: what it is and what it is not. And
24 sometimes what it is not is even more important so -- so
25 people have level-set expectations on what is a Part 150

1 study. So the first thing you need to know is that it's
2 voluntary. It is not a mandatory thing. The FAA did
3 not say to this airport, "You must do this." It was the
4 decision of the airport and Jeff Co. to embark on a Part
5 150 study. That's -- that to me is really critical that
6 -- that people understand that. This -- a Part 150
7 study -- it actually is Part 150 of the Aviation Safety
8 and Noise Abatement Act. That's why we call it a Part
9 150. It is part of legislation approved by Congress and
10 signed by the president. It is a study and it's -- it
11 is focused solely on noise and land use compatibility.
12 That is it. That is all we are -- that is all we care
13 about in a Part 150 study.

14 And it's also -- it's important to understand
15 that Part 150 also says that the airport must maintain
16 its viability and its levels of aviation safety and use
17 of navigable airspace. And when we get further down the
18 line, that'll become much more evident as to what we can
19 and cannot do as we go further down. What's it not? It
20 is not a master plan. That is a separate process. It's
21 a separate document. We are not going to talk about any
22 other thing other than noise and land use compatibility.

23 It's not an opportunity to close an airport.
24 The legislation actually says that. It is -- that is
25 not an opportunity. And I will tell you, when we --

1 when we meet with the public, that's often a question
2 of, "Why can't you just close this down? Why -- we don't
3 want this airport anymore." Well, Part 150 doesn't
4 allow us to do that. That is not the purpose of a Part
5 150 study. It's also not a -- it's not -- also does not
6 measure air quality. It doesn't deal with air quality.
7 We get that question a lot as well. It is only about
8 noise and land use compatibility and the last thing
9 that's really important: It's not an opportunity to move
10 noise from one neighborhood to another neighborhood. We
11 don't -- we don't do those trade-offs. That's very
12 explicit in Part 150 as well.

13 So why -- why should the -- why should RMMA
14 undertake such a study? Well, the -- in order to be
15 able to mitigate for incompatible land uses around an
16 airport, the FAA requires the airport to go through a
17 Part 150 study, okay? Hi.

18 MR. NELSON: I'm so sorry.

19 MR. FULL: I'll bet you're Nick.

20 MR. NELSON: I am.

21 MR. FULL: Okay. Welcome. So the Part 150
22 study, what it does is it -- it has standard noise
23 methodologies and -- and metrics that we are
24 required to use. It also identifies land uses in
25 the vicinity of a airport that are considered to be

1 compatible and not compatible with airport
2 operations. And I will -- it's probably good for me
3 to kind of point that out. You have this in your
4 packet. This is a table that comes right from Part
5 150 and it actually identifies what are compatible
6 and not compatible land uses based on the -- the
7 noise metrics, okay? So this is something you'll
8 probably want to keep and refer to, okay?

9 And then finally, what it does is it provides
10 procedures and criteria for making projects eligible
11 for FAA funding. If there's something that -- that
12 the airport recommends to the FAA and the FAA
13 approves it, then that means they could get funding
14 to actually do the implementation of that
15 recommendation. So unless you go through the Part
16 150, you're not going to get the money. You're not
17 going to have those measures implemented.

18 So let's talk a little bit about the difference
19 between sound and noise. Sound is objective and
20 it's measurable. It's easy to measure sound.
21 Noise, however, is subjective. And noise is just --
22 the -- the easiest definition is that it's unwanted
23 sound. And, you know, some sounds are considered
24 pleasant. Like the sound of my voice, I'm sure is
25 super pleasant to everybody, right? Others might

1 think it's grating and not like it. That's
2 subjective. For purposes of a Part 150 study, sound
3 levels -- levels are measured in decibels or dB.
4 And you're going to see dB a lot on what we provide
5 you. We hear sound over a very large range and the
6 graphic on the right kind of gives you some ideas
7 about what sound, you know, could potentially be.
8 But decibels -- the way decibels work is they
9 compress that range to match the way we interpret
10 sound.

11 So the next one, Julie. So this is the metric
12 we're required to use. It's called DNL, and it
13 means day-night average sound level. And it is
14 required. The FAA requires us to use this metric
15 for assessing aircraft noise impact. We don't get
16 to do anything else other than DNL. That is it.
17 And DNL is used to reflect one person's cumulative
18 exposure over a 24-hour period. And so it is
19 expressed as the noise level for an average day of
20 the year, okay? So when -- when we -- when I'm
21 going to talk about the stuff that goes into the
22 noise model, it is annual operations that go into
23 the noise model, okay? But it's all distilled down
24 to that DNL, that average noise over a average 24-
25 hour period.

1 The other thing that I think is really
2 important for people to understand is that DNL
3 actually takes into account the amount of noise from
4 each aircraft operation, as well as a total number
5 of operations that are flying throughout the day.
6 For nighttime operations, between 10:00 p.m. and
7 7:00 a.m., they actually penalize it in the model as
8 if -- they give ten more decibels for that
9 particular operation. Because the FAA says, "You
10 know what? That's normally when people might be
11 trying to sleep and sleep disturbance is annoying
12 for people. Let's put that into the model." So the
13 actual -- what actually comes out at DNL would
14 actually be louder than what you're experiencing it,
15 because if there's nighttime noise operations. Does
16 that -- does that make sense as to what we're doing
17 there? Okay. Cool.

18 So all this is done, and we come up with noise
19 contour maps or noise exposure maps. I'm showing
20 you one here. This is not Rocky Mountain Metro.
21 This is an example, okay? This is from the work
22 that we did at Chicago Executive Airport in Suburban
23 Chicago. The reason I'm showing you this is that
24 it's an airport very similar to Rocky Mountain Metro
25 in that it's a reliever to Chicago O'Hare and

1 Chicago Midway. And it has a lot of the same type
2 of operations that exist here. But this -- this --
3 if you take this and you say, "Oh, that's what's
4 going to happen here." No, that's not what's going
5 to happen here. We have a total different number of
6 operations, different type of aircraft. Just
7 showing you this as an example of what one looks
8 like.

9 But what I really want you to notice is this
10 65. The 65 decibel is where we get incompatible
11 land uses. If you're within that 65 and you're a
12 residential land use, you're considered
13 incompatible, that you are significantly affected by
14 noise. And if you look here, you know, you've got
15 some yellow up there for residential. In this
16 particular instance, we had a variety of homes, both
17 single family and multifamily that were considered
18 incompatible land uses for Chicago Executive
19 Airport, okay?

20 So our goals in the noise study is to model the
21 current and the future noise levels at the airport.
22 And the future is always five years in the future.
23 That's what the FAA would like for us to do. So we
24 will -- we will develop the forecast for future
25 operations at the airport and that will become part

1 of that particular noise exposure map. We'll look
2 at current flight tracks. We will provide
3 opportunities for community input, and I should stop
4 right here and tell you I think also in your packet
5 is information about the public open house that's
6 going to occur on July the 10th. So you can let
7 others know if they're interested to attend, and
8 it'll be here at the Omni Hotel close by. The other
9 goals of the noise study are to develop
10 recommendations for noise abatement and noise
11 mitigation measures, and then also to determine
12 eligibility for FAA funding.

13 Some things to -- to understand about an
14 airport and -- and aircraft operations -- this is --
15 this is a federally funded public-use airport. It
16 has to be open 24 hours a day. So we can never have
17 a measure that says, "Ban all flights from 9:00 in,
18 you know, in the evening to 9:00 in the morning."
19 We can't do that. It has to remain open. That's
20 part of those grant assurances. Aircraft must
21 always take off into the wind and land into the
22 wind. So wind patterns are very important to us
23 when we're looking at the -- the noise around an
24 airport. Now having said that, aircraft, you know,
25 fly, what we call visual flight approaches. When

1 the weather is good, they can see the runway, it's
2 all great. But -- but you know, it kind of looks
3 like maybe today might be one of those where we
4 might have to do some instrument flight rules
5 associated with it. So weather plays a pattern as
6 well in terms of how aircraft operate around a
7 particular airport. And you have -- you cannot
8 think of aircraft like a car where you drive down
9 the road and you stay in your lane, right? But in
10 the air, the pilot has to make decisions as to how
11 they're flying an aircraft. So it's not always
12 right on the same flight path associated with how
13 they arrive or depart from the airport.

14 And then finally, the airport needs to balance
15 working with the communities on airport noise
16 concerns by also maintaining the airport for the
17 region. The FAA is very explicit about that. So
18 who's involved? Well, the county and the airport as
19 the owner operator of the airport. They are -- they
20 listen, they are going to provide those
21 recommendations that come out of all the work that
22 we do together. And then if they get to implement
23 any, they would be the -- the entity that would
24 implement a lot of those measures.

25 The FAA has several roles. The first is to

1 accept the noise exposure maps that we provide them.
2 I showed you that contour. They would accept those
3 maps and say, "Yes, those maps are good." And then
4 they would approve the measures. The
5 recommendations that the airport provides them. One
6 thing that we have to keep in mind is that they get
7 line-item veto. So if we have 20 measures, they may
8 only approve six of them or ten of them or, you
9 know, however many. So they look at each one, and
10 they either say "approved" or "disapproved". And if
11 they disapproved, they tell you why. And I have
12 worked on a lot of Part 150 studies, and I've never
13 had the FAA approve every one of the measures that
14 we've -- that we've put forward before them.
15 Sometimes we push the envelope a little bit, right?
16 To -- to -- to help out.

17 They're also responsible for implementing any
18 noise abatement flight procedures. If we come up
19 with, "Hey, you know, we should change the way
20 aircraft depart out of here," if that's a viable
21 thing, the FAA has to implement that, okay? And
22 then again, they fund those -- those other eligible
23 measures, right? This is -- this is where you all
24 come in, right? Your responsibilities. You provide
25 planning and -- and zoning regulations for the areas

1 around the airport. FAA cannot tell you how to
2 plan, how to zone, anything. They do not have that
3 authority. That authority rests with you guys. So
4 any sort of measures that we say, "Hey, could City
5 of Westminster make these changes? You would be the
6 entity that would say, "Yeah, yeah sure. We can do
7 it," or "No, we're not going to do it," right?
8 That's your decision. But -- but we -- if we
9 identify those things, we would work with you to see
10 if they're implementable, okay?

11 And then finally, the community and airport
12 users. You know, there's a lot of people that use
13 this airport. There's a lot of people in the
14 community. They are going to have opportunities for
15 -- for providing input. One focus group we have is
16 for airport users is -- another one is for the
17 community as well. And then we have the public open
18 house. So we're -- we really do hope we get a lot
19 of input as part of the process.

20 So how's it conducted? The first thing we do
21 is data analysis, and we've been doing that for
22 quite a few months, collecting a lot of data
23 associated with what we need in order to do the
24 noise contours. We -- we do the noise modeling. We
25 have to use the FAA-approved model. It's called

1 AEDT. It stands for Aviation Environmental Design
2 Tool. We are on version 3-golf of that tool. They
3 update it on a regular basis. 4-alpha is in beta
4 testing, right? And -- but we will always use 3-
5 golf because that's what's approved right now as we
6 are starting the process. Even if 4-alpha becomes
7 available, we will have to stay with 3-golf. So
8 want everybody to understand that as well. I talked
9 a little bit about forecasting. That's forecasting
10 for future aviation activity, and the FAA will --
11 will give us the approvals for that. The noise
12 contour mapping -- we will do those maps and you
13 will see those maps. And then the mitigation
14 strategies and the public involvement. That's all
15 part of the process.

16 Oh, I'm sorry. Go back one more because I
17 really want to talk about that. So we started this
18 in fall of 2024. As I said, we were doing a lot of
19 data analysis, comparison and such. They usually
20 take two to two and a half years to complete. This
21 is not an overnight sort of process. So you know,
22 your -- your involvement is not going to end today.
23 It's going to continue on for quite some time.

24 All right. So we have the two phases. Phase
25 one is the noise exposure map and the FAA's

1 acceptance of that noise exposure map. And one of
2 the things that's really important, where you guys
3 are also going to have a role, is looking at the
4 land use map and I -- I'll talk about that in just a
5 second. And then we -- and then phase two is the
6 noise compatibility program, or NCP. Once we turn
7 that in, the FAA gets 180 -- half a year to do their
8 approvals on that. So you can see why the -- the --
9 the process kind of gets elongated as a result. All
10 right. So phase one is a noise exposure map, and it
11 consists of all the existing conditions here at the
12 airport and the future conditions. I talked about
13 AEDT. It's important to realize that all the
14 parameters that go into this -- we look at every
15 aircraft that operates and the type of engine that
16 an aircraft has because that has a different noise
17 profile associated with it. We look at how many
18 operations exist for that particular aircraft. So
19 when we talk about that -- that's the fleet mix.
20 The mix of the whole fleet of aircraft that exist
21 here at the airport, the number of aircraft
22 operations. We look at stage length. If you climb
23 further, you take on more fuel, you're heavier, you
24 don't -- you don't climb as fast as you're going
25 out. That's important for us as well because a

1 heavier aircraft is actually going to sound louder
2 on the ground than a lighter aircraft. You know, on
3 that one particular operation. We look at time of
4 day, which I've already talked about with respect to
5 the nighttime.

6 And then we have flight tracks. Where do
7 aircraft fly? How do they fly? Which runways are
8 they using? We do something called runway-use
9 percentages. How many aircraft take off on 1-2-left
10 v. 1-2-right? And because the wind matters, there
11 will be different percentages for each runway end in
12 terms of their departures and their arrivals. Land
13 use inventories, that's the other important thing.
14 So we have gathered all the GIS data for all the
15 communities. We've combined them into one map. And
16 then Alex and Wes have gone out for an entire week,
17 driving every street in our area to verify. And
18 they made a lot of changes to -- to that because
19 development has occurred since some of the -- those
20 GIS maps were prepared.

21 One of the things that we're going to ask of
22 you is we're going to show you those land use maps.
23 We want you to look at them and tell us if we're
24 correct or not. That's going to be important
25 because if we've gotten something incorrect, we want

1 to know that because we don't want to say, "Hey,
2 there's an incompatible land use here when there's
3 not," or vice versa, right? So -- so we're going to
4 -- we're going to rely on you to provide us with
5 that -- with that eagle eye on -- on our maps.

6 Okay. And then the NCP, that's just all the
7 actions, all the measurable things we can do. The
8 recommendations. And that NCP has to -- for each
9 recommendation, we have to have a schedule for
10 implementation, who's responsible for implementing
11 it, and where's the funding coming from to do that
12 implementation. And as I said, the FAA reviews
13 those and they -- they do their record of approval
14 and that's -- that's where they either give the
15 approval or disapproval of each one of those
16 particular measures. So our objectives here when we
17 get to the NCP is to -- if we have incompatible land
18 uses, we want to get ideas. What can we do to help
19 mitigate? What things can we implement? So we're
20 going to gather information from everybody that's
21 involved to help us come up with those ideas. And
22 again, we've done a lot of these, and we can provide
23 kind of, you know, here's are things that have
24 worked before, but we're going to want that input
25 from folks. And -- wow --

1 MS. BARROW: Sorry.

2 MR. FULL: You're trigger-happy.

3 MS. BARROW: Sorry.

4 MR. FULL: But one of the things we have to do
5 is we have to determine the effectiveness of each
6 measure. What is -- what's it going to get us? If
7 it costs, you know, \$200 million to -- to implement,
8 and it only deals with, you know, two homes is that
9 really, you know, a good use of the FAA's money?
10 I'm going to tell you right now, they will
11 disapprove something like that, right? So we have
12 to think about it in terms of meeting local needs,
13 as well as the National Air Transportation System.
14 And we have to make sure that it can be
15 implementable in FAA guidelines.

16 Okay. You can go now. So I want to give you
17 some examples of mitigation strategies. You know,
18 there's the criteria that we -- we use and we'll get
19 into that in more detail when we get down to that.
20 But I want you to understand that there are things
21 like operational procedures. I talked about
22 changing flight paths. We could do something called
23 a displaced threshold. And that's where, you know -
24 - where aircraft are actually really taking off from
25 on the runway? Different runway taxiway

1 configurations. Would that work? Could we do
2 preferential runway use during certain times of the
3 day, will that work? Will that make a difference?
4 So we think of operational procedures and this is --
5 when we do this and if we come up with this, we're
6 going to have to show what that difference is so the
7 FAA can see, well, what does that do? How -- how
8 does that shrink the contour or change the contour
9 to the benefit of the community? So we'll have to -
10 - to look at that. We look at administrative
11 measures. What could the airport do
12 administratively to help out with respect to -- to
13 this? A lot of those really have to do with the
14 noise monitoring system, having a noise hotline,
15 those sorts of things associated with this. And
16 then the land use measures, which -- which you all
17 will be more involved with is what can we do within
18 your community to promote compatible land uses
19 around the airport?

20 All right. So you have this as well. These
21 are the sources. You have a packet there that --
22 that shows that, QR codes that'll get you to where
23 you need to go on those. If you want more
24 information about any of the things I've been
25 talking about, you can definitely go to these -- to

1 these websites and get that information. Some of
2 them are intimidating. They're very long and
3 there's a lot of pages associated with it, but
4 they're -- but they really are -- are good
5 information. And I will say that the -- the -- the
6 two on the left here are kind of more our Bible.
7 Those are the ones we use more as part of the
8 process. All right. I have -- I've been talking
9 now for what? 35 minutes? Let me stop and see if
10 anybody has any particular questions. Yes, David.

11 MR. GERMAN: So the name of all this is -- is
12 Noise and Land Use Compatibility?

13 MR. FULL: Yes.

14 MR. GERMAN: Is land use compatibility a
15 function only of the effect of noise? And the
16 reason I ask that is, for example, our GIS maps in
17 Westminster also deal with critical areas like, you
18 know, from either end of the runway, pilots not
19 quite making it or falling short and landing in a
20 building or --

21 MR. FULL: Yeah. Yeah.

22 MR. GERMAN: So that kind of compatibility or
23 just noise?

24 MR. FULL: It's just noise. That's a -- safety
25 is -- is a different issue entirely. I -- I'm glad

1 you -- but you have things maybe off the end of the
2 runway for safety purposes. That's really good.
3 But yeah, no, it is really just about noise for our
4 purposes here. Now, I will also say that they go
5 hand in hand, right? So you know, if -- if right
6 off the end of the runway is going to be the
7 noisiest place off airport, right? And so that --
8 if you put residential uses there, you know, not
9 only is it a safety issue, it's probably going to be
10 a noise issue as well. So they kind of go hand in
11 hand, but we don't -- the only thing we think about
12 with respect to safety, is that any of the
13 recommendations we make cannot compromise the safe
14 operation of the airport. Yeah. Ben.

15 MR. MILLER: I'll -- I'll just add on to that.

16 MR. FULL: Yeah.

17 MR. MILLER: Because you guys, sometimes, get
18 referral comments from me. We had an environment
19 land use plan that was done as part of our last
20 master plan in 2011. When we redo that master plan,
21 probably in two years, we'll expect to do a new land
22 use component to that, which if -- if it changes
23 anything about those areas you just referenced, like
24 critical zones, it would be addressed then probably.

25 MR. FULL: Okay. Does that help, David?

1 MR. GERMAN: Sure.

2 MR. FULL: Okay. Yeah. Shelby, please.

3 MS. DONOHOE: You mentioned noise hotlines, and
4 I feel like this is a really specific question, but
5 I just found that interesting.

6 MR. FULL: Do it.

7 MS. DONOHOE: Is there action taken from a
8 noise hotline or is it a complaint system?

9 MR. FULL: Depends on the airport.

10 MS. DONOHOE: Okay. Got it.

11 MR. FULL: Yeah.

12 MR. GERMAN: Yeah. No. No.

13 MR. FULL: Yeah. Some airports have very -- I
14 would say a very robust noise programs that -- you -
15 - you call that hotline, and they get back in touch
16 with you and tell you, "Why did you hear that?" Was
17 that -- you know? Because in -- in a lot of cases,
18 a lot of the people who -- who call the noise
19 hotline have it on speed dial because every time
20 they hear a plane, they -- they do it, right?
21 Because they just want them to know, "Hey, I'm --
22 I'm annoyed," right? But the ones that -- that
23 don't do it very often, they say, "Oh my God, that
24 was really loud. Is there something going on that I
25 should have known about?" Those are the ones that

1 you really follow up on and say, "Oh yeah, we had an
2 issue and the pilot, you know, pilot was in an
3 emergency," or you know, whatever it was. So it can
4 be used in a variety of different ways. But to --
5 it is a way to have a community interface with
6 respect to -- to concept of noise.

7 MS. DONOHOE: Okay. Interesting.

8 MR. FULL: Yeah. Yeah.

9 MS. STAVROS: I have a question.

10 MR. FULL: Yes, Renae.

11 MS. STAVROS: So the study is not a requirement

12 --

13 MR. FULL: Correct.

14 MS. STAVROS: -- of the FAA, but the airport
15 has chosen to go through this process --

16 MR. FULL: Correct.

17 MS. STAVROS: -- as part of, like, future
18 planning or for what purpose?

19 MR. FULL: Yeah. Great question. Great
20 question. And it's one that I'm not comfortable
21 answering because I didn't make the decision. It
22 was asked at a different focus meeting and we're
23 prepared -- and we're -- we've asked the airport
24 director, Eric, to provide us with an answer, and so
25 we'll put that in the meeting summary as well.

1 Unless, Ben, you want to do it.

2 MR. MILLER: My perception as someone who's
3 been here six years is this was a frequent request
4 of the -- of surrounding communities and actually
5 two U.S. House of Representatives. We knew it was
6 an expensive study. So it hadn't become a priority
7 for the airport to amend its CIP to do it. But then
8 the FAA recently notified us we'd be eligible for a
9 separate grant to perform this study. And so they
10 are funding -- I think it's 90 or 95 percent of the
11 costs. And so at that point we're like, "All right,
12 let's do it." You know, it'll respond to the
13 community, and as David laid it out, kind of let us
14 understand the component of noise better. So that's
15 why we're here now.

16 MR. FULL: Yeah. Okay. Other questions? Go
17 ahead, Renae, please.

18 MS. STAVROS: Another one.

19 MR. FULL: Yeah, absolutely.

20 MS. STAVROS: So part of it will deal with
21 existing conditions --

22 MR. FULL: Yes.

23 MS. STAVROS: And then will it -- he said
24 you're doing a master plan in a couple of years. It
25 -- does it -- and -- but it also looks to five years

1 in the future?

2 MR. FULL: Yes.

3 MS. STAVROS: And then we look at different
4 mapping scenarios or something -- noise mapping
5 scenarios? Is that like --

6 MR. FULL: I -- you -- you lost me of about
7 halfway through there. I didn't quite get what --

8 MS. STAVROS: So --

9 MR. FULL: You were talking about master plan
10 and the Part 150. And --

11 MS. STAVROS: Well --

12 MR. FULL: I'm trying to make sure I
13 understand.

14 MS. STAVROS: So the Part 150, you have the
15 maps that show like where the noise is at currently.

16 MR. FULL: Correct. Correct.

17 MS. STAVROS: And then you talked about, like,
18 it looks out five years.

19 MR. FULL: Uh-huh.

20 MS. STAVROS: Like as the -- as in like what
21 future growth the airport will have in the next five
22 years?

23 MR. FULL: Yes.

24 MS. STAVROS: And what noise levels that may --
25 like what area on the map that might change?

1 MR. FULL: Right. Right.

2 MS. STAVROS: Okay.

3 MR. FULL: Yes. Yeah. So at this -- if -- if
4 -- if we were to go back and take a look at Chicago
5 Executive -- can you go back there real quick,
6 Julie?

7 MS. BARROW: Yes. Don't get -- don't get sick.

8 MR. FULL: I won't get sick. There we go.

9 MS. BARROW: Okay. There.

10 MS. FREDERICK: Close your eyes!

11 MR. FULL: So what was fascinating about this
12 airport? Is that they have -- they have three
13 runways as well. Theirs -- theirs is in this sort
14 of weird pattern, right? They never used 6-2-4. It
15 still was operational. It got about 1 percent of
16 all aircraft traffic on that runway. And in their
17 future plans, they're closing it down. They don't
18 need that runway anymore. So when we did the future
19 condition for this, we took that into account. Now,
20 if the -- the airport was to say, "You know what?
21 We're not going to have three runways anymore.
22 We're only going to have one, you know, in the
23 future." Ben don't -- don't have a cow, okay? I'm
24 just -- if that were to happen, then we should be
25 modeling it as if that does happen so -- so that we

1 know what that would be.

2 MS. STAVROS: Okay.

3 MR. FULL: Okay? Does that help? I hope I

4 --

5 MS. STAVROS: Yeah

6 MR. FULL: -- answered your question.

7 MS. STAVROS: Yeah. That's fine. Yeah.

8 MR. FULL: Okay. Other? Yeah, David.

9 MR. GERMAN: You mentioned early on that this
10 airport is a reliever --

11 MR. FULL: Uh-huh.

12 MR. GERMAN: -- your term, for DIA?

13 MR. FULL: Yes.

14 MR. GERMAN: What does that mean in real terms?

15 MR. FULL: Oh.

16 MR. GERMAN: What -- what kind of planes can we
17 land here?

18 MR. FULL: Ben, do you want to take that one as
19 terms of -- of what planes you can land here?

20 MR. MILLER: We can accommodate a wide range of
21 aircraft. Though I guess the primary difference
22 between us and like, Denver itself is they -- they
23 receive their scheduled air carrier service, you
24 know? And so anything that's not that is -- they
25 prefer with -- either come to us or Centennial or

1 Front Range. We're the three reliever airports in
2 the Denver area, so that, you know, the Uniteds,
3 Frontiers, and the Southwests aren't, you know,
4 facing delay or competing for gates or airspace time
5 at Denver.

6 MR. GERMAN: I see.

7 MR. FULL: And also, if -- if something were to
8 happen at Denver and an aircraft needed to be
9 diverted, it could be diverted here. Doesn't happen
10 very often, though, does it, Ben?

11 MR. MILLER: Yeah.

12 MR. FULL: Yeah.

13 MR. MILLER: Correct. But --

14 MR. FULL: I've flown into Denver, and I got
15 diverted and I ended up in Scottsbluff, Nebraska.
16 You know, I mean, that's -- that was where I could
17 go. And I -- another time I had to go to Colorado
18 Springs. You know, that -- that can happen if
19 there's a weather event, you know, at DIA and you're
20 up in the air. You got to come down someplace,
21 right? So those -- those -- those what -- that's
22 what happens, this -- this could be a place where
23 that occurs, but they generally like to go to other
24 commercial service airports if it's a commercial
25 aircraft.

1 MR. MILLER: We're weight restricted in terms
2 of some aircraft, especially if it was fully loaded
3 with hazards and fuel that might be -- exceed the
4 weight-bearing capacity of our runways. But that's
5 kind of the main consideration for us.

6 MR. FULL: Yep. Other questions? Actually, I
7 want to -- I want to talk about one thing because
8 other people have asked this question, but you guys
9 haven't and I think it's important to understand, is
10 people said, "Well, why don't you just put
11 microphones out there? And that'll tell you how
12 much noise you have." There's a -- there's -- there
13 are reasons why we don't do that, why we don't go
14 out and measure noise in the community. We talked
15 about it being a year-long study, right? You'd have
16 to have that microphone. Those noise measuring
17 equipment out there for an entire year. That's a
18 long time to -- to have it out there. And will it
19 work the entire year? Will something happen to that
20 equipment, right? The other thing is that that
21 equipment is not just going to measure aircraft.
22 It's going to measure the guy mowing his lawn, or
23 car backfiring, or kids playing, or you know,
24 somebody who has kids who are in a rock band in
25 their garage.

1 You know, you -- you -- it's going to pick up
2 all the noise in the neighborhood, and you're not
3 going to be able to separate out what is the
4 aircraft noise. And when you go out and you do a
5 measurement, yeah, you can go out and say, "Hey,
6 look, that aircraft flew over my house and it was at
7 95 decibels." Understood. But since the DNL is an
8 average, it's not just that aircraft noise, but it's
9 the quiet period as well that gets -- that get put
10 into that average. So that's why noise measurements
11 just are not practical for what we do and what --
12 and in fact, the FAA forbids us from doing it as
13 well for those particular reasons. So I think
14 that's important for people to know as well.

15 Did I -- did I forget anything, Julie, Alex,
16 Wes? No? Okay. Also in your packet are comment
17 forms, right? So if you feel like giving us a
18 comment today, writing it out today and giving it to
19 us, happy to take it. If you want to just take it
20 back and think about it and write us a comment,
21 happy to have that. And we have instructions of
22 where you can -- how you can provide that to us.
23 We'd like for you to keep it on that form. And the
24 reason for that is we need to be able to report to
25 the FAA where comments came from. So because you're

1 part of a focus group, we want to keep your -- all
2 your comments in one place, okay? So when we get
3 public comments, they'll be in a, you know,
4 different place. We'll consider everything. But
5 it's good for the FAA to know where things came from
6 as part of the process. All right. Yeah. Go
7 ahead, Renae.

8 MS. STAVROS: I didn't pay attention,
9 obviously. How frequently are we meeting and what
10 is, like, the time -- the project time --

11 MR. FULL: So we will -- we were -- we won't
12 have -- let's see -- how many -- we have --

13 MR. MILLER: Five.

14 MS. BARROW: Five.

15 MR. FULL: Five. We have five total meetings
16 over that two and a half year period, okay? We will
17 -- for the next one, we are going to do our level
18 best to give you three, four or five weeks notice
19 ahead of the next one. We want to get to a good
20 point in the process to be able to give you the next
21 set of information that you can use, okay? And at
22 that time, we'll also have things that we will give
23 you. I told you about your homework, right? Things
24 that you can -- can look at prior to those meetings
25 as well. All right? And when we do that, we will

1 do all the various focus group meetings the same day
2 or every, you know, within -- within the same week
3 sort of thing. Okay? So yeah, that -- that's going
4 to happen. And then we will have --

5 MS. BARROW: Does this time work?

6 MR. FULL: Oh, yeah. That's the other thing.
7 Thank you, Julie.

8 MS. BARROW: Uh-huh.

9 MR. FULL: We set it up for 3:00. Is that a
10 good time for this group? Is that -- does that work
11 for you? Do you all get to go home now?
12 Afterwards? Okay.

13 MS. FREDERICK: That was the intention, right?

14 MR. FULL: That was the intention, right? So
15 if that's good, we will -- we will keep it at a 3:00
16 if that's good with everybody. Okay. Very good.

17 MS. BARROW: Good.

18 MR. FULL: Thanks.

19 MS. BARROW: Uh-huh yeah.

20 MR. FULL: For reminding me of that.

21 MS. BARROW: Yep.

22 MR. FULL: And one of the things I pledged is
23 that we'd end on time and look at that. I -- I've
24 given you 11 extra minutes to get out of here. So -
25 -

1 MS. FREDERICK: Actually I --

2 MR. FULL: Okay. No, go, Summer, please.

3 MS. FREDERICK: Sorry. Quick question.

4 MR. FULL: Yeah.

5 MS. FREDERICK: And --

6 MR. MILLER: Take 11 minutes, please.

7 MR. FULL: Take 11 minutes.

8 MS. FREDERICK: And the -- you mentioned that
9 the airport has to be open 24 hours?

10 MR. FULL: Yeah.

11 MS. FREDERICK: What -- are there, like,
12 structure to those 24 hours? Is it just open? Any
13 plane can land at any time? You know? Does it mean
14 that only certain types of planes can land after
15 10:00 or --

16 MR. FULL: Yeah.

17 MS. FREDERICK: -- anything like that?

18 MR. FULL: That -- that's a really, really good
19 question. The -- the general answer is any plane --

20 MS. FREDERICK: Okay.

21 MR. FULL: -- can land at any time. There are
22 -- and the other -- and I will tell you is there are
23 airports in this country that do have some
24 restrictions, but they are grandfathered in.

25 MS. FREDERICK: Yeah.

1 MR. FULL: And no airport has -- has been
2 successful in changing that. So don't -- don't
3 think that's going to be a recommendation that we're
4 going to be able to do. I'm going to really steer
5 you away from -- from that, okay? Yeah. Alex, do
6 you have a question?

7 MR. PHILIPSON: That -- sign the operating --

8 MR. FULL: Oh, yeah. Signing the operating
9 thing. Nick, you came in just a little late. We
10 would -- not the -- not the sign-in sheet, but you
11 should have, in your packet -- yeah. One of them is
12 one you can take and the other one is one we'd like
13 for you to sign and turn in today.

14 All right? Well, thank you for your time.
15 Appreciate it. We'll see you sometime in the,
16 hopefully, not-too-distant future where we'll have
17 another meeting. And if you -- you know, if you
18 come on July 10th, I'll be happy to see you there as
19 well. But let others know if -- in your community,
20 if people have been asking about it, just tell them
21 to -- to show up. We're -- this is going to be a
22 lot of the same information we're going to give to
23 the public. We're going to have boards around a
24 room so they can come and go as they please and be
25 able to talk to any one of us about any of the

1 issues that -- that are of concern to them.

2 MS. STAVROS: Is that online somewhere? Where
3 -- where is the information on that?

4 MS. PEACOCK: There's an invite in your packet.

5 MR. FULL: In -- in your packet. You have that
6 as well, hopefully.

7 MS. STAVROS: Yes.

8 MS. PEACOCK: And you'll be getting an E-blast
9 in the next couple of days.

10 MR. FULL: Where did that go?

11 MS. STAVROS: Learn more?

12 MR. PHILIPSON: This one. There. Right here.
13 Right there.

14 MS. STAVROS: Oh, I missed that.

15 MR. FULL: Yeah.

16 MS. PEACOCK: That's all right.

17 MS. STAVROS: The last page. Of course.

18 MR. PHILIPSON: Yeah. We got a lot. We
19 crammed a lot in there.

20 MR. FULL: Yeah.

21 MS. STAVROS: Got it.

22 MR. FULL: We put a lot in there for you, but
23 yeah. And take that back with you. And you know if
24 you want to put it up on a bulletin board at your
25 office, that's fine, too. We're happy for you to

1 give us a little free advertising for -- for that
2 open house.

3 MR. PHILIPSON: And we have a few more of those
4 comment sheets if anyone needs an extra or wants an
5 extra.

6 MR. FULL: If you have a lot of comments.

7 MR. PHILIPSON: Yeah.

8 MR. MILLER: I would say a number of your
9 communities do a great job communicating. Like, I
10 know our airport advisory board, through any type of
11 events we have out here. So to the extent your, you
12 know, communication teams can put the word out about
13 the open house, we appreciate it.

14 MS. PEACOCK: We'll be sending out a social
15 media type kit, a toolkit is what we call it, and
16 that will have posts that you can post or things you
17 can put on your community websites or your town and
18 county.

19 MS. STAVROS: Sending that to whom?

20 MS. PEACOCK: Sydney will be sending it out to
21 all of the -- or the surrounding counties. And if
22 you'd like, we can put your name on a list so it
23 comes to you.

24 MS. STAVROS: Can I put a person's name on the
25 list?

1 MR. FULL: Sure.

2 MS. STAVROS: Not mine.

3 MR. FULL: Yeah. You like this person, right,
4 Renae?

5 MS. PEACOCK: Yes, you can.

6 MR. FULL: Yeah, absolutely.

7 MS. PEACOCK: Yeah.

8 MR. FULL: Absolutely.

9 MS. PEACOCK: If you want to write it down on
10 the comment sheet, you can.

11 MS. STAVROS. Oh, I can do that. Sure.

12 MS. PEACOCK: And we'll -- we'll keep it.

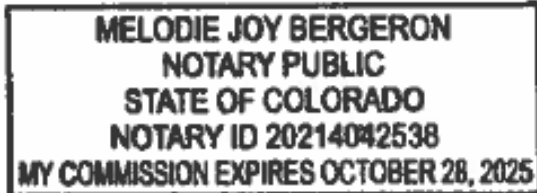
13 MR. FULL: All right. Again, thank you so much
14 for coming. Appreciate it. And we'll see you soon.
15 Have a good rest of your Wednesday.

16 (Meeting concluded at 3:53 p.m. MT)

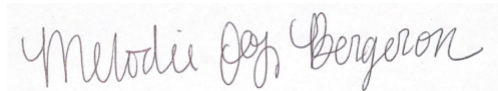
1 CERTIFICATE OF REPORTER

2 STATE OF COLORADO

3
4 I do hereby certify that the said matter was reduced to
5 type written form under my direction, and constitutes a
6 true record of the recording as taken, all to the best
7 of my skill and ability. I certify that I am not a
8 relative or employee of either counsel, and that I am in
9 no way interested financially, directly or indirectly,
10 in this action.



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MELODIE BERGERON,

COURT REPORTER / NOTARY

COMMISSION EXPIRES ON: 10/28/2025

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