



**PIKE
REPORTING
COMPANY**

AIRPORT USERS FOCUS GROUP MEETING

DATE:

June 10, 2025



**PIKE
REPORTING
COMPANY**
YOUR PATH THROUGH LITIGATION



(855) 693-3767 | (720) 738-1300



schedule@yournextdepo.com

www.pikereporting.com

ROCKY MOUNTAIN METROPOLITAN AIRPORT
PART 150 NOISE AND LAND USE COMPATIBILITY STUDY
AIRPORT USERS FOCUS GROUP MEETING

DATE: JUNE 10, 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:

James Einolf, Airport Advisory Board

Brian Garrett, Aircraft Owners and Pilots Association

Alan Forhbieter, FAA Air Traffic Control Tower

Bob Markert, Air Taxi Operator

Marlow Mosley, FBO

Terry DiManna, Representative from a local flight school

David Full, RS&H Team

Erick Dahl, Airport Director of Rocky Mountain Airport

Julie Barrow, RS&H Team

Wes Lickus, RS&H Team

Alex Philipson, RS&H Team

INDEX

Page

PROCEEDINGS

5

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
11:01 A.M. (MT).

PROCEEDINGS

MR. FULL: Thank you, everyone, for coming.
Erick, did you want to say anything at the
beginning? Just -- you're happy? Okay.

MR. DAHL: I'm happy.

MR. FULL: Cool. All right.

MR. MARKERT: Who is he?

MR. FULL: Who is Erick?

MR. MARKERT: Yeah.

MR. FULL: We'll get to that in just a second.

MR. MARKERT: Oh, okay.

MR. FULL: So this is going to be our agenda
today. The big part of our agenda is item number 4,
where I'm going to talk about Part 150 study. I'm
going to give you a lot of information about Part
150 study.

If you have questions, you're more than welcome
to ask me questions. I'm going to be very conscious
that we have an hour, and so I'm going to try to
move things along as quickly as I can, but do ask
questions if you need to. So in terms of
introductions, let's start off with the airport.

Erick?

MR. DAHL: Hi. My name is Erick Dahl, airport

1 director of the Rocky Mountain Metropolitan Airport.
2 Thank you, everybody, for participating in the Part
3 150 study and the Airport User Group. And please
4 assist RS&H with everything they can possibly need
5 to make a successful plan. Thank you.

6 MR. FULL: All right. Thanks, Erick.

7 All right. For the consultant team, I'll
8 introduce myself. My name is Dave Full. I am with
9 RS&H, and I am the project manager for this Part 150
10 study.

11 I will have Julie go next.

12 MS. BARROW: I'm Julie Barrow, also with the
13 consultant team. I'm here in Denver, helping on
14 this project.

15 MR. FULL: Alex.

16 MR. PHILIPSON: I'm Alex Philipson, also with
17 RS&H, based here in Denver, helping with the project
18 and doing some of the technical work here.

19 MR. FULL: Yep.

20 Wes.

21 MR. LICKUS: Hi. I'm Wes Lickus, also with the
22 RS&H and the Denver team. You know, I'm all things
23 with respect --

24 MR. FULL: And, Sarah.

25 MS. PEACOCK: I'm Sarah Peacock, and I'm

1 working with the team on public outreach. So I'm
2 the one sending you all those newsletters and --

3 MR. FULL: Yeah.

4 And, Melodie, why don't I have you also.

5 THE REPORTER: I'm the court reporter. My name
6 is Melodie.

7 MR. FULL: And it's really important because as
8 part of the process, you're going to hear that we've
9 got to demonstrate to the FAA that we've had these
10 meetings, that we've had these discussions. That's
11 part of the process, so happy that Melodie is here
12 and helping us in that regard.

13 All right. So for the focus group members, I'm
14 going to start on my right.

15 And, Bob, I'm going to have you go first.

16 MR. MARKERT: Okay. Bob Markert. I'm a tenant
17 here. I own a hangar down on Lima Row. A retired
18 military, retired United pilot, and living a life.

19 MR. FULL: All right. Sounds good.

20 And it's "Marlon"? "Marlow"?

21 MR. MOSLEY: Uh-huh.

22 MR. FULL: Okay.

23 MR. MOSLEY: I'm Marlow Mosley, with Signature
24 Aviation. I've been with Signature since 2013.
25 During this, it'll be a mixture between me and Tori,

1 kind of going back and forth. So sometimes Tori
2 appears, sometimes I'll be here.

3 MR. FULL: Okay.

4 MR. MOSLEY: And I'm happy to be here to
5 contribute.

6 MR. FULL: All right. Thank you, Marlow.
7 Appreciate that.

8 James.

9 MR. EINOLF: I'm James Einolf. I'm a guy who
10 lives close by where the planes fly over all the
11 time.

12 MR. FULL: Okay.

13 MR. EINOLF: I also happen to be a retired
14 airline pilot, but nowhere near as enthusiastic
15 about noise as I used to.

16 MR. FULL: Oh, perfect.

17 And, Alan.

18 MR. FROHBIETER: Alan Frohbieter. I'm a pilot
19 out of here. I have a hangar over in Hotel Row.

20 MR. FULL: Okay.

21 MR. FROHBIETER: Been flying that here about 25
22 years. A retired aerospace engineer from Ball
23 Aerospace over here.

24 MR. FULL: Oh, nice.

25 MS. BARROW: Oh, cool.

1 MR. FULL: Okay. Cool.

2 MS. BARROW: Great.

3 MR. FULL: Great. All right. Let's keep
4 moving here. So the role of -- your role in this
5 Part 150 focus group, we are required as part of the
6 Part 150 process -- and maybe I should just back up
7 and just say it's called Part 150 because it's part
8 150 of 1978 legislation on the Airport Noise and
9 Capacity Act.

10 And so that's what -- that's what that's about.
11 And in that legislation, it requires a whole lot of
12 things. And one of those is to have airport users
13 have an opportunity to provide input into the Part
14 150 process. So as members of the Airport Users
15 Part 150 Study Focus Group, we have some
16 requirements of you. We want you to attend all the
17 meetings, be represented of -- representative of
18 your organization and your interests here at the
19 meetings. We want you to feel free to talk about
20 your interests here as well.

21 That's why we have a court reporter. That's
22 why we have Alex and Wes taking notes as well, so we
23 capture all those things.

24 But we also want you to listen to other points
25 of view. Not everybody is going to have the same

1 point of view, and that's going to be important for
2 us, to be able to hear all the different things, all
3 the different points of view that might be out there
4 associated with noise around the Rocky Mountain
5 Metro Airport, but also to discuss the issues.

6 We can have -- we need to have civil
7 discussions with respect to whatever issues we might
8 have with respect to noise. And one of the things -
9 - the second to the last bullet, I think, is one of
10 the more important ones, is to actively generate and
11 evaluate alternatives for reducing aircraft noise.
12 That's what this is really all about. And so we
13 want your input as part of that process.

14 And then finally, to keep the people that you
15 are -- that are around you, that you talk to on a
16 regular basis here at the airport, keep them
17 informed as to what's going on.

18 Our job as a consultant -- we have a lot more
19 tasks associated with this, but my job is to make
20 sure that these meetings go well. So we prepare the
21 agendas, we conduct the meetings, we make strategic
22 suggestions as appropriate, and we also maintain our
23 e-mail list for everybody that wants to be part of
24 the process. It's not just airport users. It's
25 also the community. It's also city planners who

1 have jurisdiction in the area as well. We will do a
2 meeting summary of every meeting that we do.

3 Hi.

4 MR. GARRETT: Sorry I'm late.

5 MR. FULL: That's okay. And you are...?

6 MR. GARRETT: Brian Garrett.

7 MR. FULL: Brian.

8 MR. GARRETT: Okay.

9 MS. BARROW: Yep.

10 MR. FULL: Brian, you -- we have a seat for you
11 right there (indicating). And, Brian, if you could
12 -- we've done introductions, but since --

13 MR. GARRETT: I'm sorry.

14 MR. FULL: I'm hoping you can do an
15 introduction of yourself.

16 MR. GARRETT: Sure. Commercial rated pilot of
17 airport on the field --

18 MR. FULL: Okay.

19 MR. GARRETT: -- small port-to-port hangar.

20 MR. FULL: Okay.

21 MR. GARRETT: Been flying for 16 years or so.

22 MR. FULL: Cool.

23 MR. GARRETT: Been out to this airport for 12
24 or 13, I think.

25 MR. FULL: Cool, okay?

1 MR. GARRETT: Yeah.

2 MR. FULL: All right. Great. And I'm Dave.

3 MR. GARRETT: Okay.

4 MR. FULL: And I'm kind of leading the meeting
5 here for the consultant team --

6 MR. GARRETT: All right.

7 MR. FULL: -- okay? The other thing that --
8 our job here is also to remain impartial. We're
9 here to listen. We're not here to influence you in
10 any way. We are here to tell you about the process
11 and to get your input.

12 We are -- we pledge to maintain our objectivity
13 throughout it and be responsible to you as a focus
14 group. Not as individuals, but as a focus group.
15 And that's going to be something, if you need to
16 call me out on that, please do. I'm happy to be
17 told if somebody thinks I'm not doing it properly.
18 And then we will enforce discussions by the focus
19 group.

20 One of the things I think you all have seen is
21 some guidelines, some operating framework for this.
22 We're going to ask you to sign that because the FAA
23 will want to make sure that everybody has had the
24 opportunity to sign that as part of the process.
25 And then we'll also work with you to resolve any

1 questions that you may have with respect to Part 150
2 process as well.

3 Go ahead, Julie.

4 And then the airport, they also have some
5 responsibilities associated with this. They listen
6 to all the various opinions from the various focus
7 groups that we have. And we're -- they're going to
8 answer questions in a timely manner.

9 Again, that's why we take these notes. If
10 there are certain questions that we can't answer
11 right now, today, we're going to have to get back to
12 you to get you those answers. That's part of --
13 we'll get the airport to help us with that. They
14 will review all the meeting summaries, and they'll
15 make sure that those meeting summaries get
16 disseminated to all the proper folks.

17 All right. So the guidelines, and you've seen
18 this, and I don't really want to belabor this, but
19 this is really kind of an important element of
20 everything.

21 Meetings will begin on time and they will end
22 on the time that were put on the agenda. So as I
23 told Bob earlier, we will be done by noon. That is
24 what -- something we will pledge you. We are not
25 going to keep you longer than what we put on the

1 agenda.

2 We want you to stay at the meeting the entire
3 time so that you can make sure that you actively
4 participate. I will call on you, so please just
5 don't yell out. Just give me a signal, and I'll
6 call on you to do that.

7 Because we want to make sure -- again, Court
8 Reporter, people making notes, we want to make sure
9 only one person talks at a time. Because that's
10 going to be really important for making sure we get
11 everything correct.

12 We want you to focus on the substantive issues.
13 Don't really care about personalities, if you will,
14 from this standpoint. We really just want to focus
15 on substantive issues.

16 I will tell you on other Part 150 studies,
17 we've had a lot of interesting personalities that
18 have -- and that's one of the reasons why we put
19 that in there, is that it's -- we want to make sure
20 everybody maintains a certain decorum as part of the
21 process.

22 Please avoid side conversations, again, for the
23 court reporter's benefit there. Because that could
24 be disruptive. Turn off your cell phone, put it on
25 silent. That would be most appreciated as well.

1 And if you have comments, be as brief as
2 possible with your comments. And if somebody has
3 already said something, there's no need to repeat
4 it. We'll have it. You can just say, yes, I agree.
5 And that would be part of the record, and I'm fine
6 with that.

7 We want you to stay focused on the Part 150
8 study. So there's a lot of other stuff happening
9 here at the airport, but we really want us to just
10 be focused on the Part 150 study, because that's
11 what this is all about. And we're going to try to
12 resolve issues and concerns as we go through the
13 process.

14 And I will say, before you leave today, we'd
15 like to collect those operating agreements that are
16 signed by you.

17 Okay. So by law, the airport staff and the FAA
18 have responsibility for making final decisions about
19 the Noise Compatibility Program, the NCP for RMA
20 [sic]. And so that's why staff are not actually
21 part of the focus groups.

22 That's why they -- that's why Erick is sitting
23 in the back. He's not here as part of the focus
24 group. He wants to listen. He needs to hear the
25 concerns. But he's not going to try to influence

1 anybody's thoughts as part of this process. So
2 that's, I think really important, that the -- that
3 RMMA doesn't have a super active role in this
4 process.

5 Final decisions are made by them, but they're
6 only going to make those decisions once we get to
7 points of the process that you'll hear about when
8 decisions are actually made. The final decisions
9 are always made by the FAA, okay?

10 All right. So let's talk a little bit about a
11 Part 150 study. And the first thing we need to do
12 is talk about, well, the airport itself. What do we
13 -- you know, we need to have that kind of common
14 understanding.

15 And I know you all are airport users, so this
16 may be just be more of a practice for me when I get
17 to the next focus groups, to be able to talk to them
18 about it as well.

19 So, next one, Julie. Thanks.

20 So the airport there -- important for people to
21 understand, we do have three runways here at the
22 airport, and the airport is designated by the FAA as
23 a reliever airport for Denver International. That's
24 very important from an FAA standpoint in how they
25 look at the airport.

1 The airport is owned and operated by Jefferson
2 County. Again, that's really important for us to
3 understand, that it is the county who is the owner
4 and operator of the airport.

5 As a federally funded airport, public use
6 airport, they can offer land for lease for both
7 aeronautical and non-aeronautical development. They
8 do have some land out here for a variety of
9 different types of development, but they do
10 accommodate a whole lot of things here at the
11 airport.

12 If you work here at the airport, you probably
13 have a lot of understanding for everything that
14 occurs here at the airport. And it is a very robust
15 airport here in Colorado.

16 Erick, it's the second busiest airport; is that
17 correct?

18 MR. DAHL: Probably third.

19 MR. FULL: Third, okay?

20 MR. DAHL: Centennial is normally busier than
21 us.

22 MR. FULL: Okay. So it's a very busy airport
23 here in Colorado in terms of the number of
24 operations. It has about 50 different businesses,
25 providing both aviation and aviation support

1 services here at the airport.

2 You know where it's situated, kind of midway
3 between downtown Denver and Boulder, but it's really
4 close to a lot of other facilities. And that's what
5 kind of helps drive the business here at the
6 airport, are all the other things that's surround
7 it.

8 RMMA is not -- doesn't operate in a vacuum.
9 They actually contribute quite a bit to the economy
10 here in the Denver Metro area and provide over 3,300
11 jobs in the area. So it is important in terms of
12 the types of industries that occur here and to the
13 areas economic viability and growth.

14 And then you can see the statistics from the
15 Colorado Department of Transportation with respect
16 to the number of jobs and the total economic impact
17 in the surrounding area.

18 This airport began operations in 1960. That's
19 really important for us to understand that it's been
20 around for 65 years. And when it was here, there
21 was just primarily farmland around it. Well, that's
22 not the way it is anymore.

23 There has been some development that have --
24 that has occurred, both residential, and business,
25 and retail, and all sorts of other development as

1 well. So these communities have grown up around the
2 airport.

3 And the airport has increased in operations.
4 The statistics we have between 1990 and 2023,
5 they've almost doubled, 98 percent increase in the
6 number of operations here at the airport.

7 And the population of the community surrounding
8 the airport also grew during that time by 72
9 percent. So there's a lot of things that are
10 happening, not only on the airport, but in the
11 airport vicinity, okay?

12 All right. What is a Part 150 study? I'm
13 going to go over two things: What it is, and what it is
14 not, okay? And the is not is just as important as to
15 what it is.

16 It's a voluntary program. The FAA does not
17 require an airport to do a Part 150. It is a voluntary
18 program. It is part of the Code of Federal Regulations
19 -- the federal aviation regulations, and that Part 150
20 study is that regulation, okay, associated with it.

21 It's a study with respect to noise and how it
22 affects the communities around it. So it -- in the
23 long-term of it, is a Part 150 noise and land use
24 compatibility study, okay? We just shortened it to Part
25 150, but it's about noise and land use compatibility

1 around an airport.

2 In order for there to be any federal funding
3 for any mitigation associated with incompatible land
4 uses around an airport, the airport has to go through a
5 Part 150 study. That's the only way any federal money
6 can be provided to a local community or a local
7 landowner associated with an incompatible land use.

8 So the other thing that it's important to
9 recognize is that the airport has to maintain its role
10 because it gets federal grant money, and there are grant
11 assurances associated with that particular money. And
12 so they have to maintain certain levels of aviation
13 safety and the efficient use of navigable airspace.
14 That is very critical to our discussions.

15 Okay, what is it not? It's not an airport
16 master plan. That's a separate document entirely with
17 respect to how the airport is going to grow. It's not
18 an environmental review or it's not a safety study. It
19 is about noise and land use compatibility only.

20 A lot of members of the public think it's an
21 opportunity to close an airport. It is not,
22 specifically. The legislation says that is not what
23 this is about, okay? So we have to kind of take that
24 out of our heads that it's an opportunity to close an
25 airport.

1 It's also not an opportunity to address air
2 quality. We get that comment all the time. Again, we
3 base it on what the legislation says. The legislation
4 is very specific about what a Part 150 study can be.

5 And the last one is really important. We
6 cannot move noise from one community to another. We
7 can't favor one community over another, okay? That also
8 is very explicit in the legislation.

9 So why should RMMA undertake this? It's
10 voluntary. They're not required to do it. And the
11 reasons for doing it is that there have been some
12 concerns, issues in the community with respect to
13 aircraft noise in the community.

14 And this is a way of addressing that, of
15 saying, let's really figure out how big the problem is,
16 whether it's a problem, and if it is what sort of
17 solutions -- what sort of things can we do to help that.

18 So Part 150 does a couple of things. Number
19 one is, it does establish standard noise methodologies
20 and metrics and units of noise, okay? And I'm going to
21 talk a little bit more about that in just a second.

22 It also identifies land uses that are
23 considered incompatible. And actually, in your packet,
24 you'll find this table (indicating). That actually
25 comes right out of Part 150, and it actually identifies

1 what is considered a compatible or not compatible land
2 use, okay?

3 And we can go over this if you want to,
4 because it's kind of a -- it's a kind of a tough table
5 to read. But anyhow, it is this, and this is something
6 I want you to take, okay, so that you have that
7 available.

8 And then the Part 150 also provides for the
9 procedures to -- and the procedures and the criteria for
10 making projects eligible for funding through the Airport
11 Improvement Program, for the AIP funding that the FAA
12 has.

13 All right. So kind of want to talk a little
14 bit about noise, and I want to talk about sound first.
15 So sound is objectionable -- objective. Sorry.

16 Melodie, don't write that, okay?

17 THE REPORTER: It's there.

18 MR. FULL: It's there. It's objective and
19 measurable, okay? We can measure sound. Noise is
20 subjective. And noise basically is just sound
21 that's unwanted, okay?

22 Some sounds are pleasant. People actually like
23 hearing them. Others are things that are unwanted
24 and people consider to be noise. So in terms of our
25 process here, we measure noise in terms of decibels,

1 okay?

2 So sound is heard over a very large range. And
3 honestly, what I might perceive to be loud, you
4 might not think it's so loud.

5 MR. MARKERT: What --

6 MR. FULL: You might -- yeah, precisely, right?
7 So -- and, again, that's -- we all have different
8 abilities to hear, right? We're not all the same
9 from that standpoint, but we have to get to some
10 commonplace. And that's what these metrics are to
11 get us to that sort of commonplace.

12 So the way we have to measure it, we call it
13 DNL. And it's actually just what's called the Day-
14 Night Average Sound Level. That's what DNL means.
15 And in just really basic standpoint, DNL is actually
16 considered over 365 days. So it's an entire year,
17 and it's the amount of noise or sound energy that
18 occurs over that entire year, and then averaged out.

19 So if you look at the graphic there
20 (indicating), you can kind of see different sound
21 levels associated with what might occur, right?
22 Sometimes it's louder during certain parts of the
23 day, sometimes it's quieter. But we average that
24 out over that entire day.

25 The other interesting thing is that DNL does

1 take into account nighttime noise. So noise that
2 occurs between 10:00 p.m. and 7:00 a.m. is treated
3 differently. It's treated as if (sound effect) --
4 you can hear that, right? If that were to occur at
5 2:00 in the morning, it'd be treated as if ten of
6 those things occurred at 2:00 in the morning, okay?

7 So it penalizes noise that occurs during
8 nighttime hours. That is really important to
9 understand, because it does -- it does recognize
10 that 10:00 p.m. to 7:00 a.m. is a kind of standard
11 sort of sleeping time for people. And being awoken
12 during sleep is not what people like.

13 In fact, that happened to me today at my hotel.
14 The alarm went off at 5:00 in the morning, and
15 everybody had to get out of the hotel. I didn't
16 like that, right? That was a noise. That was a
17 noise for me, for sure.

18 But anyhow, so that DNL is really used to help
19 the FAA determine what is considered an incompatible
20 land use. So we do all this work, right? And we
21 come up with what's called a Noise Exposure Map, or
22 an NEM.

23 I'm showing you one example (indicating). This
24 is the Part 150 that we did at Chicago Executive
25 Airport near Chicago, Illinois. And all it is is

1 just to show you what you are going to see in the
2 future associated with this particular airport. So
3 this is just an example.

4 That airport, you can see, we have modeled the
5 different contours, and the furthest out contours is
6 65 because that's the one we care most about. We
7 have a 70 and we have a 75 in there as well.

8 But you can see that we look at this, we put
9 these contours on land use maps to identify, well,
10 do we have any incompatible land uses? Well, here
11 at Chicago Executive, the yellow are single-family
12 homes. We have single family homes in what's
13 considered a highly significant noise area. We have
14 some multi-family homes up here as well.

15 So you can see this is a tool that we use to
16 say, okay, guess what? We didn't have an issue here
17 at Chicago Executive.

18 When we get to the NEMs, we're going to be able
19 to see, do we have an issue here at Rocky Mountain
20 Metro, and how big is that issue? How many kind of
21 parcels of property are we talking about that are
22 within that 65 and are considered incompatible land
23 uses?

24 So this is the first part of our process, is to
25 develop these NEMs. And this is -- this takes a

1 while to do, because we have to gather all sorts of
2 data with respect to all the operations that would
3 occur here on an annual basis.

4 And we look at the different aircraft. We look
5 at the time of day. We look at which one, where
6 they're taking off from. We look at their stage
7 lengths, how far they're going. Because a plane is
8 going further, needs more fuel, which means it's
9 heavier, which means it doesn't, you know, climb as
10 fast as something without as much fuel.

11 So all sorts of parameters go into the noise
12 model to come up with these NEMs.

13 I think we can go to the next one, Julie.

14 MS. BARROW: Okay.

15 MR. FULL: Yeah, so what we're going to do here
16 is, we're going to model current and future noise
17 levels here at the airport, and we have to use the
18 FAA-approved tool to do that -- to come up with
19 that. And that tool is called AEDT, or the Aviation
20 Environmental Design Tool.

21 It is a model that we use. I talked about the
22 different parameters that go into it. We put all
23 those in, and we get the contours. That's what
24 comes out of that particular noise model. I will
25 say that -- what version are we on, Alex?

1 MR. PHILIPSON: 3F.

2 MR. FULL: 3F. It is constantly being
3 improved, this noise model. It's not a static
4 thing. So we are in 3F now. We will use 3F because
5 that's what's approved right now. 3G or 4A may come
6 out later.

7 MR. PHILIPSON: Yeah, we might be on 3G.

8 MR. FULL: Well, I think we are in 3G, aren't
9 we?

10 MR. PHILIPSON: Yeah. 4A is in beta.

11 MR. FULL: Yeah, in beta testing right now,
12 okay? Yeah, so the point being is that this model
13 gets updated all the time and improvements are made
14 to it all the time.

15 The other thing we'll do is we'll look at
16 current flight tracks. Any voluntary noise
17 abatement procedures will get community input.
18 That's a different focus group. And we'll actually
19 have a public meeting coming up in July to get
20 additional public comment.

21 We're going to develop recommendations for
22 noise abatement, noise mitigation, and then we'll
23 help determine the eligibility for FAA funding
24 associated with that. So that's the goals of this
25 particular study.

1 So when we think about the work that we need to
2 do, we have to think about several things. The
3 airport must be available 24 hours a day. That is a
4 requirement from the FAA, and that's really due to
5 interstate commerce regulations. Yeah, and that's
6 one of the grant assurances this airport has made by
7 taking federal money, that they will be operational.

8 We do try to balance working with community and
9 noise concerns. I'm going to tell you, at the end
10 of the day, not everybody is going to be happy with
11 what comes out of this. Not everyone is going to be
12 happy. And that's just the nature of the work that
13 we do.

14 I often have to -- I probably don't have to
15 tell you guys this, but aircraft take off into the
16 wind and land into the wind because that's the most
17 efficient way. So it really determines which
18 runways are used.

19 That's more for the public. That -- educating
20 them on that sort of thing is really important. But
21 also important for folks to realize that aircraft,
22 it's not like driving down a highway. There isn't a
23 particular one lane that you have to be in. Pilots
24 need to make good decisions on how they're flying
25 for safety purposes.

1 And when you have different types of weather,
2 that can affect what a flight track might actually
3 be for that particular aircraft. So aircraft can
4 deviate from flight patterns.

5 So we will often have somebody from the public
6 say, oh my god, you know, I heard this plane at 2:00
7 in the morning. Why was it flying over my house?

8 It could be 100 different reasons why that
9 plane was flying over your house at the time. But
10 it was probably for safety reasons, not to just make
11 you upset, to make you mad.

12 All right. So I talked a little bit about
13 roles and responsibilities. We talked about the
14 airport as -- and their responsibilities.

15 The FAA -- this is really important for people
16 to understand. They -- with respect to the noise
17 exposure maps, they accept them. They accept them
18 and say, yes, those are correct maps, go ahead and
19 continue on.

20 They approve the measures in your noise
21 compatibility program. That's what's really
22 important there, is we may have 20 different
23 measures in our noise compatibility program. The
24 FAA has basically line veto authority. They can
25 approve five of those, ten of those, all of those.

1 But they get to decide which ones get implemented.

2 The various communities around the airport that
3 have jurisdiction over land uses, we will be meeting
4 with them tomorrow?

5 MS. BARROW: Uh-huh.

6 MR. FULL: Yeah, tomorrow. The various
7 planners from those jurisdictions. You know, we
8 have to work with them so that they implement good
9 land use planning measures so that we don't have
10 incompatible land uses around the airport and then
11 we don't develop more incompatible land uses.

12 And then also, the community and the airport
13 users. That's part of the input we get regarding
14 the noise concerns and the recommendations.

15 All right. So how do we do it? We have a
16 whole variety of different processes that have to go
17 through it. I'm not going to go through these in
18 detail, but just know that we have to do all these
19 things as part of the process.

20 And the Part 150 study, we actually got under
21 contract back in fall of 2024. These usually take
22 two, two-and-a-half years to complete. Go all the
23 way through the study, okay? This is not something
24 that happens overnight.

25 Hi there.

1 MR. DIMANNA: Hi. I apologize.

2 MR. FULL: Are you Wayne?

3 MR. DIMANNA: Terry.

4 MR. FULL: Terry? Oh, you're Terry, okay.

5 Perfect.

6 All right. Julie --

7 MS. BARROW: Yes.

8 MR. FULL: -- let's go to the next one.

9 So we think of this in two processes.

10 We have a phase 1 and that's that noise
11 exposure map. That's all that happens in phase 1,
12 is to do that noise exposure map.

13 Phase 2 is to do the noise compatibility
14 program, okay?

15 We separate those out, because we can't get to
16 phase 2 until the FAA accepts the noise exposure
17 maps. We don't want to get ahead of ourselves. We
18 want to get the first phase done, and then we go
19 into the second phase. And, you know, I --
20 actually, go back just a second.

21 MS. BARROW: Sorry.

22 MR. FULL: Sorry, Julie. That's important to
23 note. That's why this can take a while. They get
24 180 days to review that noise compatibility, okay?
25 So -- and given what's happened at the FAA and in

1 the past couple of months, they've lost a lot of
2 staff, so I'm a little bit fearful for how quickly
3 they're going to be doing their reviews. So we all
4 have to kind of be aware of that as well.

5 All right. I talked a little bit about NEMs.
6 All it does is it identifies the noise contours, the
7 noise exposure map that -- around the airport, and
8 it just determines future noise as well. We use
9 that noise model that AEDT for both current as well
10 as future, okay?

11 And so when we look at the NEMs, you're --
12 there're going to be a series of maps associated
13 with it. There'll be current, and there'll be
14 future. And oftentimes we will actually blow up the
15 map so you can really get a good view of what it
16 looks like at one end of the airport versus another,
17 okay?

18 So it's that -- it is the noise contour that's
19 included as part of it. And I already talked about
20 all the different factors that go into that as well.
21 Once we get those NEMs accepted, then we can move
22 into phase 2, which is the noise compatibility
23 program. And -- oh, do I need to talk about this?

24 I already talked about that.

25 MS. BARROW: You can do that.

1 MR. FULL: Oh, but actually, go back.

2 One thing I didn't talk about is this, the land
3 use inventory. So we have a GIS file of all the
4 various land uses in the vicinity of the airport.
5 One of the things we've already done -- Alex and Wes
6 were part of this. It took you guys about a week, I
7 think, to do that, something like that.

8 MS. BARROW: Yeah.

9 MR. FULL: But they went and pretty much drove
10 every street to verify all the land uses and make
11 changes to those GIS files based on what they saw
12 out there in the field. So that's really important.

13 And one of the things that we have to do as
14 part of it is we have to share that with the local
15 land use jurisdictions, make sure they're good with
16 the maps as well.

17 So it isn't -- we just don't rely on an aerial
18 or anything like that. We actually go out in the
19 field and we actually do that work. So I want to
20 make sure people understand that that's a very
21 intensive thing that we've already -- that we have
22 already accomplished.

23 Thanks, Julie.

24 MS. BARROW: Uh-huh.

25 MR. FULL: All right. So the NCP is really to

1 identify those actions. If we have some
2 incompatible land uses in the vicinity of RMMA, what
3 can we do to reduce noise and promote compatible
4 land uses in the airport vicinity? That's what we
5 have to really look at.

6 Each one of those measures has to have a
7 schedule for implementation, the -- identify the
8 entities responsible, because in some cases, it
9 won't be the airport, it won't be the FAA. It may
10 be the local land use jurisdiction that has that
11 responsibility.

12 The FAA, as I said, will review the NCP, and
13 they will then respond by giving us what's called a
14 Record of Approval, or an ROA. That ROA is where
15 they provide their line-item veto, where they say,
16 okay, measure 6, we agree with measure 7, no, you're
17 not implementing it, okay?

18 So that ROA is really important, and that then
19 becomes the guidance document for what can occur in
20 the vicinity of the airport.

21 So the objectives there are to, you know,
22 gather input. That's one of the things we're going
23 to be doing with respect to it. We're a little too
24 early in the process to do that because we want you
25 to know what the NEMs actually show before we start

1 doing anything associated with the NCP.

2 And we really need to determine, well, what's
3 going to be the effectiveness of doing this
4 particular measure?

5 The -- I will say that the Part 150 study
6 process requires us to do several things as part of
7 -- as part of the process. It will require us to
8 take a look at whether we can change any of the --
9 if any change in a flight track might make a
10 difference. We have to do that. We have to look at
11 that. Whether this group or any other group
12 suggests it, that will be something that we are
13 required to do.

14 And they've got, what is it, five or six
15 different things, Alex, that we have to include
16 there? That will be part of it. And when we get to
17 that process, I'm going to go into much more detail
18 about that, okay?

19 All right. Let's move on, Julie.

20 So, examples of integration strategies. So
21 there are -- you can do a whole variety of things.
22 I just kind of talked a little bit about maybe some
23 operational procedures that you could do here at the
24 airport that could be implemented. Those are things
25 that we need to look at.

1 We need to look at if there's some
2 administrative measures that the airport could
3 implement as part of the process, and then also look
4 at land use measures. What could these
5 jurisdictions in the vicinity of the airport
6 potentially do to assist in making sure we have
7 compatible land uses.

8 So we take a look at that. We have our
9 criteria that we have to follow with respect to
10 noise mitigation. And, again, when we get there,
11 we'll go into that in much more detail. Yeah, we'll
12 do that in much more detail at that time. All
13 right?

14 So I think we also have a sheet in your packet
15 there of all the sources, right --

16 MS. BARROW: Yep.

17 MR. FULL: -- the resources. So yeah, you have
18 that, and there's QR codes associated with it, so
19 you can take a look at those in your leisure.

20 But I will point out that there is a very good
21 one. The Part 150 airport noise compatibility
22 planning goes through a lot of details. So if you
23 have questions after you get home and you really
24 want to know more about it, definitely go to that
25 particular to that particular resource.

1 All right. We're to the point now where I can
2 take questions if anybody has any particular
3 questions that they'd like to ask/

4 Yes, go ahead. Yeah.

5 MR. GARRETT: So I think I've got a couple.
6 Based on my understanding of how the noise study
7 works --

8 MR. FULL: Uh-huh.

9 MR. GARRETT: -- is, it's not actually, like,
10 going out and placing microphones around the
11 airports. It's more of a statistical or an
12 analytical perspective?

13 MR. FULL: Correct. And if I can, I'd like to
14 talk a little bit about that.

15 There's a reason we don't do microphones and
16 monitoring out in the field. And it's precisely
17 because that will pick up every noise, and we just
18 want aircraft noise.

19 So if we put something in a residential
20 neighborhood, you know, somebody with a bad muffler
21 goes down the street, guess what? That's in -- that
22 -- and that's -- you know, we're not really -- we
23 don't really want to measure that. Somebody mows a
24 lawn. Somebody -- somebody's kid is in a rock band,
25 you know?

1 And so, you know, we -- so much other noise
2 occurs in a community, and that doesn't isolate the
3 aircraft noise. And that's what we need to do. And
4 that's why we use AEDT, because it isolates aircraft
5 noise. Is that --

6 MR. GARRETT: Yeah, useful.

7 MR. FULL: Okay. Yeah.

8 MR. GARRETT: Yeah, I think that's a --
9 probably a misconception just because the noise is
10 in the name.

11 MR. FULL: I get it. I totally get that. And
12 it's -- I will tell you, that is always a question
13 we get from the public. Come to my house and put a
14 microphone there and you can see how loud it is,
15 yeah.

16 And the other thing associated with that is, we
17 have to have that microphone out there for an entire
18 year to be able to replicate what occurs. Because
19 if we go out and let's just say we're there for a
20 week, and we'd do that, we'd have that week.

21 But was that week representative of the type of
22 operations that are occurring at the airport? Is
23 this the runway use -- the correct runway use, you
24 know, in terms of percentages, you know, in terms of
25 taking off on which runway is -- was that

1 representative for an entire year? So that's why we
2 also don't do it that way, either.

3 And we've had -- you know, we -- people will
4 say, well, you know, I hear noise, you know, at my
5 house. And I can tell you, it's -- if you come out
6 here, it's going to be more than 65. And that's
7 when I have to say, 65 is the average over the whole
8 year.

9 I don't doubt that you might have noise that
10 maybe even hits 100 or 105 from a particular
11 aircraft that goes over your house. Yes, that
12 occurs, and you -- it may be a 30-second occurrence,
13 but we average that out over the whole year.

14 So that's the other reason why, you know, the
15 noise, microphones, and monitoring just don't really
16 provide a clear picture of the overall noise
17 environment.

18 Alan, I know you want to talk, but I -- Brian,
19 you said you had a couple. Do you --

20 MR. GARRETT: Go ahead.

21 MR. FULL: Are you okay with Alan to go ahead?

22 MR. GARRETT: Yeah, go.

23 MR. FROHBIETER: Yeah, I was just going to --

24 MR. FULL: Call you back, okay? Yeah.

25 MR. FROHBIETER: There's a -- the good

1 opportunity to --

2 MR. FULL: Yeah.

3 MR. FROHBIETER: -- help validate the models
4 because the town of Superior, we actually has
5 collected data out there for a year.

6 MR. FULL: Uh-huh.

7 MR. FROHBIETER: Just something to compare
8 against. Centennial did 150, and their microphones
9 actually show lower levels than the model.

10 MR. FULL: Than the model? Yeah.

11 MR. FROHBIETER: Just something, the junior
12 model or something.

13 MR. FULL: Yeah. And, indeed -- and the other
14 -- I guess the other big thing I would say is, the
15 FAA doesn't recognize noise monitoring as being
16 their tool. They recognize AEDT. So that's the
17 other reason we have to do it that way as well.

18 But yeah, I mean, we've run into that a lot
19 where somebody says, hey, I've got this and -- like,
20 okay, but we can't validate that because we don't
21 know if the microphones were actually -- you know
22 what I mean?

23 MR. FROHBIETER: It's just a good standard.

24 MR. FULL: Yeah, it is. It's --

25 MR. FROHBIETER: And then you put firecrackers

1 next to them.

2 MR. FULL: Yeah, precisely. Yeah, there you
3 go. 4th of July, right?

4 Did you have something else, Brian?

5 MR. GARRETT: So we go through the study.

6 MR. FULL: Yeah.

7 MR. GARRETT: We come out the other end.

8 MR. FULL: Yeah.

9 MR. GARRETT: We've got the models.

10 MR. FULL: Yeah.

11 MR. GARRETT: The people that are under an
12 impacted area.

13 MR. FULL: Sure.

14 MR. GARRETT: My understanding is they have
15 some level of funding, possibly.

16 MR. FULL: Possible.

17 MR. GARRETT: Their homes are built in a time
18 frame that --

19 MR. FULL: Yeah, there's --

20 MR. GARRETT: You know, there's all the
21 variables that go along with it.

22 MR. FULL: Yes, there are.

23 MR. GARRETT: If there's new construction --

24 MR. FULL: Uh-huh.

25 MR. GARRETT: -- in the area that is impacted -

1 -

2 MR. FULL: Uh-huh.

3 MR. GARRETT: -- is there any recourse for
4 them, or they just -- it's like, hey, we -- here's
5 the noise study, we've done it, sorry you moved in
6 and you're complaining about the noise, but --

7 MR. FULL: Right, right, right. That's where
8 we work with the local land use jurisdictions to
9 say, hey, you know, if you approve something in this
10 area, you're approving homes within, you know, the
11 65 -- right, let's just call it that -- and you're
12 doing that, could you please make sure that they
13 have proper sound insulation as part of that
14 whatever development that is?

15 And the other thing that we can ask for them to
16 do is get a navigation easement that says, you know,
17 homeowner, when you buy this, you are recognizing
18 that you live under a flight path, and you are
19 signing this easement for this particular property
20 that allows for, you know, aircraft to go over your
21 house, and you recognize that that occurs.

22 We've also tried to work, in some airports,
23 with the real estate community as far as disclosure.
24 The -- I will tell you, the real estate community
25 doesn't like that, because they're out there to sell

1 houses. They're not out there to tell people not to
2 sell -- you know, not to buy. So we really run into
3 a lot of roadblocks when -- from that particular
4 standpoint.

5 MR. GARRETT: But the communities are not under
6 any obligation to follow any guidance?

7 MR. FULL: They are not, right. They are not,
8 yeah. Again, that's just if it's a measure, that
9 measure would most likely say, we will work with
10 these communities to implement these particular
11 things.

12 But if the town of Superior, the City and
13 County of Broomfield, whomever, says, we don't --
14 we're not going to do that, FAA can't force it. The
15 FAA does not have the ability to -- what's the --
16 they don't have the jurisdiction for land use
17 planning and zoning. They -- that's just not under
18 their purview, yeah.

19 MR. GARRETT: I'm just super curious how the
20 modeling works, and it's probably a longer
21 conversation that we need to have.

22 MR. FULL: I'd be happy to talk more about
23 that. Alex would as well --

24 MR. GARRETT: Okay.

25 MR. FULL: -- because Alex helps run that

1 model, so --

2 MR. GARRETT: Okay.

3 MR. FULL: Yeah.

4 Yes, Terry.

5 MR. DIMANNA: Quick question, kind of going off
6 of what Brian was saying.

7 So we talked about new -- you talked about new
8 construction over there.

9 MR. FULL: Yeah.

10 MR. DIMANNA: And I'm using the town of
11 Superior heavily because they went through a lot of
12 reconstruction because of, you know, the incident
13 that happened a couple of years ago back there.

14 Do they follow under new construction
15 requirements or do they -- would they follow under
16 your, you know, reconstruction of their --

17 MR. FULL: We'd have to -- I'll be honest,
18 Terry. We haven't done all the research associated
19 with that yet, so I don't know we can do that.

20 MR. DIMANNA: Because, I mean, there's whole
21 communities that got rebuilt there.

22 MR. FULL: Yeah.

23 MR. DIMANNA: So that's why I'm just kind of
24 wondering how that flowed.

25 MR. FULL: Yes.

1 MR. DIMANNA: And then the other question I
2 kind of have, too, was: What did -- you talked about
3 the year-long study. You know, our impact at -- our
4 operations here at the airport are a little bit
5 variant right now because of some of the
6 construction and stuff going on. The runway use is
7 a little bit different than normal and stuff like
8 that.

9 MR. FULL: Uh-huh.

10 MR. DIMANNA: How will that impact the study?

11 MR. FULL: Yeah, so the -- we gathered the data
12 from a variety of different sources, in terms of the
13 total number of operations, the runways that are
14 used, the aircraft that are there.

15 We'll take a look at that data and we'll work
16 with the airports and say, does this look correct?
17 Is this -- is this -- is this representative of what
18 happens here, okay?

19 And the airport -- we'll also deal with
20 forecast for the future as well, associated with
21 that.

22 We don't -- and that's another reason why you
23 wouldn't necessarily want to do noise monitoring as
24 well, because there could be a period where maybe
25 one runway shut down for rehabilitation, right?

1 MR. DIMANNA: Right, that's where I'm going --
2 that's where I'm going with --

3 MR. FULL: Yeah, absolutely.

4 MR. DIMANNA: The variance is not as typical
5 over, but maybe over the last couple of years,
6 because we didn't have this heavy construction going
7 on, so these runways that we have currently.

8 MR. FULL: Yes, and that has to be taken into
9 account, absolutely.

10 MR. DIMANNA: Okay.

11 MR. FULL: Absolutely, yeah.

12 Bob, I thought you had your hand up.

13 MR. MARKERT: I have two questions, if I may.

14 MR. FULL: Yeah, yes.

15 MR. MARKERT: Who are the FAA deciders? Are
16 they local? Are they national? Are -- and what is
17 their skin in the game for this airport?

18 MR. FULL: Well, I mean -- well, the way the
19 FAA is set up is that this, the State of Colorado,
20 is in the Northwest Mountain Region of the FAA. The
21 FAA has nine different regions. This is Northwest
22 Mountain.

23 There actually is what's called the Denver
24 Airport District Office. It's out there at Denver
25 International. The FAA has an office out there.

1 The folks that we will work with are from that
2 particular office.

3 So they understand Colorado. They understand
4 this particular airport. The people that we'll be
5 working with have done a lot of stuff here at this
6 airport. So they understand what happens here. And
7 they're very -- they've done this sort of stuff on
8 all sorts of other airports.

9 Somebody mentioned Centennial. Yes, they were
10 involved in that as well. So these are people who
11 have that experience and who will be making those
12 decisions.

13 MR. MARKERT: Okay. Second question.

14 I'm slightly confused. You were talking about
15 a 150 study is required to get federal money, but
16 you don't need to do 150 to get federal money. I
17 heard two things. And I -- if you could clear that
18 up, it'd be helpful.

19 MR. FULL: Yeah. Federal money -- I talk about
20 federal money in a variety of different ways, okay?
21 The airport does get grants, federal grants, right,
22 that aren't associated with Part 150 at all. It
23 could be to rehab a taxi way to --

24 MR. MARKERT: Okay.

25 MR. FULL: -- you know, whatever, right? So

1 the airport does get federal money from that
2 standpoint.

3 To get money for mitigation purposes for Part
4 150, the only way you can do that is to go through a
5 Part 150. Any sort of mitigation associated with
6 noise and lands compatibility can only be provided
7 if you've done a Part 150 study.

8 MR. MARKERT: All right. It's clear now.
9 Thank you.

10 MR. FULL: Yeah, okay. Sorry about that. For
11 that confusion.

12 Yeah, James.

13 MR. EINOLF: I have a question for Erick.
14 Thought they have a slide that says the airport
15 encompasses 1,700 acres. Is that still true?

16 MR. DAHL: That's probably pre-sale of birth
17 (phonetic). Probably more like 1,100 or so right
18 now.

19 MS. BARROW: Thank you.

20 MR. EINOLF: I'm going to take note of that.

21 MR. FULL: Okay. Thank you, James.

22 MR. FROHBIETER: Are the meeting notes
23 available to us?

24 MR. FULL: We will be sending those to you.

25 MR. FROHBIETER: And the public?

1 MR. FULL: Yeah, it's all part of a public
2 process. So the public will have options to look at
3 those as well.

4 MR. FROHBIETER: Okay.

5 MR. FULL: For sure.

6 MR. FROHBIETER: I ask just for awareness.

7 MR. FULL: Absolutely.

8 MR. FROHBIETER: The town of Superior was
9 concerned about open records --

10 MR. FULL: Yeah.

11 MR. FROHBIETER: -- and open meetings.

12 MR. FULL: Yes. No, everything that we do is -
13 - that's part of the Part 150. We have to make that
14 available.

15 And when we prepare the first NEM -- when we
16 prepare the NEMs, every meeting we have will be
17 included in an appendix in that NEM and all the
18 meeting notes associated with it, who attended the -
19 - I mean, everything associated with it, we have to
20 do that.

21 So the other thing I should mention, because I
22 want everybody to be aware of it -- I think, Sarah,
23 we gave them the invitations as well --

24 MS. PEACOCK: Yes.

25 MR. FULL: -- for the meeting that we're having

1 on July 10th --

2 MS. PEACOCK: 10th.

3 MR. FULL: -- and that is a public open house.
4 It'll be at the Omni over on Interlocken. So any
5 member of the public can attend that.

6 And we will be providing a lot of this
7 information to the public during that open house and
8 give them an opportunity to better understand what
9 this Part 150 is about and give them an opportunity
10 to provide comments and ask questions as well.

11 So there's going to be a whole -- and this is
12 just the first one of these focus group meetings
13 we're going to have with you as well as the other
14 focus groups. And we're going to have more public
15 meetings as we go through the process as well.

16 Sarah, did you want to --

17 MS. PEACOCK: Just be aware that you have a
18 comment sheet there. So if you want to make any
19 comments today and jot them down and give them to
20 us, that's fabulous. The website should be up soon,
21 and you can go on there and make comments, too.

22 I think the focus group comments would be
23 really great to keep within the structure so that we
24 can associate it with --

25 MR. FULL: The focus group.

1 MS. PEACOCK: -- the focus group. So --

2 MR. FULL: So I would -- yeah, I would just
3 say, Alan, if you want to provide comments as a
4 member of the airport focus group, do it here. If
5 you wanted to provide a comment -- any of you, if
6 you wanted to provide a comment as a local resident,
7 I would do it on the website so they're not -- so we
8 have them in two different places.

9 Does that make sense? That'll help us out
10 quite a bit. So, yeah.

11 MR. FROHBIETER: When will the meeting schedule
12 be available?

13 MR. FULL: Well, we -- that's always a great
14 question, and it's always up in the air. Because a
15 lot of it has to depend on -- like, our next meeting
16 will be more about, hey, here's what we've found
17 out. You know, we're going to give you that.

18 Well, we've got to get to a certain point, and
19 it takes a while to do. And we will try to provide
20 you with at least three weeks, maybe four weeks
21 ahead of the next meeting so that you can be
22 prepared for that, okay?

23 We're giving the public the -- a month-long
24 before the public open house, and we want to do that
25 for the focus groups as well.

1 MR. FROHBIETER: How about availability of
2 Webex if somebody is on travel or something?

3 MR. FULL: For these focus group meetings, we
4 weren't planning to do that. We'd like for you to
5 be here for that.

6 If that becomes an issue and you want to
7 participate, we will look into how we can do that,
8 Sarah, right?

9 MS. PEACOCK: Absolutely.

10 MR. FULL: Okay, yeah.

11 Yes.

12 MR. DIMANNA: One last question. I'm sorry.

13 MR. FULL: Yeah, go.

14 MR. DIMANNA: I know I was late, so I do
15 apologize.

16 MR. FULL: No, no, no. We've got ten more
17 minutes.

18 MR. DIMANNA: The focus groups are kind of
19 individual based somewhat.

20 MR. FULL: Yes.

21 MR. DIMANNA: Is there a time in this process
22 that the focus groups do convene and go together and
23 discuss some of their discussions or their findings
24 or their comments, or is it just all done in one --
25 you know, how's that process?

1 MR. FULL: Yeah, so the way that process that
2 we've envisioned, then, at the airport -- we've
3 worked with the airport on this -- is that the
4 airport users will be their own process, the
5 community planners will be their own process, and
6 the community members will also be a separate
7 process. You will also get the meeting minutes from
8 them as well --

9 MR. DIMANNA: Okay.

10 MR. FULL: -- so you can see any of their
11 particular comments as well.

12 MR. DIMANNA: So you don't envision any
13 consolidation of the focus group after all the
14 discussion? Okay.

15 MR. FULL: At this point, we don't envision
16 that, no.

17 MR. DIMANNA: All right.

18 MR. FULL: Yeah.

19 Other questions?

20 Alex.

21 MR. PHILIPSON: I just want to make sure we
22 have them sign the operating agreement.

23 MR. FULL: Oh, yes. Thank you. Yes. Thank
24 you.

25 MR. PHILIPSON: So the very first thing in the

1 packet is the focus -- the operating agreement to
2 sign. There's another one for you to keep and take
3 off.

4 MR. FULL: Yeah. All right. So I promised
5 we'd be done by noon, and I think I've met that
6 commitment. So I -- the team will stay around. If
7 you want to talk to any of us individually, we're
8 happy to do that.

9 But I would just say, sign those operating
10 agreements, give those to us. If you have
11 particular comments that you want to provide to us
12 today, that's great. If you want to take that
13 comment form home --

14 MS. BARROW: Yeah.

15 MR. FULL: -- and send that in, we can do that
16 as well.

17 MS. PEACOCK: Ben's, we'll forward it to them
18 at the bottom of this resources sheet.

19 MR. FULL: Uh-huh.

20 MS. PEACOCK: And if you just mark on there,
21 but I think it tells that it's an airport users
22 group on the focus on that sheet. So just make sure
23 that you acknowledge that, and you'll be good to go.

24 MR. FULL: Okay.

25 All right. Thank you, everyone, for your time.

1 Appreciate it.

2 MR. EINOLF: Thank you.

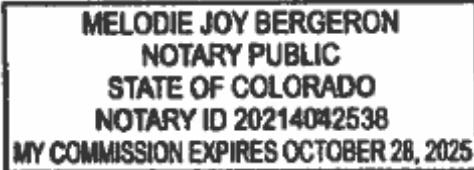
3 MS. BARROW: Thank you.

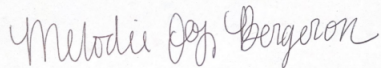
4 (Meeting concluded at 11:54 a.m. MT)

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.



21 

22 MELODIE BERGERON,

23 COURT REPORTER / NOTARY

24 COMMISSION EXPIRES ON: 10/28/2025

25 SUBMITTED ON: 06/26/2025

1	3	abilities 23:8	agree 15:4	Alex 6:15,16
1 31:10,11	3,300 18:10	ability 43:15	34:16	9:22 26:25 33:5
1,100 48:17	30-second	absolutely	agreement	35:15 43:23,25
1,700 48:15	39:12	46:3,9,11 49:7	53:22 54:1	53:20
100 29:8 39:10	365 23:16	accept 29:17	agreements	alternatives
105 39:10	3F 27:1,2,4	accepted	15:15 54:10	10:11
10:00 24:2,10	3G 27:5,7,8	32:21	ahead 13:3	amount 23:17
10th 50:1,2	4	accepts 31:16	29:18 31:17	analytical
11:54 55:4	4 5:14	accommodate	37:4 39:20,21	37:12
12 11:23	4A 27:5,10	17:10	51:21	annual 26:3
13 11:24	4th 41:3	accomplished	AIP 22:11	answers 13:12
150 5:15,17	5	33:22	air 21:1 51:14	anybody's
6:3,9 9:5,6,7,8,	50 17:24	account 24:1	aircraft 10:11	16:1
14:15 13:1	5:00 24:14	46:9	21:13 26:4	anymore
14:16 15:7,10	6	acknowledge	28:15,21 29:3	18:22
16:11 19:12,17,	6 34:16	54:23	37:18 38:3,4	apologize 31:1
19,23,25 20:5	65 18:20 25:6,	acres 48:15	39:11 42:20	52:15
21:4,18,25 22:8	7	Act 9:9	45:14	appears 8:2
24:24 30:20	7 34:16	actions 34:1	airline 8:14	appendix
35:5 36:21 40:8	70 25:7	active 16:3	airport 5:23,25	49:17
47:15,16,22	72 19:8	actively 10:10	6:1,3 9:8,12,14	appreciated
48:4,5,7 49:13	75 25:7	14:3	10:5,16,24	14:25
50:9	7:00 24:2,10	additional	11:17,23 13:4,	Approval
16 11:21	9	27:20	13 15:9,17	34:14
180 31:24	98 19:5	address 21:1	16:12,15,20,22,	approve 29:20,
1960 18:18	A	addressing	23,25 17:1,4,5,	25 42:9
1978 9:8	20 29:22	21:14	6,11,12,14,15,	approved 27:5
1990 19:4	2013 7:24	administrative	16,22 18:1,6,18	approving
2	2023 19:4	36:2	19:2,3,6,8,10,	42:10
2 31:13,16	2024 30:21	AEDT 26:19	11,17 20:1,4,9,	area 11:1
32:22	24 28:3	32:9 38:4 40:16	15,17,21,25	18:10,11,17
20 29:22	25 8:21	aerial 33:17	22:10 24:25	25:13 41:12,25
2013 7:24	2:00 24:5,6	aeronautical	25:2,4 26:17	42:10
2023 19:4	29:6	17:7	28:3,6 29:14	areas 18:13
2024 30:21	abatement	aerospace	30:2,10,12	assist 6:4 36:6
24 28:3	27:17,22	8:22,23	32:7,16 33:4	associate
25 8:21	abilities 23:8	affect 29:2	34:4,9,20 35:24	50:24
2:00 24:5,6	ability 43:15	affects 19:22	36:2,5,21 38:22	assurances
29:6	absolutely	agenda 5:13,	45:4,19 46:17,	20:11 28:6
29:6	3,300 18:10	agendas 10:21	24 47:4,6,21	attend 9:16
31:10,11	30-second	agree 15:4	48:1,14 51:4	50:5
48:17	365 23:16	34:16	53:2,3,4 54:21	attended 49:18
48:15	3F 27:1,2,4	agreement	airports 37:11	authority
29:8 39:10	3G 27:5,7,8	53:22 54:1	42:22 45:16	29:24
24:2,10	4	agreements	47:8	Alan 8:17,18
50:1,2	4 5:14	15:15 54:10	airspace 20:13	Alan 8:17,18
55:4	4A 27:5,10	ahead 13:3	39:18,21 51:3	alarm 24:14
11:23	4th 41:3	29:18 31:17	agree 15:4	agree 15:4
11:24	5	37:4 39:20,21	34:16	agreed 15:4
5:15,17	50 17:24	51:21	agreements	agreements
6:3,9 9:5,6,7,8,	5:00 24:14	AIP 22:11	air 21:1 51:14	air 21:1 51:14
14:15 13:1	6	air 21:1 51:14	aircraft 10:11	aircraft 10:11
14:16 15:7,10	65 18:20 25:6,	airplane 10:11	21:13 26:4	airline 8:14
16:11 19:12,17,	7	airport 5:23,25	28:15,21 29:3	airport 5:23,25
19,23,25 20:5	70 25:7	agreements	37:18 38:3,4	agreements
21:4,18,25 22:8	72 19:8	amount 23:17	39:11 42:20	agreements
24:24 30:20	75 25:7	analytical	45:14	agreements
35:5 36:21 40:8	7:00 24:2,10	annual 26:3	airline 8:14	agreements
47:15,16,22	9	answers 13:12	airport 5:23,25	agreements
48:4,5,7 49:13	A	anybody's	6:1,3 9:8,12,14	agreements
50:9	abatement	anybody's	10:5,16,24	agreements
16 11:21	27:17,22	anybody's	11:17,23 13:4,	agreements
180 31:24	abilities 23:8	anybody's	13 15:9,17	agreements
1960 18:18	ability 43:15	anybody's	16:12,15,20,22,	agreements
1978 9:8	3,300 18:10	anybody's	23,25 17:1,4,5,	agreements
1990 19:4	30-second	anybody's	6,11,12,14,15,	agreements
2	365 23:16	anybody's	16,22 18:1,6,18	agreements
2 31:13,16	3F 27:1,2,4	anybody's	19:2,3,6,8,10,	agreements
32:22	3G 27:5,7,8	anybody's	11,17 20:1,4,9,	

availability 52:1	beginning 5:5	Capacity 9:9	communities 19:1,22 30:2 43:5,10 44:21	consultant 6:7,13 10:18 12:5
average 23:14, 23 39:7,13	belabor 13:18	capture 9:23	community 10:25 19:7 20:6 21:6,7,12,13 27:17 28:8 30:12 38:2 42:23,24 53:5,6	continue 29:19
averaged 23:18	Ben's 54:17	care 14:13 25:6	compare 40:7	contour 32:18
aviation 7:24 17:25 19:19 20:12 26:19	benefit 14:23	cases 34:8	compatibility 15:19 19:24,25 20:19 29:21,23 31:13,24 32:22 36:21 48:6	contours 25:5, 9 26:23 32:6
avoid 14:22	beta 27:10,11	cell 14:24	compatible 22:1 34:3 36:7	contract 30:21
aware 32:4 49:22 50:17	big 5:14 21:15 25:20 40:14	Centennial 17:20 40:8 47:9	complaining 42:6	contribute 8:5 18:9
awareness 49:6	birth 48:16	change 35:8,9	complete 30:22	convene 52:22
awoken 24:11	bit 16:10 18:9 21:21 22:14 29:12 32:2,5 35:22 37:14 45:4,7 51:10	Chicago 24:24,25 25:11, 17	concerned 49:9	conversation 43:21
B	blow 32:14	city 10:25 43:12	concerns 15:12,25 21:12 28:9 30:14	conversations 14:22
	Bob 7:15,16 13:23 46:12	civil 10:6	concluded 55:4	cool 5:7 8:25 9:1 11:22,25
	bottom 54:18	clear 39:16 47:17 48:8	conduct 10:21	correct 14:11 17:17 29:18 37:13 38:23 45:16
back 8:1 9:6 13:11 15:23 30:21 31:20 33:1 39:24 44:13	Boulder 18:3	climb 26:9	confused 47:14	county 17:2,3 43:13
bad 37:20	Brian 11:6,7, 10,11 39:18 41:4 44:6	close 8:10 18:4 20:21,24	confusion 48:11	couple 21:18 32:1 37:5 39:19 44:13 46:5
balance 28:8	Broomfield 43:13	Code 19:18	conscious 5:19	court 7:5 9:21 14:7,23
Ball 8:22	built 41:17	codes 36:18	considered 21:23 22:1 23:16 24:19 25:13,22	criteria 22:9 36:9
band 37:24	busier 17:20	collect 15:15	consolidation 53:13	critical 20:14
Barrow 6:12 8:25 9:2 11:9 26:14 30:5 31:7,21 32:25 33:8,24 36:16 48:19 54:14 55:3	busiest 17:16	collected 40:5	constantly 27:2	curious 43:19
base 21:3	business 18:5, 24	Colorado 17:15,23 18:15 46:19 47:3	construction 41:23 44:8,14 45:6 46:6	current 26:16 27:16 32:9,13
based 6:17 33:11 37:6 52:19	businesses 17:24	comment 21:2 27:20 50:18 51:5,6 54:13		D
basic 23:15	busy 17:22	comments 15:1,2 50:10, 19,21,22 51:3 52:24 53:11 54:11		Dahl 5:6,25 17:18,20 48:16
basically 22:20 29:24	buy 42:17 43:2	commerce 28:5		data 26:2 40:5 45:11,15
basis 10:16 26:3	C	Commercial 11:16		Dave 6:8 12:2
began 18:18	call 12:16 14:4, 6 23:12 39:24 42:11	commitment 54:6		day 23:23,24 26:5 28:3,10
begin 13:21	called 9:7 23:13 24:21 26:19 34:13 46:23	common 16:13		
		commonplace 23:10,11		

Day- 23:13	20,23 45:1,10	effect 24:3	experience 47:11	final 15:18
days 23:16	46:1,4,10	effectiveness		16:5,8
31:24	52:12,14,18,21	35:3	explicit 21:8	finally 10:14
deal 45:19	53:9,12,17	efficient 20:13	exposure	find 21:24
decibels 22:25	director 6:1	28:17	24:21 29:17	findings 52:23
decide 30:1	disclosure	Einolf 8:9,13	31:11,12,16	fine 15:5
deciders 46:15	42:23	48:13,20 55:2	32:7	firecrackers
decisions	discuss 10:5	element 13:19		40:25
15:18 16:5,6,8	52:23	eligibility	F	flight 27:16
28:24 47:12	discussion	27:23	FAA 7:9 12:22	29:2,4 35:9
decorum	53:14	eligible 22:10	15:17 16:9,22,	42:18
14:20	discussions	encompasses	24 19:16 22:11	flowed 44:24
demonstrate	7:10 10:7 12:18	48:15	24:19 27:23	fly 8:10
7:9	20:14 52:23	end 13:21 28:9	28:4 29:15,24	flying 8:21
Denver 6:13,	disruptive	32:16 41:7	31:16,25 34:9,	11:21 28:24
17,22 16:23	14:24	energy 23:17	12 40:15 43:14,	29:7,9
18:3,10 46:23,	disseminated	enforce 12:18	15 46:15,19,20,	focus 7:13 9:5,
24	13:16	engineer 8:22	21,25	15 12:13,14,18
Department	District 46:24	enthusiastic	FAA-	13:6 14:12,14
18:15	DNL 23:13,14,	8:14	APPROVED	15:21,23 16:17
depend 51:15	15,25 24:18	entire 14:2	26:18	27:18 50:12,14,
Design 26:20	document	23:16,18,24	fabulous 50:20	22,25 51:1,4,25
designated	20:16 34:19	38:17 39:1	facilities 18:4	52:3,18,22
16:22	doubled 19:5	entities 34:8	fact 24:13	53:13 54:1,22
detail 30:18	doubt 39:9	environment	factors 32:20	focused 15:7,
35:17 36:11,12	downtown	39:17	fall 30:21	10
details 36:22	18:3	environmental	family 25:12	folks 13:16
determine	drive 18:5	20:18 26:20	farmland	28:21 47:1
24:19 27:23	driving 28:22	envision	18:21	follow 36:9
35:2	drove 33:9	53:12,15	fast 26:10	43:6 44:14,15
determines	due 28:4	envisioned	favor 21:7	force 43:14
28:17 32:8		53:2	fearful 32:2	forecast 45:20
develop 25:25	E	Erick 5:4,9,24,	federal 19:18,	form 54:13
27:21 30:11	e-mail 10:23	25 6:6 15:22	19 20:2,5,10	forward 54:17
development	earlier 13:23	17:16 48:13	28:7 47:15,16,	found 51:16
17:7,9 18:23,25	early 34:24	establish	19,20,21 48:1	frame 41:18
42:14	easement	21:19	federally 17:5	framework
deviate 29:4	42:16,19	estate 42:23,24	feel 9:19	12:21
difference	economic	evaluate 10:11	field 11:17	free 9:19
35:10	18:13,16	examples	33:12,19 37:16	Frohbieter
differently	economy 18:9	35:20	figure 21:15	8:18,21 39:23,
24:3	educating	Executive	file 33:3	25 40:3,7,11,
DIMANNA	28:19	24:24 25:11,17	files 33:11	23,25 48:22,25
31:1,3 44:5,10,				49:4,6,8,11
				51:11 52:1

fuel 26:8,10	gathered 45:11	guy 8:9	homes 25:12, 14 41:17 42:10	improved 27:3
Full 5:3,7,9,11, 13 6:6,8,15,19, 24 7:3,7,19,22 8:3,6,12,16,20, 24 9:1,3 11:5,7, 10,14,18,20,22, 25 12:2,4,7 17:19,22 22:18 23:6 26:15 27:2,8,11 30:6 31:2,4,8,22 33:1,9,25 36:17 37:8,13 38:7,11 39:21,24 40:2, 6,10,13,24 41:2,6,8,10,13, 16,19,22,24 42:2,7 43:7,22, 25 44:3,9,17, 22,25 45:9,11 46:3,8,11,14,18 47:19,25 48:10, 21,24 49:1,5,7, 10,12,25 50:3, 25 51:2,13 52:3,10,13,16, 20 53:1,10,15, 18,23 54:4,15, 19,24	gave 49:23	guys 28:15 33:6	honest 44:17	Improvement 22:11
	generate 10:10	H	honestly 23:3	improvements 27:13
	GIS 33:3,11	hand 46:12	hoping 11:14	incident 44:12
	give 5:16 14:5 50:8,9,19 51:17 54:10	hangar 7:17 8:19 11:19	hotel 8:19 24:13,15	include 35:15
	giving 34:13 51:23	happen 8:13	hour 5:20	included 32:19 49:17
	goals 27:24	happened 24:13 31:25 44:13	hours 24:8 28:3	incompatible 20:3,7 21:23 24:19 25:10,22 30:10,11 34:2
	god 29:6	happening 15:8 19:10	house 29:7,9 38:13 39:5,11 42:21 50:3,7 51:24	increase 19:5
	good 7:19 28:24 30:8 32:15 33:15 36:20 39:25 40:23 54:23	happy 5:5,6 7:11 8:4 12:16 28:10,12 43:22 54:8	houses 43:1	increased 19:3
	grant 20:10 28:6	heads 20:24	how's 52:25	indicating 11:11 21:24 23:20 24:23
	grants 47:21	hear 7:8 10:2 15:24 16:7 23:8 24:4 39:4	I	individual 52:19
	graphic 23:19	heard 23:2 29:6 47:17	identifies 21:22,25 32:6	individually 54:7
	great 9:2,3 12:2 50:23 51:13 54:12	hearing 22:23	identify 25:9 34:1,7	individuals 12:14
funded 17:5	grew 19:8	heavier 26:9	Illinois 24:25	industries 18:12
funding 20:2 22:10,11 27:23 41:15	group 6:3 7:13 9:5,15 12:14,19 15:24 27:18 35:11 50:12,22, 25 51:1,4 52:3 53:13 54:22	heavily 44:11	impact 18:16 45:3,10	influence 12:9 15:25
furthest 25:5	groups 13:7 15:21 16:17 50:14 51:25 52:18,22	heavy 46:6	impacted 41:12,25	information 5:16 50:7
future 25:2 26:16 32:8,10, 14 45:20		helpful 47:18	impartial 12:8	informed 10:17
G		helping 6:13, 17 7:12	implement 30:8 36:3 43:10	input 9:13 10:13 12:11 27:17 30:13 34:22
game 46:17	grow 20:17	helps 18:5 43:25	implementation 34:7	insulation 42:13
Garrett 11:4,6, 8,13,16,19,21, 23 12:1,3,6 37:5,9 38:6,8 39:20,22 41:5, 7,9,11,14,17, 20,23,25 42:3 43:5,19,24 44:2	grown 19:1	hey 40:19 42:4, 9 51:16	implemented 30:1 35:24	integration 35:20
	growth 18:13	highly 25:13	implementing 34:17	intensive 33:21
	guess 25:16 37:21 40:14	highway 28:22	important 7:7 10:1,10 13:19 14:10 16:2,20, 24 17:2 18:11, 19 19:14 20:8 21:5 24:8 28:20,21 29:15, 22 31:22 33:12 34:18	interesting 14:17 23:25
gather 26:1 34:22	guidance 34:19 43:6	hits 39:10		
	guidelines 12:21 13:17	home 36:23 54:13		
		homeowner 42:17		

interests 9:18, 20	jurisdictions 30:7 33:15 36:5 42:8	40:9	29:10,11 33:10, 15,20 35:9	member 50:5 51:4
Interlocken 50:4		Lickus 6:21	42:12 49:13	members 7:13 9:14 20:20 53:6
International 16:23 46:25	K	life 7:18	50:18,21 51:9 53:21 54:22	mention 49:21
interstate 28:5	kid 37:24	Lima 7:17	making 14:8, 10 15:18 22:10 36:6 47:11	mentioned 47:9
introduce 6:8	kind 8:1 12:4 13:19 16:13 18:2,5 20:23 22:4,13 23:20 24:10 25:20 32:4 35:22 44:5,23 45:2 52:18	line-item 34:15	manager 6:9	met 54:5
introduction 11:15		list 10:23	manner 13:8	methodologie s 21:19
introductions 5:23 11:12	L	listen 9:24 12:9 13:5 15:24	map 24:21 31:11,12 32:7, 15	metrics 21:20 23:10
inventory 33:3		live 42:18	maps 25:9 29:17,18 31:17 32:12 33:16	Metro 10:5 18:10 25:20
invitations 49:23	land 17:6,8 19:23,25 20:3, 7,19 21:22 22:1 24:20 25:9,10, 22 28:16 30:3, 9,10,11 33:2,4, 10,15 34:2,4,10 36:4,7 42:8 43:16	lives 8:10	mark 54:20	Metropolitan 6:1
involved 47:10	landowner 20:7	living 7:18	Markert 5:8,10, 12 7:16 23:5 46:13,15 47:13, 24 48:8	microphone 38:14,17
isolate 38:2	lands 48:6	local 20:6 33:14 34:10 42:8 46:16 51:6	Marlon 7:20	microphones 37:10,15 39:15 40:8,21
isolates 38:4	lane 28:23	long-term 19:23	Marlow 7:20, 23 8:6	midway 18:2
issue 25:16,19, 20 52:6	large 23:2	longer 13:25 43:20	master 20:16	military 7:18
issues 10:5,7 14:12,15 15:12 21:12	late 11:4 52:14	lost 32:1	means 23:14 26:8,9	minutes 52:17 53:7
item 5:14	law 15:17	lot 5:16 9:11 10:18 14:17 15:8 17:10,13 18:4 19:9 20:20 32:1 36:22 40:18 43:3 44:11 47:5 50:6 51:15	measurable 22:19	misconception 38:9
J	lawn 37:24	loud 23:3,4 38:14	measure 22:19,25 23:12 34:16 35:4 37:23 43:8,9	mitigation 20:3 27:22 36:10 48:3,5
James 8:8,9 48:12,21	leading 12:4	louder 23:22	measures 29:20,23 30:9 34:6 36:2,4	mixture 7:25
Jefferson 17:1	lease 17:6	lower 40:9	meeting 11:2 12:4 13:14,15 14:2 27:19 30:3 48:22 49:16,18, 25 51:11,15,21 53:7 55:4	model 26:12, 16,21,24 27:3, 12 32:9 40:9, 10,12 44:1
job 10:18,19 12:8	leave 15:14	M	meetings 7:10 9:17,19 10:20, 21 13:21 49:11 50:12,15 52:3	modeled 25:4
jobs 18:11,16	legislation 9:8,11 20:22 21:3,8	mad 29:11	Melodie 7:4,6, 11 22:16	modeling 43:20
jot 50:19	leisure 36:19	made 16:5,8,9 27:13 28:6		models 40:3 41:9
Julie 6:11,12 13:3 16:19 26:13 31:6,22 33:23 35:19	lengths 26:7	maintain 10:22 12:12 20:9,12		money 20:5, 10,11 28:7 47:15,16,19,20 48:1,3
July 27:19 41:3 50:1	level 23:14 41:15	maintains 14:20		
junior 40:11	levels 20:12 23:21 26:17	make 6:5 10:19,21 12:23 13:15 14:3,7,8, 19 16:6 28:24		
jurisdiction 11:1 30:3 34:10 43:16				

monitoring 37:16 39:15 40:15 45:23	nice 8:24	objectivity 12:12	organization 9:18	people 10:14 14:8 16:20 22:22,24 24:11, 12 29:15 33:20 39:3 41:11 43:1 47:4,10
month-long 51:23	Night 23:14	obligation 43:6	outreach 7:1	perceive 23:3
months 32:1	nighttime 24:1,8	occur 18:12 23:21 24:4 26:3 34:19	overnight 30:24	percent 19:5,9
morning 24:5, 6,14 29:7	noise 8:15 9:8 10:4,8,11 15:19 19:21,23,25 20:19 21:6,13, 19,20 22:14,19, 20,24,25 23:17 24:1,7,16,17,21 25:13 26:11,16, 24 27:3,16,22 28:9 29:16,20, 23 30:14 31:10, 12,13,16,24 32:6,7,8,9,18, 22 34:3 36:10, 21 37:6,17,18 38:1,3,5,9 39:4, 9,15,16 40:15 42:5,6 45:23 48:6	occurred 18:24 24:6	owned 17:1	percentages 38:24
Mosley 7:21,23 8:4		occurrence 39:12	owner 17:3	perfect 8:16 31:5
Mountain 6:1 10:4 25:19 46:20,22		occurring 38:22	P	period 45:24
move 5:21 21:6 32:21 35:19	non-	occurs 17:14 23:18 24:2,7 38:2,18 39:12 42:21	p.m. 24:2,10	person 14:9
moved 42:5	aeronautical 17:7	offer 17:6	packet 21:23 36:14 54:1	personalities 14:13,17
moving 9:4	noon 13:23 54:5	office 46:24,25 47:2	parameters 26:11,22	perspective 37:12
mows 37:23	normal 45:7	oftentimes 32:14	part 5:14,15,16 6:2,9 7:8,11 9:5,6,7,13,15 10:13,23 12:24 13:1,12 14:16, 20 15:5,7,10, 21,23 16:1,11 19:12,17,18,19, 23,24 20:5 21:4,18,25 22:8 24:24 25:24 30:13,19,20 32:19 33:6,14 35:5,6,7,16 36:3,21 42:13 47:22 48:3,5,7 49:1,13 50:9	phase 31:10, 11,13,16,18,19 32:22
MT 55:4	Northwest 46:20,21	Omni 50:4	participate 14:4 52:7	Philipson 6:16 27:1,7,10 53:21,25
muffler 37:20	note 31:23 48:20	open 49:9,11 50:3,7 51:24	participating 6:2	phone 14:24
multi-family 25:14	notes 9:22 13:9 14:8 48:22 49:18	operate 18:8	parts 23:22	phonetic 48:17
N	number 5:14 17:23 18:16 19:6 21:18 45:13	operated 17:1	past 32:1	pick 37:17
national 46:16		operating 12:21 15:15 53:22 54:1,9	path 42:18	picture 39:16
nature 28:12	O	operational 28:7 35:23	patterns 29:4	pilot 7:18 8:14, 18 11:16
navigable 20:13	objectionable 22:15	operations 17:24 18:18 19:3,6 26:2 38:22 45:4,13	Peacock 6:25 49:24 50:2,17 51:1 52:9 54:17,20	planning 30:9 36:22 43:17 52:4
navigation 42:16	objective 22:15,18	operator 17:4	penalizes 24:7	pleasant 22:22
NCP 15:19 33:25 34:12 35:1	objectives 34:21	opinions 13:6		
necessarily 45:23		opportunity 9:13 12:24 20:21,24 21:1 40:1 50:8,9		
neighborhood 37:20		options 49:2		
NEM 24:22 49:15,17		order 20:2		
NEMS 25:18,25 26:12 32:5,11, 21 34:25 49:16				
newsletters 7:2				

pledge 12:12 13:24	program 15:19 19:16,18 22:11 29:21,23 31:14 32:23	13:1,8,10 36:23 37:2,3 46:13 50:10 53:19	regulation 19:20	respect 6:23 10:7,8 13:1 18:15 19:21 20:17 21:12 26:2 29:16 34:23 36:9
point 10:1 27:12 36:20 37:1 51:18 53:15	project 6:9,14, 17	Quick 44:5	regulations 19:18,19 28:5	
points 9:24 10:3 16:7	projects 22:10	quickly 5:21 32:2	rehab 47:23	respond 34:13
population 19:7	promised 54:4	quieter 23:23	rehabilitation 45:25	responsibilitie s 13:5 29:13,14
port-to-port 11:19	promote 34:3	R	reliever 16:23	responsibility 15:18 34:11
possibly 6:4 41:15	proper 13:16 42:13	range 23:2	rely 33:17	responsible 12:13 34:8
potentially 36:6	properly 12:17	rated 11:16	remain 12:8	retail 18:25
practice 16:16	property 25:21 42:19	read 22:5	repeat 15:3	retired 7:17,18 8:13,22
pre-sale 48:16	provide 9:13 18:10 34:15 39:16 50:10 51:3,5,6,19 54:11	real 42:23,24	replicate 38:18	review 13:14 20:18 31:24 34:12
precisely 23:6 37:16 41:2	provided 20:6 48:6	realize 28:21	reporter 7:5 9:21 14:8 22:17	reviews 32:3
prepare 10:20 49:15,16	providing 17:25 50:6	reason 37:15 39:14 40:17 45:22	reporter's 14:23	RMA 15:19
prepared 51:22	public 7:1 17:5 20:20 27:19,20 28:19 29:5 38:13 48:25 49:1,2 50:3,5,7, 14 51:23,24	reasons 14:18 21:11 29:8,10	representative 9:17 38:21 39:1 45:17	RMMA 16:3 18:8 21:9 34:2
pretty 33:9	purposes 28:25 48:3	rebuilt 44:21	represented 9:17	ROA 34:14,18
primarily 18:21	purview 43:18	recognize 20:9 24:9 40:15,16 42:21	require 19:17 35:7	roadblocks 43:3
problem 21:15,16	put 13:22,25 14:18,24 25:8 26:22 37:19 38:13 40:25	recognizing 42:17	required 9:5 21:10 35:13 47:15	robust 17:14
procedures 22:9 27:17 35:23		recommendati ons 27:21 30:14	requirement 28:4	rock 37:24
PROCEEDING S 5:1	Q	reconstructio n 44:12,16	requirements 9:16 44:15	Rocky 6:1 10:4 25:19
process 7:8,11 9:6,14 10:13,24 12:10,24 13:2 14:21 15:13 16:1,4,7 22:25 25:24 30:19 34:24 35:6,7,17 36:3 49:2 50:15 52:21,25 53:1, 4,5,7	QR 36:18	record 15:5 34:14	requires 9:11 35:6	role 9:4 16:3 20:9
processes 30:16 31:9	quality 21:2	records 49:9	research 44:18	roles 29:13
	question 38:12 44:5 45:1 47:13 48:13 51:14 52:12	recourse 42:3	resident 51:6	Row 7:17 8:19
	questions 5:18,19,22	reduce 34:3	residential 18:24 37:19	RS&H 6:4,9,17, 22
		reducing 10:11	resolve 12:25 15:12	run 40:18 43:2, 25
		regard 7:12	resource 36:25	runway 38:23, 25 45:6,25
		Region 46:20	resources 36:17 54:18	runways 16:21 28:18 45:13 46:7
		regions 46:21		
		regular 10:16		

S	single 25:12	State 46:19	support 17:25	there're 32:12
safety 20:13,18 28:25 29:10	single-family 25:11	static 27:3	surround 18:6	thing 12:7 16:11 20:8 23:25 27:4,15 28:20 33:2,21 38:16 40:14 42:15 49:21 53:25
Sarah 6:24,25 49:22 50:16 52:8	sitting 15:22	statistical 37:11	surrounding 18:17 19:7	
schedule 34:7 51:11	situated 18:2	statistics 18:14 19:4	T	
seat 11:10	skin 46:17	stay 14:2 15:7 54:6	table 21:24 22:4	things 5:21 6:22 9:12,23 10:2,8 12:20 17:10 18:6 19:9,13 21:17, 18 22:23 24:6 28:2 30:19 33:5,13 34:22 35:6,15,21,24 43:11 47:17
sell 42:25 43:2	sleep 24:12	strategic 10:21	takes 25:25 51:19	thinks 12:17
send 54:15	sleeping 24:11	strategies 35:20	taking 9:22 26:6 28:7 38:25	thought 46:12 48:14
sending 7:2 48:24	slide 48:14	street 33:10 37:21	talk 5:15 9:19 10:15 16:10,12, 17 21:21 22:13, 14 32:23 33:2 37:14 39:18 43:22 47:19 54:7	thoughts 16:1
sense 51:9	slightly 47:14	structure 50:23	talked 26:21 29:12,13 32:5, 19,24 35:22 44:7 45:2	time 8:11 13:21,22 14:3,9 19:8 21:2 24:11 26:5 27:13,14 29:9 36:12 41:17 52:21 54:25
separate 20:16 31:15 53:6	small 11:19	studies 14:16	talking 25:21 47:14	timely 13:8
series 32:12	solutions 21:17	study 5:15,17 6:3,10 9:15 15:8,10 16:11 19:12,20,21,24 20:5,18 21:4 27:25 30:20,23 35:5 37:6 41:5 42:5 45:3,10 47:15 48:7	talks 14:9	today 5:14 13:11 15:14 24:13 50:19 54:12
services 18:1	somebody's 37:24	stuff 15:8 45:6, 7 47:5,7	tasks 10:19	told 12:17 13:23
set 46:19	sort 21:16,17 23:11 24:11 28:20 47:7 48:5	subjective 22:20	taxi 47:23	tomorrow 30:4,6
share 33:14	sorts 18:25 26:1,11 47:8	substantive 14:12,15	team 6:7,13,22 7:1 12:5 54:6	tool 25:15 26:18,19,20 40:16
sheet 36:14 50:18 54:18,22	sound 22:14, 15,19,20 23:2, 14,17,20 24:3 42:13	successful 6:5	technical 6:18	Tori 7:25 8:1
shortened 19:24	sounds 7:19 22:22	suggestions 10:22	tells 54:21	total 18:16 45:13
show 25:1 34:25 40:9	sources 36:15 45:12	suggests 35:12	ten 24:5 29:25 52:16	totally 38:11
showing 24:23	specific 21:4	summaries 13:14,15	tenant 7:16	tough 22:4
shut 45:25	specifically 20:22	summary 11:2	terms 5:22 17:23 18:11 22:24,25 38:24 45:12	town 40:4 43:12 44:10
sic 15:20	staff 15:17,20 32:2	super 16:3 43:19	testing 27:11	
side 14:22	stage 26:6	Superior 40:4 43:12 44:11 49:8	That'll 51:9	
sign 12:22,24 53:22 54:2,9	standard 21:19 24:10 40:23		there'll 32:13	
signal 14:5	standpoint 14:14 16:24 23:9,15 43:4 48:2			
Signature 7:23,24	start 5:23 7:14 34:25			
signed 15:16				
significant 25:13				
signing 42:19				
silent 14:25				

49:8		wind 28:16	
track 29:2 35:9	V	wondering	
tracks 27:16	vacuum 18:8	44:24	
Transportatio	validate 40:3,	work 6:18	
n 18:15	20	12:25 17:12	
travel 52:2	variables	24:20 28:1,12	
treated 24:2,3,	41:21	30:8 33:19	
5	variance 46:4	42:8,22 43:9	
true 48:15	variant 45:5	45:15 47:1	
Turn 14:24	variety 17:8	worked 53:3	
two-and-a-half	30:16 35:21	working 7:1	
30:22	45:12 47:20	28:8 47:5	
type 38:21	verify 33:10	works 37:7	
types 17:9	version 26:25	43:20	
18:12 29:1	versus 32:16	write 22:16	
typical 46:4	veto 29:24	Y	
U	34:15	year 23:16,18	
Uh-huh 7:21	viability 18:13	38:18 39:1,8,13	
30:5 33:24 37:8	vicinity 19:11	40:5	
40:6 41:24 42:2	33:4 34:2,4,20	year-long 45:3	
45:9 54:19	36:5	years 8:22	
understand	view 9:25 10:1,	11:21 18:20	
16:21 17:3	3 32:15	30:22 44:13	
18:19 24:9	voluntary	46:5	
29:16 33:20	19:16,17 21:10	yell 14:5	
47:3,6 50:8	27:16	yellow 25:11	
understanding	W	Z	
16:14 17:13	wanted 51:5,6	zoning 43:17	
37:6 41:14	Wayne 31:2		
undertake	ways 47:20		
21:9	weather 29:1		
United 7:18	Webex 52:2		
units 21:20	website 50:20		
unwanted	51:7		
22:21,23	week 33:6		
updated 27:13	38:20,21		
upset 29:11	weeks 51:20		
User 6:3	Wes 6:20,21		
users 9:12,14	9:22 33:5		
10:24 16:15	whomever		
30:13 53:4	43:13		
54:21			