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COMMUNITY MEMBER FOCUS GROUP MEETING

DATE:

June 10, 2025



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ROCKY MOUNTAIN METROPOLITAN AIRPORT
PART 150 NOISE AND LAND USE COMPATIBILITY STUDY

COMMUNITY MEMBER FOCUS GROUP MEETING

DATE: JUNE 10, 2025

REPORTER: MELODIE BERGERON

APPEARANCES

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Also Present:

Allan Mendelowitz, Area 1

David Feineman, Area 2

Anne Letinsky, Area 3

Jana Easly, Area 4

Laura Vial, Area 7

Robert Stephens, Area 8

David Full, RS&H Team

Julie Barrow, RS&H Team

Wes Lickus, RS&H Team

Alex Philipson, RS&H Team

Sydney Boyd, Public affairs, and Communications

Specialist at Rocky Mountain Metropolitan Airport

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STIPULATION

The meeting was held at ROCKY MOUNTAIN METROPOLITAN AIRPORT, 11755 AIRPORT WAY, FLATIRONS ROOM, BROOMFIELD, COLORADO 80021 on TUESDAY the 10TH day of JUNE 2025 at approximately 6:00 p.m.

PROCEEDINGS

MR. FULL: So first of all, welcome. Thank you for being here. Thank you for agreeing to participate in the Part 150 Study. We have an agenda for tonight. We'll do some introductions. I'll talk about the operating framework, but the big part of tonight is really Number 4. Item Number 4. I'm going to be throwing out a lot of information for you with respect to a Part 150 Study, okay? And poor Melodie here, she thinks I talked too fast, but I have a lot to say and a lot of things for you to understand. That's part of the part 150 process. I will say that if you have a particular question, please interrupt me. I'm fine with that. We will have an opportunity at the end to ask questions as well, okay? If something I say just doesn't make sense to you or you need more clarification, just let me know, okay? So the first thing is introductions, we're going to start with RMMA staff, and that's Sydney in the back. So Sydney, if you could start with us, please.

MS. BOYD: Hello. My name is Sydney. I'm the Public Affairs and Communications Specialist to be here for -- I'm not here to join in. I'm just here

1 to observe and then if you needed me, I guess.

2 MR. FULL: Yeah. Perfect. Perfect. And then
3 I thought we --

4 MS. BOYD: Thank you for participating.

5 MR. FULL: Yes. Thank you, Sydney. The
6 introduction of the consultant team? I'll start.
7 My name is Dave Full. I work for RS&H, and I'm the
8 designated project manager for this consultant team
9 and I -- one of our things is we always silence our
10 phones and one of my consultant members did not do
11 that. So And let's go around. Julie, why don't you
12 go next?

13 MS. BARROW: Hi. I am Julie Barrow. I'm
14 located here in the Denver office for RS&H and
15 Dave's right-hand lady.

16 MR. FULL: Okay. Alex?

17 MR. PHILIPSON: I'm Alex Philipson also here in
18 the Denver office working on the RS&H team doing a
19 lot of the technical work.

20 MS. EASLY: Okay. I -- oh. Go ahead.

21 MR. FULL: No. No. I'm -- we'll get to you in
22 just a second again.

23 MS. EASLY: I'm just going round to you.

24 MR. FULL: Yeah. Now, Wes?

25 MR. LICKUS: My name is Wes Lickus. I'm also

1 with the RS&H team at Denver but assisting with
2 mapping assessments.

3 MS. PEACOCK: I'm Sarah Peacock. I'm with the
4 team doing public outreach.

5 MR. FULL: Okay. And then Melodie, can you do
6 this as well?

7 THE REPORTER: I'm the court reporter. So my
8 name's Melodie. Yeah.

9 MR. FULL: And you'll see that at every
10 meeting; we will have a court reporter. We need to
11 make sure that we have recorded everything that
12 happens in the meeting because the FAA requires us
13 to do that. All right? So now, Jana --

14 MS. EASLY: Oh.

15 MR. FULL: -- we'll go to you and I'd love to
16 know what community you're representing.

17 MS. EASLY: Sure. I'm Jana Easly, and I'm a
18 resident in Unincorporated Jefferson County Round
19 98th and Old Bloomsburg.

20 MR. FULL: Okay. Very good. Thank you.
21 David?

22 MR. FEINEMAN: I'm Dave Feineman. I live in
23 Broomfield off that edge of the runway --

24 MR. FULL: Okay.

25 MR. FEINEMAN: -- kind of thing --

1 MR. FULL: Okay.

2 MR. FEINEMAN: -- in a community called Sky
3 Stone. So 108 and North Sims kind of thing.

4 MR. FULL: Okay.

5 MR. FEINEMAN: But across the street from my
6 house is Westminster and going the other way up the
7 hill is Superior.

8 MR. FULL: Okay.

9 MR. FEINEMAN: So it's like we have adjoining
10 interest kind of.

11 MR. FULL: Sure. Sure. But you are -- you are
12 in Broomfield, right?

13 MR. FEINEMAN: Absolutely.

14 MR. FULL: Okay.

15 MR. FEINEMAN: You have to cross the street in
16 order to get to Unincorporated Jefferson County --

17 MR. FULL: Okay.

18 MR. FEINEMAN: -- or into --

19 MR. FULL: Perfect.

20 THE REPORTER: Okay.

21 MR. FULL: Perfect. Thank you, David. Anne?

22 MS. LETINSKY: My name is Anne Letinsky, and I
23 live in Westminster, although of the 100th and
24 since.

25 DIRECT EXAMINATION

1 BY MR. FULL:

2 Q. Okay. Very good. Laura?

3 MS. VIAL: Laura Vial. I am a resident in
4 Broomfield, just down the hill as well at Summit at
5 Flatirons, literally across the street from
6 Superior.

7 MR. FULL: Okay.

8 MS. VIAL: Just out right over there.

9 MR. FULL: Right over there. Okay. Perfect.
10 And Robert?

11 MR. STEPHENS: Robert Stephens. I'm a resident
12 at Superior sort of Central Rock Creek.

13 MR. FULL: Okay.

14 MR. STEPHENS: Near Circle Park, if you --

15 MR. FULL: Okay. Very good. Very good.

16 MS. LETINSKY: What -- what's RS&H?

17 MR. FULL: Oh, that's the name of our firm.

18 MS. LETINSKY: I'm sorry. I --

19 MR. FULL: That's okay. No. That a perfect
20 question.

21 MS. LETINSKY: What does it stand for?

22 MR. FULL: So well, it is just called RS&H now.

23 MS. LETINSKY: Okay.

24 MR. FULL: When we were started in 1941, it was
25 the last names to the three people who started the.

1 MS. LETINSKY: Got it. Yeah.

2 MR. FULL: Reynolds, Smith, and Hills.

3 MS. LETINSKY: Got it.

4 MR. FULL: It was what it was originally known,
5 but we've rebranded ourselves and we're just RS&H,
6 okay? Thank you. All right. So what we have here
7 are the roles of the different focus groups that are
8 occurring. So as part of your role being on the
9 focus group, there are some expectations associated
10 with that. So you have to understand that we will
11 start and end meetings on time. So it is important
12 for you to get here on time. We do want you to
13 participate. We want you to understand. We want
14 you to ask questions, because this stuff is not
15 something the general public knows anything about.
16 And so we really want you guys to be able to
17 understand it and help inform your neighbors and
18 others about the process.

19 We want you to be able to articulate your
20 interests. We -- that is part of the process. We
21 want your input. And so we're hoping that you're
22 not going to be shy and that you will ask questions.
23 You will provide input and you'll have many
24 opportunities to do that throughout the Part 150
25 Study process. The other thing is you need to

1 listen to other points of view. Not everybody may
2 agree on everything. And so I've done many part 150
3 studies throughout the country. I will tell you
4 there's not always agreement. There's -- in fact,
5 there's always a disagreement on some issue and
6 that's okay. We need to have that and we need to be
7 able to discuss those things. So opening discussing
8 that, but respecting other people's points of view
9 is really important part of this. We're going to --
10 much later on in the process, we're going to ask you
11 to help us generate measures that we could have
12 implemented around the airport. And I'll get into
13 that in a little more detail when I go through it.
14 And again, the last one here is just to keep your
15 community informed as part of the process. The part
16 of us, the study, consultant team.

17 Are you here for the Part 150 meeting?

18 MR. MENDELOWITZ: No.

19 MR. FULL: No. Okay. But okay. Thanks. So
20 our job here is to facilitate these meetings and to
21 start them on time, to end them on time, to make
22 strategic suggestions as appropriate, as part of it.
23 We will develop all the agendas for the meeting. We
24 also we have a court reporter, Alex and Wes are also
25 taking notes. We're going to share with you the

1 meeting summaries as well, so that you have a copy
2 of that. That's not just for you. We're required
3 to do it as well for the FAA so they know what's
4 happening in these various focus groups. And there
5 are three different focus groups that are being
6 convened as part of this. You will also get the
7 meeting summaries from the other focus groups. So
8 you are aware of what is discussed in those
9 particular focus groups as well.

10 We are going to be impartial. This is not for
11 us to tell you what has to be done. It's for us to
12 listen and implement things that can be implemented,
13 okay? So we don't have -- you know, in a in a lot
14 of respects, we don't have any skin in the game,
15 right? We're here to facilitate the process and
16 make sure that we meet all the FAA requirements
17 associated with that process. We will have
18 discussion guidelines associated with it. You all
19 got that operating framework, I think ahead of time.
20 And you actually have that in your packet. We would
21 like for you to sign that tonight so that we --
22 because the FAA will want a copy of those operating
23 agreements that you have signed. And it just -- and
24 you know, it's just kind of a be a good person while
25 you're here in the meeting is really what that's

1 really all about. We will provide opportunities for
2 you to give us constructive, substantive options
3 associated with the work that we're doing as well.

4 And then the role, I think we have the next
5 one, Julie. Thank you. The role of the airport,
6 what are they going to do here? Well, they're
7 supposed to listen. That is their job is to listen,
8 it's not to tell you what's going to happen. Their
9 job is to listen as part of this process. And if
10 you have particular questions that the airport can
11 answer, their job is to help answer those questions
12 in a timely manner. And that's going to be part of
13 it. If somebody asks a question tonight and I don't
14 know the answer and Sydney doesn't know the answer,
15 we have to find that answer for you. And we will do
16 that as part of the process. Their job also is to -
17 - is to review all the meeting summaries that occur
18 and make sure that we are getting out those meeting
19 summaries as quickly as possible for everybody.

20 So the meeting and discussion guidelines, I've
21 kind of talked about these to we will begin
22 promptly. Hi.

23 MR. MENDELOWITZ: Hi. My apologies.

24 THE REPORTER: It's okay.

25 MR. MENDELOWITZ: Finding it wasn't that easy.

1 MR. FULL: Oh, I'm sorry. And you are?

2 MR. MENDELOWITZ: I'm Alan Mendelowitz.

3 MR. FULL: Oh, Alan. You're over there and
4 just watch the cords. I don't want you to trip
5 there, okay? So one of the things I will do is
6 facilitator. If you do have a question, don't shout
7 it out. Just signal me. I'll find you, okay?
8 Because again, we have a court reporter and it's
9 much easier for her to do her job if we only have
10 one person talking at a time, okay? So I ask that
11 of you and to also just -- you also should be
12 listening to each other as well so that you can hear
13 those different viewpoints that may occur. We also
14 ask for no side conversations. And again, that's
15 for the court reporter. Don't want to -- don't want
16 to be disruptive from that. This one here, Sarah,
17 what's that say something about ensuring cell phones
18 are kicked off.

19 MS. PEACOCK: Yeah. But some people just want
20 to set an example.

21 MR. FULL: There you go. Thank you. I
22 appreciate that. I appreciate that. The other
23 thing is that, you know, again, we're going to have
24 limited time, so we want your comments to be
25 substantive, but as brief as possible, make sure we

1 get it. And if -- and say, Robert says something
2 and Anne agrees with it, Anne, all you have to do is
3 say, I agree with what Robert said and we're good
4 with that, okay? Unless you have something to add,
5 but repeating things that doesn't make it more
6 important, it just takes some time. Does that make
7 sense? I hope everybody understands that. Okay.

8 And then we want you to stay focused on the
9 Part 150 Study. We know there's a lot of other
10 stuff that happens here at the airport, but this
11 process is just about the Part 150 Study, okay? So
12 we want you to be really focused on that as well.
13 And we'll try to resolve concerns and issues as we
14 go through. And I think you'll see that as we go
15 through this. So decision-making, who makes these
16 decisions? I don't make the decisions. You're not
17 going to make the decisions. RMA [sic] -- RMMA will
18 have the responsibility to recommend measures, but
19 the ultimate decision authority is the FAA. They
20 are the ones who control the purse and they also
21 control whether measures can be implemented, okay?
22 So it's really important for us to understand that
23 the FAA does have that power and the legislation
24 that we operate under is very specific that that's
25 where that power exists.

1 All right. So I'm going to talk about now
2 about the Part 150 Study. This is -- this is item
3 number 4, and I have a lot of things to say about
4 it, but I think it's important to start about what
5 is the airport? I want us all to have a common
6 understanding of the airport. It is the first
7 thing, and this is an FAA thing. It is designated
8 by the FAA as a reliever airport for Denver
9 International. And that means something to the FAA
10 because a reliever airport has to be available for
11 anything that might happen at Denver International,
12 okay? If there's some sort of weather system and
13 they're closed down, but this one is still open,
14 it's a reliever. That is what that stands for,
15 okay? It is owned and operated by Jefferson County
16 and as a federally funded public use airport, they
17 have some responsibilities. They can lease land for
18 aeronautical or non-aeronautical development, and
19 they have to be able to accommodate all sorts of
20 different interests.

21 That's what happens when they get a grant from
22 the FAA. They get money from the FAA for a variety
23 of things. Say they need to rehabilitate a taxi
24 way, that's FAA money associated with it. And what
25 it means is they sign and say, well, we have grant

1 assurances that we will do X, Y, and Z as part of
2 it. So they have some things that they have said to
3 the FAA, their pleasure to the FAA. This is what we
4 are going to do. That's important for you to
5 understand as well. There are three runways here at
6 the airport. You all probably know that. But the
7 primary runway there is runway one, two left, three,
8 zero right? It's the longest runway. And it's the
9 one that's used the most here at the airport.

10 Runway 3, 2, 1 is the shortest runway and is not
11 used all that often. And that becomes very
12 important for us. And you'll learn why in just a
13 few seconds.

14 All right. So this airport is home to a
15 variety of different businesses. It's situated as
16 you know, between Denver and Boulder. And it is --
17 it is an economic engine, if you will, for the area.
18 If you look here on the right, the Colorado Aviation
19 Impact study, they believe it contributes about
20 5,000 jobs to the area and has about 1.4 billion in
21 total economic impacts to the surrounding area. So
22 it is something that helps drive the community here.
23 So that's important for us to understand as well.
24 This airport began in 1960. It was primarily
25 surrounded by farmland at the time. Things have

1 changed since then, right? And over time, there's
2 been development that have occurred in various, you
3 know, directions from the airport itself and has,
4 you know, various communities have grown up around
5 the airport.

6 Between, what do I have, 1990 and 2023. I
7 think it's a fascinating statistic. Is that the
8 number of operations and an operation is a takeoff
9 or a landing, okay? The number of operations,
10 almost doubled between 1990 and 2023. So this is a
11 much busier airport than it was, you know, 30 years
12 ago. But --

13 THE REPORTER: I'm sorry.

14 MR. FULL: Too fast.

15 THE REPORTER: Sorry. Sorry. Sorry.

16 MR. FULL: It's okay. But also what's happened
17 is that the communities have grown. The population
18 of those communities have grown about 72 percent.
19 So there's been, you know, both of those things are
20 occurring at the same time.

21 MS. LETINSKY: I have a question question.

22 MR. FULL: Yes.

23 MS. LETINSKY: Is there a breakdown of the 98
24 percent between the 1990 and 2023 between like --

25 MR. FULL: The type of aircraft?

1 MS. LETINSKY: Yeah.

2 MR. FULL: Yeah. Yeah. We have that
3 information. The FAA maintains that information on
4 an annual basis in terms of the number of operations
5 and the type of operation.

6 MS. LETINSKY: Okay.

7 MR. FULL: Okay? And we'll -- I'll talk a
8 little bit more about that and why that's important
9 for us to know. Yeah. All right. So this is kind
10 of one of my favorite slides to talk about because I
11 want to talk about what is a Part 150 Study. But I
12 also want to talk about what it's not, because that
13 really helps level set some expectations, right? So
14 the first thing that you need to know is that is not
15 mandatory to do a Part 150 Study. It is strictly
16 voluntary. It is up to the airport to say we would
17 like to do Part 150 Study because we know we have
18 issues with respect to noise and compatible land
19 uses around our airport. It's voluntary. And
20 that's really important to know.

21 So the -- they didn't have to -- RMMA or
22 Jefferson County did not have to do this, but they
23 are doing it because they know that there are issues
24 and concerns. It is -- the Part 150 Study is part
25 of the code of Federal Aviation Regulations. It's

1 just Part 150 of that particular legislation that I
2 have written up there in from 1979. So it's been
3 around quite some time and it's a very prescriptive
4 process. It -- the -- if you read the actual Part
5 150 regulations, they tell you everything that you
6 have to do as part of the process. So it is a study
7 from which we can come up with recommendations for
8 potential mitigation around the airport. And the
9 only way that the FAA will do any funding for
10 implementation of those measures is to go through a
11 Part 150 Study, okay?

12 So that's part of that obligation, if you will
13 associated with it, but it's also designed to make
14 sure that the airport's role in interstate commerce
15 is not affected, okay? That also is part of that
16 regulation. Okay. What is it not? It's not an
17 airport master plan. It's not that at all. And so
18 we shouldn't be anticipating that we're going to
19 talk about other types of development here at the
20 airport that would come under an airport master
21 plan, okay? This is strictly a noise and land use
22 compatibility study that's prepared in compliance
23 with those fed federal regulations. And the second
24 bullet there is really important because they said
25 it is not an opportunity to close an airport. That

1 is not what this is about. So if you -- if you've
2 come into the room going, I want to -- I want to
3 close the airport, I need you to get that out of
4 your mind because that is not something that can
5 come out of a Part 150 Study.

6 It is not a process to measure or deal with air
7 quality. Almost every Part 150 Study that we've
8 done members of the community say, I'd like for you
9 to talk about, you know, what's coming out of the
10 tailpipes of these planes and how is that affecting
11 us? The legislation doesn't allow us to do that,
12 okay? So it's not an air quality study. And the
13 last one I think is really important is that it's
14 not an opportunity -- do you need that closed?

15 THE REPORTER: I'm just going to close.

16 MR. FULL: Okay. Okay. It's not an
17 opportunity to move noise from one community to
18 another. So when we get to the part where we find
19 out, do we have an incompatible land use that's
20 affected by noise? The measure that we come up
21 with, can't say, let's move it from there from this
22 neighborhood to this neighborhood. That is not what
23 we can do. So hopefully that makes sense. All
24 right. So why do -- why do the Part 150 Study
25 again? Yeah. Go ahead, David, please.

1 MR. FEINEMAN: Okay. Back when there was still
2 municipalities in this room talking about noise
3 related things, and we had a consultant who may have
4 been you come in and talk about incompatible land
5 use, okay? It was a matter of -- to be honest, they
6 showed us a map of an airport in Southern
7 California, where they had drawn a red line around
8 certain areas. Planes were not allowed to go into
9 those areas at certain times a day, which seems to
10 me like not what you just said, which is, if we're
11 not allowed to somehow say there's incompatible land
12 uses around this thing and we're going to need to
13 move the flight patterns away. What is the noise
14 and compatibility study really doing?

15 MR. FULL: Yeah. So that's a really great
16 question and you might be just a little bit ahead of
17 it for today. But let me just say that I don't know
18 what -- because I wasn't -- I didn't do that one.
19 So I don't know what they were showing you, but I
20 could think of a variety of different things that
21 may have resulted in that. Those lines could have
22 been -- you know what, those are areas that no one's
23 allowed to fly over because it's a military area or
24 it's a -- you know, there's some sort of reason.
25 And when you -- if you're a pilot and you study the

1 aeronautical charts associated with it, there are
2 certain places you are not supposed to go as a
3 result. So it could -- it could be that. The other
4 thing is and when you said Southern California, I
5 thought of a particular airport that actually is --
6 has -- is grandfathered in to certain departure
7 procedures associated with that particular airport.
8 The legislation says, we can't do that anymore. So
9 you know, it is -- there's a there could be a whole
10 variety of things and not knowing specifically what
11 it is. You know, those are -- those are just two
12 guesses right off the top of my head associated with
13 that.

14 MS. PEACOCK: And they -- and this airport has
15 never done of what?

16 MR. FULL: Nom this airport's never done that.
17 Yeah. This is their first Part 150. Yeah. So why
18 do it again? I talked about it being voluntary.
19 And again, what it does is it identifies the land
20 uses that are considered incompatible for certain
21 noise levels. And then it gives us the opportunity
22 to establish the procedures and criteria for coming
23 up with projects that might be eligible for federal
24 funding to help mitigate the -- those issues. All
25 right.

1 MR. MENDELOWITZ: Okay. Can you --

2 MR. FULL: Yeah. Go ahead.

3 MR. MENDELOWITZ: Can you give us a quick
4 example of the mitigation that requires funding?

5 MR. FULL: Can you hold off for 10 minutes,
6 because I'm going to get there?

7 MR. MENDELOWITZ: Okay. No. Because she can't
8 build a sound barrier like along a highway. So --

9 MR. FULL: And those don't really work. Yeah.
10 But yeah, I will give you some examples.

11 MR. MENDELOWITZ: Thank you.

12 MR. FULL: Okay. Yeah. So let's talk a little
13 bit about sound and noise. Sound is objective and
14 it's measurable that just, you know, it's what we
15 hear, right? I want to do a difference here. Noise
16 is unwanted sound. That's our definition of what
17 noise is, okay? And, you know, some people can find
18 certain sounds pleasant. I may not find them
19 pleasant as well, right? But if it's an unwanted
20 sound, that's considered noise. And for the
21 purposes of a Part 150 Study, we measure noise in
22 decibels, okay? And I'm going to talk a little bit
23 more about that because we have used a very special
24 metric for measuring noise. So you can kind of --
25 we've given you this sort of chart here to show you

1 kind of a range of noise that occurs.

2 And, you know, these are these are noises that
3 occur, you know, at one particular instant, at one
4 particular second, right? The duration of those
5 noises can even be something that's even more
6 unwanted. You know, if you -- if you've listened to
7 a rock band for three hours, that's a lot different,
8 right? Than listening to, you know, being inside a
9 subway train for two minutes, you probably can deal
10 with those two minutes much easier than you can
11 three hours with a rock band. So that's really
12 important. And the other thing is that noise is
13 subjective. You and I can hear the same noise
14 level. It might -- it might cause you problems. I
15 might not have a problem with that particular noise
16 level. So that makes it kind of an interesting sort
17 of problem that we have in how we describe noise
18 because everybody reacts to noise just a little bit
19 differently, okay?

20 So what is that metric we use? We call it DNL,
21 and that just stands for day night level. And the
22 FAA uses it because they found it to be the best
23 metric for us to actually measure noise and assess
24 that noise around an -- a particular airport. So
25 this noise -- this DNL is used to reflect somebody's

1 cumulative exposure to sound over a 24-hour period.
2 And it's expressed as a noise level for an average
3 day of the year on the basis of annual operations,
4 okay? So you can hear a plane going over your head
5 and it might hit 95 decibels, and that you might
6 hear it for 30 seconds. Great. What happens for
7 the another 10 minutes when you don't hear it? It's
8 the averaging of all the noise events from the
9 airport that go into the DNL. And you can see there
10 in our graphic there, the differences. You kind of
11 show that line across says, okay, here's what it is.
12 Here's what average is. There are times when it's
13 above the average. There's times when it's below
14 the average, but it's the average that counts in
15 terms of the DNL, okay?

16 MR. MENDELOWITZ: Can I make a point about
17 averages? You know, I used to teach statistics and
18 the standard response average was the guy is
19 standing with one foot in a bucket of ice water, the
20 other in a boiling bucket. But on average, he's
21 fine.

22 MR. FULL: That's correct.

23 MR. MENDELOWITZ: And average ain't what
24 measures, you know, adverse reaction.

25 MR. FULL: Understood. Understood.

1 MR. MENDELOWITZ: What you need statistically
2 is distribution, not an average.

3 MR. FULL: Okay.

4 MR. MENDELOWITZ: I mean, it's not a good
5 measure.

6 MR. FULL: Okay. Jana?

7 MS. EASLY: Just a comment.

8 MR. FULL: Yeah.

9 MS. EASLY: So it says, example.

10 MR. FULL: Yeah.

11 MS. EASLY: I am assuming this is just an
12 example of graphic --

13 MR. FULL: Yeah. Totally. Totally.

14 MS. EASLY: -- not of this airport.

15 MR. FULL: Not of this airport at all. Don't
16 even think about that. It's just an example.

17 MS. EASLY: Okay. And --

18 MR. FULL: That's all it is.

19 MS. EASLY: And then noise is sound is
20 cumulative.

21 MR. FULL: Correct.

22 MS. EASLY: So if you have road noise, you're
23 also going to have other noises. Car wash drive
24 through whatever the other noises are. It's
25 cumulative, correct?

1 MR. FULL: Yes. But we don't measure it that
2 way --

3 MS. EASLY: Okay.

4 MR. FULL: -- for air -- for this purpose.

5 MS. EASLY: Okay. Thank you.

6 MR. FULL: Okay. Yeah. For this purpose, we
7 do not measure that.

8 MS. EASLY: Okay.

9 MR. FULL: Okay. The other thing I really want
10 you to know is that if an aircraft takes off between
11 10:00 p.m. and 7:00 a.m., there's a penalty
12 associated with that in terms of how loud that
13 aircraft is. We add an additional 10 decibels to
14 that particular operation. That's really important
15 because 10:00 p.m. to 7:00 a.m. is when people are
16 trying to sleep generally, right? And so the FAA
17 guidance takes that into account, so that's included
18 in the DNL, okay? Now the DNL then is used by the
19 FAA to determine whether land use is in the vicinity
20 of an airport are compatible with aircraft
21 operations. So one of the things that you have in
22 your packet is this particular chart. This comes
23 right out of Part 150. And what it does is it tells
24 you all the different land uses and whether it's
25 compatible with noise levels. This is what we have

1 to use as part of this process. And this has been
2 around since 1979, okay? This is what we have to
3 use, right?

4 All right. So what happens then? We develop
5 what we call our noise exposure maps, our NEMs. And
6 this is, Jana an example of what one looks like.
7 This is one that RS&H did for Chicago Executive
8 Airport in Suburban, Chicago, okay? All it's
9 showing you in the gray is the airport itself. You
10 see the different noise contours. You see that at
11 this particular airport, the yellow is residential.
12 Those are single family residential homes inside the
13 65. They're incompatible with the -- with the
14 aircraft operations, right? So we could use this to
15 develop the Part 150 Study. I just want to show you
16 what one looks like. This is not going to be
17 representative of what happens here. I just want
18 you to get a flavor for what that's going to look
19 like. So when you see it, you won't necessarily be
20 surprised by how this looks, okay?

21 And this is a pretty standard sort of noise
22 contours at an airport, okay? So our goals here are
23 to model the current and the future noise contours
24 at the airport, and we use the FAA approved model to
25 do it. And that model's called AEDT or the Aviation

1 Environmental Design Tool. The FAA has developed
2 that specifically to model noise around airports.
3 And we are on version 3G -- 3G right now. So it's
4 constantly being updated. And in fact, 4A is being
5 beta tested right now for some additional
6 improvement, because we've already started the Part
7 150 process. We have to use 3G because that's the
8 model that is approved for use right now. So even
9 if they go to 4A while we're doing this, we still
10 have to use 3G as part of this, and that's the FAA
11 requirement for us.

12 So we look at current flight tracks, voluntary
13 noise, abatement procedures that occur. We get
14 input from the community. We'll develop
15 recommendations, and then we'll determine
16 eligibility for any funding that might come out of
17 the FAA. So that's -- those are the goals. That's
18 what we're trying to accomplish here. The other
19 thing that's important to understand are the needs
20 of the aviation community as well. And when I say
21 that it really is about the pilot and how they
22 operate aircraft. So the airport, because they get
23 federal money, they have to be operational 24 hours
24 a day, okay? That's a given we have. We can't
25 change anything about that. We have to think about

1 how aircraft operate. Aircraft take off and land
2 into the wind. So that, depending on the wind
3 pattern on a particular day, an aircraft might be
4 departing this way, or it might be car this way. It
5 just depends. And in fact, today we've been here,
6 they started departing to the northwest and now
7 they're departing to the southeast because the wind
8 pattern has changed.

9 So that happens. And we take that into account
10 as well. Aircraft pilots use visual approaches to
11 come into the airport and instrument approaches
12 during bad weather. So if it's good weather, it's
13 visual flight rules, okay? Bad weather. It's
14 instrument flight rules associated with that. And
15 because weather can affect pilots and their safe
16 operation of an aircraft, they're given some
17 latitude, it's not like if you're driving down the
18 road, you're going to stay within your lane, right?
19 Those lanes up there, you know, there's flight
20 tracks, but you'll see that flight tracks aren't
21 just one line. They do deviate out and that's from
22 pilots making good decisions with respect to their
23 safe operation. Go ahead, Julie.

24 All right. So roles and responsibilities is
25 part of the process. So Jefferson County, they

1 direct us to do the work. They will submit the
2 documentation that we prepare and they'll submit
3 that to the FAA. And they would then have the
4 obligation to implement any measures that the FAA
5 approves. So that's what the -- that's what they
6 get to do. The FAA, they get to accept our maps,
7 our noise exposure maps, and they get to approve the
8 noise compatibility program measures. So that's
9 really important to understand, because let's just
10 say we have 20 different measures that come out of
11 our recommendations, the FAA has line veto
12 authority. They don't have to approve all 20. They
13 can approve one, they can approve zero. They can
14 approve all of them. It's up to the FAA for those
15 approvals, okay? So that's really important to
16 understand.

17 Because I will tell you every Part 150 I've
18 ever worked on there have been measures where the
19 FAA says, nope, we're not going to let you do that.
20 And now they're going to tell us why. And, you
21 know, sometimes we push it a little bit, you know,
22 with respect to what we -- what we would like for
23 that particular community, but the FAA gets that the
24 final say associated with that. We've got the local
25 land use jurisdictions here. These are the entities

1 that control land use and planning and zoning in
2 their particular jurisdictions. The FAA does not
3 have any authority to tell the city and County of
4 Broomfield, the town of superior, what sort of land
5 uses exist within their communities. They don't
6 have that ability. That is on these local
7 jurisdictions, okay? And then the last one is just
8 the community and airport users providing us that
9 input into the process. So those are the roles and
10 responsibilities of the various entities that are
11 part of this.

12 So the process associated with this is we first
13 of all do data analysis, we gather all sorts of data
14 associated with the -- with the airport itself. We
15 will do the noise modeling associated with it. We
16 have to look at forecasting. We have to figure out
17 -- well, this is how many operations we've had this
18 year. How many are we going to have in five years?
19 And the FAA has to approve those forecasts as well.
20 So we just don't get to say anything they have to be
21 approved by the FAA. We'll do the mapping. We'll
22 come up with mitigation strategies. And then
23 there's the whole public involvement piece of this
24 as well. And I'll talk a little bit more about that
25 in a second. So the process here, we have two

1 phases. I keep talking about NEMs and NCPs. Phase
2 one is the NEMs. Those are developing those noise
3 exposure maps, okay? And we develop the study
4 database and the inventory for that associated with
5 that. I'll get into that a little bit more. And
6 then phase two is the -- is the noise compatibility
7 program and the FAA gets 180 days to review our
8 recommendations.

9 I should have said this in the very beginning,
10 that this process, we started in fall of 2024, doing
11 data collection and coming up with what we need. It
12 usually takes two to two and a half years to get
13 through a Part 150 Study. It's not a -- it's not an
14 overnight thing. It does take a while and there's
15 one of the reasons why it takes a while they get
16 half a year to review those recommendations. All
17 right. So in phase one, I talked about the NEM. It
18 really is just identifying the existing and future
19 noise around the airport. And what's important
20 about this is AEDT that noise model. I'm talking
21 about, you can see all the different things that go
22 into AEDT. It is a very sophisticated noise model.
23 We actually identify every aircraft that operates
24 here, the stage length. In other words, how far
25 they're flying, because if they're flying further,

1 they need more fuel, which means they're heavier,
2 which means they don't climb as fast. So that's
3 important because they're going to be a little bit
4 noisier, right?

5 We look at the total number of operations and
6 the type of operations. But when we were out here
7 today that we saw a military helicopter take off
8 from here, that's got to be part of what we're --
9 what we're looking at here. I talked about time of
10 day, how that's important, that 10:00 p.m. to 7:00
11 a.m. and the number of operations that occur there
12 because that affects what that contour is going to
13 look like. And we look at flight tracks as well.
14 We look at where aircraft are flying. What runway
15 are they using? What heading are they going to?
16 You know, if they go off to the northwest, are they
17 turning left? They turning right. They're going
18 straight out. What are they doing? Because that
19 will affect the noise contour, okay? So we take all
20 that stuff into account and there's a lot of data
21 and you're going to get to see some of that data a
22 little bit later on when we show you what we've come
23 up with as part of that.

24 The other part of that is the land use
25 inventory. So what we've done there is we've got

1 we've gathered all the GIS data for the various
2 communities. We've put them into one database
3 associated with it. And then what we did was Wes
4 and Alex got to drive every street in our area to
5 verify those land uses, okay? So we have a land use
6 map that we feel pretty comfortable about. But one
7 of the things we have to do is we have to go to all
8 those local jurisdictions and the city planners get
9 to take a look at these to make sure that they're
10 comfortable with what those land use maps show. So
11 that's part of the process as well. Because you
12 can't determine incompatible land uses if you don't
13 know what the land uses are, right? And we want to
14 make sure we get that correct.

15 Okay. So Phase two is a noise compatibility
16 program. Those are the measurable actions that we
17 can do in the vicinity of an airport. Each one must
18 identify a schedule for implementation and who's
19 responsible for implementation. Sometimes it won't
20 necessarily be the airport that's responsible for
21 implementation. Sometimes it could be the City and
22 County of Broomfield or the Town of Superior might
23 have some obligations that they've agreed to as part
24 of this process, okay? So the objectives of this is
25 are just to ensure that everything meets all the

1 federal regulations. And we kind of put these up
2 here. I'm not going to go through each one of these
3 because they're in your handouts here, but just know
4 that we have to look at each one of these things and
5 make sure that they meet the FAA requirements.

6 And now, Allan, I'm getting to your thing here
7 with respect to what do they look like, right? So
8 there's criteria that we use to analyze it. But
9 really what I want to talk about are operational
10 procedures we're required to look at -- are there --
11 are there any things that we could do to reduce
12 noise based on the operations of the aircraft? It
13 could be preferential runway use. We could
14 recommend that that maybe you change a flight track
15 or the local traffic pattern associated with
16 aircraft. Look at noise abatement departure
17 profiles. Is there anything that we could do that
18 would help reduce the noise from the aircraft? So
19 we look at operational. We look at administrative
20 measures as well. Are there things that we -- that
21 the airport could implement administratively that
22 would help out?

23 One of the first one, there is a noise
24 management office. Many airports have actually
25 developed noise management offices to get a better

1 understanding for how their noise is affecting the
2 community. So that could be something. We've
3 looked at task force noise monitoring systems, those
4 sorts of things as well. And then finally land use
5 measures, and this is where the local jurisdictions
6 really come into play is to come up with potentially
7 making sure that you don't encourage incompatible
8 land uses if you might have vacant land, right? And
9 you don't want to maybe put residential uses on that
10 vacant land. Maybe there's a different use that's
11 not considered incompatible with aircraft
12 operations. So that's where we would work with the
13 local communities as well.

14 Also in your packet, are these various
15 resources? You can take a look at those in your
16 leisure. Some of them are quite long, but they are
17 what we use. They're kind of our Bible as to what
18 we use as part of the process. So this is -- these
19 are -- these are good resources for us as well. And
20 that takes me to the end of what I wanted to
21 present. I gave you a lot of information and I knew
22 I threw a lot of it at you. So I'm happy to take
23 any questions or clarifications. Yeah. Laura?

24 MS. VIAL: Are there any -- is there a certain
25 type of technology that can actually find the

1 decibels? Like is there an app for that or is it
2 like how are they measuring the decibels on the
3 noise scale?

4 MR. FULL: Okay. Well, the noise that we
5 report through our noise exposure maps come out of
6 the AEDT come out of the noise model, okay?

7 MS. VIAL: Okay.

8 MR. FULL: Kind of what I'm hearing you ask
9 because everybody always does. So I'm going to go
10 ahead and talk about it if it's okay. We do not
11 monitor noise. We don't go out and take noise
12 measurements.

13 MS. VIAL: Got it.

14 MR. FULL: And there's specific reasons why we
15 don't do that. The first is that you put, you know,
16 a monitor out there. You're not just necessarily
17 getting aircraft noise. You're getting a lawnmower,
18 you're getting a car that backfires, you're getting,
19 you know, children playing or whatever it is, right?
20 And there's no way to differentiate that noise,
21 right? So the model really only deals with aircraft
22 noise.

23 MS. VIAL: Got it.

24 MR. FULL: And if you also were to do noise
25 measurements, you need to do it for an entire year

1 to get everything, right? And you'd have to be able
2 to differentiate between all the different noises
3 that occur within a community because you just don't
4 hear aircraft noise, you hear other stuff, right?
5 So that's why we don't do those measurements. And I
6 know that there are communities that have gone out
7 and done noise measurements. We can't validate them
8 because we don't know how the instruments were
9 calibrated or anything like that. So -- and the FAA
10 is very explicit that noise measurements are not to
11 be used as part of this process.

12 MS. VIAL: Okay.

13 MR. FULL: That's kind of -- that's kind of the
14 overarching one too --

15 MS. VIAL: Yeah.

16 MR. FULL: -- is associated with that.

17 MS. VIAL: I think you mentioned that.

18 MR. FULL: Yeah. Yeah. Robert?

19 MR. STEPHENS: Just this may be then very in
20 the weeds, but I do account for the gap between the
21 model and maybe what the aircraft are actually doing
22 on a day to day basis if they do something different
23 than inspected or things like that.

24 MR. FULL: Yeah. So we gather data on an -- on
25 an annual basis. So we will look at data from 2024

1 and we'll get data from the tower. The FAA has
2 other data associated with that as well. We get all
3 the tail numbers of the plane, so we know the type
4 of plane that it is. We know the type of engine
5 that it is and we know where they were heading and
6 all that sort of stuff. All that stuff goes into
7 the model. There's a lot of stuff that goes into
8 the model.

9 MR. STEPHENS: Things like altitude flight path
10 that's the part of the model.

11 MR. FULL: That's part of the model as well.
12 And weather is part of the model as well, right?
13 Because, you know, noise is different if it's a low
14 humidity day versus a high humidity day, you know,
15 that sort of thing. And if it's -- if it's warm
16 out, you know, that aircraft take longer to reach
17 altitude in warm weather. So all that stuff goes
18 into the model. It does -- it takes -- it takes
19 those things into account.

20 MR. STEPHENS: Okay.

21 MR. FULL: Okay. All right. Yeah. David?

22 MR. FEINEMAN: My limited exposure to local
23 community GIS data on land use is it's mostly bogus,
24 right?

25 MR. FULL: Okay.

1 MR. FEINEMAN: You don't know --

2 MR. FULL: I don't want to hear that.

3 MR. FEINEMAN: Because you don't know what time
4 frame they have updated it on. So I mean, I already
5 know in Broomfield, there's a -- an office part in
6 on the other side of my house --

7 MR. FULL: Okay.

8 MR. FEINEMAN: -- but it's shown as undeveloped
9 land.

10 MR. FULL: Yeah.

11 MR. FEINEMAN: So it's a matter of this whole
12 thing about ground truth and understanding what's
13 really in there going to be really important.

14 MR. FULL: Yes. And hopefully these guys
15 caught that when they went out there, because I know
16 that they said that when they went out there was a
17 there were quite a few revisions that they needed to
18 make to the maps because of what you just said.
19 Absolutely. Jana?

20 MS. EASLY: I just want to point out because I
21 am in planning and zoning. The maps are updated as
22 soon as the map information from the county is
23 updated, or if we get it from a different source, it
24 can be updated up to my board, so --

25 MR. FULL: Okay.

1 MS. EASLY: -- I just wanted to clarify that.

2 MR. FULL: Yeah. Good. Thank you, Jana, for
3 that. Okay. Yeah. Allan?

4 MR. MENDELOWITZ: Obviously, I don't know why
5 everybody volunteered, but I volunteered because I
6 found airplane noise very intrusive.

7 MR. FULL: Sure.

8 MR. MENDELOWITZ: And I was a bit surprised
9 when I drove up and I saw that you have an
10 incredibly large number of aircraft that are either
11 turboprop or turbofan. And for all intents and
12 purposes, I haven't found a noise intrusion from a
13 turbofan or a turboprop.

14 MR. FULL: Okay.

15 MR. MENDELOWITZ: The aircraft type that
16 clearly is the most intrusive. The Cessna 173s and
17 174s.

18 MR. FULL: Okay.

19 MR. MENDELOWITZ: And they are really
20 intrusive. And when you move to things like
21 averages and this noise model, you wind up with non-
22 intrusive turbine aircraft being averaged in with
23 very intrusive piston engine or engine planes.

24 MR. FULL: Yeah.

25 MR. MENDELOWITZ: And there should be a way of

1 dealing with that.

2 MR. FULL: There is, Allan, and this is how we
3 do it. You know, if the intrusive planes, we know
4 how many operations those are. Okay. And that's
5 included in the model. So we know on an annual
6 basis, the intrusive ones that you're talking about,
7 how many of those there are, and we know where they
8 went and we know, you know, what runway they took
9 off from and all that. We also know that for every
10 other aircraft, the turbofan aircraft that you're
11 about, those are in there as well. They all are put
12 there in the same noise model. And so there is the
13 notion of that the cumulative noise associated with
14 every one of these aircraft that operate here at the
15 airport is in that model. And that's how that
16 contour actually gets developed. So yes, I
17 understand there are certain aircraft that are much
18 louder that are much noisier and more annoying, you
19 know, to people, I get that. And that's included in
20 the model in terms of how many of those are. If
21 they only happen twice a year, it really wouldn't
22 affect the model, right? But they happen every day
23 and if there's 30 or 40 of them a day, that will
24 have an effect on the model. And especially if they
25 take off at night, right? The because they're going

1 to have that penalty associated with it. So that's
2 all included into the model.

3 MR. MENDELOWITZ: Yeah. The other question was
4 anybody who's a sound engineer knows that sound
5 travels differently in daylight versus at night.
6 And if you wanted to capture the intrusive impact of
7 night noise living it to the period 11:00 p.m. to
8 7:00 a.m. doesn't capture the reality of the
9 intrusiveness primarily, because as I said, noise in
10 darkness travels differently and more greater
11 distance louder, you know?

12 MR. FULL: Yeah. Okay. Two things I will say
13 number one, it's 10:00 p.m. to 7:00 a.m. not 11:00
14 p.m.

15 MR. MENDELOWITZ: Okay.

16 MR. FULL: I just -- I just -- I want -- I want
17 us all to have to be have that common understanding,
18 okay? For that. But the other thing is that
19 because of the nighttime noise and the penalty, it
20 actually is a greater amount of noise in the model
21 than what actually occurs out in the real world. So
22 that -- I think you should be more comfortable with
23 the fact that there is that penalty that occurs
24 during nighttime for that 10 decibel -- that 10
25 decibel penalty because it actually overstates the

1 actual noise impact. And again, they do it because
2 that's what people are generally sleeping. Other
3 thoughts? Yeah. David?

4 MR. FEINEMAN: Incompatible land use around an
5 airport and there's like eight classes or something
6 like that.

7 MR. FULL: Yeah. Yeah. Yeah. Yeah.

8 MR. FEINEMAN: So for places that have already
9 been developed --

10 MR. FULL: Yep.

11 MR. FEINEMAN: -- right? So there's houses and
12 people there.

13 MR. FULL: Correct.

14 MR. FEINEMAN: What are the remedies that a
15 Part 150 Study can get to because saying, well, we
16 could change zoning doesn't remove houses that are
17 already here.

18 MR. FULL: Yeah. Yeah. The and I'm not -- I'm
19 not guaranteeing this or anything because I don't
20 know what we're going to have, right?

21 MR. FEINEMAN: Yeah.

22 MR. FULL: But one of the standard measures, if
23 you have residential land uses that are considered
24 incompatible, one of the measures could be that the
25 FAA pays for upgrades to windows, to doors, to

1 roofs, to help soundproof those homes, okay? And
2 the many Part 150 studies have done that throughout
3 the country. I will say that if that occurs, it's a
4 one time thing. You know, it's up to the homeowner
5 to maintain, you know, the property and such. But
6 that is a program. We were involved in the Part 150
7 for Houston and they sound -- they sound in -- they
8 did some insulation and soundproofing on over 10,000
9 homes in Houston. It's not necessarily an
10 inexpensive endeavor associated with that. And it's
11 also not something that occurs overnight when you
12 have that many -- and again, I'm not -- I don't know
13 how many here and whether that's even going to be
14 something, but they always look at the homes that
15 are in the closest to the airport and do those first
16 and then work out.

17 So I know the Part 150 process in Chicago,
18 they're still working on it and it's 25 years for
19 that because there were so many homes that needed to
20 have that remedy associated with it. So you know, I
21 say that because I want to make sure we all have
22 that same expectation. It's not something that we
23 put that in. And it's -- all of a sudden this is
24 going to happen. It will take time.

25 MR. FEINEMAN: I just wanted to be clear that -

1 -

2 MR. FULL: Yeah. Yep.

3 MR. FEINEMAN: -- that zoning eminent domain,
4 so --

5 MR. FULL: You bet. You bet.

6 MR. FEINEMAN: -- there's things that don't
7 seem like they have any logical way to play to the
8 situation here, so --

9 MR. FULL: Yeah.

10 MR. FEINEMAN: -- it was just trying to get to
11 so what's left.

12 MR. FULL: Yeah. Yeah. And I will tell you
13 another one that occurred in San Jose, California is
14 they basically bought all the houses and did
15 assistance for relocating those people and that
16 neighborhood doesn't exist anymore. If you know,
17 there's actually streets there and it's, you know,
18 curb cuts for driveways. And there's I think
19 probably this, it's like six blocks by four blocks
20 that just don't exist anymore. And you can see the
21 same thing. If you ever flown out of LAX and you
22 look down, there's an entire neighborhood that
23 doesn't exist anymore right next to the ocean
24 because of a program like that. Yeah. So -- yeah,
25 Jana, you had your hand?

1 MS. EASLY: Couple a question and a comment.

2 MR. FULL: Yeah.

3 MS. EASLY: You were saying something about
4 California that made me lose my track of thought.

5 MR. FULL: Okay. Sorry.

6 MS. EASLY: That's okay. Yeah. Very nice of
7 you. So with the airport being here, it -- I
8 remember when it was Jeff Co.

9 MR. FULL: Yeah. Sure.

10 MS. EASLY: And it's been here since 1960 --

11 MR. FULL: Right.

12 MS. EASLY: -- before I was born. There were
13 no communities around it.

14 MR. FULL: Correct.

15 MS. EASLY: I know my house was built in 1976.
16 So for whatever reason, the person who built my
17 house said I like this neighborhood, I've also by a
18 train track. So you think the airport -- but
19 anyway.

20 MR. FULL: And that's another reason why we
21 don't monitor you measure the noise, right? Because
22 -- yeah.

23 MS. EASLY: That's why I ask you about
24 cumulative noise --

25 MR. FULL: Yep. Yep.

1 MS. EASLY: -- because if the airplane goes
2 over the same time as the train forget about it.

3 MR. FULL: Yeah.

4 MS. EASLY: But we do have excellent windows, I
5 will say. Let's see where was I headed on this? So
6 I have a question about -- I mean, obviously a lot
7 of the neighborhoods came to be well after the
8 airport was established.

9 MR. FULL: Yes. Yes.

10 MS. EASLY: I remember when I -- even when I
11 grew up here, like there were many dirt roads.
12 Roston was completely dirt. And I mean, there was
13 so many dirt roads that went nowhere, basically into
14 farmland. Do you have -- and I guess this is just a
15 curiosity question on anything. But do you have
16 studies dating -- how far do you have studies dating
17 back to? And do you have any idea about how much
18 noise has increased since the airport is opened and
19 or have airplanes become less noisy and what do you
20 expect into the future as well with electric and all
21 the other things going on?

22 MR. FULL: See if I could -- yeah.

23 MS. EASLY: I'm just curious.

24 MR. FULL: Yeah. I -- I'm going to try to
25 answer each one.

1 MS. EASLY: I know. I'm sorry.

2 MR. FULL: Hope the -- Wes and Alex are taking
3 good notes that they can tell me. I'm going to go
4 to the last one first.

5 MS. EASLY: Sure.

6 MR. FULL: Aircraft have gotten quieter over
7 time.

8 MS. EASLY: Okay.

9 MR. FULL: Engine technology has gotten much
10 better. We used to have something that we called
11 stage two aircraft, which were like 727s that aren't
12 allowed to operate in the United States anymore,
13 because they are so noisy, okay? The airlines sold
14 them to other countries --

15 Yeah. I will say that jets are better. Jet
16 engines are getting better at -- yeah. At reducing
17 the overall noise. So I want -- that's something --
18 and we take that into account as well as to what the
19 future is going to look like, right? Because we
20 know engine technology will continue to improve, but
21 we still have aircraft out here that are old, right?
22 And we still and we still need to take those
23 aircraft into account. Let's see. Your other point
24 that you made was a kind of a -- an over-time --

25 MS. EASLY: Yeah.

1 MR. FULL: -- sort of thing, right? We don't -
2 - we don't necessarily go back and say, you know,
3 this neighborhood didn't exist in 1985, you know,
4 and we're going to treat it differently. No. We
5 don't do that.

6 MS. EASLY: I'm not saying that.

7 MR. FULL: Yeah.

8 MS. EASLY: But just -- that was more of a
9 comment than --

10 MR. FULL: Okay. Okay. Okay.

11 MS. EASLY: No question around that. The other
12 question was around historically, has there been
13 noise studies for the airport?

14 MR. FULL: They -- you -- the FAA only requires
15 you to do a noise study. You can do the voluntary
16 one. And this is the first one we're doing here,
17 right? I know that when they did the runway-safety
18 area project at this end, I believe they did a noise
19 study there at that time.

20 Is it useful now? I mean, yeah. It might be
21 interesting, but it's not going to be useful for our
22 purposes in what we're trying to do here.

23 MS. EASLY: Okay.

24 MR. FULL: But yeah -- I mean, yes. That --
25 and I -- the other thing I will say also is that the

1 Part 150 process, the FAA guidance is that they
2 update those noise contours. If they've started a
3 Part 150 process, they're supposed to update those
4 noise contours every five years.

5 MS. EASLY: Okay.

6 MR. FULL: So you know, this is something that
7 would be going forward. Yeah. Moving forward.
8 Yeah. Did you have your hand up, Allan? Sorry.

9 MR. MENDELOWITZ: Yeah. Yeah. I would say
10 that dismissing measuring noise given current
11 technology, it's probably not appropriate.

12 MR. FULL: Okay.

13 MR. MENDELOWITZ: You know, you can take an AI
14 program that can read x-rays now at a higher level
15 of accuracy than a radiologist with 20 years of
16 experience. And I think you can easily train an AI
17 program to sort through noise that's being measured
18 and allocated to the source.

19 MR. FULL: Okay.

20 MR. MENDELOWITZ: It shouldn't be because of
21 the issue of frequency and volume, et cetera.

22 So that was one issue.

23 MR. FULL: Okay.

24 MR. MENDELOWITZ: The other one, I also forgot
25 what it was. (laughter)

1 MR. FULL: Are you going to blame me? Well, I
2 have an excuse, I'm old --

3 MR. FULL: Are going to blame me on saying
4 California, huh?

5 MS. EASLY: We're going to come back to that.

6 MR. STEPHENS: Yes. Just to comment that.

7 MR. FULL: Yeah. Sure.

8 MR. STEPHENS: My -- to address what you're
9 saying. My sense is, I've lived in -- left of your
10 home for eight years now, that -- the change has
11 been rather abrupt over the last, maybe two to three
12 years of the noise levels have --

13 MR. MENDELOWITZ: You can --

14 MR. STEPHENS: -- substantially --

15 MR. MENDELOWITZ: Hey Scott, where you located?

16 MR. FULL: -- spring, and the creeks -- okay.

17 MS. VIAL: It's my understanding it's from the
18 schools more so than --

19 MR. FULL: Correct.

20 MS. VIAL: -- the commercial side of it.

21 MR. FULL: Correct.

22 MS. VIAL: Is that true?

23 MR. FULL: And then those flights -- those
24 flight schools?

25 MR. MENDELOWITZ: Yeah.

1 MS. EASLY: Yeah.

2 MR. FULL: They're going to be part of our --

5 MR. STEPHENS: Touch and go off, ones.

6 MR. FULL: Yeah. The touch-and-goes. They are
7 part of our operations. And when we show you the
8 NEMs, one of the other things we show you are the
9 flight tracks. And you will see there are the
10 touch-and-go operations. We will show you that
11 those occur. And those are included in the noise
12 model as well.

13 MR. STEPHENS: But there -- I mean, we're
14 getting to the meat of it now, but that's just like
15 subjectively like that is the thing that is --

16 MR. FULL: Yeah. Yeah. And when you -- when
17 you see this, I want you to -- I want you to make
18 sure you're understanding what we're doing because I
19 that's a totally valid question.

20 MS. EASLY: Yeah. Just curious. Where do you
21 live?

22 MR. STEPHENS: Sort of the middle of Rock Creek
23 near like Circle Park. It's like --

24 MS. EASLY: Okay.

25 MR. STEPHENS: You know where Safeway is?

1 MS. EASLY: Yeah.

2 MR. STEPHENS: So Circle Park. It's a little
3 grass circle. Okay. Know where Safeway is? It's
4 like kind of behind.

5 THE REPORTER: Okay. Yeah. Got it. Okay.

6 MR. FULL: All right. All right. And, Anne,
7 had her hand up.

8 MS. LETINSKY: Yeah. I just have one question.

9 MR. FULL: Sure.

10 MS. LETINSKY: Why did the airport decide to do
11 this 150 Study now?

12 MR. FULL: My -- well, let me -- you know what
13 I'm going to have the airport answer that question
14 because they're the ones that made that decision.

15 MS. LETINSKY: Okay.

16 MR. FULL: So I don't know Sydney if you could
17 do that or if you want to take that back and we'll
18 put that in as a response?

19 MS. BOYD: Yeah.

20 MR. FULL: Okay.

21 MS. BOYD: I think Erick Dahl, our airport
22 director has an answer for that. And as part of he
23 started about a year ago and just listening to
24 community concerns. And we know we have a part in
25 this and we want to be a good neighbor. So he has

1 like an actual answer for you of the conversations
2 with the BCC, the Board of County Commissioners and
3 Jeff Co. that led up to this decision and how we
4 kind of got funding and how we got here. So I want
5 to make sure that I give you the full complete
6 answer, not just my piece of it. So I will get that
7 answer to you and I'll have it from him. Okay.

8 MR. MENDELOWITZ: I don't want to presume the
9 answer for you, but there is, you know, litigation
10 has already started. That's true.

11 MS. LETINSKY: Yeah. I'm just wondering if
12 that's like part of the cause and because of like
13 Rock Creek.

14 MR. FULL: So what -- Cindy, what let's pledge
15 that we will get that answer and those will we'll
16 put that in the Meeting Summary. We'll have a that
17 question in there and we'll give you the answer.
18 Okay? So when you see the Meeting Summary, look for
19 that, okay? All right.

20 We are -- we have one minute left. I'm going
21 to and I'll stay afterwards. I'm happy to do that.
22 But I want to make sure we are people's times. And
23 Alex wants to tell me that we need to get the
24 signatures from you guys before you leave. Yes.

25 MR. MENDELOWITZ: One of the first things we're

1 going to have --

2 MR. FULL: Lauren, could you -- yes. Oh, yeah.
3 And that's the other thing is that we do have the
4 comment cards that you can take with you, the
5 signature is very -- yeah. So if we can do that and
6 Julie had one more thing --

7 MS. BARROW: Ask --

8 MR. FULL: Oh, yes. This is the other thing We
9 scheduled this for 6:00 p.m.; is that a good time
10 for this group?

11 MR. FEINEMAN: Yeah.

12 MS. EASLY: Yeah.

13 MR. FULL: Okay. Just because -- I want to
14 make sure - I don't want to -- I don't -- you know,
15 I don't if you want to do it at 9:00, it depends on
16 the day. Okay. Generally, we probably wouldn't do
17 a Thursday. Generally. We should do Tuesday,
18 Wednesdays, this sort of stuff. Yeah. This time is
19 good. Okay. Good.

20 MS. LETINSKY: I have one last question.

21 MR. FULL: Oh, yeah. And hold on just a sec.

22 MS. LETINSKY: Okay.

23 MR. FULL: So also on this sheet here, if you
24 do want to submit questions, there's the e-mail to
25 submit questions and comments as well. So if you

1 think of something after you leave, you have the
2 ability to do that.

3 MS. PEACOCK: That and make sure that they know
4 you're part of the focus group.

5 MR. FULL: Yeah. Indicate that you are that'll
6 help us out quite a bit. And Anne, you get the last
7 word.

8 MS. LETINSKY: What do you want us to do for
9 the next meeting? Like, what is the goal for the
10 next meeting for us?

11 MR. FULL: Yeah. So we will give you some
12 homework, it is basically reading some things that
13 we come up with. The other thing I would say is
14 that if anything didn't make sense to you, ask the
15 questions. We want to make sure you understand the
16 process that we're that we're operating under.

17 MS. EASLY: Yeah --

18 MR. FULL: I think that's going to be
19 important. And then the other thing is that the
20 next meeting that we do have we're going to try to
21 give you about three or four weeks notice ahead of
22 time for that. Okay? So that you can plan for
23 those things? We know this one kind of came pretty
24 quickly. So we want to make sure that occurs.

25 MS. VIAL: There was something about in this

1 packet. July --

2 MR. FULL: Oh, yeah. So let me talk about
3 that, too. Yeah. Really quickly. I'm past my
4 time, but I will do that. So we are having a public
5 open house on July 10th. It'll be at the Omni
6 Hotel. Everybody is invited.

7 It's not you can come and you can tell your
8 neighbors. And I don't -- you know, the more, the
9 merrier. We really want people to understand the
10 process that open house is from 6:00 to 7:30.

11 MS. BARROW: I think so.

12 MR. FULL: Yes. And what we'll have is we'll
13 have a lot of the same information there for folks,
14 but it is an open house. People will be able to
15 come and go as they please interact with the team so
16 that they can get an understanding of the process
17 and understand what we're -- you know, what we're
18 trying to do here. So yes thank you
19 for reminding me about the July 10th meeting.

20 That's a -- that's going to be a very important date
21 for us. And that is just for you to take. And if
22 you have comments, go ahead and give us -- give us
23 comments and you can send them in, you know,
24 however.

25 MS. PEACOCK: I can copy this and give it to

1 somebody.

2 MR. FULL: Absolutely.

3 MS. PEACOCK: I don't know. Okay. This one is
4 for the focus group.

5 MR. FULL: Oh, for the focus groups. Yeah.
6 That's specifically to the focus group. But you
7 could tell people about the website.

8 MS. PEACOCK: Okay. Got you.

9 MR. FULL: And where they can find comments.

10 MS. PEACOCK: It'll be up in a couple of days.

11 MR. MENDELOWITZ: Can I ask you one last
12 question?

13 MS. BOYD: Sure.

14 MR. MENDELOWITZ: Is it realistic to expect
15 that federal government FAA will make grants that
16 were given that tens of billions of dollars and
17 grants that have been frozen and --

18 MR. FULL: Allan, I can't answer that question.
19 I don't have that crystal ball. I -- you know, I
20 don't know. I simply don't know. I know that
21 there's been -- there's been changes, shall we say
22 in our federal government, and how it operates and
23 the FAA is not immune to those changes.

24 So I don't know what's going to happen and, you
25 know, if something happens to be done on our next

1 meeting, I'm happy to talk about it. But at this
2 point, I don't know what's going to incur. Yeah.
3 Thank you all for coming. Really appreciate it.

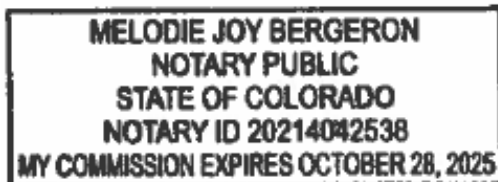
4 Have a good rest of your evening.

5 (Meeting concluded at 7:04 p.m. MT)
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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.



22
23
24
25



MELODIE BERGERON,

COURT REPORTER / NOTARY

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SUBMITTED ON: 06/26/2025

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