

Frequently Asked Questions:

What are the rules regarding how low an aircraft can fly over a residential area?

Aircraft altitude is established by Federal law. Title 14, Code of Federal Regulations Section 91.119 which governs flight states: "Except when necessary for takeoff of landing, no person may operate an aircraft below the following altitude: Over any congested area of a city, town or settlement, or over any open air assembly of persons, an altitude of 1,000 feet above the highest obstacle within a horizontal radius of 2,000 feet of the aircraft."

It is important to be aware of two aspects of this regulation. First, most aircraft operating in the vicinity of the LMO Airport are in the process of landing or taking off, thus this regulation does not apply. Second, helicopters are specifically exempted from this Federal regulation.

What good does it do to call-in or complete an online noise complaint form when the noise abatement program is voluntary?

Pilot education is a major part of our noise abatement program and the complaints assist the Airport in this effort. The complaints are compiled which allows the Airport to see trends which assist staff in enhancing the education program. The program includes mass mailings and individual contact with pilots.

My concern really isn't noise, it is safety. Who should I contact?

Specific safety complaints should be filed with the Federal Aviation Administration Flight Standards District Office at 303-342-1100. Noise complaints can be filed by calling LMO's Noise Complaint Hotline at 303-651-8431 or on our website.

My house is not supposed to be under the flight path, so why do I get over flights?

LMO's voluntary flights tracks are used by pilots under ideal conditions only. Factors such as weather and the presence of other aircraft will often dictate a flight path that is different from the noise abatement flight tracks.

Why do I always get aircraft flying over my house during bad weather?

Noise abatement flight tracks are used only during periods of good weather. The voluntary flight tracks are used by pilots under ideal conditions only. During periods of reduced visibility (rain, fog, etc) aircraft must use an Instrument Landing System. The Airport's main runway runs ENE and WNW. There are instrument approaches from both the ENE and the south with missed approaches leaving the area to the northeast and from over the city to the south. During these periods, residential areas cited above will be over flown.