

**Summary  
Joint Study Session  
City of Louisville City council and  
Town of Superior Board of Trustees**

**Monday, September 30, 2019  
7:00 – 9:00 pm**

**Louisville Recreation and Senior Center  
Brooks/Crown Room  
900 Via Appia Way  
Louisville, CO 80027**

Mayor Muckle and Mayor Folsom called the meeting to order at 7:00 pm

Louisville City Council Present: Mayor Bob Muckle  
Council member Jay Keany  
Council member Chris Leh  
Council member Susan Loo  
Council member Dennis Maloney  
Council member Ashley Stolzmann

Superior Trustees Present: Mayor Clint Folsom  
Mayor Pro Tem Mark Lacis  
Trustee Sandie Hammerly  
Trustee Ken Lish  
Trustee Kevin Ryan  
Trustee Neal Shah  
Trustee Laura Skladzinski

**Discussion Item: Rocky Mountain Metro Airport Noise Mitigation Study Findings**

Mayor Folsom and Mayor Muckle said the Town of Superior and City of Louisville have been working together since 2019 to understand the airport noise issue and identify opportunities to mitigate impacts to the communities. ABCx2, a consultant, has been hired and tonight, ABCx2 will present their report and an analysis and recommendations.

Extensive community outreach has been conducted and hundreds of emails have been received by Council and Trustees. Council and Trustees understand the problem. The goal tonight is to hear the report and for Council/Trustees to ask questions of the consultant.

Mayor Folsom introduced James Allerdice and Jason Schwartz of ABCx2

Allerdice and Schwartz said a baseline study was commissioned more than a year ago to identify problems and create strategies to improve quality of life. They reviewed the presentation/slides attached to this summary.

### **Council and Trustee – Questions and comments**

*Mayor Folsom - What transpired today at a meeting with the FAA?*

FAA regional office offered to have conversation with Rocky Mountain Metro Airport (RMMA) and asked local jurisdictions to join. The takeaway is that the FAA is sensitive to any change that moves noise to another community. They want community consensus. All communities must have a voice and agree to change. They recommend a roundtable. They have a process and communities sign on. The conversation was difficult at times; the FAA speaks in another language – aviation speak. They look at statutes and laws and look to see if actions fall within the parameters of statute/per law based on scientific measure. This is different than how residents look at noise issues. The FAA does not typically come to smaller airports but the fact that they came means they recognize there is an issue.

*Council member Maloney – The work is based on what we know right now. We will have to make some priority decisions – decisions that make the greatest impact on our communities. What about the future of the airport?*

Historical data shows trends that traffic will grow. The question will be, how can the airport manage growth and minimize impact on community. Growth is likely.

*Trustee Lish – Residents need relief. Recommendations are by focus area but community outreach, planning outreach aren't going to give relief. Operations – what can be implemented that will be timely?*

Night time operations, early turnout and ingress/egress, climb rates – these are low hanging fruit. And easily implementable. We are close to consensus on evening hours. Not as close on early hours. Longer term items – ingress/egress are being discussed but will likely be thrown to roundtable as it will impact other communities. Corporate traffic – we have recommendations we can make for flight operations.

*Trustee Skladzinski – Change management is important but not as important as flight operations. That is her priority. Voluntary nighttime flight hours – how can we get them to comply? We want more than strategies, how do we get airport and their clients to comply?*

The bottom line is education. Flight schools need to understand impacts. We need to get to the implementation piece. We need to ensure these items are part of curriculum. Encourage flight schools to comply.

*Council member Stolzmann - Early turn – is this low hanging fruit? And looking ahead to expansion; what is the review process? Is there no review for expansion but a two year review to change it?*

Yes, early turns are low hanging fruit. If a grant is issued there is a federal action which triggers environmental action. Talk to airport, review master plan – there will be a public process. Reviews are triggered by deferral action. Whether federal outreach is required depends on what the expansion is.

*Trustee Ryan – We were cautioned by the FAA. FAA was invited today but declined to attend this meeting, they declined to attend a future Superior meeting. Roundtables cost money. Superior and Louisville do not have money to run roundtables. FAA will not contribute, saying it is a conflict, and said they are federally prohibited to participate financially. He encourages everyone to continue to call airport to report noise. The FAA is dismissive. The task force member was dismissive. He encourages residents to contact congressional representatives, Neguse and Permuter. The FAA is not engaging in a neighborly way. It is discouraging. Get congressional reps involved. Every complaint needs to be logged by airport complaint line. FAA receives those reports. Call the complaint line.*

*Council member Leh – Congressman Neguse’s staff had fairly promising steps to be taken. Was there any interchange from the Congressman’s office and any suggestion of those steps?*

(Response from Kim Redd, Neguse staff member) She is logging complaints to the congressman. He will figure out what to do at the federal level. He is part of quiet skies caucus. She is pulling together info for Congressman Neguse.

*Mayor Pro Tem Lacis - Safety of arrival of planes is key. He is looking for actionable steps. 1000 ft is stated safe elevation? Who should we be calling?*

Call airport noise complaint line, they will relay to FAA. What constitutes low flying airplane? Except as required for takeoff and landing the altitude should be 1000 ft. The takeoff instrument flight rules are climbing out at that rate, they are operating within law. Valid point is, if someone is in practice area at 500 ft. that is not how they are intended to fly. Arrival or departure, doing minimum climb are legal. Flying around at 500 ft is not legal.

*Mayor Pro Tem Lacis - According to the data pulled, most traffic is attributable to flight schools. There were two, now there are four. Is one school an offender? Can we reach out to newer flight schools and hit some of the low hanging fruit. Is this an opportunity?*

We have seen significant growth, and the pattern gets longer and wider. We’d like to see the tower limit flights and keep wider pattern to keep flights separated. Flight schools –Part of the outreach would be to communicate to them they are impacting the community. Is there data showing one flight school is over representative of the problems? No, but we can outreach to all schools. What we are tasked to do – is do what we can within the law. We do not want to set your expectations that we can do something that we cannot do. All these programs are voluntary. Education is key to mitigate impact.

*Mayor Muckle – Are there things the airports cannot do without the FAA taking action?*

There is discrepancy as to what the flying altitude is between airport and FAA. Roundtable will provide connectivity.

*Trustee Skladzinski - She supports collaboration. The increase in flights mean wider pattern. Less planes means less revenue for schools; do you think education will help with no incentive? They have real dollars on the table.*

Implementation would mean tighter patterns during touch and gos. When able, tighten the pattern with less planes.

*Trustee Ryan - There is a charge every time a plane takes off and lands, do these airports charge for touch and gos? Pilots are better trained with more touch and gos. What if the airport adopted a charge for touch and gos?*

To his knowledge, airports don't charge for touch and gos.

*Council member Loo – One of our neighbors to the east is suing DIA for noise. Have municipalities been successful in lawsuits or is that a foolish route to go down?*

Phoenix airport altered the flight paths which resulted in more aircraft closer to a historic district. Court determined FAA did not follow their own procedures and ordered them to go back to what they were doing before. Since that ruling, the FAA has completely revamped how they get community input. Lawsuits against FAA are very difficult to win. They are diligent in following their own rules. If you go toward litigation, it is hard to win against FAA. We understand asking for voluntary compliance is not satisfying, but it is the way to go.

*Trustee Hammerly - If we told you to go forth immediately with education, how soon till we would see relief? 3 to 6 months?*

We would work with them to amend curriculum, and if we got funding, it is boots on the ground.

*Trustee Hammerly - Are there people at RMMA that will assist or just consultants?*

Their staff has committed time to these issues. Consultants cannot speak for airport. RMMA has started the outreach, tower briefings. We're encouraged by the internal task force they have established.

*Mayor Muckle – Does the tower control touch and go? How much power does tower have?*

Tower has say as to what happens in airspace. We can encourage them to do it.

*Council member Loo - Consultants sound positive about establishing a relationship with RMMA, is that correct?*

We have established a positive working relationship with RMMA.

*Council member Loo – encourages a continued positive working relationship.*

### **Next Steps and closing –**

Mayor Robert Muckle and Mayor Clint Folsom said they would like feedback from the community related to the report. They will have conversations with their staff about next steps.

Meeting adjourned at 8:57 pm

Submitted by Dawn Burgess