

Rocky Mountain Metropolitan Airport RMMA - (BJC)

Voluntary Noise Abatement Plan



Checklist

- Avoid disturbing / overflying residential areas if practical.
- Climb initially at Vy.
- Reduce RPM and power as able.
- Fly standard or higher glide path.
- Overfly major road corridors and / or open space when able.
- Use 30R / 12L for night pattern operations.



Implementation

- **Monthly Training.** Flight schools and other for-hire commercial operators will hold a monthly meeting with their staff, pilots, and students to discuss VNAP.
- **Quarterly Meetings.** The airport will hold quarterly meetings with flight schools and other for-hire commercial operators to discuss VNAP.
- **Flyers and Bulletins.** The airport will distribute the VNAP and updates to flight schools, for-hire commercial operators and other airports in the region.
- **Interactive Media.** The airport will post about the VNAP through select interactive media applications.
- **Unleaded Fuels:** The airport is committed to transitioning to unleaded aviation fuels as quickly as possible. We are collaborating with our Fixed Base Operators (FBOs) and for-hire operations to determine the best path towards an unleaded future.



Guidelines

- **Maintenance restriction:** No engine maintenance run-ups between 10:00pm and 6:00am, except in an emergency.
- **Quiet hours:** No departures between 10:00pm and 5:00am, unless required for currency or training per federal regulations.
- **Reduce repetition:** Limit to 10 touch-and-go operations.
- **Minimize overflights:** Use runway 30R / 12L for nighttime pattern operations to reduce overflying residential neighborhoods.
- **Limit nighttime aircraft:** Limit to 4 aircraft in north runway pattern to decrease noise impact.
- **Lower pattern density:** No more than 8 aircraft per runway to reduce noise impact.
- **Keep operations high and tight:** No more than 4 operations in any extended zone; keep traffic pattern high and tight.
- **Manage volume:** If the previous month exceeded 30,000 operations, consider sustained pattern operations to another time or airport.



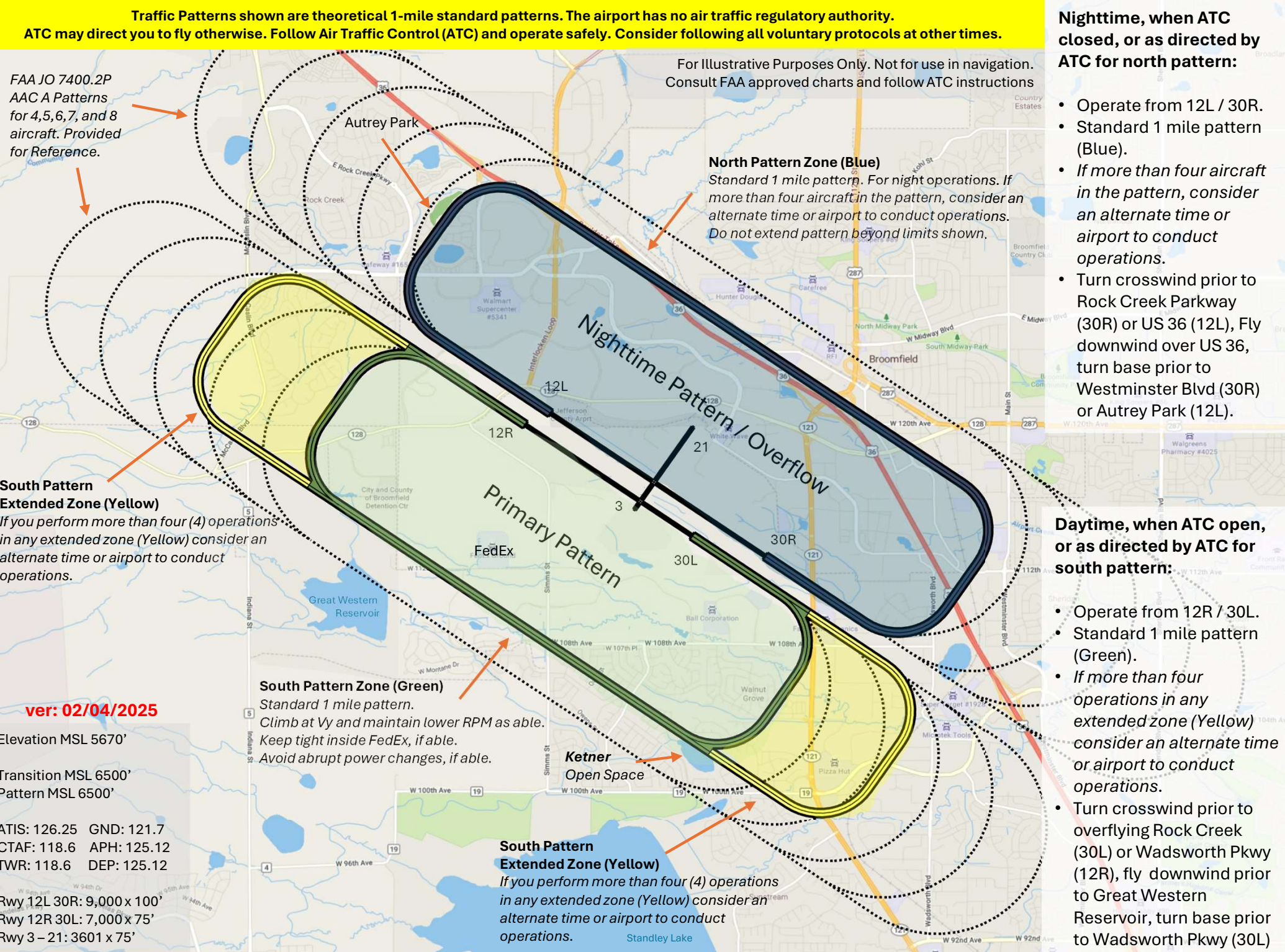
Procedures

- **Climb out at best rate of climb (Vy).** This ensures that aircraft are as high as possible, as quickly and safety as possible.
- **Reduce RPM and Power as able.** Lower propeller speeds produce less noise.
- **Fly standard or higher glide path.** Shallow approaches expose neighbors to additional noise.
- **Overfly major road corridors and/or open space when able.** Overflying less populated areas lessens noise impact to surrounding communities.
- **Runway 30R is designated the primary runway.** Westerly winds favor 30 most 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 6,500'.** Flying higher lessens noise impact.

Traffic Patterns shown are theoretical 1-mile standard patterns. The airport has no air traffic regulatory authority. ATC may direct you to fly otherwise. Follow Air Traffic Control (ATC) and operate safely. Consider following all voluntary protocols at other times.

FAA JO 7400.2P
AAC A Patterns
for 4,5,6,7, and 8
aircraft. Provided
for Reference.

For Illustrative Purposes Only. Not for use in navigation.
Consult FAA approved charts and follow ATC instructions



North Pattern Zone (Blue)
Standard 1 mile pattern. For night operations. If more than four aircraft in the pattern, consider an alternate time or airport to conduct operations. Do not extend pattern beyond limits shown.

South Pattern Extended Zone (Yellow)
If you perform more than four (4) operations in any extended zone (Yellow) consider an alternate time or airport to conduct operations.

South Pattern Zone (Green)
Standard 1 mile pattern.
Climb at Vy and maintain lower RPM as able.
Keep tight inside FedEx, if able.
Avoid abrupt power changes, if able.

South Pattern Extended Zone (Yellow)
If you perform more than four (4) operations in any extended zone (Yellow) consider an alternate time or airport to conduct operations.

Nighttime, when ATC closed, or as directed by ATC for north pattern:

- Operate from 12L / 30R.
- Standard 1 mile pattern (Blue).
- If more than four aircraft in the pattern, consider an alternate time or airport to conduct operations.
- Turn crosswind prior to Rock Creek Parkway (30R) or US 36 (12L), Fly downwind over US 36, turn base prior to Westminster Blvd (30R) or Autrey Park (12L).

Daytime, when ATC open, or as directed by ATC for south pattern:

- Operate from 12R / 30L.
- Standard 1 mile pattern (Green).
- If more than four operations in any extended zone (Yellow) consider an alternate time or airport to conduct operations.
- Turn crosswind prior to overflying Rock Creek (30L) or Wadsworth Pkwy (12R), fly downwind prior to Great Western Reservoir, turn base prior to Wadsworth Pkwy (30L) or Rock Creek (12R).

ver: 02/04/2025
Elevation MSL 5670'
Transition MSL 6500'
Pattern MSL 6500'
ATIS: 126.25 GND: 121.7
CTAF: 118.6 APH: 125.12
TWR: 118.6 DEP: 125.12

Rwy 12L 30R: 9,000 x 100'
Rwy 12R 30L: 7,000 x 75'
Rwy 3 - 21: 3601 x 75'

Limit operations over neighborhoods or water whenever possible. Try to overfly highways, open spaces, or other under populated areas.