

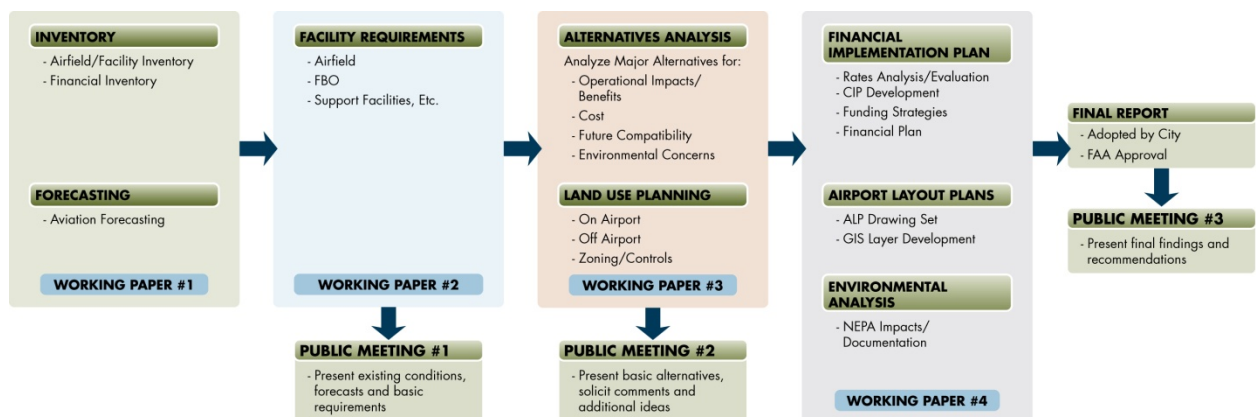
FAQ's About the Upcoming Airport Master Plan

What is an Airport Master Plan?

The Federal Aviation Administration (FAA) defines a Master Plan as, "a comprehensive study of the airport and typically describes short-, medium-, and long-term plans for airport development."

An Airport Master Plan assesses what the airport could become in terms of facilities (runways, taxiways, hangars, etc), while being careful not to discount future possibilities. It provides governing boards with options in how the airport can be developed and which facility projects could be eligible for federal funding. A Master Plan assesses many elements including environmental and noise issues.

The FAA standard Master Process is as follows:



[FAA AC 150/5070-6B Airport Master Plans](#)

Who pays for the Master Plan Study? Will my tax dollars be used to fund this?

The FAA typically funds the majority of the project. Usually the FAA pays for 95% of the study and the airport provides the remaining 5%. The FAA uses money from the Airport and Airway Trust Fund which is funded by various aviation-user taxes. These are taxes on items like airline tickets, air freight, and aviation fuel. In addition to the FAA the Colorado Division of Aeronautics provides grant funding and uses money collected from aviation users similar to the ones used by the FAA.

No City General Fund Taxes are used on Airport Projects. The Airport Fund, which receives revenues from airport user fees, funds all Airport operations and would be the funding source for the City's 5% matching funds.

How long does the Master Plan Study take to complete and who conducts the study?

How do we know the study will be unbiased and objective? A typical Master Plan takes approximately a year to a year and a half to complete. This can be shorter or longer depending on the airport and its complexity. The City will contract with an airport Planning and Engineering firm to perform the Master Plan Study. The Master Plan will be prepared using guidelines from the FAA. These guidelines ensure that all voices are heard and considered in the process. Local FAA and CDOT Division of Aeronautics personnel will be involved in the process from the beginning to help ensure that proper planning processes are followed and objective consideration are given.

Will there be commercial airline flights into Longmont if the runway is extended.

No. The airport is not designed for airline flight activity. The runway is not strong enough to accommodate larger commercial airline aircraft, and the general layout of the runway, taxiways, parking ramps and hangers does not comply with the requirements for a commercial airline airport. In addition, the airport does not meet security requirement for commercial airline service, and does not have a baggage system, a terminal building, vehicle parking, instrument approaches, correct runway lighting, fueling services, cargo services, ground handling equipment, catering facilities, etc., to accommodate airline service.

If you make the runway longer will it draw more aircraft? A longer runway would likely result in a modest increase in aircraft using the airport. It would also make the airport more attractive to businesses that would want to relocate/locate in Longmont where they can keep their aircraft close to their business operation. Normal projected growth in the area flying population will also result in increased use of the Longmont Vance Brand Airport during the period covered by the Master Plan update.

Are business jets inevitable? Business jets already use the airport. According to Federal Aviation Administration records, there are 120 business jet operations annually. On average, there is one business jet operation every three days.

Why is a longer runway being considered as part of the Master Plan Update? The first and foremost reason is to provide an enhanced environment for economic development purposes and to increase the utility of the airport. Many businesses today choose to use aircraft for business purposes as a means of modern efficiency, saving time, money and other resources when conducting business. The increase in direct and indirect expenditures (fuels sales, services and increased business activity) will not only provide more revenue to the City, but will also influence job growth and economic vitality. In addition, a longer runway would increase safety for existing airport users.

Are there going to be time restrictions for takeoffs and landings? Because the airport is the recipient of Federal and State funding, there are certain requirements and agreements that the City must adhere to in order to be eligible for Federal and State funds. In accepting Federal and State funds for the airport, the City agrees to keep the airport open for use 24 hours a day to all classes of aircraft that the airport is designed to accommodate.

Why isn't a noise control alternative integrated with the plan? We currently have in place Noise Abatement Procedures, and are in the process of updating them.

Are there regulations that can restrict the altitude of aircraft flying over residential neighborhoods? Yes, FAA Regulations describe the minimum safe aircraft operating altitudes. FAA Regulations require that an aircraft maintain an elevation 1,000 feet above any congested area and an elevation of 500 feet above any non-congested area.