## GENERAL AVIATION OPERATIONS

### VOLUNTARY NOISE ABATEMENT PROCEDURES

Within the vicinity of Longmont Vance Brand Airport are noise sensitive areas. By using your aircraft's quietest departure techniques and following the guidelines and procedures below, we can reduce the noise impact on our neighbors. The City of Longmont has adopted a Voluntary Noise Abatement Procedures (VNAP) and requests that resident and visitor aircraft comply with the VNAP described below.

These voluntary procedures should be utilized to the fullest extent possible, unless prevented by:

- Required distance from clouds or other weather condition
- Operating parameters of the aircraft involved
- Traffic conditions or other safety factors
- ATC instructions

Please Use Common Sense and Be Considerate to Airport Neighbors

**ARRIVAL Runway**

- Runway 29 is preferred when wind and weather permits
- Straight-in approaches are discouraged
- Minimize reverse thrust - use full runway
- Fly a tight, left, downwind pattern within ½ to ¾ mile from the runway
- Increase propeller RPM after final approach power setting has been set

Jets, turbine, and large aircraft should enter the traffic pattern at 1,500' AGL. Pilot may vary size of pattern depending on aircraft's performance characteristics.

**PATTERN WORK**

- On takeoff, reduce power and propeller RPM after reaching a safe altitude
- Climb at Best Rate (Vx) or Best Angle (Vy) or a combination thereof until at least 700 feet AGL
- Turn crosswind at 700 feet AGL or higher
- Fly a tight, left, downwind pattern within ½ to ¾ mile from the runway
- Increase propeller RPM after final approach power setting has been set
- Intersection takeoffs - limit intersection takeoffs to an absolute necessity
- Stop and Go landings are discouraged
- Avoid touch and go landings before 8 AM or after 8 PM

**DEPARTURERS**

- Runway 29 is preferred when wind and weather permits
- Intersection takeoffs are to be avoided
- On takeoff, reduce power and propeller RPM after reaching a safe altitude
- Climb at Best Rate (Vx) or Best Angle (Vy) or a combination thereof until at least 700 feet AGL, thereafter at Cruise Climb speed to departure altitude
- Turn crosswind at 700 feet AGL or above
- Increase power and propeller RPM when clear of noise sensitive areas or above 2000 feet AGL
- Most aircraft noise is generated by propeller tip noise. This is especially true when propeller tip speeds approach supersonic speeds. Even a small deduction of 100 or 200 RPM can produce a significant decrease in noise levels.

**COMMUNITY CONCERNS**

Numerous complaints are received annually regarding flight operations that occur either over the city or to the west of the airport. Many of these can be avoided using some common sense and courtesy. Examples include:

- Flying in continuous circles over the City or outlying residential areas
- Flying lower than 1000 feet AGL over the city or outlying residential areas
- Performing aerobatic maneuvers over houses
- Continual touch and go operations after 8 PM
- Flying low over farm and ranch land where livestock animals are herded