



RMMA Community Noise Roundtable –  
9.13.2021



# Strategic Business Plan Briefing | September 13, 2021



# Planning Tools



Rocky Mountain Metropolitan Airport  
Airport Master Plan Update

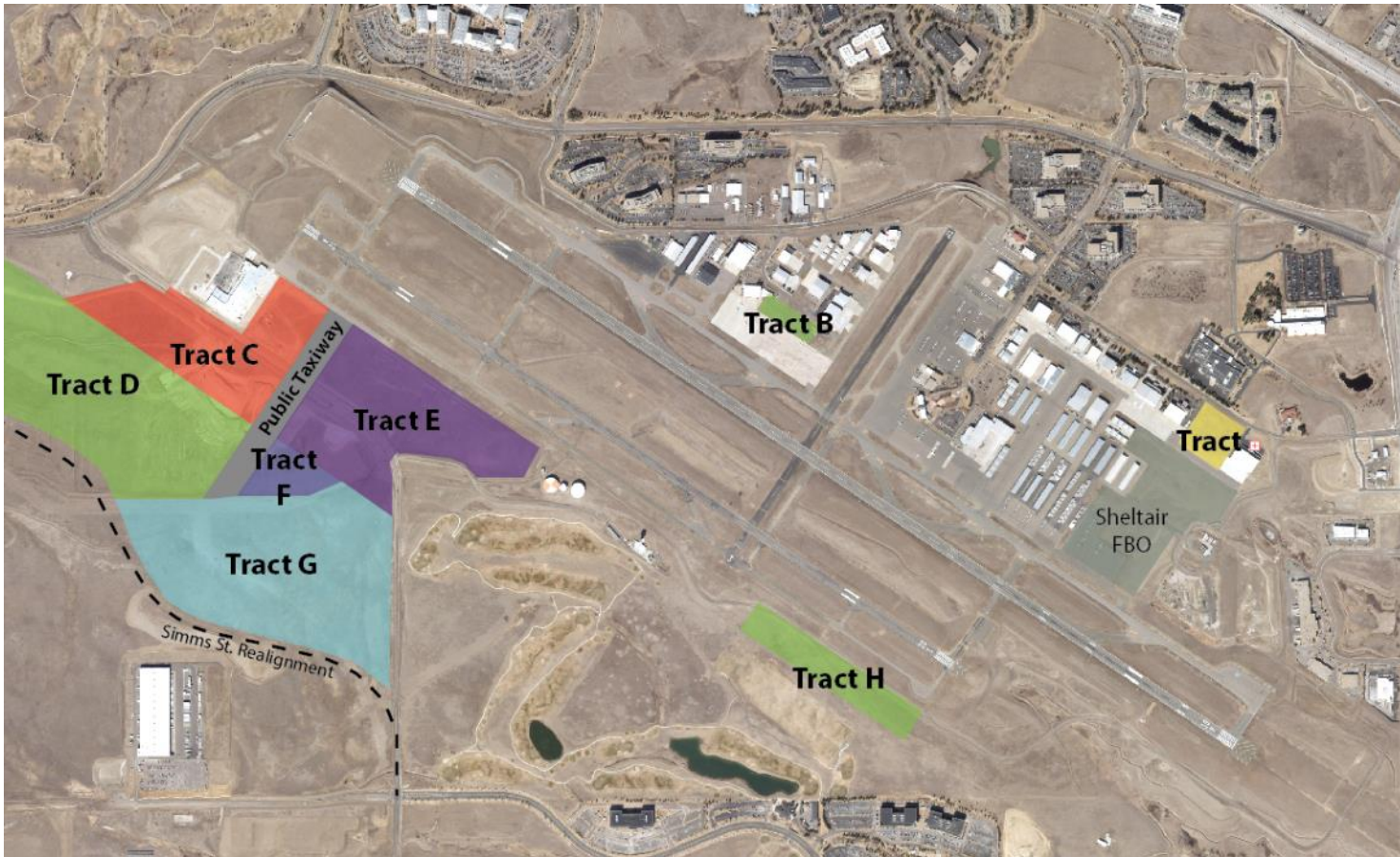
Jefferson County, Colorado

Final Report  
2011



- **2011 Airport Master Plan Update** - A comprehensive, long-term assessment of the existing facilities and future demand. As part of the Master Plan Update, an Airport Environs Land Use Plan was developed to plan for compatible land uses near the Airport
- **Airport Development Framework** - In 2019, the Airport Advisory Board (AAB) refined RMMA's mission, vision, and goals due to a significant demand for aviation development from multiple aeronautical sectors. This Document also identifies land on the south side of the airfield for aeronautical development
- **Strategic Business Plan** – Builds upon the Development Framework, evaluates RMMA's mission, vision and goals and provides Airport and county staff with tools, observations, and recommendations to effectively consider and evaluate aeronautical development proposals

# Airport Development Framework



## Airport Advisory Board Leadership

- Refined Airport Mission
- Refined Airport Vision
- Identified aviation growth sectors
- Identified south side aeronautical development potential

# Refined Mission (based on input)

**MISSION:** RMMA will provide facilities that enable safe and efficient aircraft operations to our diverse aviation stakeholders, while following environmental regulations, ensuring financial sustainability, and engaging surrounding communities.

**Refined Mission:** RMMA will provide infrastructure that enable safe and efficient aircraft operations to our diverse aviation stakeholders, while **promoting environmental stewardship and innovation**; ensuring financial sustainability and engaging surrounding communities.

# Revised Vision (based on input)

**Vision:** RMMA will be the premier regional airport and a valuable asset to the Front Range by providing exceptional services and facilities to aircraft operators and customers, access to air travel and the aviation industry, and job creation

**Revised Vision:** RMMA will be the Premier regional airport and a valuable asset to the Front Range by providing exceptional services and **infrastructure** to aircraft operators and customers, **while supporting the surrounding communities through job creation and access to air travel.**

# Refined Airport Goals

## Draft Plan

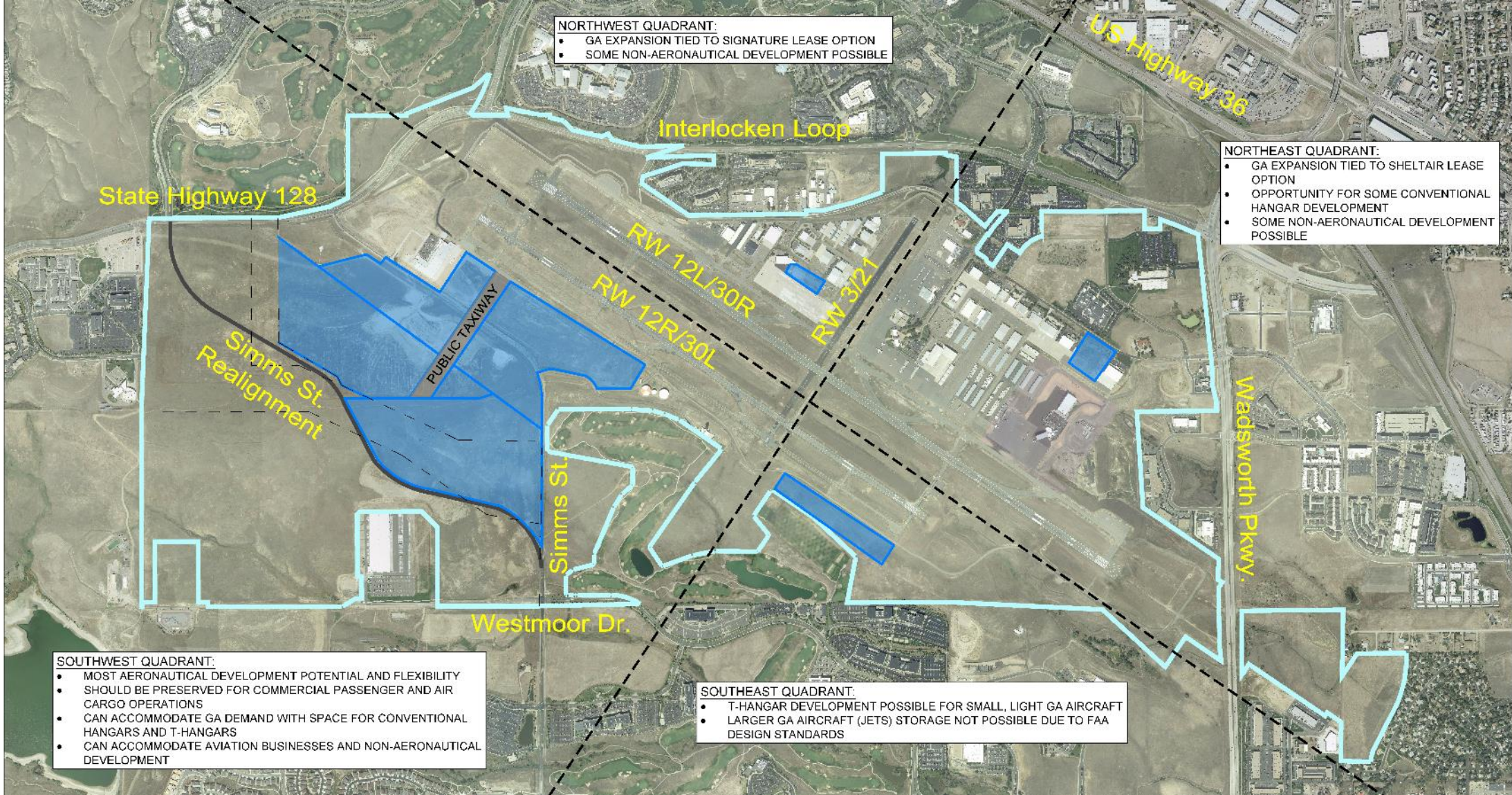
- Ensure safe and efficient aircraft operations through updated services, resilient facilities, and a responsive staff
- Meet the needs and demands of aircraft operators with responsible growth and development and investment in infrastructure
- Be compliant with environmental regulations, land use policies, and regional plans and policies
- Strive for fiscal self-sufficiency, independent of economic environment and availability of grant funding
- Engage the surrounding communities by providing platforms for constructive feedback and debates
- Be of economic and social value to the region through job creation and providing an environment that can support the aviation industry

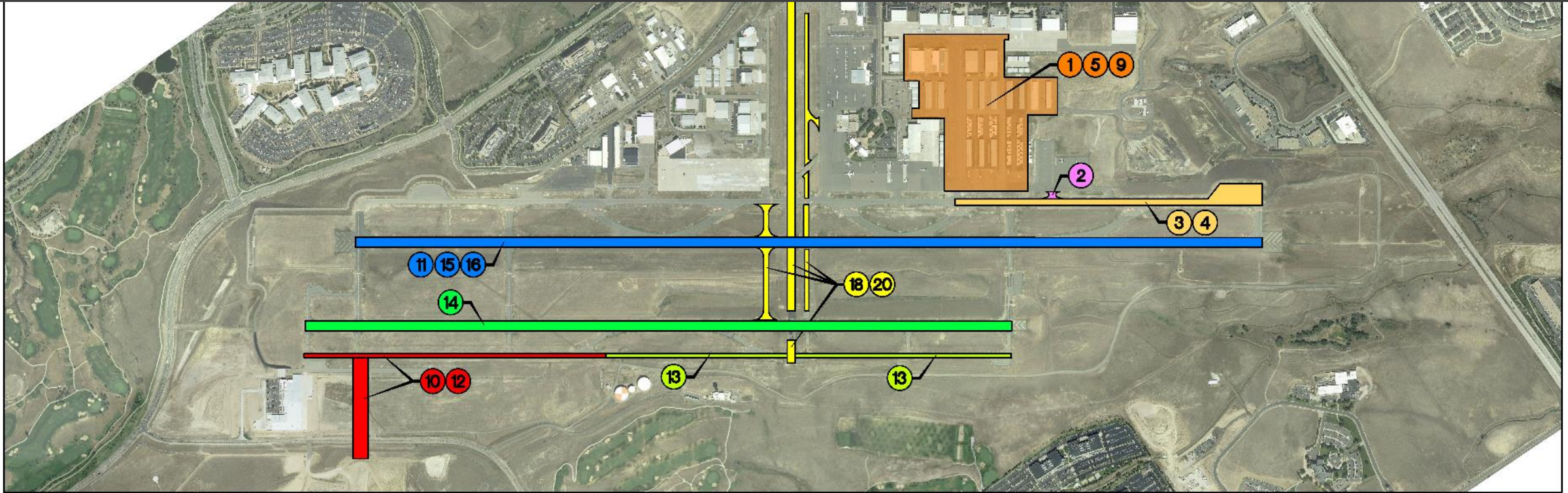
## Revised by AAB

- Ensure **safe airport operations** through well-maintained airfield and trained and responsive staff
- Leverage RMMA resources and unique community assets to **foster energy transition innovation in advanced aviation technology**, to support environmentally sustainable development and operations.
- **Drive growth in diverse aviation sectors** to achieve sustainable airport revenues and economic development for the region
- **Invest in infrastructure** that supports the long-term strategic growth of the airport
- **Develop airport property** that maximizes airport resiliency and that is compatible with existing airport uses **while engaging the surrounding communities**



# Preparing for Growth





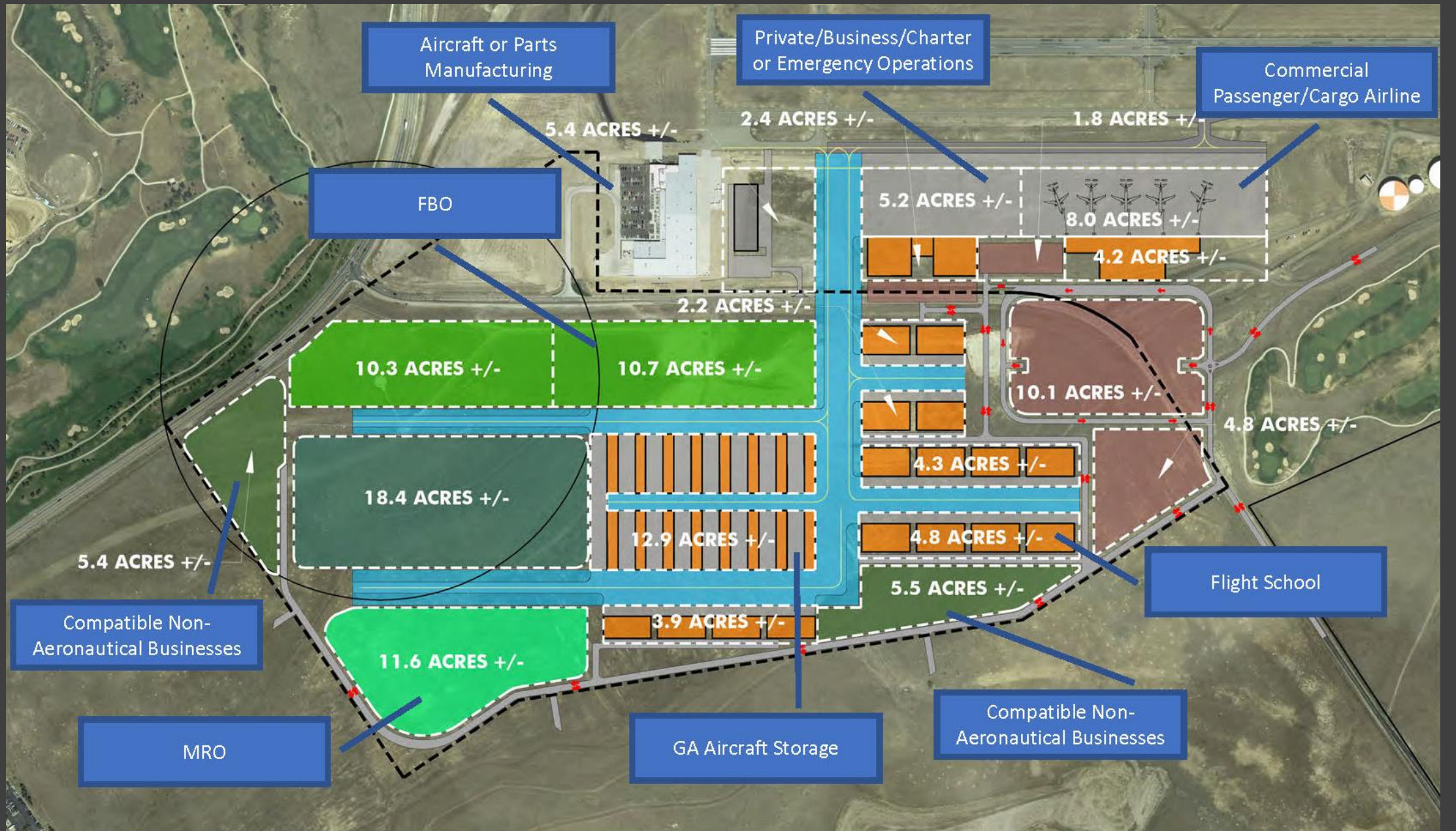
## CAPITAL IMPROVEMENT PLAN 2021-2030

ITEM	YEAR	DESCRIPTION
1	2020	GA HANGAR APRON PAVEMENT REHABILITATION
2	2020	NEW CONNECTOR TAXIWAY R2 (DESIGN AND CONSTRUCTION)
3	2020	TAXIWAY A (EAST OF TW A3) AND A1 RUN UP RECONSTRUCTION (DESIGN)
4	2021	TAXIWAY A (EAST OF TW A3) AND A1 RUN UP RECONSTRUCTION (CONSTRUCTION)
5	2021	GA HANGAR APRON PAVEMENT REHABILITATION
6	2021	NEW PAVEMENT MARKING APPLICATION MACHINE (NOT SHOWN)
7	2022	NEW 20-FOOT MOWER DECK (NOT SHOWN)
8	2022	NEW TRACTOR (NOT SHOWN)
9	2022	GA HANGAR APRON PAVEMENT REHABILITATION
10	2022	NEW TAXIWAY O AND D RECONSTRUCTION (DESIGN)

ITEM	YEAR	DESCRIPTION
11	2023	SEAL COAT RUNWAY 12L/30R
12	2023	NEW TAXIWAY O AND D RECONSTRUCTION (PHASE 1) (CONSTRUCTION)
13	2024	NEW TAXIWAY O AND D RECONSTRUCTION (PHASE 2) (CONSTRUCTION)
14	2024	SEAL COAT RUNWAY 12R/30L
15	2025	RUNWAY 12L/30R REHABILITATION AND STRENGTHENING (DESIGN)
16	2026	RUNWAY 12L/30R REHABILITATION AND STRENGTHENING (CONSTRUCTION)
17	2028	AIRPORT MASTER PLAN (NOT SHOWN)
18	2029	TAXIWAY B REMOVAL/TAXIWAY C EXTENSION/REHABILITATE RUNWAY 3/21 (DESIGN)
19	2030	REIL'S FOR RUNWAY 3/21 (NOT SHOWN)
20	2030	TAXIWAY B REMOVAL/TAXIWAY C EXTENSION/REHAB RUNWAY 3/21 (CONSTRUCTION)



# Developed North Side of Airport



# Southwest Quadrant Development with Commercial Service Focus



# Southwest Quadrant Development with General Aviation Focus



Architectural blueprints are shown on the left side of the slide, featuring various technical drawings with dimensions and annotations. The drawings are partially unrolled, showing a complex layout of a facility with numerous measurements and labels.

# Development Evaluation

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- Facility Requirements – space needs, layout, meeting FAA design standards
- Constructability - a physical/construction effort and a paperwork/logistics effort
- Financial Considerations – maintain financial self-sufficiency
- Operations Profile – aircraft types, operational hours, customer base, noise profile

# Development Evaluation Matrix

## Step 1 – Establish Criteria Category Weighting

## Step 2 – Numerically Score

- 1 = Deficient
- 2 = Deviates
- 3 = Acceptable
- 4 = Improved
- 5 = Exceptional

## Step 3 – Sum Criteria Category and Apply Weighting

## Step 4 – Sum Weighted Scores

The sum of weighted scores identifies the proposal that best meets the Airport's development objectives

Type of Aeronautical Use		
CRITERIA	Category Weighting	Score
<b>Facilities Requirements</b>	<b>25%</b>	
Space Requirements fit into Available Land		5
Space Requirements Conform to FAA Design Standards		5
Meets and Exceeds Airport's Minimum Standards		5
Shows ability to meet Airport's Rules and Regulations		5
Meets Aviation Demand		5
<b>Facilities Requirements Category Score</b>		<b>25</b>
<b>Facilities Weighted Score</b>		<b>6.25</b>
<b>Constructability</b>	<b>25%</b>	
Development Timeline meets Airport's Expectations and Needs		4
Status of Entitlements and Funding		3
<b>Constructability Category Score</b>		<b>7</b>
<b>Constructability Weighted Score</b>		<b>1.75</b>
<b>Financial Considerations</b>	<b>25%</b>	
Low or No Costs to Airport		5
Favorable Revenue Generation for Airport		5
Favorable Lease Terms		5
<b>Financial Considerations Category Score</b>		<b>15</b>
<b>Financial Weighted Score</b>		<b>3.75</b>
<b>Operations Profile</b>	<b>25%</b>	
Favorable Operations Profile		5
Safety/Security Protocols meet FAA and TSA Requirements		5
Reasonable Vehicular Access and Parking		5
Environmental Best Practices/Sustainable Practices in Place		4
Favorable Aircraft Noise Profile		5
Creates Direct Jobs		3
<b>Operations Profile Category Score</b>		<b>27</b>
<b>Operations Weighted Score</b>		<b>6.75</b>
<b>Total Development Proposal Score</b>	<b>100%</b>	<b>18.50</b>

# Noise Comparison

- **Commercial passenger flights, charter flights and air taxi flights** provide passengers with point-to-point transportation. Typically, operate in the mornings and evenings
- **General aviation flights** account for most flights that occur daily at RMMA and include leisure flying, flight schools, and corporate aviation. Operations include traffic pattern activity as well as local practice area flying, mostly during daytime hours
- **Maintenance, repair, and overhaul (MRO)** provides services to aircraft owners in keeping their aircraft airworthy. This type of business typically operates Monday through Friday, 8AM to 5PM
- **Aircraft and aviation manufacturing** provides specialized design, development, fabrication, assembly, and completion of aircraft components, systems and completed aircraft. Operations usually occur Monday through Friday, 8AM to 5PM
- **Fixed base operators (FBO)** service aircraft and accommodate pilots making use of an airport. FBOs sell fuel, provide aircraft storage, provide maintenance and repair, and provide facilities for pilots. Typically operate 24-hours per day, seven days a week

Table B1: RMMA Aircraft Noise Comparison by Airport Land Use Matrix

RMMA Aircraft Noise Comparison by Airport Land Use								
Type of Use	Relative Operations per Day	Relative Noise per Operation	Noise Index	Average Operations per day <sup>2</sup>	Typical Acres per Use	Operations per Acre	Relative Noise per Acre	Relative Community Noise Impacts
Commercial Passenger Service <sup>1</sup>	Low	Medium	Low to Medium	16	25	0.64	Low	Morning/evening louder single events
General Aviation - Leisure	Low	Medium	Low to Medium	120	13	9.23	Medium	Regular hourly overflight events; more weekends
General Aviation - Flight School	High	Medium	Medium to High	196	5	39.20	High	Regular hourly overflight events; all day
General Aviation - Corporate	Low	Low	Low	40	7	5.71	Medium	Occasional louder single events
Maintenance Repair Overhaul (MRO)	Low	Low	Low	12	12	1.00	Low	Rare louder single events
Aircraft Manufacturing	Very Low	Low	Very Low	8	8	1.00	Low	Rare louder single events
Fixed Base Operation (FBO)	Medium	Medium	Medium	140	15	9.33	Medium	Mixed louder single events; regular overflight

<sup>1</sup>Commercial Passenger Service includes Air Carrier and Air Taxi operations

<sup>2</sup>Average annual day operations based on 2019 actual; average-day, peak-month operations 30 percent higher than average day

Note - This figure presents an example of how actual development proposals could be assessed based on relative noise factors.

# Recommendations

1. RMMA should preserve adequate, airfield-adjacent space on the southside of the Airport for commercial passenger service development.
2. RMMA should preserve adequate space for corporate hangar/flight department development space on the southside of the Airport.
3. RMMA should preserve adequate space on the southside of the Airport for aircraft manufacturing and similar aeronautical businesses.
4. RMMA should preserve adequate space on the southside of the Airport for an additional fixed base operator (FBO), or expansion of an existing FBO.
5. RMMA should preserve aeronautical research and development (R&D) space on the southside of the Airport that can allow for aircraft access to future taxiway system.
6. RMMA should prioritize T-hangar development on the southeast quadrant development area in the near term.




# Public Participation

- May 12<sup>th</sup> – Kick-Off Meeting
- May 21<sup>st</sup> – 3-week Online Survey
- June 21<sup>st</sup> – Public Meeting
- June 28<sup>th</sup> – Summary of Stakeholder Input (posted on website)
- July 12<sup>th</sup> – Update to Noise Roundtable
- August 3<sup>rd</sup> – Strategic Plan Draft released for review
- August 10<sup>th</sup> – Board of County Commissioners (BCC) Briefing
- September 13<sup>th</sup> – Airport Noise Roundtable Meeting
- September 15<sup>th</sup> – All public comments must be received
- September 22<sup>nd</sup> – AAB meeting
- September 28<sup>th</sup> – BCC briefing




## Disposition of Typical Public Comments

- Public comments centered around many similar themes
- Final report will include responses in a Public Comment Disposition
- All comments will be posted on website
- **The following slides address some of the most typical public comments**



**“The Strategic Business Plan and survey were biased towards airport development and growth. I don’t want the airport to develop further.”**

The purpose of the Strategic Business Plan is to provide a tool for RMMA to effectively consider and evaluate aeronautical development proposals. As a public-use airport with developable property, RMMA must consider development proposals without unjust bias. The 2011 Airport Master Plan and 2007 Overall Development Plan have identified areas for future development at the airport. RMMA itself does not typically develop aviation property but responds to market demands. **Per the FAA’s Airport Improvement Program sponsor assurances, the Airport’s available land, and the growth of the Denver metro area, the question is not whether the airport should grow but how it should grow.** The Strategic Business Plan helps decision makers consider the “How?”



# “How does the SBP consider noise, environmental, and community impacts?”

- RMMA possesses over 150 acres of airfield-adjacent land available for development and must consider and respond to development proposals that wish to make use of the airport. **The Strategic Business Plan provides a Development Evaluation Matrix that includes noise and surrounding community impacts as criteria to consider development proposals.** They are most directly addressed in the Operations profile of the Development Evaluation Matrix, including the criteria Favorable Operations Profile, Environmental/Sustainable Best Practices, and Favorable Aircraft Noise Profile.
- **The revised draft includes an “Aircraft Noise Screening by Airport Land Use Type” appendix that further details potential noise impacts by type of aeronautical development.**
- Upon comments from the Jeffco Board of County Commissioners and the public regarding a desire for the airport to be a leader in environmental progress in the industry, **the mission statement was revised to state: “RMMA will provide infrastructure that enable safe and efficient aircraft operations to our diverse aviation stakeholders, while promoting environmental stewardship** and innovation; ensuring financial sustainability and engaging surrounding communities.”
- **A new goal was added that states “Leverage RMMA resources and unique community assets to foster energy transition innovation in advanced aviation technology, to support environmentally sustainable development and operations.”**
- It is important to remember that RMMA itself provides the land and infrastructure to support aviation businesses and activities. However, RMMA welcomes investment by advanced aviation technology firms and sustainable aviation technology providers.

“The aircraft should fly somewhere else (over Jefferson County, over someone else’s community, etc.)”

- **The Federal Aviation Administration (FAA) and Federal Aviation Regulations control the flight paths and aircraft routing into and out of every airport.**
- Rocky Mountain Metropolitan Airport (RMMA) does not control traffic routing near the airport or anywhere in the National Airspace System. Traffic arriving and departing RMMA become part of this system and must mix with traffic arriving and departing DIA, Centennial, Front Range and other airports. Each aircraft is assigned altitudes and headings that will safely integrate them in the system. The RMMA tower only controls aircraft within five miles of the airport and below 3,000 feet. Aircraft outside this envelope are generally controlled by Denver Center or are visual flight rules (VFR) and regulated by Part 91 of the Federal Aviation Regulations.
- For more information about the Federal government’s exclusive sovereignty over airspace, please see [Title 49, Section 40103 of the United States Code](#).



## “Aircraft operations are unsafe.”

- **The Federal Aviation Administration (FAA) and Federal Aviation Regulations are focused on creating an extremely safety aviation industry and aviation culture,** and have been so successful to the point where an emergency landing by an aircraft receives more community awareness than the over 33,000 annual fatalities due to automobile crashes (see NHTSA crash data). RMMA supports this culture of aviation safety through its provision of airfield-rescue and fire fighting services and high standards of airfield maintenance.
- For more information on aviation safety, please visit the FAA’s Aviation Safety webpage at [https://www.faa.gov/about/office org/headquarters offices/avs/](https://www.faa.gov/about/office_org/headquarters_offices/avs/)

# “RMMA should limit or prohibit flight schools.”

- **As a recipient of Federal Airport Improvement Program (AIP) funds, RMMA is subject to FAA AIP sponsor assurances that prohibit the airport from restricting airport operations or discriminating against classes of airport users.**
- Sponsor assurance 22(A) states: *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.*
- While the AIP sponsor assurances preclude us from discriminating against types of aeronautical activity, the Strategic Business Plan does include consideration on the noise and community impacts of different types of aeronautical uses. Presumably, a proposed operation that would introduce hundreds of additional operations per day would score lower than another type of use, all other considerations assumed equal.

“RMMA should impose curfews, limit operations, prohibit certain types of flights, etc.”


- As a Federally-funded, public-use airport, RMMA is prohibited from restricted airport operations just as a municipality would be prohibited from limiting the public from using a public highway.
- FAA AIP sponsor assurances that apply includes:
- Sponsor assurance 22(A): The airport and all facilities which are necessary to serve the aeronautical users of the airport, other than facilities owned or controlled by the United States, shall be operated at all times in a safe and serviceable condition and in accordance with the minimum standards as may be required or prescribed by applicable Federal, state and local agencies for maintenance and operation. It will not cause or permit any activity or action thereon which would interfere with its use for airport purposes...
- For more information about the Federal government’s exclusive sovereignty over airspace, please see Title 49, Section 40103 of the United States Code.

“I don’t want  
commercial  
service at RMMA.”

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“I’m concerned  
about leaded  
aviation fuel.”

- Airspace usage, aviation, and airports are regulated through the Federal Aviation Administration (FAA). Regarding the use of low-leaded fuels in piston-engine aircraft, **the FAA has been seeking an alternative solution through its Piston Aviation Fuels Initiative.**
  - Of course, safety is of paramount concern to the FAA and the aviation industry, so **any alternative fuel will need to demonstrate reliable performance as approved by the FAA and certified aviation engine manufacturers.**
  - RMMA does comply with all FAA, Environmental Protection Agency, and Colorado Department of Public Health and Environment regulations. Furthermore, any new development at RMMA must go through an FAA Airport Environmental Review process.
  - While RMMA does not directly regulate the use of aviation fuels or emissions, it would be willing to support any business tenant looking to provide new aviation technology, whether it be the sale of aviation-approved unleaded fuel or electric aircraft operations. RMMA’s [minimum standards](#) lay out the requirements for anyone interested in bringing such a business to the airport. In short, the airport welcomes a transition away from leaded fuels but this transition will need to be led at the Federal regulatory level and via market-based alternatives.
- 

## “How does the Strategic Business Plan relate to the 2011 Airport Master Plan and other airport planning documents. Shouldn’t the master plan be updated?”

- The purpose of an airport master plan is to provide a comprehensive long-term assessment of the facilities at an airport, taking into consideration existing conditions and future aviation demand forecasts. It also aids in establishing a plan to achieve Federal Aviation Administration (FAA) facility requirements by identifying airfield deficiencies and long-term capital needs. RMMA last updated its master plan in 2011 and is still undertaking capital improvement projects recommended as part of the plan.
- As part of the 2011 RMMA Master Plan Update, an Airport Environs Land Use Plan was developed to help the airport and surrounding communities plan for compatible land uses and designs near the airport.
- **The FAA and airports work together to determine the need and funding timeline for a new master plan. As RMMA is still implementing capital projects from the 2011 plan and will be for several more years, the next update of the master plan is not scheduled until 2027 or 2028.**
- In 2019, Jeffco’s recently formed Airport Advisory Board (AAB) took up the charge of reviewing and refining RMMA’s mission, vision, and goals. This work was undertaken due to a significant demand for aviation development from multiple aeronautical sectors. Ultimately, the AAB also created a Development Framework that identified potential tracts for aeronautical development in order to achieve the proposed vision and goals set by the Board.
- Following upon this work, airport staff engaged an aviation management consulting firm to create the RMMA Strategic Business Plan helps RMMA execute its mission, vision and goals by providing airport and county staff with the tools to effectively consider and evaluate aeronautical development proposals. The development scenarios identified in the Strategic Business Plan are consistent with the 2011 Airport Master Plan as well as the airport’s Overall Development Plan.



# “What are the next steps? How soon will the airport develop further? What kind of development will it be?”

- RMMA does not typically develop aviation property itself, but ground-leases to aviation firms and businesses who seek to invest in and operate at the airport. The Strategic Business Plan identifies a couple potential development scenarios to illustrate the type and scale of different types of aeronautical uses at the airport, while the Development Evaluation Matrix (Chapter 9) provides a tool for RMMA to effectively consider and evaluate aeronautical development proposals going forward.
  - **RMMA routinely fields inquiries to ground-lease and develop aviation property at the airport. The Strategic Business Plan will be used as an additional tool to select among potential development proposals and bring them forward to the Jeffco Board of County Commissioners for consideration.**
  - As aviation development is ultimately privately funded and market-driven, the timing of any future development is uncertain.
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- Mission/Goals Review
- Land/Facilities Inventory
- Industry Trends Review
- Demand Forecasts Review
- Land Use/Zoning Analysis

- Financial Analysis
- Environmental Considerations
- Development Considerations
- Public Outreach – Update to Noise Roundtable

- Revising draft plan
- Released noise appendix
- Public Outreach – Update to Noise Roundtable
- All public comments must be received
- AAB meeting; BCC briefing

- Opportunities/Constraints Analysis
- Alternatives Evaluation
- Highest and Best Use Recommendations
- Public Outreach - Survey

- Draft plan release for review
- Presentation to Jeffco BCC
- Public Outreach – Update to Noise Roundtable

June

August

May

July

September

# Project Schedule

# In Closing

- RMMA has paused development to answer “what should/could the airport look like in the future”
- SBP provides RMMA with an additional tool to effectively evaluate development proposals and guide future development
- RMMA is now ready to consider development proposals going forward

