

Where is Rocky Mountain Metropolitan Airport (RMMA) located?

RMMA is located in Broomfield. The airport boundary is approximately 2 miles southeast of Superior and 3 miles south of Louisville. (See Exhibit #1).

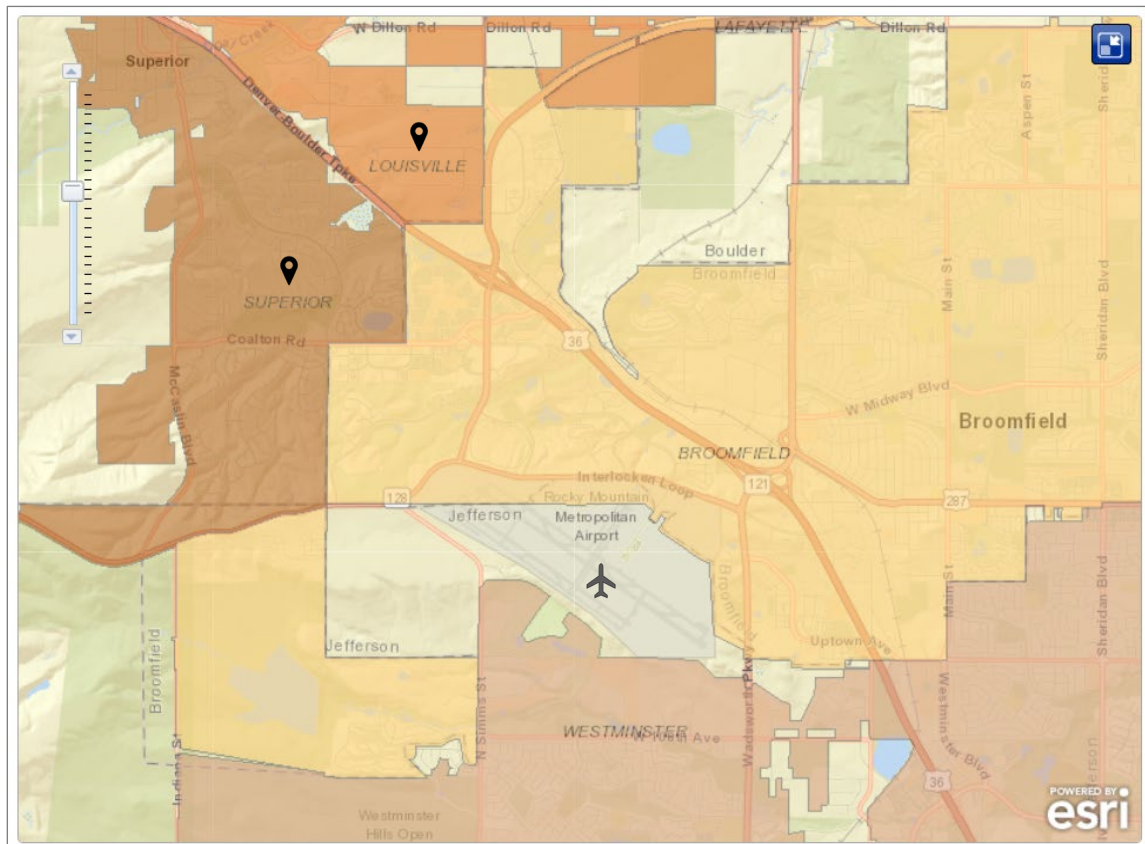


Exhibit #1. Regional Map. (Source: Colorado Department of Transportation)

What is the RMMA Airport Influence Area (AIA)?

The Airport Influence Area (AIA) is a boundary around the airport where aircraft overflights, noise, and other potential impacts associated with aircraft operations are likely. Officially, Jefferson County defines the Airport Influence Area as *“a planning boundary around an airport which includes property within the environs of the Airport, where particular land uses either are influenced by or will influence the operation of the airport, in either a positive or negative manner. The boundary considers factors such as noise contours, traffic pattern areas, approach zones, and runway protections zones.”*

Airport Influence Areas are common in land-use planning around the United States. The terminology can vary but the definition and application are generally the same. The intent is usually to encourage and in some cases mandate, land-use planning and

development that is compatible with high volumes of aircraft overflight activity, noise, and other potential impacts associated with aircraft operations. Often, noise-sensitive development (i.e. residential development) is discouraged or prohibited in these areas. When residential development is permitted, it often requires formal aviation noise disclosures or avigation easements as a requirement for permit approval and/or home purchase. In such cases the intent is to ensure prospective home-buyers are aware of the potential for aircraft overflight, noise, and associated impacts. This is the case in development within the RMMA AIA.

Homes built within the RMMA AIA require avigation easements prior to getting permit approval for development. The easements become attached to the deed and are included in title documentation. Portions of the Town of Superior are located within the RMMA Airport Influence Area, including all the Rock Creek community. Large portions of Broomfield and Westminster are also within this area. (See Exhibit #2).

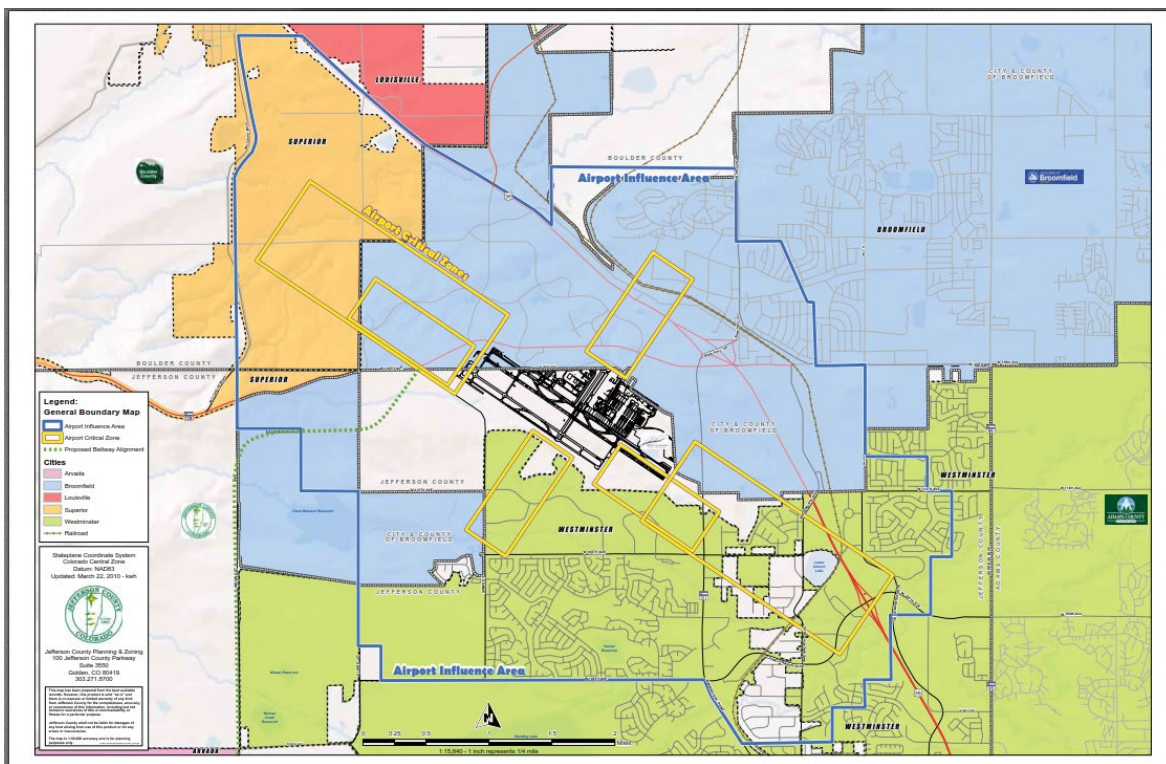


Exhibit #2. RMMA Airport Influence Area. (Source: RMMA 2011 Master Plan Update, Jefferson County).

Who owns the RMMA?

RMMA is owned and operated by Jefferson County.

Can Superior or Louisville exert control over the RMMA and/or their operations?

The Town of Superior and City of Louisville do not have authority or control over RMMA or their operations. Aircraft operations are regulated solely by the federal government, specifically the Federal Aviation Administration (FAA). (See [United States Code 49 USC 40103](#)). Operations in proximity to the airport are subject to FAA regulations and instructions from air traffic control. And while the Town/City cannot directly control the airport, we are working on building collaborative relationships with the Airport, FAA air traffic control and Jefferson County in an effort to find balance between the regional benefits of the airport and community impacts.

Is RMMA violating any laws or regulations regarding noise or flight operations? What happens if RMMA exceeds allowable noise limits?

Flights must be conducted in a manner consistent with federal aviation regulations including instructions from FAA air traffic control. State and local laws do not apply to flight operations.

Aircraft noise is regulated by the FAA. In order for an aircraft to operate in the U.S. it must meet FAA noise level requirements. Federal noise requirements are set based on the aircraft type. Current regulations do not mandate the noise level based on specific operations, flight patterns, or procedures. Beyond FAA certification, aircraft and aircraft operations cannot be restricted based on noise exposure and airports cannot regulate or restrict flight operations based on noise.

The Airport Noise and Capacity Act of 1990 (ANCA) imposes limitations on the implementation of airport access restrictions including curfews. Prior to the ANCA deadline (December 31, 2000) a small number of U.S. airports implemented noise restrictions. Today, the most effective strategy for reducing aircraft noise impacts is through collaboration among communities, airports, and pilots. Airport noise programs can be very effective in reducing community impacts, though some level of aircraft noise should be expected, especially close to the airport and along common arrival and departure paths.

It seems like the noise from the airplanes is worse in the summer, why is this?

There are a number of factors that can increase the number of flights and aircraft noise in the summer. First, aircraft performance is reduced with the higher temperatures experienced in summer. Higher temperatures cause aircraft engines to be less efficient resulting in slower climbs as they depart. This can result in aircraft remaining lower for

a longer period of time and further from the runway which may impact areas close to the airport boundary.

Summertime weather is usually mild with good visibility which is ideal for flying. Summer weather in combination with more daylight hours may result in additional flight activity.

Aircraft noise may also be more noticeable in the summer because we spend more time outdoors and when inside, our doors and windows are left open, allowing more outdoor noise, including that from airplanes, to enter our homes.

Are airplanes allowed to fly in and out of RMMA 24-hours per day?

Federal regulations require public airports to remain open 24 hours per day. These same regulations prohibit airport operators from restricting access to the airport based on time-of-day (i.e. curfews), day of week, etc. The Airport Noise and Capacity Act of 1990 imposes regulations on the implementation of airport access restrictions including curfews. Today, there are a handful of airports in the U.S. with curfews in place, but these were implemented prior to the (December 31, 2000) deadline imposed by ANCA.

How many flight schools are operating out of RMMA?

Four flight schools are currently operating out of RMMA. There are also flying clubs and other businesses that increase flight activity at RMMA.

In addition to the four flight schools at RMMA, much of the flight training activity is conducted by visiting pilots flying in from other airports around the region. This is due in part to the fact that RMMA has an operating control tower (many airports in the region do not), and flight training requires experience operating at airports with control towers. The Denver metropolitan area has a large number of small, general aviation airports, most of which do not have control towers. (See Exhibit #3).

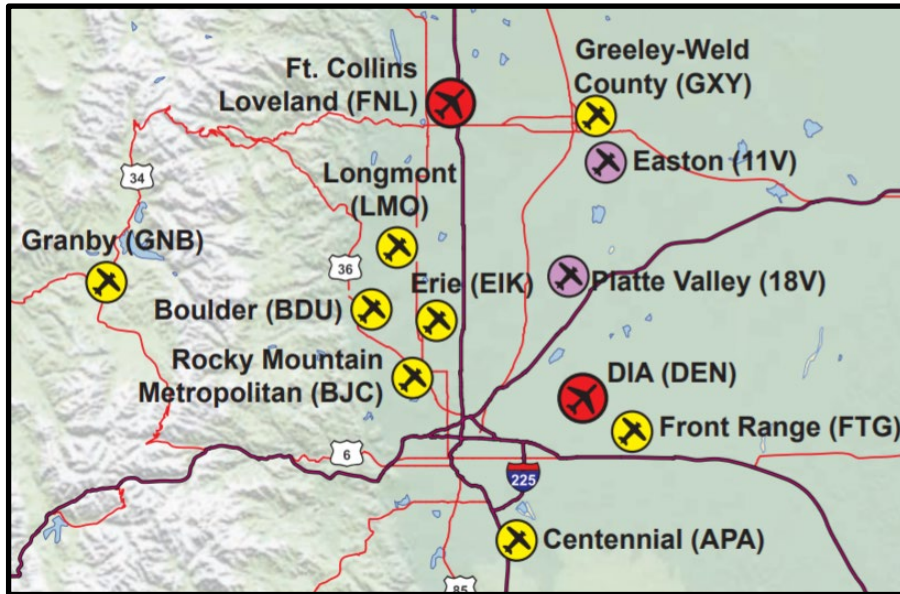


Exhibit #3. Airports in the region surrounding RMMA. (Source: Colorado Department of Transportation)

Residents of Rock Creek in the Town of Superior signed an avigation easement when purchasing their home. What is an avigation easement and can it stop airplanes from flying over their house?

An avigation easement is an agreement allowing the passage of aircraft over a property, including the right to make noise, vibration, and other effects normally associated with the operation of aircraft. Local zoning rules require avigation easements for residential development within the RMMA Airport Influence Area. In those cases, the developer of the home granted avigation easements to Jefferson County in exchange for the right to build homes in an area that would be exposed to high volumes of aircraft overflights and aircraft noise.

The Federal Aviation Administration maintains sole authority over the airspace across the United States. The legal implications of existing avigation easements depend on a number of factors and should be discussed with the county in which the house is located or a real-estate professional.

I have an avigation easement on my property, but the airport seems to have outgrown the conditions of the easement. Don't they have to comply?

Due to the legal nature of this issue and the fact that the answer may vary based on the language in the document, current conditions, and other factors, we recommend

residents consult the county in which their property is located or a real-estate professional.

Residents were told last year there would be an opportunity to participate in working groups to help mitigate noise at RMMA. When will this happen?

Staff from Superior and Louisville are working with aviation consultants with specific expertise in this area. Part of this effort will include developing a community engagement program to ensure we are able to collaborate with residents to understand their concerns related to the airport and aircraft noise issues and to incorporate their input into the process.

This engagement program will include a community forum or open house to be hosted in the summer. A community airport roundtable may also be developed as part of the during the engagement program.

In the interim, we are developing information about aircraft operations and noise to share with the public. We will continue to share project updates, next steps, engagement opportunities and places to go for more information.

Is there anything the Town/City can do to limit growth at RMMA?

The Town of Superior and City of Louisville does not have the authority to control airport growth. As the airport operator, Jefferson County manages the airport and determines the long-term planning. We are working on establishing collaborative relationships with the airport and Jefferson County to ensure growth is sustainable, maximizing the benefits for the region while minimizing the impacts on surrounding communities.

What is the purpose of hiring a consultant to help with noise mitigation when the neither Superior or Louisville can control RMMA?

We do not have the staffing resources or expertise to effectively engage with RMMA regarding flight procedures and noise abatement. We hired an aviation consultant to act on our behalf and to advocate for our interests.

I've heard most flights in and out of RMMA fly over Superior. Is this true? Who determines flight patterns?

Runway selection and flight paths are all determined by FAA air traffic control and is based primarily on wind direction and maximizing efficiency and safety. The proximity of Superior, Rock Creek in particular, relative to the runways at RMMA result in overflights during certain conditions. For example, when aircraft are departing to the northwest, this may result in departures overflying Superior. The opposite is also true. When the winds require departures to the southeast, departures will not overfly

Superior, but arrivals may. Louisville is further out and not directly aligned with any of RMMA's runways, so overflights of Louisville are dependent on other factors. These will be included in the analysis conducted by the consultants.

As part of their work, our aviation consultants will be reviewing the flight procedures and patterns to identify strategies to reduce community noise impacts while meeting federal aviation regulations and air traffic requirements.

How many runways are there at RMMA?

RMMA has three (3) runways. The two parallel runways are oriented in a northwest/southeast direction and are numbered 30L and 30R when landing and taking off to the northwest. When conditions require operations in the other direction, the runways are numbers 12R and 12L. The "R" and "L" indicate the right or left side. 12R is the runway on the right side, 12L is on the left side. There is also a runway oriented in a northeast/southwest direction. This is runway 3 and 21. This runway is used less frequently than the parallels. (See Exhibit #4).

The long runway (30R/12L) is typically used for larger propeller aircraft and jets, which are landing or departing the area. Smaller aircraft and those performing touch-and-goes will typically use the short parallel runway 30L/12R. Air traffic controllers direct the aircraft to fly in patterns that keep them separated from one another.

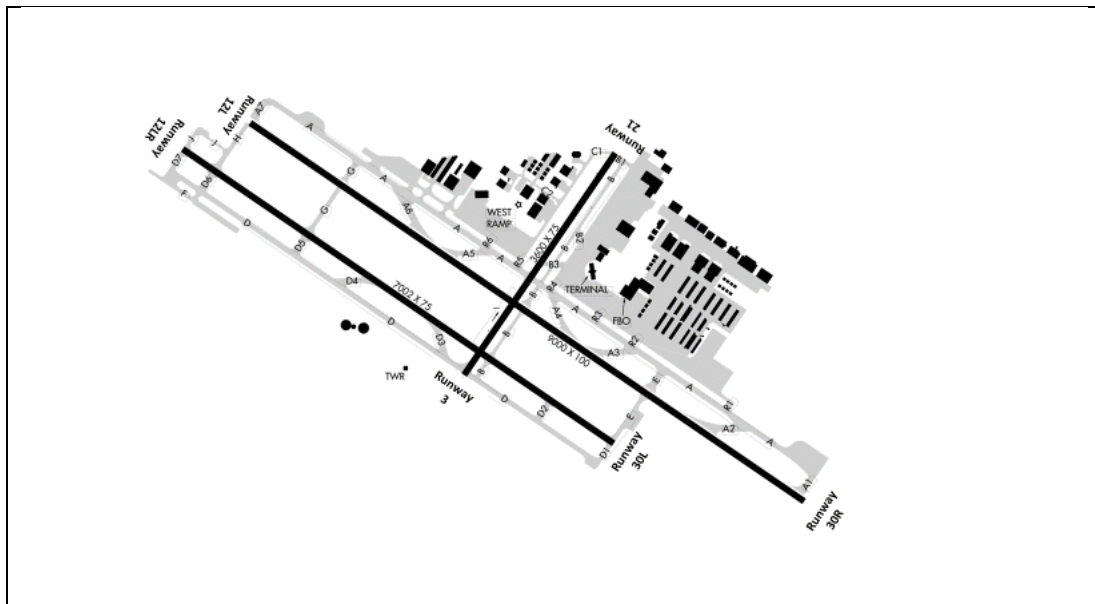
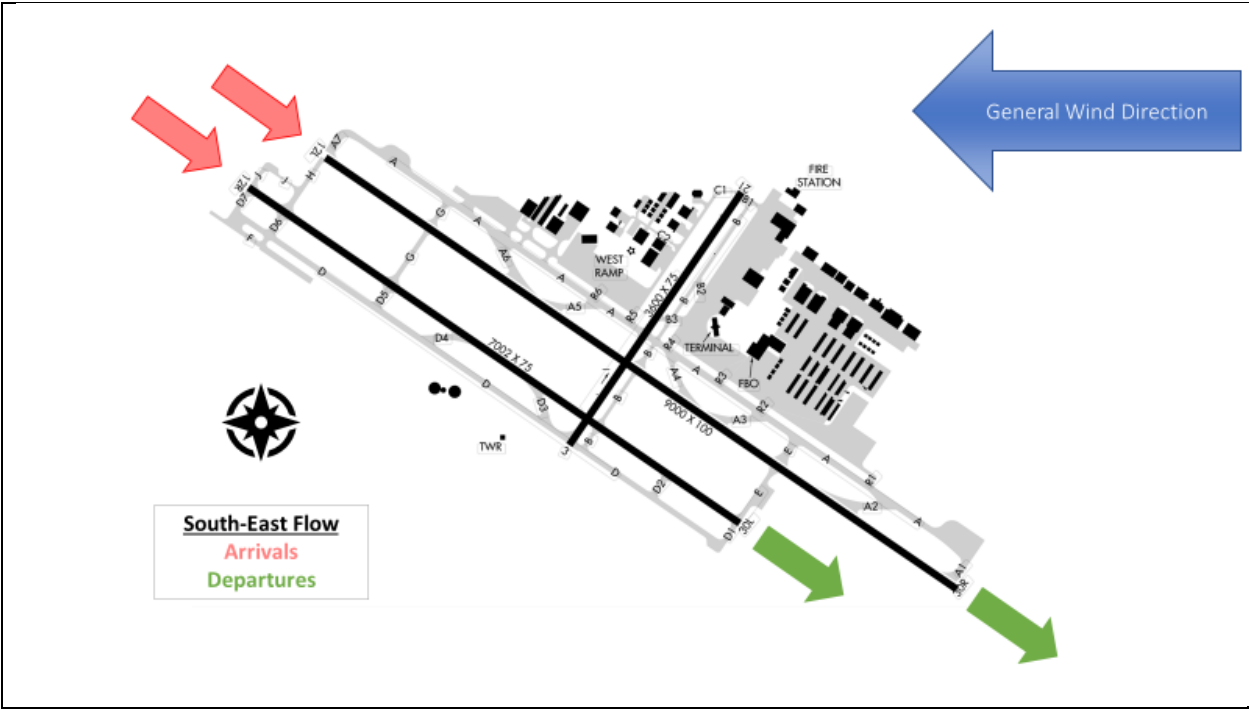


Exhibit #4. RMMA airport layout.



Is it possible for the touch and go air traffic to turn north or south before reaching the south end of Superior?

Air traffic controllers are responsible for directing aircraft in a manner that ensures safe and efficient operations

Aircraft fly paths and patterns that are based on many factors including the aircraft type (i.e. propeller versus jet) aircraft size, and purpose of the flight. Aircraft performing touch-and-go operations (where the aircraft takes off, flies a pattern adjacent to the airport, lands, and goes around again), must fly a specific (box) pattern. The number of aircraft operating in the traffic pattern at any given time can also impact the size and shape of the pattern and dictate when aircraft turn after take-off.

Understanding that flight training and touch-and-go operations have a significant impact on our residents, we've asked our aviation consulting team to review these patterns and to identify strategies to reduce overflights of Superior. This will include requesting that departing aircraft turn before reaching Superior whenever possible.

Airplanes landing at RMMA come in very low over our homes and schools. Why can't they fly higher when over these noise sensitive areas and/or avoid them completely?

During approach aircraft must line up with the runway and configured for landing. This typically includes a prescribed/recommended altitude and glide path from 8+ miles out, down to the runway. Depending on a number of factors, aircraft may be higher or lower than the prescribed glide path.

Departing aircraft may also be at varying altitude when overflying the community. Aircraft type (i.e. jet versus propeller), the number of engines, wind speed, and outside temperature are just a few of the factors that impact how quickly aircraft can climb.

As part of their work, the consultants will be analyzing flight patterns including altitudes and identifying potential strategies to reduce overflight of noise-sensitive areas and when avoidance is not possible, strategies for increasing altitudes.

Why can't aircraft overfly non noise-sensitive areas like over Highway 36?

Our aviation consultants are reviewing the flight patterns and procedures in and out of RMMA and will be exploring opportunities to maximize overflight of non noise-sensitive areas including industrial areas and major roadways.

RMMA seems to be busier now than they were when I bought my home, why is that?

RMMA has seen consistent growth in the number of flights over the last 5 years and the airport expects this growth to continue. The consultant is working on establishing collaborative relationships with the airport and Jefferson County to ensure growth is sustainable, maximizing the benefits for the region while minimizing the impacts on surrounding communities.

Where can I go for more information?

Additional information can be found at

- Airport Website: <https://www.jeffco.us/airport>
- Airport Noise FAQs: <https://www.jeffco.us/faq.aspx?TID=28>

Noise complaints or reports of specific noise events can be submitted by calling the Airport Noise Complaint Line (303) 271-4874 or by using their noise complaint form <https://www.jeffco.us/1697/Noise-Complaint-Online-Form>

We are interested in hearing from you! Please use the form below for submitting questions or input/concerns about aircraft noise issues. You may also use this form for questions about our ongoing work with RMMA and upcoming opportunities for community engagement. For those requesting a response, we strive to respond to questions within 3 business days. We look forward to hearing from you.