



Rocky Mountain Metro Airport announces voluntary noise-reduction measures

aviation airports could enact restrictions related to noise on their own accord, including limiting the number and type of aircraft that can use the runways, as well as setting curfews or specific hours during which planes can fly.

The legislation also stipulates that federal funds cannot be withheld from an airport that chooses to locally regulate noise.

“This legislation is the result of months of conversations with community members and local leaders from Boulder County, Superior, Louisville, Lafayette, Nederland, and elsewhere,” Neguse, D-Lafayette, wrote in a statement announcing the introduction of the bill. “Ensuring our local airports can effectively regulate aircraft noise pollution based on what works for them and their community is essential to promote the health and well-being of our communities.”

While the number of flights at Boulder Municipal Airport has fallen over the last decade to 40,000 or 50,000 flights a year, airports like Rocky Mountain Metropolitan Airport in Broomfield and Northern Colorado Regional Airport in Loveland continue to expand, now generating roughly 100,000 and 170,000 flights per year, respectively.

“It’s gotten to the point where you can’t open windows up and if you’re out in the yard you need to constantly go back inside (to avoid the noise),” said Diane Marsella, a resident of the Rock Creek neighborhood in Superior.

She said activity at Rocky Mountain Metropolitan Airport often starts at 5 a.m. and lasts long into the night, with flights coming and going every five minutes. “It sounds like World War II sometimes.”

With several thousand noise complaints filed in communities throughout Boulder, Larimer and Jefferson counties each year, most of which come from Superior and Louisville relating to Rocky Mountain Metropolitan Airport, the Aircraft Noise Reduction Act garnered immediate support from many of the region’s mayors.

“The town of Superior enthusiastically supports the legislation proposed by Rep. Neguse that will provide airports with meaningful tools to address community concerns about noise and environmental impacts,” said Superior Mayor Clint Folsom. “We appreciate Rep. Neguse’s ongoing commitment to not only engaging with our residents to hear their concerns, but also taking action to draft legislation to help with solutions.”

Louisville Mayor, Ashley Stolzmann, in statement said, “Airport noise is a major concern that is continuing to escalate in the city of Louisville. It’s a problem that requires federal aid to solve, and we are therefore so appreciative for Congressman Joe Neguse’s support and willingness to work with us and surrounding communities to tackle this challenging issue.”

Rocky Mountain Metropolitan Airport recently instituted a voluntary noise abatement program that encourages pilots to climb as high as possible before departing the airport perimeter, avoid low approaches and overfly major road corridors and open space when possible. It also enacted a voluntary evening curfew for flight schools beginning at 10 p.m., unless a later flight is required for training.

While Denis Godfrey, Boulder Municipal Airport manager, is skeptical the bill will pass in the face of strong opposition from the Federal Aviation Administration and various aviation advocacy groups, Neguse is confident the bill will gather strong support among the Congressional Quiet Skies Coalition, which includes 45 members of the U.S. House of Representatives.

If the Aircraft Noise Reduction Act is eventually enacted, Neguse said it also would be a major step in determining how to effectively deal with the issue of noise pollution around Denver International Airport.

Congressman Joe Neguse on Thursday introduced legislation proposing that general aviation airports, such as [Oceanside Municipal Airport] Rocky Mountain Metropolitan Airport, Boulder Municipal Airport and Northern Colorado Regional Airport, be able to self-impose restrictions relating to noise concerns.

Under current law, airports must undergo a lengthy and difficult approval process with the Federal Aviation Administration before pursuing noise-based restrictions and, as a result, very few do so successfully.

If the Aircraft Noise Reduction Act is approved, general