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**MINUTES
AIRPORT ADVISORY BOARD
MARCH 10, 2011**

Call to Order

The March 10, 2011, Airport Advisory Board meeting was called to order by Vice Chairman Lipsy at 6:03 p.m., in the City Council Chambers.

Roll Call

Recording Assistant Jane Madrid called roll. Members present: Tom Lange, Don Dolce, Sarah Lipsy, Council Member Witt, Chris Rodriguez, and George Anderson. Howard Morgan and Doedo Schipper were absent. Staff present: Tim Barth, Airport Manager, Nick Wolfrum, PW&NR Engineering Manager and Recording Secretary Jane Madrid.

Adjustment to the Agenda

Airport Manager Barth said there are no adjustments to the agenda but he does have a submission of documents. The documents are revisions to pages 21 and 22 of the packet. He also states there are maps at the board members stations for review later in the meeting.

Council Member Witt introduced Max Wright, Council Intern.

Approval of the Minutes

Vice Chairman Lipsy asked for discussion or approval of the January 20, 2011, meeting minutes.

Mr. Anderson asked for a change on page 7, line 6 of the final minutes, "Office" to "Officer."

Mr. Anderson asked for a change on page 7, line 40 of the final minutes, "to" to "the."

MR. ANDERSON MADE A MOTION TO APPROVE THE JANUARY 20, 2011, MEETING MINUTES WITH CORRECTIONS. MR. RODRIGUEZ SECONDED THE MOTION.

Additional Discussion of the Motion

No additional discussion.

Vote

MOTION CARRIED: 5-0

1 **Public Invited to Be Heard – Items not on the agenda**

2
3 Vice Chairman Lipsy opened the public invited to be heard for items not on the agenda.

4
5 Ron Krenzel, 12191 N. 61st – Mr. Krenzel updated the board on the Plane Truth movement and
6 advised the web site is up. They have replied to the objections from C.A.R.E. He learned there
7 is a vision of optimizing the airport given the available space and facility; if we can optimize
8 within the footprint and the simple extension, it will bring a better, safer and more effective
9 aviation facility to Longmont.

10
11 Max Wright - Member of the City of Longmont's BETA intern group. He spoke to the board
12 about being an intern and advised the board they can ask him questions and he would be happy
13 to give his opinion on items.

14
15 No one else wished to speak.

16
17 Vice Chairman Lipsy closed the public invited to be heard.

18
19 **Old Business**

20
21 None

22
23 **New Business**

24
25 **1. Hanger Inspections – Jim Lynch, Assistant Fire Chief**

26
27 Airport Manager Barth said the inspections are nothing new to the tenants; the commercial
28 businesses are inspected each year and the private hangars are inspected every five years. The
29 entire process takes about six months. He said the standard lease agreement states the use of the
30 hangar is for aviation and each one needs to comply with the terms of the lease and intended
31 uses. Mr. Barth said if they see a violation or discrepancy, it will be noted with the hangar owner
32 at the time of inspection, a follow up letter will be sent and a re-inspection will take place.

33
34 Jim Lynch, Longmont Fire Department, spoke to the board about the inspections. He said the
35 reason they are at this meeting is to remove some of the angst associated with the inspections.
36 He said during the inspection they are looking at exiting, extinguishers, extension cords; making
37 sure there is nothing present in the hanger that would cause a fire or a life-safety issue. If
38 something is found, an inspection notice is given and the owner has 30 days to comply. If there
39 is a major issue, the policy is to work with owners and set up a time frame to get compliance.
40 Mike Selan, Longmont Fire Department, will be the inspector involved in the inspections.

41
42 Mr. Rodriguez asked to make a statement before the next agenda item. He is a 25 year employee
43 with the FAA as an Air Traffic Controller. The Air Traffic Division that he works for has no
44 involvement with the airports division of the FAA and it has been implied that there is a conflict
45 of interest involved with the airport and runway expansion. Mr. Rodriguez states there is not a
46 conflict of interest.

1 Mr. Rodriguez states a member of C.A.R.E. has written a letter to the Administrator of the FAA,
2 and although he does not have a copy of the letter, it was suggested to him that he file a
3 Freedom of Information Act request to get a copy of the letter. He said he was told the letter was
4 aimed at getting between his employer and his continued employment. He said he considers this
5 harassment and a threat, and if his perception is correct, the person who wrote the letter should
6 clarify it. He said the FAA does not limit the employees First Amendment right in regards to
7 freedom of speech. Mr. Rodriguez said as an FAA employee and a member of this board or any
8 board, he does not waive his First Amendment rights.
9

10 Mr. Rodriguez said if someone takes issue with statements or positions he has taken, none of
11 which he rescinds, they are free to argue those statements or positions, but that does not include
12 harassment, threats or interfering with a person's employment.
13

14 **2. Noise Procedures**

15 **Public Invited to Be Heard**

16 Vice Chairman Lipsy opened the Public Invited to Be Heard for the Noise Procedures.
17

18 Marc Arnold, 8243 Cattail Dr. – Mr. Arnold said information from the noise complaint log
19 shows corporate jets have not been the source of noise complaints. He would like to suggest not
20 having a provision for jet aircraft to maintain a higher traffic pattern. He said that pilots of non
21 turbine aircraft are encouraged to follow published noise abatement procedures specific to that
22 aircraft.
23

24 Creighton Stewart, 10775 N. 65th St. – Mr. Stewart spoke about items he would like to see
25 changed in the noise procedure documents. Community Concerns – expand “herded” to
26 “herded or confined and contained”; Community Concerns – 100+ complaints annually, he
27 suspects it is higher. He would like to see no touch and go landings between 10 p.m. and 8 a.m.
28 and 8 p.m. to 10 p.m. only under flight control instruction.
29

30 Camille Accountius, 2027 Creekside Dr – Ms. Accountius said she has never made a complaint;
31 she likes the airport and is intrigued by the expansion of the runway. She thinks it may be good
32 for Longmont economically. She said the skydiver pilot is a “jerk”; he flies over her house every
33 45 minutes on the weekend. She understands they are probably flying within the boundary area
34 but said it seems like they fly in the same place and asked why they can't disperse their flights.
35

36 Ron Krenzel, 12191 N. 61st – Mr. Krenzel said noise abatement ideas have been around forever,
37 sometimes they help, but in general he thinks they are ineffective. Longmont has no major
38 concerns that would require special procedures. It will not change the minds of three people who
39 have made 332 calls in a year. The problem with this approach is it tends to empower
40 antagonists and does not improve relationships or reduce complaints. It gives the perception that
41 the noise will go away. They are not rules or regulations, not enforceable, and are second to the
42 decisions of the pilot in command.
43
44
45

1 David Shank, 8201 N. 81st – Mr. Shank is an airport user. He owns a hanger, loves the airport,
2 and his house is two miles from the airport. He said there is going to be trouble if something
3 isn't done about the skydivers. Mr. Shank said if the props are pulled back from a high pitch the
4 noise will go down. He said the skydiving plane gets to the point where it is extremely
5 annoying.

6
7 Peter Lagerman, 502 Ashford – Mr. Lagerman thanked the board for their service. He said
8 Vance Brand Airport has been here since the middle of the 20th century (60-70 years), the
9 runway is less than 5000' long so if you are within 5 to 6 miles of the airport, you will be
10 exposed to airplane/airport noises. Anyone who bought property around that area had full
11 knowledge of the noise. He said most people at the airport are willing to do the right thing. The
12 airport is an asset to the nation, city, county and state and he supports the airport.

13
14 Fred Esposito, 824 Wade Rd – Mr. Esposito likes the airport; the drone does not bother him. He
15 said it is a recreational airport with business services. He has heard people say they have to go
16 inside because of the noise, a plane makes a noise as it passes by, but it doesn't make noise
17 continually over a house. He said it is a great little airport and would like to keep the airport
18 recreational.

19
20 Kim Gibbs, 7468 Mt. Sherman Rd, Gunbarrel – Ms. Gibbs said her home is between Longmont
21 and Boulder and situated west of city owned open space. She thinks for that reason her home
22 experiences airport traffic from Longmont and Boulder airports. She said in the past year the
23 noise has become unbearable. Small jets and low flying aircraft throughout the day, three in the
24 air at all times during the day. Skydiving planes are a problem; they are in the air most of the
25 day to the north. There are night flight patterns over her home and she was told if they are at 500
26 feet the radar can identify them; none of the planes were identified. She said it is amazing no
27 one knows where there planes are coming from and no one can help her.

28
29 Nikolai Starret, 319 Southridge Pl – He said on initial analysis of the procedures, Longmont's
30 are more confining than Boulder's and Boulder's are difficult to adhere to. If the procedures
31 don't address a majority of the aircraft, the effectiveness is lost.

32
33 No one else wished to speak.

34
35 Vice Chairman Lipsy closed the Public Invited to Be Heard for the Noise Abatement
36 Procedures.

37 **Staff Presentation and Board Discussion**

38
39
40 Airport Manager Tim Barth said it has been 8-10 years since the Noise Abatement Procedures
41 were last updated. He said the board is looking at a draft set of procedures and he would like
42 them to weigh in on the content and gain a consensus on the direction they would like to go. The
43 Noise Abatement Procedures will be included in the airport master plan when the master plan is
44 adopted by the council and is a very sensitive subject in the public meetings.

45

1 Mr. Barth said the master plan schedule is moving slower than anticipated; FAA approval is
2 pending on some items. Staff took that time to put this information together to get ahead of the
3 process.

4
5 Mr. Barth said there is some back ground information based on 2010 complaint log included in
6 the report.

7
8 Mr. Barth said with the changes in technology over the past 10 years using CAD and other tools,
9 a set of maps have been developed that are easier to read and update. The Noise Abatement
10 Procedures are not policy and are often referred to as the NAP. These are voluntary noise
11 abatement procedures; the City of Longmont does not have any statutory authority to enforce any
12 of the procedures. These are the procedures that the airport asks airport users to follow to help
13 us be a good neighbor. He said only the FAA can enforce rules on an aircraft once they are in
14 flight. Sometimes there is a misconception by the public and media that these are rules or
15 ordinances, they are not, they are a voluntary set of procedures.

16
17 Mr. Barth said the procedures were developed with certified flight instructors being involved in
18 the process. He said as we move forward, this information should be easily accessible by the
19 public and airport users, both on the web and in a brochure. Some maps have been put together
20 also and can be put into a format that will fit into a pilot's book they can have in the aircraft.

21
22 Mr. Barth said some items that other airports are using were put into our document; a noise
23 complaint hotline number, which right now is his voicemail, and a noise complaint form for the
24 web. There will also be some additional contact information included.

25
26 Mr. Anderson asked if the board wants to look at typos while they are going through the
27 document. Mr. Anderson pointed out on page 16, bottom of the page "A simple complaint form
28 can that..." remove the word "can". Page 17, top of the page; change "Coder" to "Code".

29
30 Mr. Barth said those who frequently ask questions can find the information in the FAQ's. Mr.
31 Rodriguez asked if the FAQ's will be a part of the document. Mr. Barth said this information
32 will be on the web and in a form that could be sent out to a person calling in.

33
34 Mr. Rodriguez asked if the board should address the issues brought up in the Public Invited to
35 Be Heard. He said one of the comments was about the aircraft in the area and he is surprised to
36 hear the time of the morning when that happens. He said as an Air Traffic Controller, he would
37 be surprised that we have any operations into the Longmont and Boulder airports at that time of
38 the day. He said aircraft en route to Denver do fly over the area and even at a higher altitude,
39 they can still sound bad. He said, from experience, most of the aircraft they see on radar have
40 nothing to do with the Longmont or Boulder airports. Mr. Rodriguez said most pilots try to fly
41 over open space; they don't want to have complaints filed against them even if they are
42 following the rules.

43
44 Mr. Dolce said on page 16, the word "Voluntary" should be added to the title of the document
45 and he would insert the web address at the bottom of page after the sentence "For Safety of
46 Flight..." Ms. Lipsy would like to encourage the city to have a web complaint form. She said

1 that is an easy way for the people to have their voices heard. Mr. Barth said when this goes to
2 the web, it will be updated to make it easy to use for the public.

3
4 Mr. Barth said some of the information on page 18 (General Aviation Noise Abatement
5 Procedures) is the same. He said other airports were looked at and we tried to capture what they
6 are doing, as well as what does or does not make sense from a local perspective.

7
8 Mr. Barth said there will be a map that goes along with the General Aviation Noise Abatement
9 Procedures. It is a general aviation map with comments on the right side of the map. The
10 comments are a condensed version of the General Aviation Noise Abatement Procedures. He
11 said this will also be available in a brochure and on the web. He said a big change was to the
12 map, it is better to utilize as a reference. He said the prior map was taken from the Longmont
13 Area Comprehensive Plan and it was difficult to read.

14
15 Mr. Barth said a section was not added for turbine aircraft, but it will be included in the
16 document and advises Mr. Dolce will address that. Mr. Dolce said under the General Aviation
17 Procedures on page 18, he would add a fourth bulleted item labeled "ATC Instructions". The
18 section under Traffic Pattern, it would be helpful to say "Runway 29 is the preferred calm wind
19 runway..." Mr. Barth asked the board to comment on the items. Mr. Rodriguez said he is against
20 having the information about Runway 29 mentioned in the document as far as a calm wind
21 runway or preferred runway. Mr. Rodriguez said by using runway 29, you are going over areas
22 that are common complaint areas and the most populated areas around the airport. He said by
23 using runway 11 to the east, you fly over less populated areas and there are also some roads that
24 could be used as a runway in an emergency. By forcing the aircraft south, it is encouraging more
25 complaints.

26
27 Vice Chairman Lipsy asked what the prevailing wind speed is in Longmont and which runway
28 is most commonly used. Mr. Barth said it shifts throughout the day and since the mid 1980's,
29 the calm wind designated runway has been 29. He understands what Mr. Rodriguez is saying
30 and before there was development to the south of the airport, it was a safety consideration when
31 the first procedures were put together. He said there is an easement in the property to the east of
32 the airport and runway 29, which runs for 1300 feet and is 500 feet wide, for the purpose of
33 emergency landings.

34
35 Mr. Lange said he thinks the reason for the orientation of runway 29 and 11 is the winds coming
36 out of the west; you want to take off straight into the wind. He said where he lives he can tell
37 when runway 11 is being used more. He states he believes runway 29 should be the preferred
38 runway and as a pilot he feels safer taking off towards the mountains.

39
40 Mr. Dolce states the reason he thinks runway 29 should be in the document is safety reasons.
41 There is a lot of open space to the west and we all would like to think a disaster or problem
42 would put the plane down shortly after taking off, but it may be that it is more over the city if
43 you depart east.

44
45 Mr. Anderson states he agrees with that, in an emergency you look for a field to put the plane
46 down. He is not sure if 5 knots should be left in, but the preferred runway should be 29. Mr.

1 Rodriguez said it is obvious where this is going and he has spent a lot of time in the area south of
2 Nelson Road and experienced what they experience in that area. He said while he doesn't agree
3 with the tactics being used, he agrees there is a lot of noise in the area. Mr. Rodriguez said since
4 this is a noise abatement discussion, his theory was to try to cut down on the noise.

5
6 Vice Chairman Lipsy said her opinion is, for safety reasons, that runway 29 should be the
7 preferred runway and asked if it makes sense to add in the "calm wind" wording. She said if
8 something were to happen at the airport (i.e. longer runway, etc) she would like to see the noise
9 abatement procedures looked at again. She asked what ATC instructions are and they are Air
10 Traffic Control instructions.

11
12 Mr. Dolce noted some additions to the section "For approach and landing". (Mr. Dolce will
13 provide specific language from his documentation.) Mr. Barth said an overlay will be done on
14 the map with more information on the turbine pattern. He said the procedures are for
15 consideration as the airport is today; this does not take consideration any changes that may or
16 may not happen in the future. Mr. Barth said the patterns in the procedures are recommended,
17 but as more planes are added the pattern will vary. (Mr. Dolce has additional changes on page
18 18, specifics will be obtained from his documentation.)

19
20 Mr. Rodriguez asked about the 1/2 to 3/4 mile distances referenced in the Fly a Tight Pattern
21 section on page 19 and when that came about. Mr. Barth found that in a copy of the AIM and
22 that is the FAA recommendation when looking at traffic patterns.

23
24 Mr. Dolce said included in the General Aviation operations map/chart is the statement
25 "Intersection take off's are to be avoided" and to fix the noise off the end of the runways add the
26 following "Multi-engine mid field departures are not allowed."

27
28 Mr. Rodriguez asked for clarification on touch and go landings and the time frame those are
29 allowed. Mr. Dolce said it states try to avoid touch and go landings before 8:00 a.m. and after
30 8:00 p.m. Mr. Rodriguez states the document is more restrictive than what the member of public
31 was asking for. The gentleman said he would like to see no touch and go landings between
32 10:00 p.m. and 8:00 a.m. Mr. Rodriguez said we can only encourage or discourage people from
33 doing something, we cannot outlaw them.

34
35 Mr. Barth said he is looking for the board to get to a place where they are comfortable with the
36 document. There will be a public invited to be heard after the discussion, but there will not be a
37 motion to adopt the document, just to continue on with the document throughout the master plan
38 process. He said this will go to the open house public meeting where the public will have the
39 chance to talk about the document and give input.

40
41 Vice Chairman Lipsy recommended the change on the bottom of page 19, the bulleted point
42 that reads, "Flying low over farm and ranch..." the end of the sentence should include the
43 wording "and/or confined and maintained."

44
45 Mr. Barth said the information on page 20 and 21 has been asked of the ultra light operators in
46 the past. The majority of the complaints are early in the morning on the weekends or around

1 sunset, because that is most likely when the weather is conducive for a very light type of aircraft
2 to fly. Mr. Barth said the operators like to keep the pattern tight, around the Public Works facility
3 to the north and the airport property line on the south; they don't like a lot of traffic in the pattern
4 because their approach speed is slow.

5
6 Mr. Dolce said in the Right of Way section, (FAR 103.13A) should be added to the end of that
7 statement. Under Fly a Tight Pattern, the word "left" should be added after "Runway 29" and
8 "Runway 11." Under Flight Over Congested Areas, the last sentence in that paragraph that reads
9 "This also applies to housing subdivisions..." should be removed.

10
11 Mr. Lange asked if pilots are encouraged to use the grass next to the runway. Mr. Barth said
12 they are to use the concrete, not the grass next to it. Prior to the development on the south side of
13 the airport, there was a dirt strip that was used, but that has since been taken away.

14
15 Mr. Barth states pages 21 and 22 are helicopter noise abatement procedures. He said there are
16 two helicopters based at the airport but complaints about helicopters are not directed at those
17 two. He said the complaints are coming from the helicopters from the JeffCo and Boulder
18 airports. Mr. Barth said helicopters/gyrocopters are always supposed to fly an opposite pattern
19 of fixed wing aircraft for safety, this is information out of the advisory circular. He said the
20 flight training that takes place at the airport are shooting approaches to a landing surface or
21 practicing auto rotations. He said we are fortunate to have a half parallel taxi way on the south
22 side where a majority of helicopter operations take place. Runways are used on occasion, but not
23 during high traffic periods. Pilots are encouraged to continue to use taxi way bravo to the south
24 of the airport.

25
26 Mr. Rodriguez spoke about the possibility of a runway extension on the west side of the airport
27 and the noise abatement to the west. He said the jets could use the extra runway to get more
28 height over the neighborhoods to the west and he thinks that would help with the noise
29 abatement. Vice Chairman Lipsy said the noise abatement procedures are specific to the airport
30 as it is today.

31
32 **MR. DOLCE MADE A MOTION TO ADOPT THE DRAFT VOLUNTARY NOISE**
33 **ABATEMENT PROCEDURES WITH CHANGES SUBMITTED BY THE BOARD.**
34 **TOM LANGE SECONDED THE MOTION.**

35
36 **Additional Discussion of the Motion**

37
38 No additional discussion.

39
40 **Vote**

41
42 **MOTION CARRIED: 5-0**

43
44 **3. Information Items**

45
46 **Airport Expo**

1 Mr. Barth said the Airport Expo will be on June 25th. This year's feature will be "Looking Back
2 to the Future" with a display of antique aircraft up to the modern day jet. A mustang car club
3 and hot rod car club will be there, as well as a sky diving event and air show. The pancake
4 breakfast will start at 7 a.m. The event is free to the public. Mr. Barth thanked Ms. Lipsy for
5 helping with the event and encouraged participation by the board during the event; there are
6 many opportunities to volunteer.

7
8 **Cessna 170 Meeting 2012**

9
10 Mr. Barth states this was brought to the board about a year ago. There is going to be a meeting
11 at the airport in 2012 and a copy of the email from Glenn Hetchler is in the packet.

12
13 **Final Call – Public Invited to be Heard**

14
15 Vice Chairman Lipsy opened the final call – public invited to be heard.

16
17 Creighton Stewart, 10775 N. 65th St. – Mr. Stewart thanked the board member who responded to
18 his herding comment and the concern for the neighbors to the west. He said he is sure there is a
19 way to eliminate touch and go's and Longmont should talk to the FAA. He said the old map has
20 the existing procedures and mentions the statement about no immediate north turn out from
21 runway 29 and early morning straight away departures are recommended; neither of these items
22 are on the new map. Mr. Stewart believes local pilots are conscientious about holding to a tight
23 pattern. Skydiving plane has got to go.

24
25 Seth Hornstein, 38 Dartmouth Cir. – Mr. Hornstein is a volunteer coordinator for the Airport
26 Expo and can be contacted at airportvolunteer2011@gmail.com

27
28 Marc Arnold, 8243 Cattail Dr. – Mr. Arnold spoke about the departure procedure and he is
29 concerned when the public goes to the web, they are going to read the Noise Abatement
30 Procedures and expect compliance. He said on the web there should be basic procedures that
31 need to be explained. Mr. Arnold spoke about the approach for runway 11, there is some
32 maneuvering that needs to be done and the public needs to know this. He disagrees with current
33 proposal that over flight of the airport only be made conditional on active skydiving; should be in
34 the procedures that over flight is not permitted. Mr. Arnold supports the turbine and multi
35 engine aircraft requirement to use the full length of the runway. Mr. Arnold thanked the board
36 for all of their efforts.

37
38 Ron Korsch, 10381 Macedonian St. – Mr. Korsch said the 2010 data is skewed and the reason
39 for that may be that it is not obvious about how to file a complaint. He commends the new
40 abatement procedures. He said there should be an online request form where text can be entered
41 and the ability to attach files/pictures. Mr. Korsch said the 2010 data isn't random and a
42 majority of the data points to Mile Hi.

43
44 Camille Accountius, 2027 Creekside Dr. - Ms. Accountius said her home is not near the airport.
45 She said the board did not speak about her issue which is the noise never quits, the frequency
46 drives people crazy and the planes fly over all day long.

1 No one else wished to speak.

2

3 Vice Chairman Lipsy closed the final call – public invited to be heard.

4

5 **Board Comments**

6

7 No board comments.

8

9 **Staff Comments**

10

11 No staff comments.

12

13 **Adjournment**

14

15 **MR. ANDERSON MADE A MOTION TO ADJOURN THE MEETING. MR.**
16 **RODRIGUEZ SECONDED THE MOTION.**

17

18 **MOTION CARRIED: 5-0.**

19

20 The meeting was adjourned at 7:56 p.m.

21

22 Respectfully submitted,

23

24

25 Vice Chairman Lipsy
26 Airport Advisory Board

27

28 /jm 3/14/11