

August 16, 2023

Town of Superior
Mayor and Board of Trustees
124 E. Coal Creek Drive
Superior, CO 80027
Via e-mail: townboard@superiorcolorado.gov

Dear Mayor and Trustees,

Thank you for your letter on July 21, 2023, which requested Jefferson County take steps to limit operations of flight schools based at Rocky Mountain Metropolitan Airport (RMMA). While total aircraft operations at RMMA have increased over the past few years, it's also important to provide some historical context about operations and the development of communities surrounding RMMA over the years.

RMMA experienced annual operations in excess of 200,000 between 1973 and 1977, with a previous record high annual operations of 248,351 in 1977. RMMA's 1988, 2000, and 2011 Master Plans also forecast operations of this magnitude. For example, the 1988 Master Plan forecasted 286,000 annual flight operations by 2007, and the 2011 Master Plan projected 265,200 annual flight operations by 2030.

In the 1980s and 1990s, when a large part of Superior was being developed, the Jefferson County Board of County Commissioners and Jefferson County airport staff raised the concern of incompatible land use and noise complaints. (*See* July 10, 1996 ltr. to Town of Superior; Dec. 11, 1986 ltr. to Town of Superior). At that time, Superior chose to approve development of neighborhoods in close proximity to an airport that has been in existence since 1960.

The safety and welfare of the surrounding community is of utmost concern, and Jefferson County is committed to seeking reasonable, legal solutions to the impact of airport operations on surrounding communities. As an example, the RMMA Community Noise Roundtable (RMMACNR) was formed in 2021 to collaboratively identify possible solutions to address community noise concerns. The work of this roundtable is ongoing.

In response to the proposed solutions suggested in your July 21 letter, Jefferson County offers the following responses in consultation with the FAA, with the understanding that as a federally funded, public-use airport, RMMA is subject to a complex legal and regulatory scheme, which includes FAA Airport Sponsor Assurances and the U.S. Government's exclusive sovereignty of airspace:

Landing Fees. Landing fees are not commonplace at *general aviation* airports like RMMA. Many *commercial service* airports have landing fees to insure adequate capital funding for airfield maintenance due to the impacts of heavier commercial service aircraft. Unlike their commercial counterparts, the vast majority of general aviation airports in the United States do not charge landing fees.

Your letter notes that the Town of Superior desires landing fees at RMMA for the sole purpose of decreasing operations. While it is true that a general aviation airport may charge a landing fee, any such

fee must be reasonable and, more importantly, an airport cannot do so for the purpose of restricting access to the airport. If that is the purpose, it is unlawfully discriminatory in violation of FAA grant assurances on which Jefferson County is a sponsor. For this reason, Jefferson County will not impose landing fees at RMMA.

Curfew. The Airport Noise and Capacity Act (ANCA) was adopted by the United States Congress in 1990 to limit uncoordinated restrictions on aviation and airport access and establish a national program for federal review of airport noise and access restrictions. ANCA prohibits airports that have received Federal Airport Improvement Program funding from imposing a noise or access restriction at the airport unless the Administrator of the FAA has approved such restriction.

A “mandatory curfew” would qualify as an access restriction. Before the FAA would even consider such a restriction, the FAA will require a FAA Part 150 Study and a Part 161 Study. The FAA requires these studies before it will consider any noise or access restrictions because it needs to understand what level of noise exists to determine appropriate remediation efforts. These studies will take years to complete and millions of dollars to fund. Even if RMMA expended the time and money to conduct these studies, RMMA is confident that the FAA would reject any proposed mandatory curfew at RMMA.¹ Jefferson County or RMMA will not expend resources on these studies. If the Town of Superior would like to pursue the development of a Part 150 and Part 161 study at its cost, Jefferson County would support the effort.

Close Runway 30L/12R at Night. Mayor Lacis, during his term as chair of the RMMACNR, inquired about the possibility of closing Runway 30L/12R during night-time hours. RMMA staff studied the issue and provided a response at the January 9, 2023 RMMACNR meeting. While RMMA staff recommended against a night-time runway closure for a number of reasons, its primary concern was the safety of pilots using RMMA at night. Due to these safety issues, it is unlikely that the FAA will approve a nightly closure.

Even if this request passes a safety analysis, the FAA will not willingly move traffic over another member of the Noise Roundtable absent agreement from that jurisdiction. Because the proposed closure would shift flight activity from the airspace above Superior to the airspace above Boulder, the FAA would not approve a nightly closure of this runway absent full consent of the Noise Roundtable.

Touch-and-Go Operations. Superior’s request to limit “touch and go landings” falls within the purview of ANCA. Like the curfew request, any attempt to limit “touch and go landings” would require a Part 150 Study. Even if the Part 150 Study confirmed a noise measurement in a level deemed unacceptable by the FAA, the remedy would be for the FAA to fund mitigation measures, not a prohibition on “touch and go landings.”

¹ In staff discussions with John Bauer, we learned that the FAA has a database of Part 161 requests to impose a curfew on airport operations, and that the FAA has denied similar requests for a night curfew at other airports. For example, in 2014, the FAA disapproved Los Angeles International Airport’s (LAX) application to restrict and penalize easterly runway departures at night. was “disapproved” by the FAA. See https://www.faa.gov/sites/faa.gov/files/airports/environmental/airport_noise/part_161/Final-Determination-LAX-Part-161-Application-20141107.pdf Similarly, in 2009, the FAA disapproved Burbank-Glendale-Pasadena Airport Authority’s (BUR), application for a nighttime curfew. See https://www.faa.gov/sites/faa.gov/files/airports/environmental/airport_noise/part_161/Burbank_10_30_09.pdf

RMMA cannot follow the same policies at Long Beach and Hanscom Field because those airports were grandfathered under ANCA. Even Hanscom Field acknowledges that “Most of these programs could not be duplicated or changed under current federal law.”

<https://www.massport.com/media/bmxfofj/2022-state-of-hanscom.pdf> Finally, Fullerton’s touch-and-go restrictions are voluntary just like RMMA’s voluntary noise abatement procedures.

Lead. RMMA cannot ban or restrict the sale of leaded fuel. To do so would violate a grant assurance that Jefferson County made to the FAA when accepting federal funds. This position was reiterated in the FAA’s May 18, 2023 letter to Mayor Lacis, a copy of which is enclosed. Jefferson County and RMMA support our fixed base operators in a nationwide transition away from leaded fuel. RMMA is working diligently to develop airport infrastructure for unleaded fuel, including requesting grant assistance from the FAA. We are also working with the Colorado Congressional Delegation on this important issue. In the meantime, RMMA staff is actively searching for other cost-saving opportunities to advance the timeline for transitioning to unleaded fuel. We remain hopeful that RMMA can complete this transition well before the FAA’s 2030 goal.

Jefferson County welcomes and values our on-going work with the Noise Roundtable, including the Town of Superior. Solutions must be achieved through collaboration with all relevant stakeholders and in compliance with the law and FAA grant assurances. We look forward to continuing to work with the Town of Superior and other stakeholders on reasonable, realistic, and lawful solutions to mitigate the impacts of RMMA operations. To this end, we have directed our County Manager to schedule a meeting with Superior’s City Manager and other relevant stakeholders to continue this conversation.

Sincerely,
BOARD OF COUNTY COMMISSIONERS



Andy Kerr
Chair



Tracy Kraft-Tharp



Lesley Dahlkemper

BCC/kss

Cc: John Bauer, FAA (john.bauer@faa.gov)
Paul Anslow, Director, RMMA (panslow@jeffco.us)

Encl: July 10, 1996 ltr. to Town of Superior; Dec. 11, 1986 ltr. to Town of Superior; FAA May 18, 2023 letter to Mayor Lacis



Board of County Commissioners

Gary D. Laura
District No. 1

Betty J. Miller
District No. 2

John P. Stone
District No. 3

July 10, 1996

COPIED AA

The Honorable Ted Asti
Mayor, Town of Superior
124 E. Coal Creek Drive
Superior, CO 80027

Dear Mayor Asti:

As the Town of Superior reviews an update to the Superior Comprehensive Plan, the Jefferson County Board of Commissioners urges you to plan for the existing and future impacts associated with operations at the Jeffco Airport. A substantial portion of the Superior planning area is impacted by the overflight of aircraft landing or departing the Jeffco Airport on the primary-use runway (29R-11L). The majority of the approximately 150,000 annual aircraft operations use that runway and fly over developed areas of the town and areas where development is projected.

Of particular concern is the encroachment of incompatible development, including single family residences within the Airport's Critical Zone. In a letter dated September 1, 1995, we stated that there is a real threat to the safety of residents located in the Critical Zone. We reported that FAA statistics demonstrate that the greatest threat of an aircraft accident causing property damage and loss of life occurs immediately after an aircraft takes off. Additionally, we described how future residents living in the Critical Zone will be subject to noise that will be intolerable. Finally, we recommended that residential development and public use buildings within the Critical Zone be prohibited.

Although we believe such land uses should be prohibited, we urge you to consider and adopt recommendations made to the Town of Superior by the Jeffco Airport Authority. Those recommendations include requiring written disclosure statements advising potential home buyers within the Airport Critical Zone that their property is located in proximity to the Jeffco Airport and may be impacted by the Airport operations.

Mayor Ted Asti
July 10, 1996
Page two

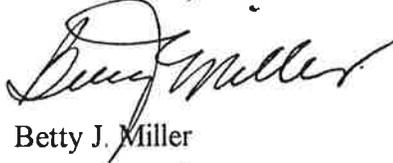
We believe that the Jeffco Airport is a valuable asset to the community and the region. We hope that we can work cooperatively to allow the Town of Superior and the Jeffco Airport to experience positive and compatible growth in the future.

Sincerely,

BOARD OF COUNTY COMMISSIONERS



John P. Stone, Chairman



Betty J. Miller



Gary D. Laura

BCC:DW:sp

cc: Dora Harrison, County Manger
David C. Gordon, Manager, Jeffco Airport
Boulder Daily Camera
Broomfield Enterprise
Longmont Daily Times-Call
Louisville Times

JEFFERSON COUNTY AIRPORT AUTHORITY
11755 AIRPORT WAY
BROOMFIELD, COLORADO 80021
(303) 466-2314
FAX (303) 438-2017

FACSIMILE MESSAGE SHEET

DATE MESSAGE SENT: July 16, 1996

PLEASE DELIVER THE FOLLOWING PAGES TO: Linda Tharpe, Golden Transcript
FAX 279-7157

NUMBER OF PAGES WE ARE SENDING 10 (INCLUDING THIS PAGE)

FROM: Dave Gordon
Jeffco Airport Manager

Dear Linda:

Please find attached 4 of the most recent letters we sent to the Town of Superior regarding new filings for the Rock Creek development. The most recent letter regards our response to their revised PUD Plan. We have not received any written response to our letters or any indication that they accepted any of our recommendations. I would suggest you ask the Town how many residential units are proposed to be built in the airport's critical zone. A quick review of their old PUD might show about 300 homes in the critical zone, but this is not based on an actual count. Let me know if you need any other help.

Dave Gordon

OK 7-16-96



JEFFCO AIRPORT
Denver's Corporate Choice

November 21, 1995

Town of Superior
c/o Mr. Fred Fox
Foxfire Community Planning and Development
1724 Market Street, Suite 208
Denver, Colorado 80202

RE: Rock Creek Ranch Filing No. 21

Dear Mr. Fox:

On behalf of the Jefferson County Airport Authority, I would like to take this opportunity to respond to the above referenced filing and proposed future development.

A large percentage of this filing is located within the Airport's Critical Zone. As we have indicated previously through several letters, meetings with Town members, telephone conversations, etc., the Critical Zone is that area which will experience the greatest concentration of aircraft overflights, either landing or departing the airport. In accordance with our land use guidelines, "...within these zones, it is recommended that all residential and public buildings...be prohibited." The obvious reason for this recommendation is that individuals living within this zone will experience considerable noise associated with normal aircraft operations and overflights during all hours of the day and night.

Airport Management

*David C. Gordon, A.A.E.,
Airport Manager*

*Robert T. Lohne, A.A.E.,
Assistant Airport Manager*

As we have also stated to the Town before, we have received many complaints pertaining to aircraft noise from current residents of Superior. Many residents have also provided both written and verbal testimony objecting to existing aircraft noise during recent public hearings on proposed minimum standards. It is therefore obvious to us that residential development of any kind that would be located just over a mile from the end of our primary use runway is not appropriate based on comments we have already received from your Town residents. Adding more residential units is only going to worsen this situation.

Airport Authority Commissioners

*Dr. David D. Callender
Robert J. Fairchild
Edward N. Haase
Frederick J. Patridge
Jim Thyfault*

We would request, as we have asked for many times in the past, that potential home buyers be given every opportunity to make an informed decision when considering the purchase of a new home. We would strongly suggest that the sales offices and realtors provide every potential home buyer with some type of a written disclosure notice that would provide them with information about the location of the Jeffco Airport.

As the Town is aware, the Jeffco Airport is currently considering Minimum Standards for Scheduled Air Service with aircraft having 30 seats or less. The disclosure statement should include language that indicates that scheduled commuter service may occur at this airport.

And finally, as with all previous filings and in accordance with the Rock Creek Ranch Development Standards, an aviation easement is required for this filing. We therefore request that such an easement be required as part of the final approval process for this

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Terminal Building
Broomfield, Colorado 80021

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Fax: (303) 438-2017

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29L-11R (7,000') 20-02 (3,600')

Page Two, Town of Superior

filing. Also, due to the location of this particular filing, we would especially encourage the Town to require the builder to incorporate sound attenuation measures into the design of these homes to help reduce the impact of aircraft noise.

In conclusion, we feel that these recommendation will serve to help both the Town of Superior and its residents as well as the Airport in terms of good community relations. The Town has the opportunity to make good land use decisions now by planning for compatible land use development for the future. The Jefferson County Airport is an extremely valuable community asset which generates income and economic stability for the entire region. It is our desire to continue to be a good neighbor with all of the communities that surround the Jeffco Airport. We hope that we can work cooperatively with the Town of Superior in such a way that will allow both the community and the airport to co-exist and continue to grow in a positive and controlled manner.

Thank you for allowing us this opportunity to review this matter and make these comments.

Sincerely,

JEFFERSON COUNTY AIRPORT AUTHORITY



David C. Gordon, A.A.E.
Airport Manager

cc:
Mayor, Town of Superior
Board of Trustees, Town of Superior
Manager, Town of Superior
Jefferson County Commissioners
Jefferson County Airport Authority
Boulder County Commissioners
Boulder Daily Camera
Denver Post
Rocky Mountain News
Louisville Times



JEFFCO AIRPORT
Denver's Corporate Choice

November 21, 1995

Town of Superior
c/o Mr. Fred Fox
Foxfire Community Planning And Development
1624 Market Street, Suite 208
Denver, Colorado 80202

RE: Rock Creek Ranch Filing No. 22

Dear Mr. Fox:

We have received the project referral for the above referenced filing and wish to offer the following comments:

The proposed residential development is located very close to the Airport's Critical Zone and within the Airport's "Area of Influence." As such, this area can expect to experience noise from the overflight of aircraft during all hours of the day and night.

Airport Management

*David C. Gordon, A.A.E.,
Airport Manager*

*Robert T. Lohne, A.A.E.,
Assistant Airport Manager*

We would strongly suggest that the Town require all realtors and sales offices to provide potential home buyers a written disclosure statement that will inform them of the Airport's location in relation to the new home sites. Such a disclosure statement will better protect the Town and it's residents and the Airport against future complaints about aircraft noise in the future. We would further ask that such a disclosure statement include reference to the potential for scheduled commuter service with aircraft with 30 seats or less.

We would also suggest that the Town require the builder to incorporate sound attenuation measures into the design of these homes to help reduce the impact of aircraft noise.

In accordance with the Rock Creek Ranch Development Standards, this filing is required to have the developer enter into an Avigation Easement with the Airport.

And finally, one issue that is of particular concern to us is the placement of a Middle School to the north of

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29L-11R (7,000') 20-02 (3,600')

Page Two, Town of Superior

this filing. We feel that this is not an appropriate location for a school for several reasons. First, the site is very close to the extended centerline of our primary use runway. This site will be exposed to a much greater percentage of aircraft overflights than other locations within the Rock Creek development. Secondly, the public will certainly object to the school's location. For example, Centennial Airport which is located in the south part of the Metro Area, is currently experiencing considerable public outcry from parents and citizens regarding existing public schools which are located off the end of a runway, similar to what Rock Creek is proposing. And finally, we are presently receiving letters of concern from parents of the elementary school that is presently being constructed in Rock Creek. We therefore strongly urge the Town to reconsider their choice for the location of the Middle School.

Thank you for allowing us this opportunity to comment on this matter.

Sincerely,

JEFFERSON COUNTY AIRPORT AUTHORITY



David C. Gordon, A.A.E.
Airport Manager

cc:

Mayor, Town of Superior
Board of Trustees, Town of Superior
Manager, Town of Superior
Jefferson County Commissioners
Jefferson County Airport Authority
Boulder County Commissioners
Boulder Daily Camera
Denver Post
Rocky Mountain News
Louisville Times



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JEFFCO AIRPORT
Denver's Corporate Choice

January 23, 1996

Mr. Fred Fox
Foxfire Community Planning And Development
1624 Market Street
Suite 208
Denver, Colorado 80202

RE: Rock Creek Ranch Filing No.23

Dear Mr. Fox.

On behalf of the Jefferson County Airport Authority, I would like to take this opportunity to respond to the proposed Rock Creek Ranch Filing No. 23.

Airport Management

*David C. Gordon, A.A.E.,
Airport Manager*

*Robert T. Lohne, A.A.E.,
Assistant Airport Manager*

Airport Authority Commissioners

*Dr. David D. Callender
Robert J. Fairchild
Edward N. Haase
Frederick J. Pattridge
Jim Thyfault*

As you are aware, the filing is located within the Airport's Influence Area and very near the extended centerline of Runway 29L/11R. As such, and in accordance with the guidelines contained in our land use document, an Avigation easement is required. In addition, we would ask that any proposed buildings within this area be properly sound attenuated in order to adequately screen out noise that will be generated from the overflight of aircraft. The aircraft activity and associated noise over this site can be expected to occur during all hours of the day and night. We would further request that some type of notification be provided to potential home buyers prior to purchase that would disclose the location of the airport and its potential impact to the property. Such notification should also include that the airport is expected to expand into the future.

We also note, with great concern, the proposed location of both an elementary school and middle school within this filing. As you can easily see by looking at a map, the school sites are located very near the extended centerlines of both of our airports' primary runways. We feel that these sites are unsuitable for schools as there is currently and will be in the future, considerable overflight of aircraft either landing or departing the Jeffco Airport. This area will be greatly impacted by jet aircraft departing to the Northwest. As you know, Jeffco Airport has been experiencing an increase in corporate jet traffic and is forecasted to continue with this trend. Also, if the Airport is forced by the Federal government or by a Court of Law to allow scheduled passenger service, the aircraft overflights would become more of a concern to citizens. We therefore strongly suggest that other sites farther away from the extended centerlines of the runways be considered for these schools.

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Fax: (303) 438-2017

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29L-11R (7,000') 20-02 (3,600')

In addition, it is our opinion that there will be considerable objection to the proposed school sites by the parents of the students that may be attending these schools in the future. We therefore ask that the Town make every effort to inform the residents of Superior of the proposed school sites and their location relative to the airport so that everyone can have an opportunity to comment on this issue. We feel the current notification and review process for this filing and potential school sites deserves greater attention due to the seriousness of this matter.

We would encourage you to delay action on this filing until public meetings have been held for the purpose of discussing the school sites with the citizens and families living in the Rock Creek area. I believe this would be advisable since many people have probably not been made aware of the school sites. We have also asked Joan Green, representative for Citizens for General Aviation, to contact her membership regarding this issue. They will certainly need more time to discuss and analyze the school sites.

In conclusion, we urge the Town to carefully consider our comments when making a final decision regarding this particular matter. Town leaders have an opportunity to control potential incompatible land uses now and avoid angry and upset citizens who might feel their children are being placed at great risk.

We have no other comments at this time. We would like to thank the Town of Superior for allowing us this opportunity to review and comment on this matter.

Sincerely,

JEFFERSON COUNTY AIRPORT AUTHORITY



David C. Gordon, A.A.E.
Airport Manager

cc: Boulder Valley School District-Board and Superintendent
Superior Town Board, Mayor and Manager
Jefferson County Airport Authority
Jefferson County Commissioners
Boulder County Commissioners
Boulder Daily Camera
Louisville Paper
Lafayette Paper
Broomfield Enterprise
Rocky Mountain News
Denver Post
Joan Green, Citizens for General Aviation



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Denver's Corporate Choice

June 25, 1996

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Town of Superior
c/o Mr. Fred Fox
Foxfire Community Planning and Development
13743 East Mississippi Avenue, #102
Aurora, Colorado 80012

RE: Comprehensive Plan Update for the Town of Superior

Dear Mr. Fox:

We have received a copy of the proposed Superior Comprehensive Plan Update and wish to take this opportunity to comment on the plan.

The Jefferson County Airport is a large General Aviation Reliever Airport that is located directly to the southeast of the Superior planning area. Jeffco Airport currently accommodates approximately 150,000 annual operations involving many different categories and types of aircraft. The airport's master plan forecasts the number of operations to increase in the future (According to the Airport's Master Plan, operations are expected to reach 286,000 annually by the year 2007). The airport's primary-use runway (29R-11L) is aligned such that a large portion of Superior is impacted by the overflight of aircraft either landing or departing the Jeffco Airport. It is important for the Town leaders to account for the airport's impact on the community when making future land use decisions to ensure that the Town's future citizens are protected from incompatible land uses.

One of our greatest concerns is the fact that a large portion of the Town of Superior lies within the Airport's "Critical Zone." As described in the Airport's current Master Plan that was adopted in 1988, it is recommended that all residential and public buildings be prohibited within these zones for reasons of aircraft and human safety, flight track dispersion and single-event noise level irritations. The airport has made this request on several previous filings within Superior, however these filings were subsequently approved with residential uses included as part of the development.

We recognize that the Town is rapidly growing, and that most of the development plan has now been established. However, we feel that there is still time to include changes to the Comprehensive Development Plan that will be of benefit to the Town, the Airport and your citizens. We request that the

Airport Management

David C. Gordon, A.A.E.
Airport Manager

Robert T. Lohne, A.A.E.
Assistant Airport Manager

Airport Authority Commissioners

Dr. David D. Callender
Edward N. Haase
Roy Halladay
Michael R. McGinnis
Jim Thyfault

Alternate
Robert A. Hartwig, Jr.

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29L-11R (7,000') 02-20 (3,600')

Comprehensive Plan include a requirement that the home builders, sellers and realtors provide a written disclosure statement. This disclosure statement will advise potential home buyers within the Airport's Critical Zones that their property is located within an area that will be impacted by the sound of aircraft during all hours of the day and night due to the proximity of the Jeffco Airport. We feel that such a disclosure statement will allow the home buyer a fair opportunity to make a home purchase decision based on all of the facts and further protect the Town and Airport from potential noise complaints in the future.

I would now like to now comment on some specific sections of the proposed Comprehensive Plan Update:

Page I-1. "The purpose of the Plan is to...find ways to increase the compatibility between existing and future development."

The Airport agrees with this comment and we would assume that this statement also applies to aircraft noise. We hope that a commitment to this stated purpose will mean acceptance of our "disclosure statement" suggestion.

Page III-4. There are some corrections to terms that are used in the third paragraph on this page that refers to the airport. To begin with, the Airport's Influence Area presently overlays all of Superior from McCaslin Blvd. eastward. In addition, the Airport's "Critical Zone" for its primary-use runway (29R-11L) overlays a large portion of the southeastern half of Superior.

This same paragraph should also state that, according to the Airport's Master Plan dated January ,1988, it is recommended that all residential and public buildings be prohibited for those reasons stated earlier in this letter. It should further be noted and corrected in this same paragraph that while the airport agrees with the description of "Clear Zones" (Now referred to as Runway Protection Zones or RPZ's), it may be somewhat misleading to the reader since these zones are almost entirely within Airport owned property and quite far from the Superior planning area. Therefore the mention and discussion of clear zones (or RPZ's as they are now called) in the Comprehensive Plan provides little if any appropriate land use information for planning purposes. A more detailed discussion of the Airport's Critical Zone would provide the reader with substantially more valid information regarding land use issues that will have an impact on the Superior community.

And finally, the locations of the Critical Zone, Influence Zone, Runway Protection Zone as well as the specific location of the Jeffco Airport itself, should be included on the map shown as figure 4-2. We would also suggest that a copy of the Airport's Land Use Plan (copy attached) as contained in the Airport's Master Plan be included as an attachment to the Superior Comprehensive Plan.

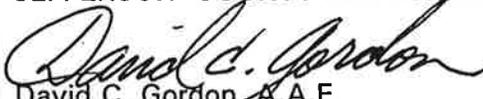
Page IV-11. " Currently, Superior is averaging approximately 220 new single family residential units per year."

This statement indicates to us that it is even more important to ensure compatibility between the airport and the residential development within the Superior community.

We have no other comments at this time. We strongly urge the Town to consider our concerns and recommendations that we have outlined in this letter. This plan update provides an excellent opportunity to make clear what impacts the airport will have on Superior and how to best plan for these impacts before they become problems in the future.

Sincerely,

JEFFERSON COUNTY AIRPORT AUTHORITY


David C. Gordon, A.A.E.
Airport Manager

cc: Board of Jefferson County Commissioners
Jefferson County Airport Authority



DENVER'S
CORPORATE
RELIEVER

December 11, 1986

Ms. Laura Belsten
Manager
Town of Superior
206 West Coal Creek Drive
Louisville, Colorado 80027

Dear Ms. Belsten:

We have received a copy of the Final Development Plan for the proposed Rock Creek Ranch Planned Unit Development. We would like to thank the Town of Superior for this opportunity to express our comments and concerns regarding this matter.

I have enclosed with this letter a copy of our land use map that has been developed as part of our current Airport Master Plan update. This plan has been proposed by our Airport Consultants and accepted by the Jefferson County Airport Authority. The land use plan has not yet been formally approved by the FAA as of this date since this will not occur until the entire master plan update is complete. Our comments regarding the Rock Creek Development are based on this enclosed plan.

The Rock Creek Development site lies totally within the Airport Influence Area, and therefore, we would ask that the Town of Superior require the developer to grant an Avigation Easement (copy enclosed) to the Airport over all of the property. This easement will better inform future dwelling owners of the noise, vibration levels, nuisance and safety hazards that they can expect during the day and night from the overflight of aircraft. This will also help to protect the Town of Superior as well as the Airport from complaints regarding the same. The Cities of Broomfield and Westminster, and Boulder and Jefferson County routinely require a grant of the easement as a part of their platting process of ground in our Influence Area.

We recommend that no residential development be allowed to take place within the Airport's Critical Zones, as designated on the land use map. Also within these areas, no public buildings such as schools, day care centers, churches, etc. should be permitted.

The map furnished us by the developer detailing the proposed development has four school sites shown on it. We have concerns about these school locations, particularly the school site shown in Area 17. This site is located in line with the extended centerline of our future runway. The school's location should be offset as far as possible from this extended centerline. The remaining schools all appear to be very near the Instrument Runway Critical Zone for our primary

Ms. Laura Belsten
Town of Superior
December 11, 1986
Page 2

runway. We would recommend that these schools be kept as far from this Zone as possible. Again, it should be noted that any buildings, including these schools, will be impacted by the noise and vibration levels associated with the aircraft flight patterns over this site. Also, any future aircraft accidents are more likely to occur in and near this area than most other locations surrounding the Airport.

We would concur with the recommendations outlined in the Rock Creek PUD proposal regarding restricting heights of objects in accordance with Federal Aviation Regulation Part 77.

We would further recommend, in accordance with our land use plan, that a 200' x 2000' "clear strip" be established off of the end of our future runway clear zone. Within this area no buildings of any kind should be permitted. This area should be reserved for such uses as parking lots, streets, open space, retention ponds, drainage areas, etc. The purpose of this strip is to provide an obstruction-free area to accommodate potential off-airport crashes. This provides a greater margin of safety for both the pilot and passengers as well as to persons on the ground. Actual locations of crashes over the Airport's history shows that this area of concern has a true basis.

In conclusion, we feel that careful consideration with regard to the impacts that Jeffco Airport will have on this property should be given. We feel that this is the appropriate time to evaluate this development to ensure that the rights of future home owners are protected as well as preserving compatible and safe land use controls that can be enjoyed by all parties concerned.

We appreciate this opportunity to review this development plan, and we will be available to answer any questions or concerns you may have regarding these comments.

Sincerely,

JEFFERSON COUNTY AIRPORT AUTHORITY



David C. Gordon, A.A.E.
Airport Manager

DCG:sh

cc: Ted Asti, Mayor
Richard Scheidenhelm, Attorney, with Avigation Easement
George Graber, Airport Attorney



U.S. Department
of Transportation
**Federal Aviation
Administration**

Office of the Associate Administrator
for Airports

800 Independence Ave, SW.
Washington, DC 20591

May 18, 2023

The Honorable Mark Lacis
Mayor
124 East Coal Creek Drive
Superior, CO 80027

Dear Mayor Lacis:

Thank you for your April 18 letter to Acting Administrator Nolen and the Jefferson County Commissioners requesting that Rocky Mountain Metropolitan Airport (BJC) make unleaded aviation gasoline (“avgas”) available and phase out leaded avgas from BJC as expeditiously as possible.

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The FAA's Denver Airports District Office has been involved in discussions with BJC regarding leaded fuel and will continue to actively engage in this conversation as the aviation industry safely transitions to unleaded fuel.

If you or your staff need further assistance, please contact Lauren R. Dudley, Assistant Administrator for Government and Industry Affairs, at (202) 267-3277.

Sincerely,

SHANNETTA R
GRIFFIN

 Digitally signed by SHANNETTA R
GRIFFIN
Date: 2023.05.18 09:08:09 -04'00'

Shannetta R. Griffin, P.E.
Associate Administrator
for Airports



U.S. Department
of Transportation
**Federal Aviation
Administration**

Office of the Associate Administrator
for Airports

800 Independence Ave, SW.
Washington, DC 20591

The Honorable Neal Shah
Mayor Pro-tem
124 East Coal Creek Drive
Superior, CO 80027

Dear Mayor Pro-tem Shah:

Thank you for your April 18 letter to Acting Administrator Nolen and the Jefferson County Commissioners requesting that Rocky Mountain Metropolitan Airport (BJC) make unleaded aviation gasoline (“avgas”) available and phase out leaded avgas from BJC as expeditiously as possible.

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Sincerely,

Shannetta R. Griffin, P.E.
Associate Administrator
for Airports



U.S. Department
of Transportation
**Federal Aviation
Administration**

Office of the Associate Administrator
for Airports

800 Independence Ave, SW.
Washington, DC 20591

Ms. Sandie Hammerly
Trustee
Superior Board of Trustees
124 East Coal Creek Drive
Superior, CO 80027

Dear Ms. Hammerly:

Thank you for your April 18 letter to Acting Administrator Nolen and the Jefferson County Commissioners requesting that Rocky Mountain Metropolitan Airport (BJC) make unleaded aviation gasoline (“avgas”) available and phase out leaded avgas from BJC as expeditiously as possible.

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Sincerely,

Shannetta R. Griffin, P.E.
Associate Administrator
for Airports



U.S. Department
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Office of the Associate Administrator
for Airports

800 Independence Ave, SW.
Washington, DC 20591

Ms. Jenn Kaaoush
Trustee
Superior Board of Trustees
124 East Coal Creek Drive
Superior, CO 80027

Dear Ms. Kaaoush:

Thank you for your April 18 letter to Acting Administrator Nolen and the Jefferson County Commissioners requesting that Rocky Mountain Metropolitan Airport (BJC) make unleaded aviation gasoline (“avgas”) available and phase out leaded avgas from BJC as expeditiously as possible.

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Sincerely,

Shannetta R. Griffin, P.E.
Associate Administrator
for Airports



U.S. Department
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**Federal Aviation
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Office of the Associate Administrator
for Airports

800 Independence Ave, SW.
Washington, DC 20591

Mr. Bob McCool
Trustee
Superior Board of Trustees
124 East Coal Creek Drive
Superior, CO 80027

Dear Mr. McCool:

Thank you for your April 18 letter to Acting Administrator Nolen and the Jefferson County Commissioners requesting that Rocky Mountain Metropolitan Airport (BJC) make unleaded aviation gasoline (“avgas”) available and phase out leaded avgas from BJC as expeditiously as possible.

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Sincerely,

Shannetta R. Griffin, P.E.
Associate Administrator
for Airports



U.S. Department
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800 Independence Ave, SW.
Washington, DC 20591

Ms. Stephanie Miller
Trustee
Superior Board of Trustees
124 East Coal Creek Drive
Superior, CO 80027

Dear Ms. Miller:

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Associate Administrator
for Airports



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800 Independence Ave, SW.
Washington, DC 20591

Mr. Jason Serbu
Trustee
Superior Board of Trustees
124 East Coal Creek Drive
Superior, CO 80027

Dear Mr. Serbu:

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