

Northwest Mayors & Commissioners Coalition (MCC)

Boulder County

November 17, 2025

City of Boulder

Jefferson County Commissioners

*City & County of
Broomfield*

100 Jefferson County Parkway
Golden, CO 80419

ldahlkem@jeffco.us

City of Lafayette

akerr@jeffco.us

rzenzing@jeffco.us

City of Longmont

Erik Dahl, Airport Director

City of Louisville

Rocky Mountain Metropolitan Airport

11755 Airport Way

City of Westminster

Broomfield, CO 80021

edahl@flyrmma.com

Town of Erie

Jesse Lyman, Manager

Town of Superior

Federal Aviation Administration

Denver Airports District Office

26805 E 68th Ave, Ste 224

Denver, CO 80249-6339

jesse.a.lyman@faa.gov

CDOT Division of Aeronautics

Colorado Division of Aeronautics

5126 Front Range Parkway

Watkins, CO 80137

Cc:

Governor Jared Polis

Attorney General Phil Weiser

Senator Michael Bennet

Senator John Hickenlooper

Representative Joe Neguse

Representative Brittany Pettersen

RE: Urgent Need for Federal and County Action to Address Dangerous and Unsustainable Conditions at Rocky Mountain Metropolitan Airport.

Dear Commissioners, Director Dahl, Mr. Lyman, and CDOT Division of Aeronautics,

We, the undersigned members of the Northwest Mayors & Commissioners Coalition, are writing to express our collective alarm regarding the conditions at Rocky Mountain Metropolitan Airport (RMMA).

The June 10, 2025 FAA memorandum confirmed that RMMA now leads the entire National Airspace System in “Potentially Significant Events” (PSEs) — the FAA’s own measure for runway incursions and airborne safety incidents — and therefore ranks as the most dangerous airport in the country. This is not an abstract statistic. It is a direct reflection of a facility operating far beyond its safe capacity, under conditions created and enabled by local policy decisions.

A Crowded and Unsafe Airspace

RMMA’s airspace is simply too congested. Over the past several years, Jefferson County has pursued an aggressive strategy to recruit and lease facilities to multiple flight schools. Those schools now dominate airport operations, performing tens of thousands of repetitive “touch-and-go” loops each month over nearby residential communities.

The result: one aircraft operation every minute during daylight hours — with constant overflights, elevated lead exposure, and a growing risk of midair or runway collisions. This is a public health and safety crisis unfolding over our residents’ homes, schools, and parks.

You Can’t Just Push the Traffic Around

We are deeply concerned by recent suggestions that air-traffic congestion at RMMA can be addressed merely by redirecting flight paths. The FAA’s own data and internal communications make clear that the problem is volume, not routing.

The Denver-area airspace cannot absorb additional training traffic without increasing risk elsewhere. You cannot solve an overcapacity crisis by moving it from one community to another. The only effective solution is to reduce repetitive training operations and restore a balance between airport activity and public safety.

Jefferson County’s Responsibility

Jefferson County, as the airport proprietor, created and profits from this situation. Under federal and state law, the County has both the authority and the obligation to mitigate noise, pollution, and safety risks. Yet the County has repeatedly refused to act — rejecting proposals for curfews, landing fees, and operational limits while dismissing well-documented community health impacts.

By contrast, the City of Longmont recently showed what responsible airport governance looks like. In October 2025, the Longmont City Council voted to adopt landing fees at Vance Brand Airport to help manage flight-training impacts and fund capital projects

necessitated by a growing airport. That is an example of forward-thinking, balanced leadership. Jefferson County should follow Longmont's lead — not continue to stand apart from it.

Our Requests

Accordingly, we call on the following actions:

1. **Jefferson County** — Immediately halt further flight-school expansion and adopt enforceable limits on repetitive touch-and-go operations. Implement universal landing fees applicable to all users to fund capital projects at the airport that will reduce adverse impacts on surrounding communities.
2. **FAA** — Suspend any new routing changes involving RMMA until meaningful risk-reduction and community-protection measures are in place.
3. **RMMA Leadership** — Publish a transparent corrective-action plan with measurable safety benchmarks, noise-abatement steps, and public accountability.

Conclusion

RMMA has become a national outlier for all the wrong reasons — unsafe, overcrowded, and unresponsive to the communities it impacts most. The June 2025 FAA memo should have been a wake-up call. Instead, the County has continued to defend the indefensible.

We ask for a formal public response within 30 days outlining concrete, time-bound corrective actions. Our coalition is committed to collaboration, but we will not remain silent while safety, public health, and community well-being are compromised.

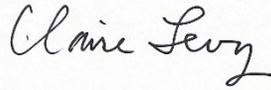
Sincerely,



Aaron Brockett
Mayor, City of Boulder



Mark Lacis
Mayor, Town of Superior



Claire Levy
Commissioner, Boulder County



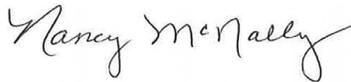
JD Mangat
Mayor, City of Lafayette



Joan Peck
Mayor, City of Longmont



Guyleen Castriotta
Mayor, City and County of
Broomfield



Nancy McNally
Mayor, City of Westminster



Chris Leh
Mayor, City of Louisville



Andrew Moore
Mayor, Town of Erie