

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
- Minimize the number of flights during the early morning and afternoon hours
- Please limit touch-and-go operations to 10 per training flight
- Avoid flight operations, including touch and go landings, before 8 AM or after 8 PM. If required for proficiency or training, please limit touch-and-go operations during this period to 5 per flight.

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 (V_x) or Best Angle (V_y) 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.