



RMMA Advisory Board Business Meeting

June 9, 2021, 5:00PM

Agenda

- I. Call to Order
- II. Roll Call
- III. Public Comment
- IV. Approval of Minutes – 5/12/2021 regular meeting
- V. Business Items
 - a. Airport Landing Fees – Jay Knutson
 - b. Embry-Riddle Noise Reduction – Phil Rosnik
 - c. Update on Strategic Business Plan – Phil Rosnik
- VI. Adjournment

WebEx log-in details:

When it's time, start or join the WebEx meeting from here:

<https://jeffco.webex.com/jeffco/onstage/g.php?MTID=e3bbd4d7b99df280bb239cd240398bb73>

You may also dial in via:

+1-408-418-9388 United States Toll

Access Code:

187 646 5216

Public Comment Details:

Public Comment will be taken on a first-come, first-serve basis at a maximum of 3 minutes per speaker. If you would like to provide comments to the advisory board, you may do so by using the WebEx chat function to notify the host. Please provide your first and last name, and address. You will receive confirmation if you have been added to the public comment list.

Please note that all microphones are muted upon entry to the virtual meeting. During Public Comment, your name will be called in the order it was received. Your microphone will be unmuted once your name has been called.

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RMMA Advisory Board – 6.9.2021

A blue and white Cessna airplane is parked on a runway. The plane is facing forward, and its propeller is visible. The background shows a clear sky and a range of mountains. The text "A Primer on Landing Fees" is overlaid in white on the image.

A Primer on Landing Fees

What are landing fees?

- A per plane charge for use of the airfield, typically assessed by the maximum gross landing weight of aircraft
- Can comprise a portion of the fee and rental structure of an airport, but must be “fair and reasonable”
- Vast majority of landing fee revenue collected from airline agreements at commercial service airports



What landing fees are not.



- Rarely used at general aviation airports
- Typically do not apply to smaller general aviation aircraft (single-engine pistons)
- Do not apply to touch-and-goes
- Do not apply to tenants and based aircraft
- Do not apply to government aircraft



Where are (GA) landing fees used in Colorado?

- 7 airports out of 76 public-use airports in Colorado
- 6 of 7 have commercial air service
- Only three charge for small GA aircraft
- Many airports (including RMMA) have ramp fees in lieu of landing fees





Where are GA landing fees used in CO?



Airport	Charge for a Cessna 172	Scheduled Commercial Service?	Reasons for landing fee
Aspen	\$21	Yes	Mountain vacation destination with significant demand for limited ramp space
Cortez	-	Yes	Only charges above 4,000LB MTOW
Denver	\$40	Yes	Encourage GA aircraft to use GA-reliever airports in the Denver area
Eagle	-	Yes	Only charges above 12,500LB MTOW
Steamboat Springs	-	No	Does not charge for single-engine piston (and has collected no revenue)
Telluride	\$.90	Yes	Mountain vacation destination with significant demand for limited ramp space
Yampa Valley	-	Yes	Only charges above 12,500LB MTOW

RMMA and landing fees?



- RMMA's previous non-competitive FBO situation caused diverted business/corporate traffic to other airports in the region, which allows more operations by small general aviation uses
- Landing fees would not apply to the aircraft operations that generate the vast majority of noise complaints
- Implementing landing fees would have the potential to:
 - Reduce economic impact due to transient traffic choosing other airports (Centennial, Front Range, Boulder, etc.)
 - Increase general aviation training flights and limit corporate aviation development

Conclusion



Landing fees will not accomplish the expressed desires of community members to reduce airport operations but would negatively impact revenue for the airport and reduce economic activity for the surrounding communities



Questions?

