



ROCKY MOUNTAIN
METROPOLITAN AIRPORT

COMMUNITY FRIENDLY FLYING AT RMMA

RECOMMENDED NOISE ABATEMENT PROCEDURES

Expanded and Explained:

- **Climb out at best angle of climb (Vx).** 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 10:00 p.m. and 6:00 a.m. except in an emergency.**

Flight schools, located on field, have voluntarily stopped departures in the evening hours beginning at 10:00 p.m. 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 Vx
- 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!**

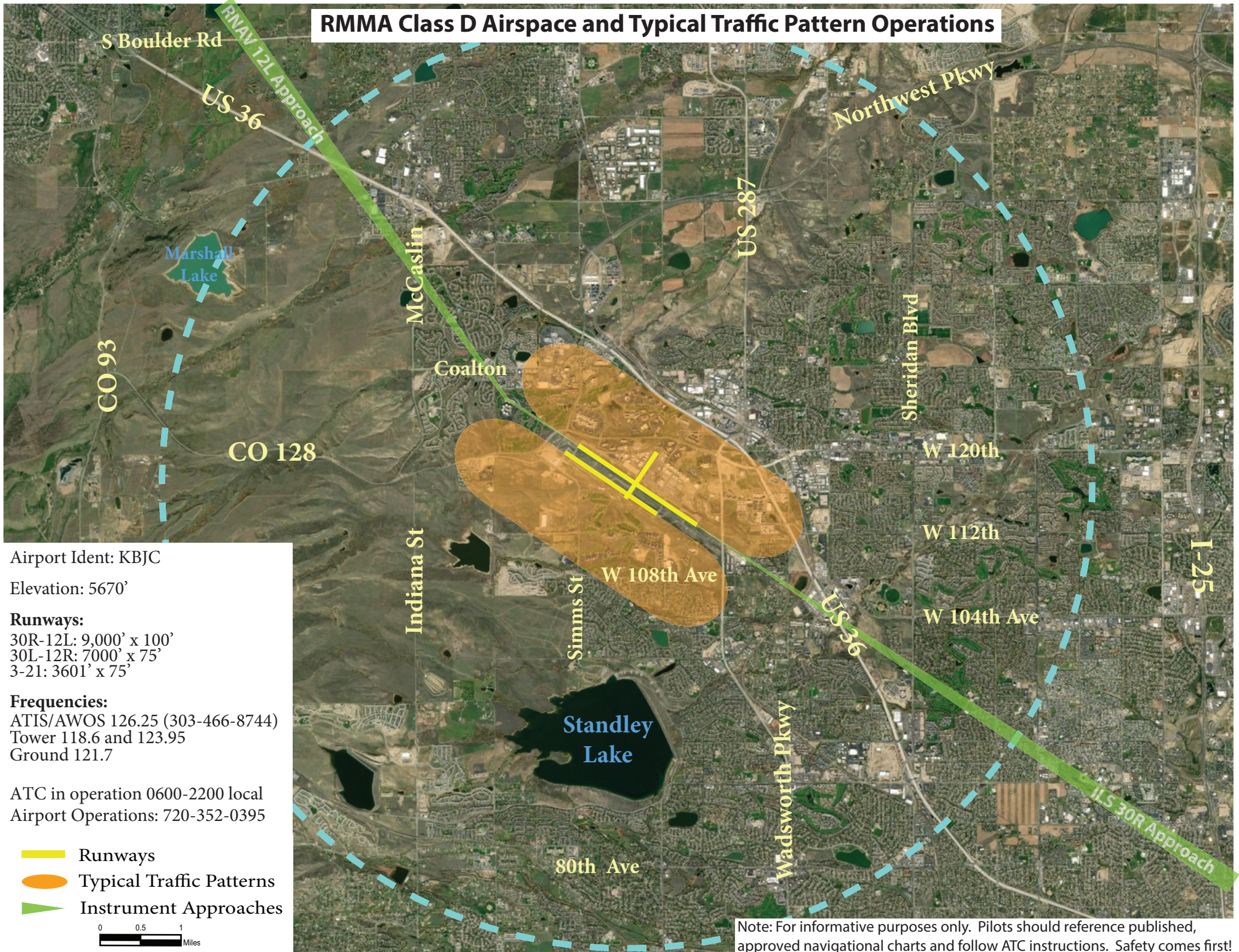


@flyRMMA



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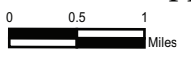
RMMA Class D Airspace and Typical Traffic Pattern Operations



Airport Ident: KBJC
Elevation: 5670'
Runways:
 30R-12L: 9,000' x 100'
 30L-12R: 7000' x 75'
 3-21: 3601' x 75'
Frequencies:
 ATIS/AWOS 126.25 (303-466-8744)
 Tower 118.6 and 123.95
 Ground 121.7

ATC in operation 0600-2200 local
 Airport Operations: 720-352-0395

-  Runways
-  Typical Traffic Patterns
-  Instrument Approaches



Note: For informative purposes only. Pilots should reference published, approved navigational charts and follow ATC instructions. Safety comes first!