CHAPTER 1
EXECUTIVE SUMMARY

1.1 OVERVIEW

This study provides a comprehensive long-term assessment of the facilities at the Rocky Mountain Metropolitan Airport. It describes infrastructure plans to meet projected future aviation demands and provides the framework needed to guide Airport development. The study also considers the potential environmental, financial, and socioeconomic impacts, while meeting all Federal Aviation Administration (FAA) facility requirements.

1.1.1 Project Purpose

The purpose of an Airport Master Plan Update is to provide specific details and guidance for the future facility development of an individual airport to satisfy the aviation needs of the community and region it serves. A detailed analysis was made of the existing facilities and operations at Rocky Mountain Metropolitan Airport. Several methodologies were used to forecast the future aviation growth and demands. Alternatives were developed for meeting projected growth. The alternatives were then analyzed to identify their potential strengths and weaknesses.

During the master planning process extensive input from those involved in all facets of the Airport and the community was sought-after and received. To address community issues, a Policy Advisory Committee (PAC) and a Technical Advisory Committee (TAC) were established to ensure that input was provided throughout the planning process. All areas of the study were discussed by both committees and at public workshops. In addition to identifying and analyzing alternatives, recommendations were made regarding prioritizing, scheduling, and financing the most viable alternatives.

Projections for growth, and the resulting demand on facilities, initially took a broad and long-term approach. However, in order to accurately predict facility needs, these projections included variations on a seasonal, monthly, daily, and hourly basis. Facility needs were based upon "peak levels" of activity, rather than relying on overall averages of demand. This study addressed three planning periods: short term (5-years); intermediate-term (10 years); and long-term (20 years). Clearly, the shorter terms typically represent the more accurate projections and more reliable alternatives. Many recommendations are based on the concept that if a certain activity occurs, then identified alternatives should be reconsidered.
1.1.2 Project Goals

The overall goal of this Master Plan Update was to give Airport management and governing officials guidance in making decisions which are best for the Airport, the community, and the region. Additional specific goals developed for this Master Plan Update are as follows:

- Optimize the operational efficiency, effectiveness, capability, and safety of the airport;
- Enhance the economic and social value of the Airport;
- Meet the long-range aviation and multi-modal transportation needs of the community and region;
- Optimize the Airport's income to continue to achieve total financial self-sufficiency;
- Ensure that current and future Airport plans are environmentally compatible and in harmony with local and regional plans and objectives.

1.1.3 Project Objectives

The following comprehensive objectives were designed to support the Airport Master Plan’s goals:

- Identify airside, landside, and airspace improvements or options to optimize the economic aspects, while enhancing the safety and operational capability of the Airport;
- Establish an implementation schedule for short-, intermediate-, and long-term improvements, including the identification of events which might "key" or trigger these developments;
- If potential demand justifies, identify short-term requirements and recommended actions to optimize multi-modal funding opportunities;
- Ensure that any short-term actions and recommendations do not preclude any long-term planning options;

1.2 INVENTORY

The Airport Inventory provides data relevant to the present day condition at Rocky Mountain Metropolitan Airport and the local vicinity. Rocky Mountain Metropolitan Airport is one of three reliever airports in the Denver Metro area. The FAA defines a reliever airport as a category within general aviation airports. The primary function of a reliever airport is to relieve congestion at an air carrier airport, by diverting general aviation traffic away from that airport. In this specific case general aviation air traffic is diverted from Denver International Airport to Rocky Mountain Metropolitan Airport.
The Airport is located in the northeast corner of Jefferson County. Located on the northwestern edge of Metropolitan Denver, Jefferson County offers a diversified setting with both urban and rural communities. Just minutes from downtown Denver, Jefferson County has convenient access to several major arterial highways. With 430 based aircraft, and 42,882 itinerant general aviation operations in FY2008, Rocky Mountain Metropolitan Airport meets the criteria of a reliever airport. A regional map is provided in Figure 1-1.

Figure 1-1
REGIONAL MAP

Rocky Mountain Metropolitan is owned and operated by Jefferson County, Colorado. The Airport is a division of the Jefferson County Development and Transportation Department. The Airport continues to be self-sustaining and does not receive any general tax revenue, nor is airport revenue used for County purposes. The Airport Director, assisted by 20 full-time, two part-time staff members, and one seasonal employee, oversees day-to-day airport operations and maintenance, and implements the capital improvement program.

Rocky Mountain Metropolitan is equipped with three paved runways. A "primary" runway designated as 11L/29R, a "parallel" runway designated as 11R/29L and a "crosswind" runway designated as 2/20. Runway 11L/29R is 9,000 feet in length by 100 feet wide. The pavement is designed to accommodate dual main wheel aircraft up to 75,000 pounds.
Runway 11R/29L is 7,000 feet in length by 75 feet wide. The pavement is designed to accommodate dual main wheel aircraft up to 12,500 pounds single gear wheel.

Runway 2/20 is 3,600 feet in length by 75 feet wide. The pavement is designed to accommodate single wheel gear up to 40,000 pounds.

1.3 AVIATION DEMAND FORECAST

Forecasts of aviation demand over a 20-year planning period provide a base for determining the type, size, and timing of aviation facility development. Forecasts involve both analytical techniques and subjective considerations. Regardless of the methodology used, assumptions must be made about how internal and external forces might change.

Forecasts for annual and peak hour operations, instrument approaches, and based aircraft were developed. These forecasts were based upon regional and national aviation growth rates, area demographics, and industry trends. The forecasts for the 20-year planning period are summarized in the following sections.

1.3.1 Aircraft Operations

Figure 1-2 presents the forecast of total aircraft operations at the Airport for the combined elements of commercial service, military, and general aviation operations in addition to the historical data for total operations at the Airport since 1990. Also shown are four forecasts; the previous Master Plan Study completed in 2000, the FAA Terminal Area Forecast (TAF), and two projections of this Master Plan – a high range and low range calculation.

The High Range scenario for operations projects the growth rate at 1.8 percent annually. This is the upper limit of this Master Plan’s projections, which shows an estimated 2010 level of 155,600 annual operations growing to 265,200 by 2030.

The Low Range scenario projects operations to grow at a modest rate of 1.0 percent annually. This line show the lower limits of this Master Plan’s projections for the forecast period, which show annual operations, estimated to be 151,900 in 2010 and grow to 193,300 by 2030.

The High and Low Range forecasts provide upper and lower probable limits for actual demand. These forecast scenarios assume demand for aviation-related business, as well as use for the Airport.
1.3.2 Based Aircraft

It is projected in this analysis that based aircraft at the Airport will grow at a similar rate as the State of Colorado (1.1 percent annual growth). This projection begins at the verified 430 based aircraft, rather than the 331 the TAF indicates. The projection carries a 1.0 percent growth rate out to 2030. This is believed to be a conservative estimate considering: 1) the average annual growth rate since 1990 shows negative growth; 2) the current economic conditions, and 3) the explanation for the recent drop in based aircraft. Relative to the TAF, which indicates a growth rate of 1.5 percent, the difference with this forecast can be attributed to the base year value difference of 99 aircraft (430 actual vs. 331 TAF). The result of the forecast is an increase of 105 based aircraft over the 22-year planning period.

1.3.3 Critical Aircraft Selection

Prior studies have concluded that the “critical” aircraft for the Airport is the Gulfstream Business Jet family (G-II, G-III, and G-IV). New models to the Gulfstream jet family are the G350, G450, G500, G550, and G-650. These models are the largest business jets currently in production. There are several Gulfstream Business Jets based at the airport. Recently, a third Gulfstream Business Jet (G550) was ordered by a local firm and it is expected to be based at the airport upon delivery. The G-II has a wingspan of 68.8 feet and an approach speed of 141 knots, which places this aircraft in the C/D-II family of aircraft. These new generations of business jets have longer wingspans, which...
place these aircraft in the C/D-III family of aircraft. It is anticipated that the smaller members of the Gulfstream aircraft family (C/D-II) will remain the Critical Aircraft for the near future.

However, by 2015 it can be expected the larger members of the Gulfstream aircraft family (C/D-III) weighing less than 150,000 pounds, such as the Gulfstream V/Gulfstream 550, is projected to exceed the threshold of 500 annual itinerant operations, the minimum frequency used to determine the critical aircraft selection. The future critical aircraft for Rocky Mountain Metropolitan airport is depicted in Figure 1-3. The impact these larger and faster aircraft bring to airfield improvements to accommodate this classification of airplane, are discussed in detail in Chapters 3 and 4.

![Figure 1-3](source: Gulfstream Aerospace Corporation, 2008)
1.4 FACILITY REQUIREMENTS

The facility requirements analysis reviewed the existing facilities from a capability perspective to define the airfield and landside needs for the future development of the Airport.

In summary, the facility development needed to accommodate the forecast growth at Rocky Mountain Metropolitan Airport are discussed in Chapter 4, Facility Requirements and key conclusions that became clear after the facility requirement analysis are summarized below:

- Critical aircraft changes from a Grumman Gulfstream II to a Gulfstream G550, which is an adjustment in ARC from C/D-II to C/D-III. (See section 4.2.2 - Critical Aircraft Identification and Airport Reference Code)

- The demand capacity ratio is expected to grow steadily throughout the planning period from 54 percent today to 93 percent in 2030. Additionally, airfield capacity analysis should be done to support major airfield investment decisions, and to help reduce the ASV ratio during this planning period. (See section - 4.3.2 Airfield Capacity)

- The runway magnetic azimuths for Runways 11L/29R, 11R/29L and 2/20 are several minutes over the existing declination; therefore, the runways are in need of redesignation. The redesignation should be timed to correspond with pavement maintenance or improvements to the runways. (See section 4.3.3 - Runway Analysis)

- Runway 11L/29R should be designed to accommodate ARC C/D-III aircraft. Runway 11R/29L should be designed to accommodate ARC C-II. Secondary facilities (Runway 2/20) should remain designed as ARC B-II. (See section 4.3.3 - Runway Analysis)

- The Runway 11L end does not meet the FAA’s Runway Safety Area standards. It is strongly recommended that the non-compliant conditions be corrected. (See section 3.3.3.3 - Runway Safety Areas)

- Airfield development should focus on the runways’ abilities (length, width, and strength) to support the existing aircraft operational needs of its users. Specifically, the primary runway (11L/29R) should have non-standard RSA conditions corrected. Runway 11L/29R should also be strengthened to 100,000 pounds DWG. The parallel runway (11R/29L) should be lengthened to 8,000 feet and strengthened to 75,000 pounds DWG. The crosswind runway (2/20) should remain at its existing length of 3,600 feet. (See section 4.3.3.6 - Runway Length and section 4.3.3.7 - Runway Strength)

- Due to pavement’s age and weathering, pavement maintenance such as a pavement overlay, surface treatments, and/or crack sealing is necessary for all runways within the short term. (See section 4.3.3.8 - Runway Condition)

- Development of airfield accessible land should be maximized for the future growth of general aviation and aviation-related businesses. (See section 4.5.1 - General Aviation Facility)
- Development of airport owned but non-aviation land should be utilized to maximize its revenue potential with the expected realignment of Simms Street and the Jefferson Parkway. (See section 4.6.10 - Future Development Opportunities)

- The Airport should implement a Safety Management System study in the short-term planning period because of expected Federal requirements for such studies and the general concern over facility safety standards. (See section 4.8 - Safety Management Systems)

- The Airport should conduct a Wildlife Hazard Assessment in the short-term planning period because of the threat of collisions between aircraft and wildlife. (See section 4.9 - Wildlife Hazard Assessment)

1.5 IDENTIFICATION AND EVALUATION OF ALTERNATIVES

Airport development alternatives were identified and evaluated for Rocky Mountain Metropolitan Airport that satisfy the facility requirements previously outlined. In addition, the alternatives satisfy the strategic objectives and goals of Airport, while adhering to safe operational standards set by the FAA and the Airport. The result of this analysis is a cohesive plan for Airport development that functionally combines all recommended improvements with the existing facilities. This plan will enable the Airport and County to effectively develop, protect for the future, and remain on the leading edge of anticipated aviation demand.

The preferred development alternative is a conceptual layout that expresses the interrelationships among the various alternatives in order to logically combine them into a unified plan to carry forward.

An illustration of the conceptual layout along with the major capital project discussed is represented in Figure 1-4. This figure presents and briefly describes the major capital projects by phase (the short, 5-year; mid, 10-year; and long term, 20-year). This conceptual layout is carried forward into consecutive chapters of this Airport Master Plan. Ultimately, this plan will enable the Airport and City to effectively develop, protect for the future, and remain on the leading edge of anticipated aviation demand.

Ultimately, the preferred alternative includes optimizing the use of the primary Runway 11L/29R and the secondary Runway 11R/29L, minimizing environmental impacts, curbing project costs, and addressing project implementation constraints. The remaining planning elements discussed in this chapter are woven into the preferred alternative to create the development plan. The conceptual layout is carried forward into the airport layout plan and capital improvement chapters of this Airport Master Plan Update, for further refinement.
SHORT- AND MID-TERM MAJOR CAPITAL DEVELOPMENT PROJECTS

1. PAPI INSTALLATION - This project is the installation of Precision Approach Path Indicator on Runway 11L.

2. RSA Correction, Runway 11L – Environmental Assessment - This project will prepare an Environmental Assessment to correct the nonstandard runway safety area (RSA) conditions on Runway 11L.

3. Wildlife Hazard Assessment - This project will prepare a Wildlife Hazard Assessment by identifying any wildlife hazards on or around the airport.

4. RSA Correction, Runway 11L – Intersection Relocation - This project will design, purchase land, and relocate the intersection of State Hwy 128 and intersection between the RSA for Runway 11L.

5. RSA Correction, Runway 11L – Retaining Wall - This project will construct a retaining wall, conduct earthwork, grading, utility improvements, and relocate airport NAVAID equipment required after correcting the nonstandard RSA.

6. Runway 11L/29R – Pavement Rehabilitation - A pavement overlay, surface treatments, and/or crack sealing is necessary to rehabilitate the Runway 11L/29R.

7. East Development Area Improvements - Construct Taxiway A-3 Extension - This project will construct a new ARC Group II taxilane adjacent to Taxiway A-3 to serve the remaining land for executive hangars in the East Development Area.

8. Aircraft Rescue and Firefighting Equipment, ARFF Truck - Acquisition of a new ARFF truck is needed to replace existing model (not shown).

9. Runway 11R/29L, ARC C/R Upgrades - This project will upgrade the existing runway from ARC B to C/R.

10. Runway 11R/29L, Pavement Rehabilitation - A pavement overlay, surface treatments, and/or crack sealing is necessary to rehabilitate the Runway 11R/29L.

LONG-TERM MAJOR CAPITAL DEVELOPMENT PROJECTS

11. FAR Part 139 Compliance, ARFF/ERE Facility - This project will include the design and construction of a new ARFF/ERE facility.

12. Taxiway UPGRADES TO GROUP III – PHASE I - This first phase will widen the remaining portions of taxiways E, G, H, and J that lie between the two runway safety areas to ARC C-R.

13. Taxiway UPGRADES TO GROUP III – PHASE II - This phase will upgrade the remaining portions of Taxiways D, E from ARC B-S to C-R.

14. Runway 02/20 – Pavement Rehabilitation - A pavement overlay, surface treatments, and/or crack sealing is necessary to rehabilitate the Runway 02/20.

15. Taxiway C Extension - This project will extend Taxiway C from the intersection of Taxiway A to Runway 11R/29L.

16. Taxiway B Removal - This project will remove Taxiway B, which is 3,400 by 35 feet.

17. Northeast Development Area, Group II Taxilane - This project will construct a new ARC Group II taxilane along the existing apron edge after Taxiway B is removed.

18. High-Speed Exit Taxiway - This project will include the design and construction of a new high-speed taxiway to facilitate exits Runway 11R/29L.

19. Taxiway C and D Surface Improvements - Surface treatments, and/or crack sealing may be necessary on Taxiway C and D.

20. Taxiway F Extension - This project will design and construct a 1,000 by 50 feet southern extension to Taxiway F.

21. Taxiway J Extension - This project will design and construct the first phased extension to Taxiway J, this extension will measure 1,000 by 50 feet.

22. Taxiway F Extension - This project will design and construct 500 by 50 feet northern extension to Taxiway F.

23. Taxiway A and C Surface Improvements - Surface treatments, and/or crack sealing as necessary on Taxiway C and D.

24. Aircraft Deicing Facility - This project will design and construct an airplane deicing facility on the Runway 29R end, including a self-contained pad, drainage system, and pump station.

25. Runway 11R/29L Extension - Environmental Assessment - This project will prepare an environmental assessment for the proposed 1,000 foot extension of Runway 11R/29L.

26. Runway 11R/29L Extension - Land Acquisition - This project will acquire land to accommodate the 1,000 foot Runway 29R extension.

27. Runway 11R/29L Extension - Construction - This project will extend Runway 11R/29L an additional 1,000 by 100 feet to the south, for a future length of 8,000 feet.

28. Taxiway D Extension - This project will extend Taxiway D 1,000 by 50 feet to the south, which is a parallel taxiway to Runway 11Th/29L.

29. Perimeter Road Improvements - 29L and 29R Ends - This project will design and construct a new perimeter service road, after the runway, taxiway, and terminal are completed.

30. Taxi Lane K Extension - This project will design and construct a new taxilane and apron to begin developing the aircraft manufacturing area.

31. Taxiway J Extension - This project consists of a 700 by 50 feet westerly extension to Taxiway J.

32. Extended Parallel Taxiway J from Taxiway H to Taxiway G - This project will design and construct a taxiway that will allow aircraft using the high-speed taxiway exit to travel, parallel to both runways without crossing an active runway.

33. Secondary Fuel Farm - This project will design and construct a fuel farm in the south development area.

34. Taxiway J Extension - This project will extend Taxiway J by an additional 500 feet to the west.

35. Taxi Lane K Extension - This phase will extend taxilane K and apron an additional 500 feet west to continue developing the aircraft manufacturing area.
1.6 **IMPLEMENTATION PLAN**

The implementation plan consists of a project phasing analysis, which identifies likely periods for facility development identified in the Master Plan Update. It also includes the eligibility of the projects for funding.

The proposed projects presented in this chapter are summarized based upon the Airport’s priorities and their funding eligibility. Funding sources for the capital improvement program depend on many factors including: 1) FAA Airport Improvement Program (AIP) project eligibility, 2) the ultimate type and use of facilities to be developed, 3) the debt capacity of the Airport and County, 4) the availability of other financing sources, and 5) the priorities for scheduling project completion. For planning purposes, assumptions were made related to the funding source of each capital improvement. The projected costs provided in the Capital Improvement Plan (CIP) project tables are identified with likely funding sources.

1.6.1 **Airport Development Plan**

The size, location, and rate of development for these facilities (runways, taxiways, aprons, and aircraft storage) are dependent upon the airport operators’ needs, as demand warrants. The long-range plan, as discussed in Chapter 5, Alternatives is to increase landside capacity by developing the vacant land to the south of the Airport. This area is referred to as the South Development Area. Over the course of this planning period, the emphasis will be to systematically expand the South Development Area. This includes extending Runway 11R/29L (by 1,000 feet) and improving the associated taxiway system. The result will be the expansion of the South Development Area to accommodate the 20-year forecast and beyond.

One critical, short-term, project is to correct the non-standard Runway Safety Area (RSA) on the primary Runway 11L/29R. Based upon a Congressional mandate, this improvement to the Runway 11L end should be completed by 2015. The preferred method to correct the non-standard RSA is to maintain the existing runway location, and relocate the intersection of State Highway 128 and Interlocken Boulevard. The project involves land acquisition and construction necessary for the realignment of the roads and the intersection. Other parts of the project include the construction of a retaining wall, grading of the safety area, and relocation of navigational aids (NAVAIDS).

Following the short-term phase, the airport capital improvement plan is intended to be flexible and change as necessary. At the same time, an airport must reserve land, obtain environmental approvals, arrange funding, and consider a multitude of other steps in advance of actual construction to be prepared for expected growth. Therefore, the capital improvement program schedule must be adjusted periodically in accordance with actual future conditions.
1.6.2 Capital Improvement Plan

Based on the identification of capital projects and their eligibility for funding, the overall financing of the Master Plan Update is shown in Figure 1-5 and summarized as follows:

- Total project costs are estimated at approximately $83 million (current) dollars over 20 years.
- Approximately 95 percent of the total is eligible for FAA funding and about 2.0 percent is eligible for State of Colorado, Division of Aeronautics funding.
- The Secondary Fuel Farm is the only project within the CIP that is not eligible at this time for Federal or state funding. This $325,000 project is scheduled in the long-term, would be funded entirely by local funds, and potentially could include a tenant investment.
- The remaining funds are expected to be provided from a combination of Airport earnings and public investment.

Figure 1-5
CAPITAL IMPROVEMENT PLAN – SUMMARY

<table>
<thead>
<tr>
<th>Planning Period</th>
<th>Total Project Cost</th>
<th>Eligible Funding Amounts</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>FAA</td>
</tr>
<tr>
<td>Short-Term 2010-2014</td>
<td>$17,633,775</td>
<td>$16,606,000</td>
</tr>
<tr>
<td>Intermediate-Term 2015-2019</td>
<td>$35,532,000</td>
<td>$33,778,700</td>
</tr>
<tr>
<td>Long-term 2020-2030</td>
<td>$29,616,000</td>
<td>$27,826,450</td>
</tr>
<tr>
<td>Total Capital Cost</td>
<td>$82,781,775</td>
<td>$78,211,150</td>
</tr>
<tr>
<td>Total Eligible Percentage*</td>
<td>100%</td>
<td>95%</td>
</tr>
</tbody>
</table>

*Total project eligibility may vary depending on federal authorization and project eligibility requirements

Source: Reynolds, Smith and Hills Inc., 2009
The Capital Improvement Plan was developed in a fashion that projects can be initiated when demand dictates the need for such development. Forecasts of aviation related activity identify one timeline in which development could occur; however, if activity does not materialize as quickly as forecast, the development envisioned by this Capital Improvement Plan could be delayed accordingly. Conversely, if growth were to occur faster than predicted, projects could be initiated prior to the timeline anticipated in this plan.

The need for implementation of various projects is based on actual activity. Airport Administration will monitor aviation activity at Rocky Mountain Metropolitan Airport annually and determine whether activity is tracking as projected to decide which projects from the Master Plan should be programmed into the Airport’s five-year Capital Improvement Program.

The analysis conducted and presented in Chapter 6, Implementation Plan indicates that funding will likely be available to plan, design, and construct the projects identified in the Master Plan Update. A total of 35 capital projects have been identified of which about seven are programmed in the next five-year period. These are necessary to adhere to safe operational standards set by the FAA to meet facility demand requirements, and the goals of the Airport.

This plan will enable the County to effectively develop the Airport so it will remain a leading transportation venue for the area. It is anticipated that the Rocky Mountain Metropolitan Airport will be able to meet its future financial obligations by both traditional project funding and other means used to accommodate future aviation activity at the Airport.

1.7 AirPort Layout Plan (ALP) Drawings

The Airport Layout Plans are a blueprint for Airport development by depicting the proposed facility improvements consistent with the strategic vision of the Rocky Mountain Metropolitan Airport. These drawings provide recommended uses for aviation and non-aeronautical land within the Airport vicinity. The Airport Layout Plans also consider the Runway Protection Zones, Approach Zones, Traffic Pattern Areas, and Airport noise contours down to 65 Day/Night Level (DNL).

The plans provide a guideline by which the Airport can assure that development maintains airport design standards and safety requirements and are necessary to receive Federal and State financial assistance.

The approved ALP provides the FAA with a plan for airport development. This will allow compatible planning for FAA owned facility improvements at the airport. It also allows the FAA to anticipate budgetary and procedural needs. The approved ALP will also allow the FAA to protect necessary airspace for planned facility or approach procedure improvements.

The plans are a working tool for use by the airport sponsor, including development and maintenance staff. The On-Airport Land-Use Plan, which is part of the ALP depicted in Figure 1-6, illustrates existing and planned land uses, both on and off the Airport.
Figure 1-6
ON-AIRPORT LAND USE PLAN

Source: Reynolds, Smith and Hills Inc., 2009
1.8 PUBLIC INVOLVEMENT

This phase required extensive outside input from those involved in all facets of the Airport and the community. To address community involvement, all areas of the study were discussed, by two independent committees and at public workshops.

Public participation played a key role in the success of the Rocky Mountain Metropolitan Airport Master Plan Update. A Policy Advisory Committee (PAC) and a Technical Advisory Committee (TAC) were established to ensure that input was provided throughout the planning process. These committees represent the stakeholders of the Airport and community. One public Involvement workshop and three PAC and TAC meetings were held during the Master Plan process to give stakeholders and the general public an opportunity to learn about the project as it developed and participate in the planning process. The stakeholders represented area officials and individuals from different public and/or private sectors with business interests on or around the Airport, while the general public consisted of area residents, community-based organizations, neighborhood associations, and environmental interest groups. Additional information regarding Public Involvement can be found in Appendix G, Public Involvement.

1.9 AIRPORT SPECIFIC INITIATIVES

Along with updating the Rocky Mountain Metropolitan Airport Master Plan in an effort to establish the vision for this vital facility and chart the new course for the upcoming 20-year period, this study also included three Airport specific initiatives of direct importance to the local community, and FAA. This master plan incorporated sustainability and conservation, jurisdictional land uses, and Airport compliance initiatives as a key foundation.

1.9.1 Sustainability and Conservation Initiatives

The purpose of this analysis was to identify, review, and select potential sustainability and conservation strategies, practices, means and methods (collectively, sustainability initiatives) that can be applied to Airport-oriented elements. Many of these initiatives may result in reduced energy consumption and/or reduced environmental impact from airport planning and design, demolition and construction, and operations and maintenance. Initiatives can be implemented in a stand-alone fashion but are most effective when employed with other initiatives in the same category. Regardless of how quickly the identified initiatives are able to be implemented, sustainability and conservation at the most elemental levels are a step toward a better future for the Airport.

This analysis incorporated sustainability and conservation initiatives as they apply to the Master Plan in the areas of Planning and Design, Demolition and Construction, and Operation and Maintenance. Several case studies and literature were reviewed and included reports from the US Green Building Council, American Planning Association, American Institute of Architects, American General Contractors and other industry trade groups. Many of these groups actively promote and integrate sustainable and conservation strategies into design, construction, operation and maintenance of the built environment. In particular, the US Green Building Council has emerged
as the primary sustainable strategy and evaluation organization. (See Appendix F – Sustainability and Conservation Initiatives)

1.9.2 Environ Land Use Plan 2010

The Rocky Mountain Metropolitan Airport began operations in 1960. When constructed, the airport had little to no surrounding development, as the area existed primarily as farm land. Over time, Jefferson County, the City and County of Broomfield, the City of Louisville, the Town of Superior, and the City of Westminster have grown in and around the Airport. The jurisdictions all acknowledge the importance of the Airport to the area and have worked to create this Plan to identify the existing and future land uses in each jurisdiction. Aviation and its related industries are vital to the area’s economic growth. Therefore, careful planning must occur to allow the Airport to continue serving its vital role, while protecting citizens from impacts of the Airport.

As each jurisdiction continues to grow and consider future development, this Plan encourages compatible land uses and design around the airport. This document does not change the land use control or decision making authority of any jurisdiction. This Plan serves as an advisory document only, and may be used in conjunction with applicable local Comprehensive or Master Plan documents when reviewing new land use cases within the Airport Influence Area. Where conflicts exist between this Plan and other local jurisdictional plans, the local jurisdictional plan will govern, unless inherent conflicts exist under Federal Aviation Administration (FAA) and/or applicable aviation regulations. (See Appendix H – Environ Land Use Plan 2010)

1.9.3 Airport Compliance Concerns

When an airport applies for grants and receives funds through the Federal Aviation Administration (FAA) Airport Improvement Program (AIP), the airport sponsor is contractually obligated to comply with the grant assurances. The FAA enforces these obligations and conditions through the Airport Compliance Program.

The purpose of this analysis was to examine existing and potential compliance issues at Rocky Mountain Metropolitan Airport in an effort to meet standards and avoid any noncompliance issues. A thorough review of the Airport’s Minimum Standards, FAA Rules and Regulations, leases, easements, budget, permits, etc. was conducted to ascertain consistency with the FAA assurances.

It is vital to the success of the Rocky Mountain Metropolitan Airport for Airport management to make a continued effort to educate the Airport sponsor, the general public, surrounding municipalities, Airport tenants, lease holders, etc. on the components of airport FAA compliance issues. (See Appendix I – Existing and Potential Compliance Issues)
1.10 **WHERE DO WE GO FROM HERE**

With the preferred development alternatives identified and Airport Layout Plan complete, it is important to consider the tasks that are necessary to keep the process moving forward. The Master Plan Update is the first step in the Airport development process. The Master Plan having been completed, a number of activities must occur before the Airport Development Plan can be fully realized. Some of these activities will need to occur very quickly in the 20-year planning period, while others may not take place until late in the planning period, if at all. These activities are described below:

- **Locating the Funds** – Under current legislation, airport sponsors are eligible for FAA funding for specifically approved airport projects through the FAA’s Airport Improvement Program (AIP). Eligible projects should receive 95 percent of cost from the FAA. The State of Colorado provides funding to public airport sponsors for eligible projects through the Colorado Department of Transportation (CDOT), Office of Aeronautics. In general, the State participates on specific projects that are not eligible for Federal funding. Additional sources of revenue could include third party funding. One example of how this source works is when an airport sponsor uses a third party developer to finance a construction project.

- **Environmental Approvals** – Some of the projects proposed in the Airport Development Plan must undergo environmental review before the projects can move forward. The type and magnitude of the project will determine what level of environmental review needs to be conducted. In most cases, an Environmental Assessment (EA) will be required. The ability to complete the required environmental review within set timeframes should be carefully considered. Failure to complete the compulsory environmental review will result in unnecessary delays.

- **Federal Aviation Administration (FAA) Coordination** – Environmental review of proposed airport development projects must be coordinated with and approved by the FAA. The FAA also reviews and approves the Airport Layout Plan (ALP). The ALP is made up of a number of engineering drawings that depict the airport’s current and proposed boundaries; the location and nature of existing and proposed airport facilities and structures; as well as the location of existing and proposed non-aviation areas on the airport.