



RMMA
Community Noise Roundtable
1.11.2021



Introductions



An aerial photograph of an airport and surrounding area. The image shows a large runway and taxiway system, several hangars, and various airport buildings. The surrounding landscape includes some green fields, possibly a golf course, and residential or commercial developments. The text "Airport Background" is overlaid in the center in a large, white, sans-serif font.

Airport Background

Basics

- Founded in 1960
- Owned/operated by Jefferson County
- 3rd busiest airport in CO (in 2020)
- Reliever for Denver International Airport
- 400+ Based Aircraft, approximately 50 businesses



Rocky Mountain Metropolitan's Total Impacts

	Jobs	Payroll	Value Added	Business Revenues
On-Airport Activity	2,905	\$178,639,000	\$287,306,000	\$687,686,000
Visitor Spending	407	\$14,803,000	\$24,838,000	\$43,162,000
Total	3,312	\$193.44 Million	\$312.14 Million	\$730.85 Million

2020 CDOT Aviation Economic Impact Study

Columns may not add due to rounding.

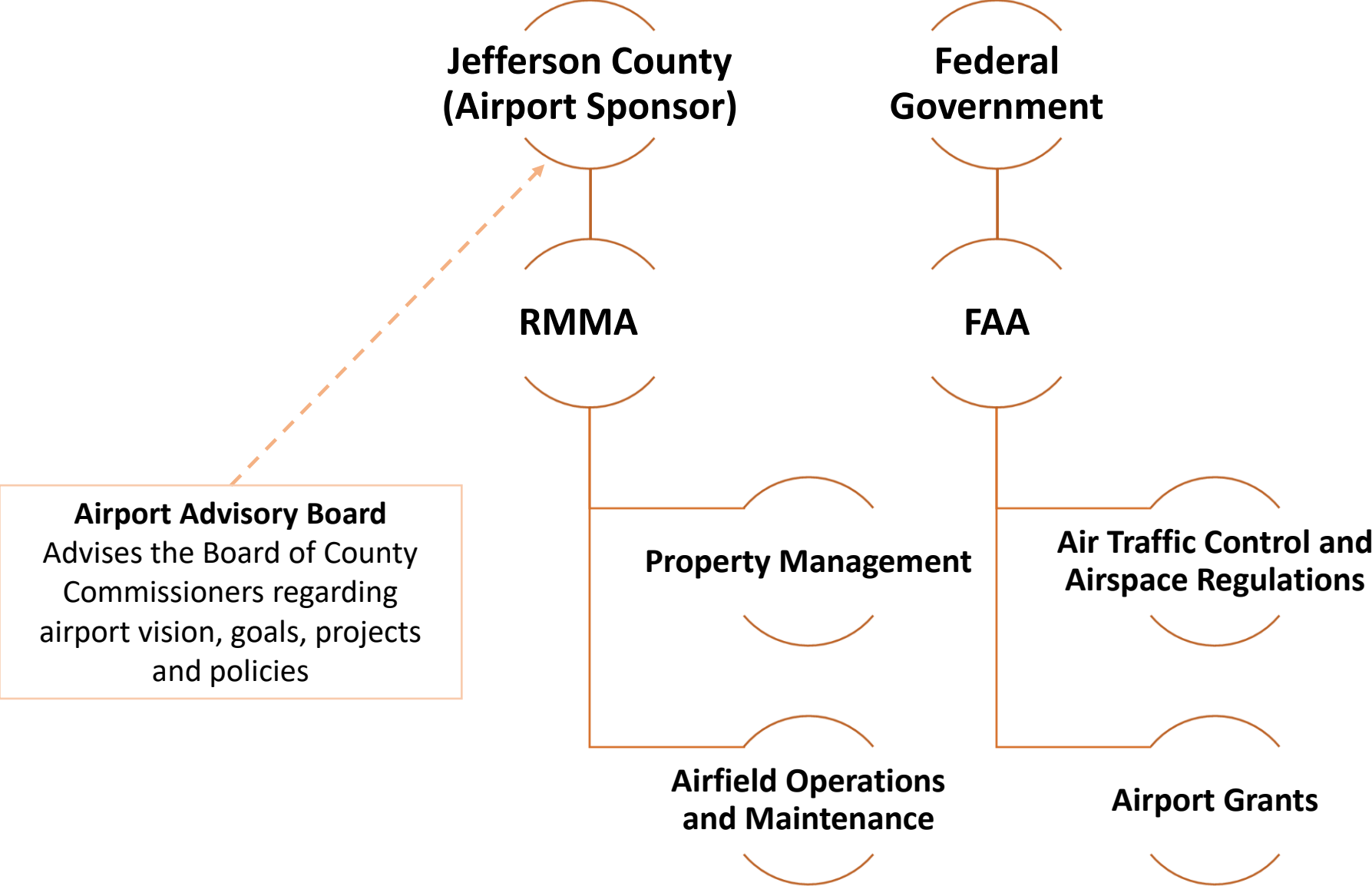
Basics (cont.)



- Self-Supporting Enterprise
- ~ \$5.5 Million Budget (2019)
- Revenue:
 - User Fees (ground leases, fuel flowage)
 - Investment Income
 - Grants
- ~ \$70 million in FAA Airport Improvement Program Grants in Past 20 years



Airport and Airspace Management



Airspace considerations around RMMA

CAUTION
INTENSIVE FLIGHT TRAINING,
PARACHUTE / GLIDER OPS
IN HIGH VOLUME TRAFFIC
ZONE, FOOTHILLS TO I-25,
FNL TO BJC AT OR BELOW
17,500' MSL.

Mountainous terrain presents turbulence, reduced aircraft performance, and a lack of suitable emergency landing locations.

Populated Area

Class D
Surface -
8,000' MSL

Populated Area

Class B
10,000' -
12,000' MSL

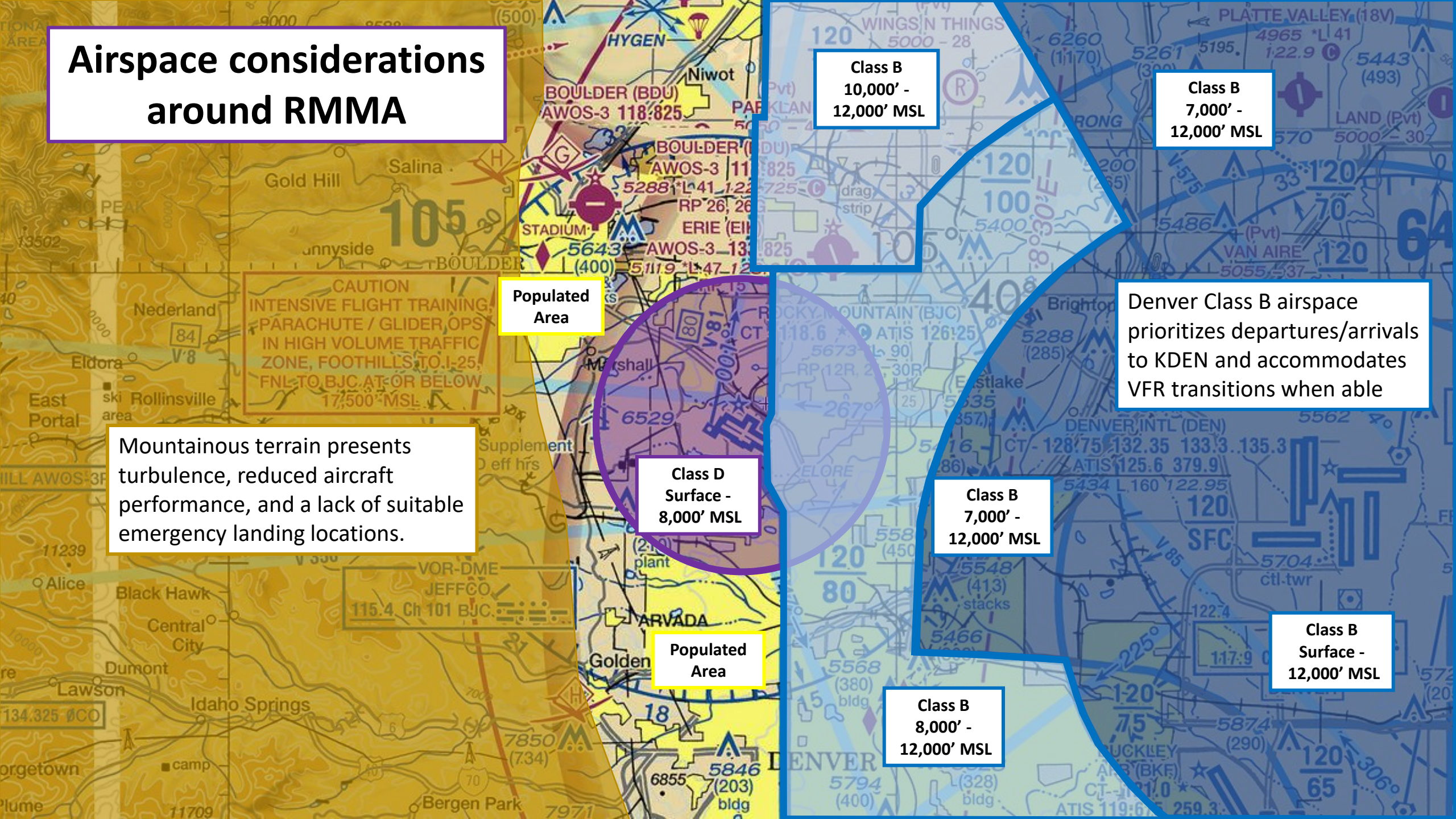
Class B
7,000' -
12,000' MSL

Denver Class B airspace prioritizes departures/arrivals to KDEN and accommodates VFR transitions when able

Class B
7,000' -
12,000' MSL

Class B
Surface -
12,000' MSL

Class B
8,000' -
12,000' MSL



FAA Grant Assurances



- A. General. 1. These assurances shall be complied with in the performance of grant agreements for airport development, airport planning, and noise compatibility program grants for airport sponsors
- 22. *Economic Nondiscrimination. a. It will make the airport available as an airport for public use on reasonable terms and without unjust discrimination to all types, kinds and classes of aeronautical activities*, including commercial aeronautical activities offering services to the public at the airport.
- 24. *Fee and Rental Structure. It will maintain a fee and rental structure for the facilities and services at the airport which will make the airport as self-sustaining as possible* under the circumstances existing at the particular airport, taking into account such factors as the volume of traffic and economy of collection.

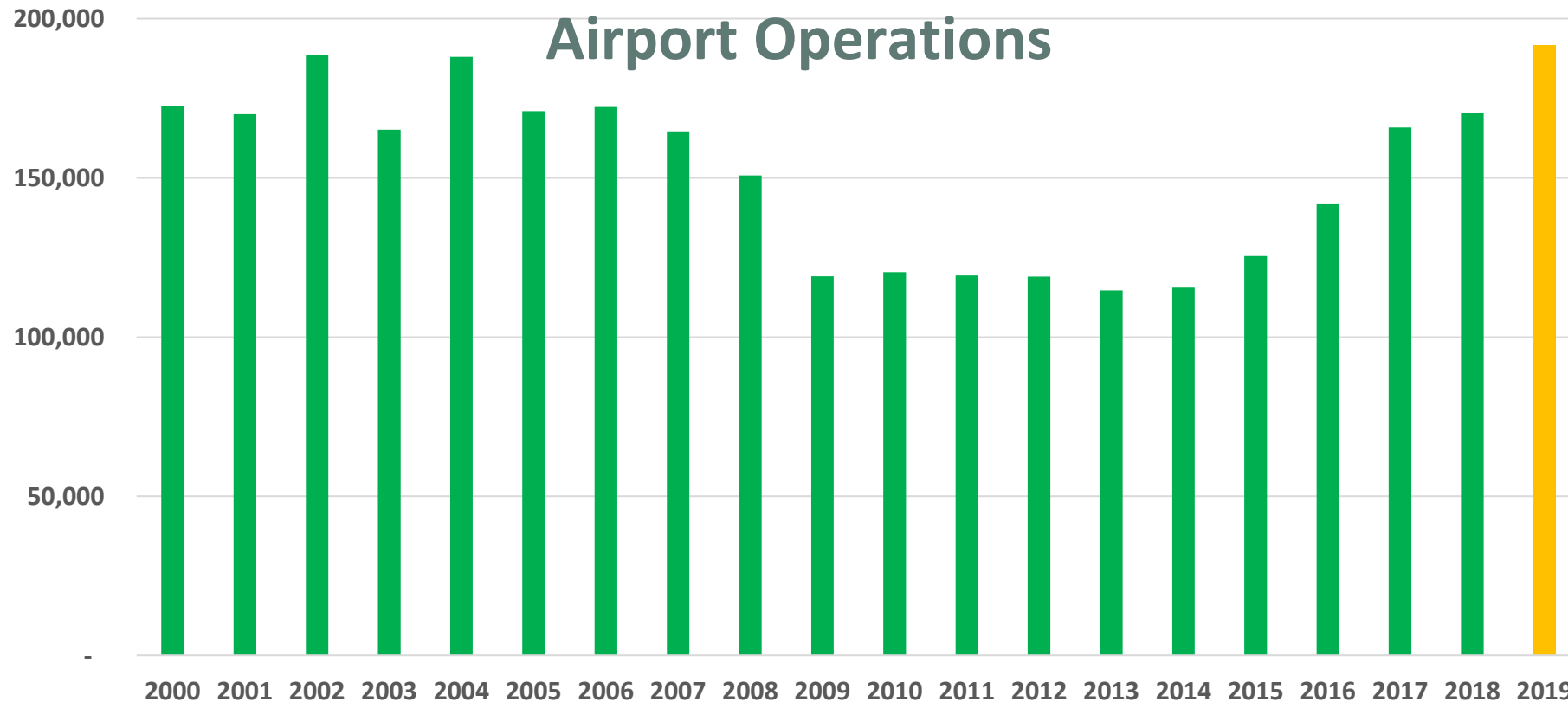


Operations and Noise



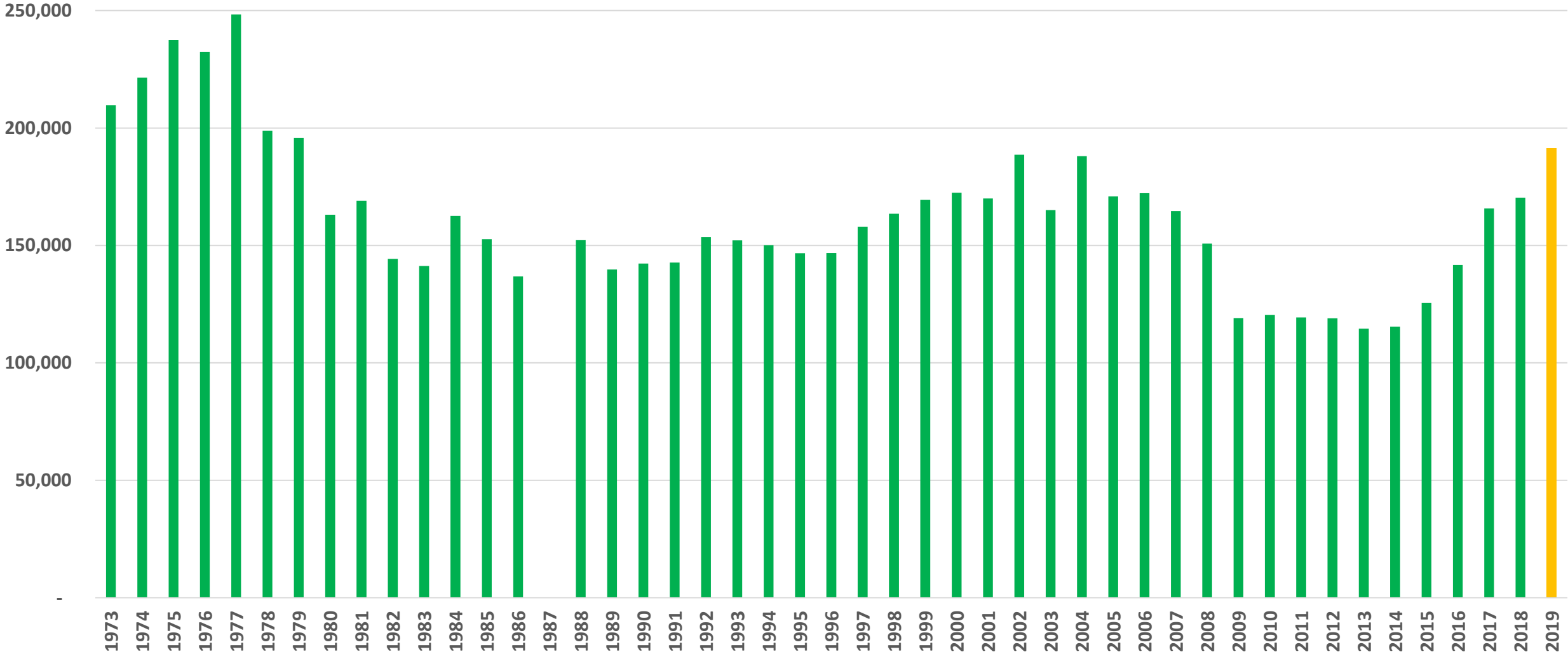
Airport Operations and Noise

- Operations have recovered along with the economy
- Flight schools provide valuable workforce training to address the pilot shortage
- Noise complaints have tracked with operations



Operations – 2019 in context

Not the highest ever (1977 with 248,351 operations)



A photograph of a busy outdoor event, possibly a festival or fair. In the foreground, a woman with blonde hair, wearing a blue and white striped tank top and denim shorts, is smiling and talking to a man in a white tank top. To her right, a group of three women are standing and talking; one is wearing a large straw hat and a white tank top, another is wearing a pink and black striped tank top, and the third is wearing a white tank top. In the center foreground, a small white dog is sitting in a red stroller. The background is filled with other people, some sitting on the ground, and a white van. The overall atmosphere is lively and social.

Community Noise Discussions

A Timeline of Recent Community Noise Activities



Early 2018 – New Airport Director invited to speak at Superior Board of Trustees

2018 – Airport/Town of Superior host public meetings on noise

2019

- Town of Superior/City of Louisville engage ABCx2 to address airport noise issues
- Airport forms noise task force to refresh and republish voluntary noise abatement procedures

Airport Operations and Noise




- Airports can request compliance with voluntary noise abatement procedures

ATTENTION PILOTS
FOR NOISE ABATEMENT PURPOSES

Avoid disturbing surrounding residential areas if practical by:

- Climbing initially at V_y
- Reducing RPM when safe
- Flying standard (or higher) glide path
- Overflying major road corridors and/or open space when able

FOLLOW ATC INSTRUCTIONS
SAFETY COMES FIRST!

 **COMMUNITY FRIENDLY FLYING AT RMMA** Rev. 12/2019

RECOMMENDED NOISE ABATEMENT PROCEDURES
(Expanded and Explained):

- **Climb out at best angle of climb (V_x).** This ensures that aircraft are as high as possible before leaving the airport perimeter.
- **Reduce RPM when safe.** Lower propeller speeds produce less noise.
- **Fly standard (or higher) glide path.** Shallow approaches expose neighborhoods to additional noise.
- **Overfly major road corridors and/or open space when able.** Absent ATC instructions to the contrary, choosing routing that avoids residential neighborhoods lessens the impact of aviation operations on surrounding communities.
- **Runway 30R is designated the primary, calm-wind runway.** Westerly prevailing winds favor 30 the majority of the time.
- **No intersection departures.** Using the full length of the runway is both safer and ensures aircraft are as high as possible before leaving the airport perimeter.
- **Maintain pattern altitude of 6,500' for single engine aircraft and 7,000' for twins/turboprops/jets.**
- **No engine maintenance run-ups between 10:00PM and 6:00AM except in an emergency.**

Flight schools, located on field, have voluntarily stopped departures in the evening hours beginning at 10:00PM local time. Aircraft from the flight schools shall not depart after this, excepting when required to do so for currency or training in accordance with federal regulations.

The Rocky Mountain Metropolitan Airport has developed these recommended noise abatement procedures in an effort to be responsive to the concerns of our neighbors. The purpose of these procedures is to minimize the impact of aircraft operations at RMMA on the surrounding communities.

The Noise Abatement "Checklist"


Avoid disturbing/overflying residential areas if practical by:




- Climbing initially at V_y
- Reducing RPM when safe
- Flying standard (or higher) glide path
- Overflying major road corridors and/or open space when able

Your cooperation with noise abatement when able is appreciated.

Note: The above procedures are recommended for arrivals and departures at RMMA. They are not intended to supersede the responsibility of the pilot for compliance with FARs, ATC clearances and operating parameters of the Aircraft Operations Manual.

ALL recommended procedures are at the pilot's discretion, consistent with safety and ATC instructions. **SAFETY ALWAYS COMES FIRST!**

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@flyRMMA   



Superior/Louisville Noise Study and FAA Response

- **5/2019** – Baseline summary report issued by ABCx2
- **9/2019** – Final recommendations issued by ABCx2
 - Flight Operations / Procedures / Practices
 - Community Outreach and Engagement
 - Industry Outreach and Engagement
 - Land-Use Planning, Zoning and Development
 - Regional Collaboration
- **9/2019** – FAA briefs airport stakeholders on accepted process for studying possible changes in airport/airspace operations
 - Strongly recommend Airport Community Noise Roundtable
 - Requires participation from all surrounding/potentially impacted communities
 - FAA participation



Here We Are

- Staff from interested communities developed by-laws and an IGA in 2020
- Signed by all members in late 2020

An Erickson Aero Tanker aircraft is parked on a tarmac. The aircraft is white with orange and green stripes along the fuselage and tail. The tail number is 101. The main cabin door is open, and its stairs are extended. Ground support equipment, including a fuel truck and other service vehicles, is visible around the aircraft. The sky is blue with scattered white clouds. The text "Next Steps" is overlaid in white on the aircraft's fuselage.

Next Steps



Next Steps

- Chair and vice-chair selection (at the February meeting)
- Public comment dates (by-laws anticipate quarterly public comment)
- Date and time of regular meetings
- Notice of meetings
- Notification lists
- Meeting facilitator



Meeting facilitator

- IGA requires \$3,600 annual contribution from each member for the purpose of engaging a professional facilitator
- The scope of services for a meeting facilitator in 2021 would likely include (at a minimum):
 - Meeting design and facilitation (1 2-hour meeting per month)
 - Meeting documentation and post-planning
- Staff solicited informal quotes from interested facilitation firms
 - Five firms submitted proposals (provided with the agenda)
 - Next steps for selection?

Agenda items for February meeting



- Election of Chair and Vice-Chair
- Selection of meeting facilitator
- FAA introduction to roundtables?

Questions?



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