

About the Airport ↩

Founded as Jeffco Airport in 1960, the Rocky Mountain Metropolitan Airport (RMMA) is owned and operated by Jefferson County, Colorado. The Federal Aviation Administration (FAA) designates the airport as a public-use, general aviation reliever airport—its purpose is to relieve congestion at commercial service airports and to provide more general aviation access to the surrounding community.

According to the **2025 Colorado Aviation Economic Impact Study**, RMMA contributes about 5,000 jobs and \$1.4 billion in total economic impacts to the surrounding area.

Growing Together ↩

Between 1990 and 2023, airport operations have increased by approximately 98 percent, with the population of the surrounding communities increasing by about 72 percent. As RMMA and neighboring communities continue to grow, it is essential to understand and manage the effects of aviation noise while ensuring that RMMA remains a viable and reliable facility that benefits the entire region.

As such, Jefferson County, as the airport sponsor, is undertaking a Part 150 Noise and Land Use Compatibility Study (Part 150 Study) as an effort to assess and mitigate noise issues associated with RMMA's operations, ensuring a balance between the benefits of aviation and the quality of life for local residents.

The Part 150 Study, which began in Fall of 2024, will take up to two and a half years to complete.



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Attend the Public Open House ↩

Attend the Public Open House!

The meeting will be an informational, “come and go at your leisure” open house to learn more about the Part 150 Study and how it will be conducted. Information boards will be available for review, and airport sponsor and consulting staff will be there to answer questions and gather input.

What you can expect to learn:

- About the Airport
- What is a Part 150 Study?
- The Difference Between Sound and Noise
- Study Goals and Needs
- Roles and Responsibilities
- Phases of the Part 150 Study

July 10, 6:00 P.M. - 7:30 P.M.

**Omni Interlocken Hotel
Centennial Ballroom**

500 Interlocken Boulevard
Broomfield, Colorado, 80021

Planning the Future, Together

The Rocky Mountain Metropolitan Airport Part 150 Noise Study is a voluntary initiative aimed at understanding current and future aircraft noise levels and identifying measures to potentially mitigate them. Through comprehensive data collection, community involvement, and the potential development of effective mitigation strategies—the Part 150 Noise Study can serve as a foundation for reducing the number of people living in significantly noise-impacted areas.

For more information visit
www.RMMAPart150Study.com

RMMA
11755 Airport Way
Broomfield, CO 80021

ROCKY MOUNTAIN METROPOLITAN AIRPORT PART 150 NOISE STUDY NEWSLETTER ↩

RMMA NEWS ↩

SUMMER 2025

WWW.RMMAPART150STUDY.COM

What is a Part 150 Study? ↙

The Part 150 Study is a process an airport operator can voluntarily undertake to address what is referred to as, “noise and land use compatibility.” The process is part of the Federal Aviation Regulations (FAR) that implements the Aviation Safety and Noise Abatement Act of 1979.

The Part 150 Study will identify the noise levels generated by airport operations and whether they are compatible with the surrounding community. The Part 150 Study can result in strategies and recommendations that may improve conditions and, if approved by the FAA, the airport sponsor may be eligible for federal funding to implement these measures.

Why Undertake a Part 150 Study? ↙

The FAA has designed the Part 150 Study process to be a balanced approach for mitigating the noise impacts of airports upon their neighbors while protecting or increasing both airport access and capacity—as well as maintaining the efficiency of the national aviation system.

The overall goals of the Part 150 Study may include:

- Modeling current and future noise levels around RMMA.
- Reviewing current flight tracks and voluntary noise abatement processes.
- Providing opportunities for community involvement.
- Developing recommendations for noise abatement and noise mitigation measures.
- Determining eligibility for FAA Airport Improvement Program Funding for noise mitigation measures.

By conducting a Part 150 Noise Study, Jefferson County aims to identify the existing and future noise levels, determine compatible land uses in the vicinity of RMMA, and potentially implement strategies to minimize the noise effects. The Part 150 Study serves as a roadmap for future planning and development, ensuring that airport operations are compatible with the surrounding community's needs.

PHASES OF THE STUDY ↙

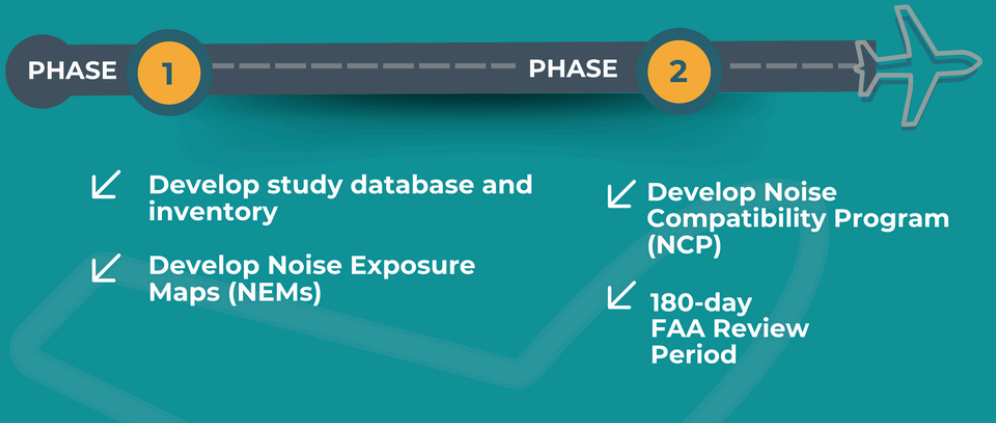
The Part 150 Noise Study at RMMA is conducted in two major phases.

P1 PHASE ONE

- **Includes** the development of Noise Exposure Maps (NEMs)

P2 PHASE TWO

- **Includes** the Noise Compatibility Program, or NCP



THE PROCESS ↙

1 DATA ANALYSIS

Aircraft operational data and existing land use data is collected and analyzed to identify noise patterns, trends and noise-sensitive land uses.

2 NOISE MODELING

The FAA-approved computer model, Aviation Environmental Design Tool (AEDT), is used to predict noise levels and assess the effect of aircraft operations on the surrounding land uses.

3 FORECASTING

A forecast of aviation activity and an inventory of land use plans will be developed to inform future aircraft noise levels.

4 NOISE CONTOUR MAPPING

Noise contour maps are created to visualize noise levels in the RMMA vicinity. These NEMs are a core component of the technical report that is submitted to the FAA to conclude the first phase of the study.

5 MITIGATION STRATEGIES

If the first phase of the study identifies incompatible land uses, the study proceeds to Phase Two, which is the development of a Noise Compatibility Plan. Based on the results of noise analysis and modeling, noise reduction strategies are recommended for FAA approval.

6 PUBLIC INVOLVEMENT

Community engagement is a vital component of the Part 150 Noise Study. Public meetings and focus groups will be conducted to gather feedback from residents, businesses, and other stakeholders. This input is invaluable in understanding the community's concerns and priorities, ensuring that the Part 150 Study addresses the needs of all.

