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Introduction

Vance Brand Airport is an important community and regional asset. The airport plays a critical role in supporting general aviation activity along Colorado's Front Range, serving a diverse mix of flight training, recreational aviation, and specialized operations in complex, highly active airspace. As flight activity grows, so do community concerns, and understanding the relationship between airport operations and community impacts, particularly aircraft noise, has become increasingly important.

The purpose of this assessment is to establish a data-driven foundation for evaluating existing conditions and identifying key trends, constraints, and areas of concern. It also provides context for evaluating the effectiveness of the existing Voluntary Noise Abatement Program (VNAP) and informs future decision-making aimed at balancing the airport's operational needs with the surrounding community's quality of life.

By grounding the discussion in objective data and documented community feedback, the assessment supports informed decision-making as Longmont works to balance airport operations, regional aviation needs, and the quality of life of nearby residents.

Location

Vance Brand Airport (LMO) is located approximately three miles southwest of downtown Longmont, Colorado. The airport is owned and operated by the City of Longmont. The airport is in Boulder County, northwest of Denver International Airport (DEN) and outside DEN's Class B airspace.

LMO is located within the Colorado Front Range, which is home to several general aviation airports, including Boulder Municipal Airport (BDU), Erie Municipal Airport (EIK), Rocky Mountain Metropolitan Airport (BJC), and the Greeley-Weld County Airport (GXY). This area experiences high levels of general aviation activity, particularly flight training, sky diving, and ultralight operations.

Airport Layout

Vance Brand Airport has a single runway, Runway 11-29, which is oriented in a southeast-northwest configuration.



Figure 1 - LMO Runway 11-29

Aircraft typically take off and land into the wind, so when winds are out of the east, aircraft will use Runway 11, and when winds are out of the west, aircraft will use Runway 29. The airport hosts a fixed-base operator providing services including aircraft parking, fuel, and pilot services, a flight school, and other companies offering aircraft or aeronautical services.

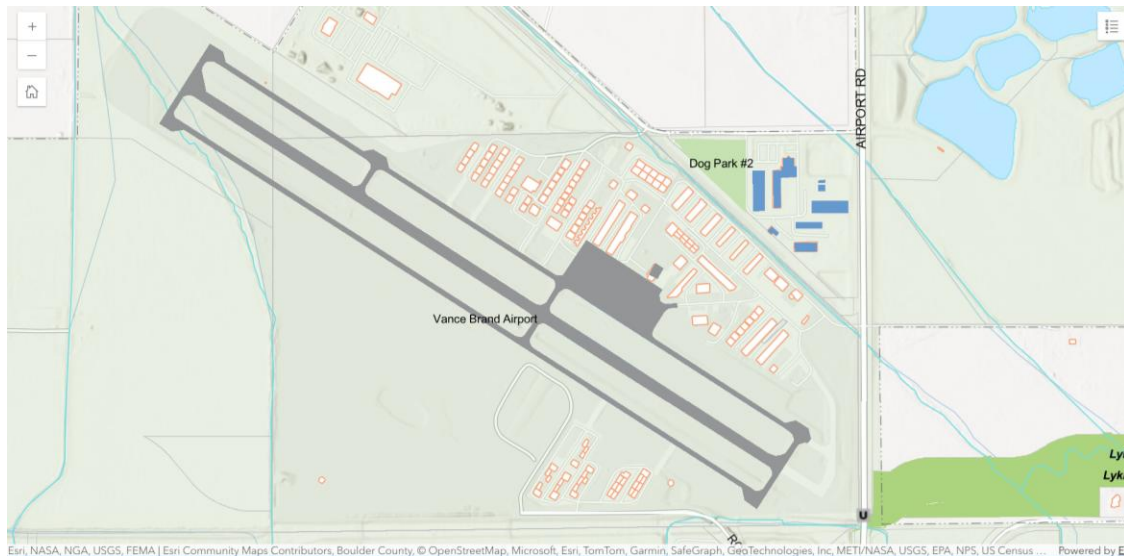


Figure 2 - Vance Brand Airport (Source: City of Longmont)

Zoning and Land-Use

Vance Brand Airport is bordered by dense residential development on three sides (north, east, and south). There is farm and ranchland west of the airport, with sparse residential development. Nearby to the north-northeast is a large area of green space, including farmland.

The City of Longmont includes zoning for an Airport Influence Zone (AIZ). The AIZ represents the land around Vance Brand Airport where aircraft operations are expected to have measurable impacts on people and development, specifically, frequent aircraft overflight activity and noise. There do not appear to be specific requirements for zoning or construction within the AIZ. Land uses and zoning around the airport are shown in Figure 3 below. The figure also shows the boundary of the AIZ.

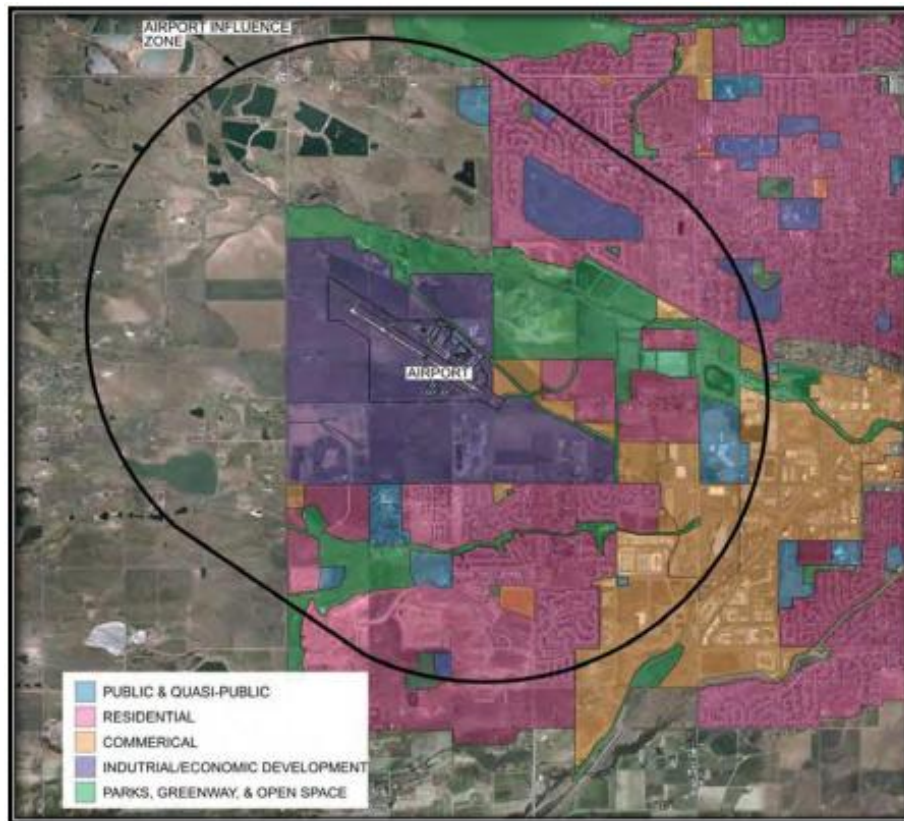


Figure 3 - Local Zoning and Land Use (Source: City of Longmont).

Airport Operations

LMO is a non-towered airport, meaning there is no air traffic control facility directing aircraft in and out of LMO. While there is no on-site control tower, air traffic control services are provided through the Denver Air Route Traffic Control Center, Denver TRACON, and FAA Flight Service Stations. Pilots operating in the area communicate using a common radio frequency, enabling them to advise others of their location and intentions (i.e. Vance Brand traffic, Cessna N12345, 10 miles south at 3,000 feet, inbound for landing, Runway 29 or, Vance Brand traffic, Piper N56789, entering left downwind Runway 29, Vance Brand traffic) and listen to the position reports and intentions of others.

Because there is no control tower, obtaining operations data can be challenging. FAA provides operations data for airports across the United States; however, for non-towered airports, this data is based on estimates and is not considered reliable enough for this project. However, since the airport is located less than 30 nautical miles from Denver International Airport, it is within a Mode C Veil extending from the surface to 10,000 feet

above sea level. All aircraft, with very few exceptions, operating within a Mode C Veil are required to be equipped with an operable radar beacon transponder with automatic altitude reporting capability and operable ADS-B Out equipment. This requirement provides the opportunity for Airport Monitoring Systems to use special-purpose hardware and software to periodically receive and process reasonably accurate position reports and hexadecimal aircraft identifier codes directly from almost every aircraft operating on and near Vance Brand Airport.

Based on this, the historical operations analysis was done using the Airport Monitoring System platform, which came online in the 4th Quarter of 2023. The first complete year of operations data is for 2024. So, for the purposes of this assessment, operations data from 2024 and 2025 were used.

Annual Operations

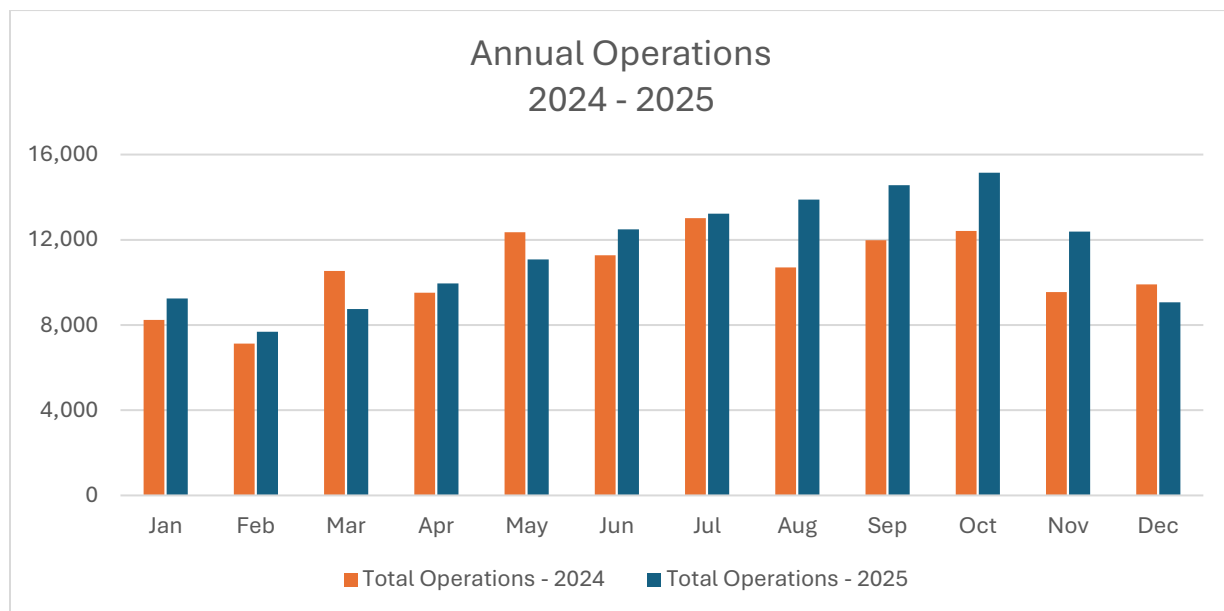


Figure 4 - Annual Operations

The total annual operations for 2024 were 126,607, increasing to 137,452 in 2025, an increase of approximately 8%. Average operations per month ranged from 7,400 to 13,700, with the busiest months typically occurring in the summer and fall, a pattern common at airports with high volumes of flight training activity.

The total operations for the available years were plotted to identify changes in total volume over time. Total operations between 2024-2025 were mostly flat, but 2025 shows minor growth, peaking at just over 15,000 monthly operations in October 2025.

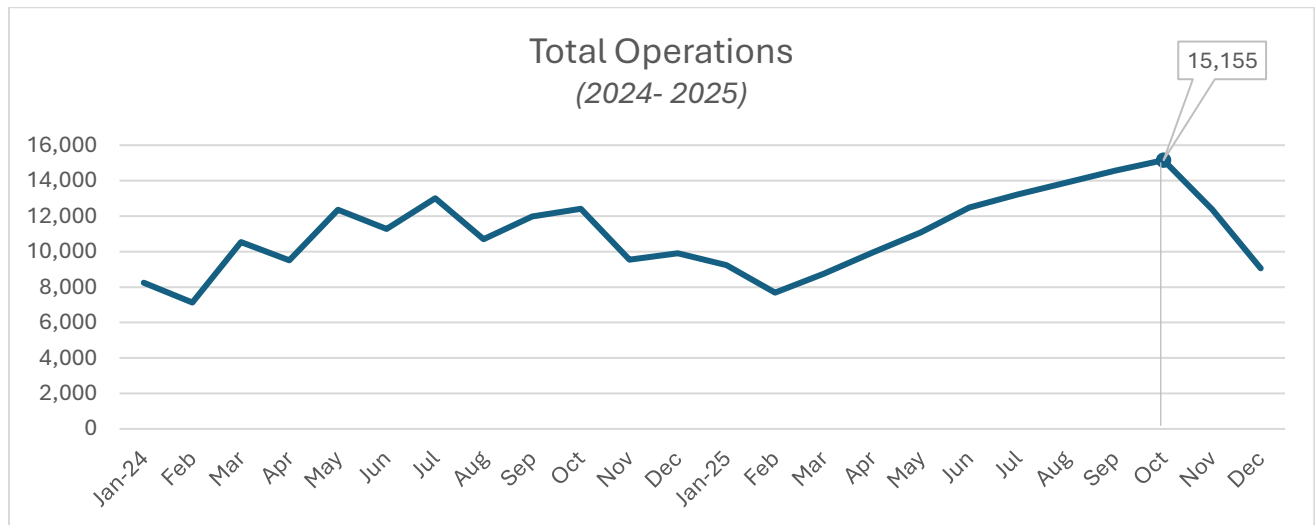


Figure 5 - Operations Trend

As noted, close to 99% of total operations for both sample years represented general aviation operations. The remaining 1% included commercial and military flights.

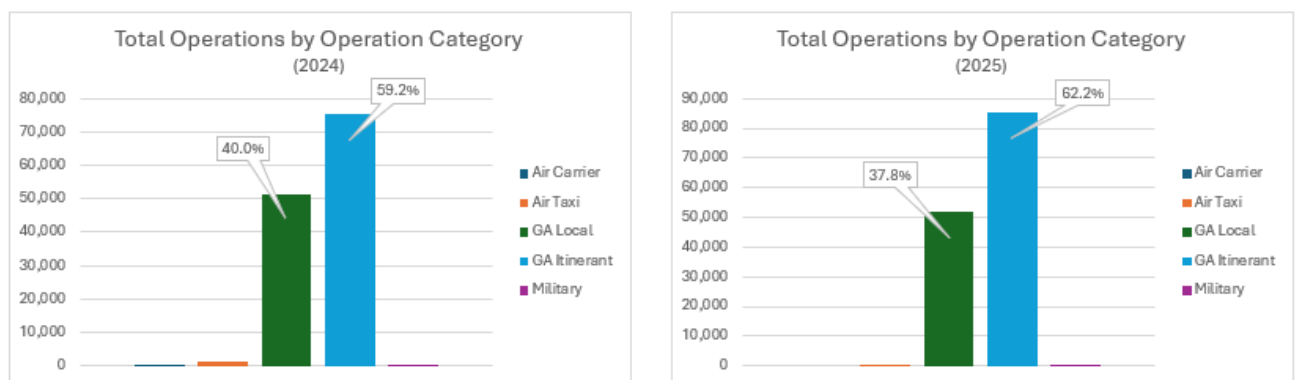


Figure 6 - Operations Category

Approximately 40% of operations were general aviation local operations. Local operations are flights that remain within the airport's local traffic pattern or are associated with a typical flight lesson/practice. The system classifies operations that take off and return to LMO within 75 minutes of their departure as local. These include touch-and-go and stop-and-go

operations, common in flight training. The percentage of local operations is a common reference for estimating flight training activity.

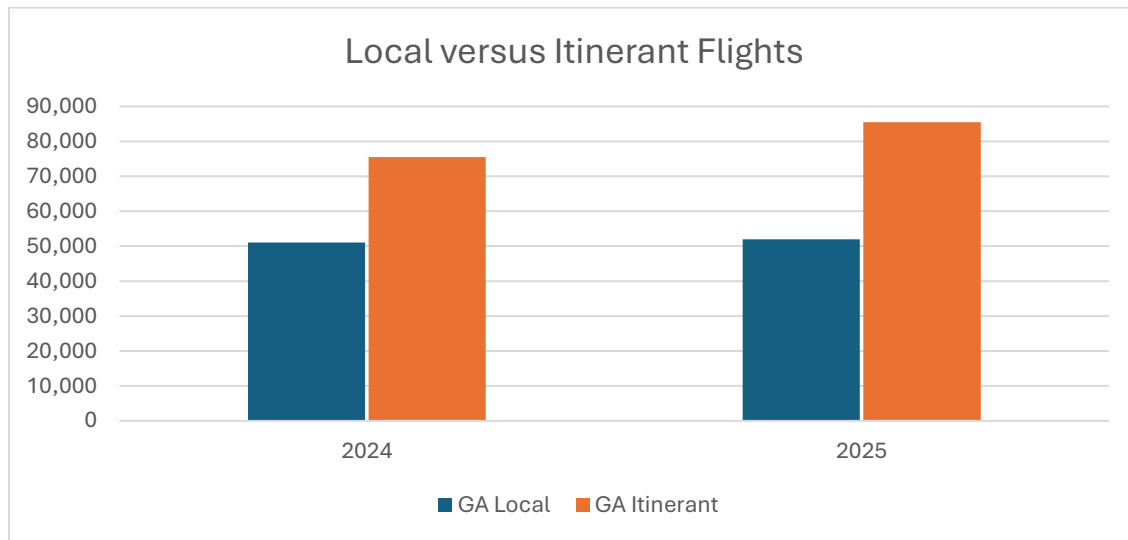


Figure 7 - Comparison of Local GA versus Itinerant GA Flights

Aircraft operations were also analyzed by day of the week. The highest volume of operations was found to be associated with mid-week days as illustrated below.

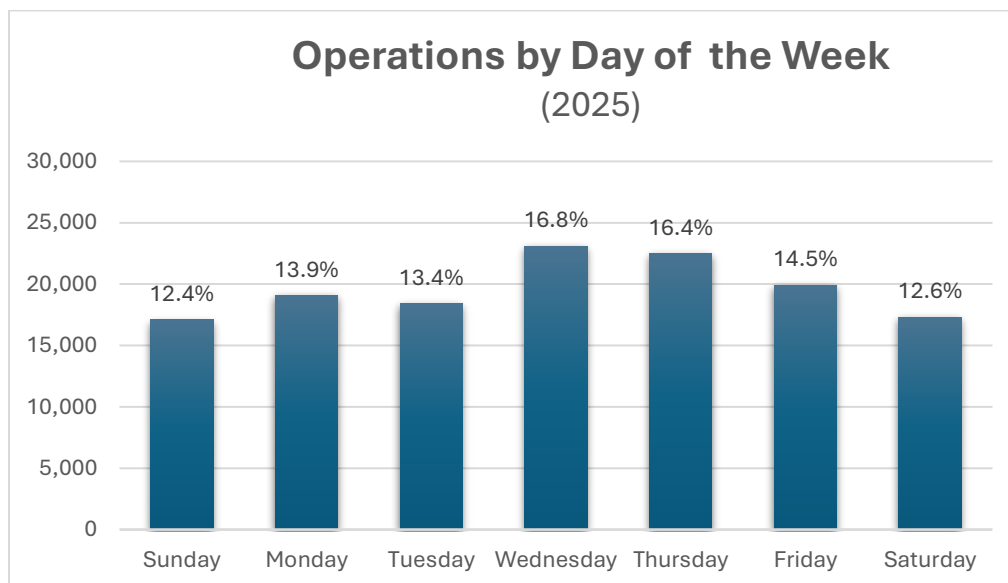


Figure 8 - Operations by day of the week (2025)

The airport's voluntary noise abatement program, available at discourages flights, particularly touch-and-goes and training activities, between 8:00 PM and 8:00 AM. As part of the analysis, operations by time of day were reviewed, and a count of operations during the 8:00 PM to 8:00 AM timeframe was conducted. The analysis showed that approximately 88% of total operations in 2025 occurred during the preferred hours of 8 AM to 8 PM, with the remaining 12% occurring after 8 PM and before 8 PM, as shown below.

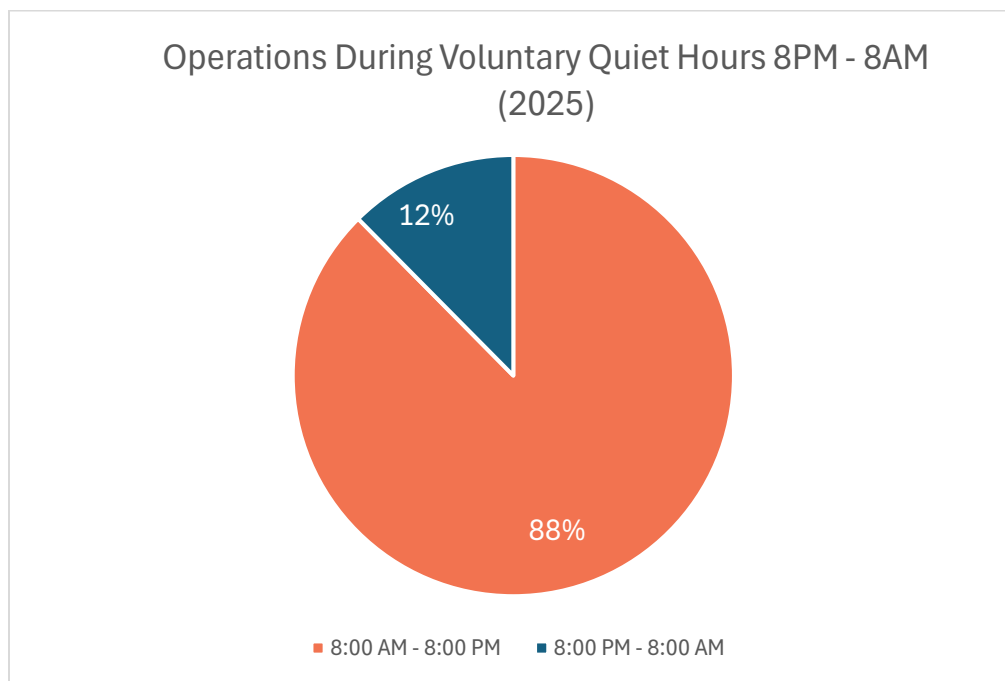


Figure 9 - Operations Between 8 PM and 8 AM

Operations by Aircraft Category

Operations were also analyzed by operator category. Single-engine fixed-wing aircraft accounted for approximately 91% of total operations for each year. Fixed-wing multi-engine aircraft accounted for 7%.

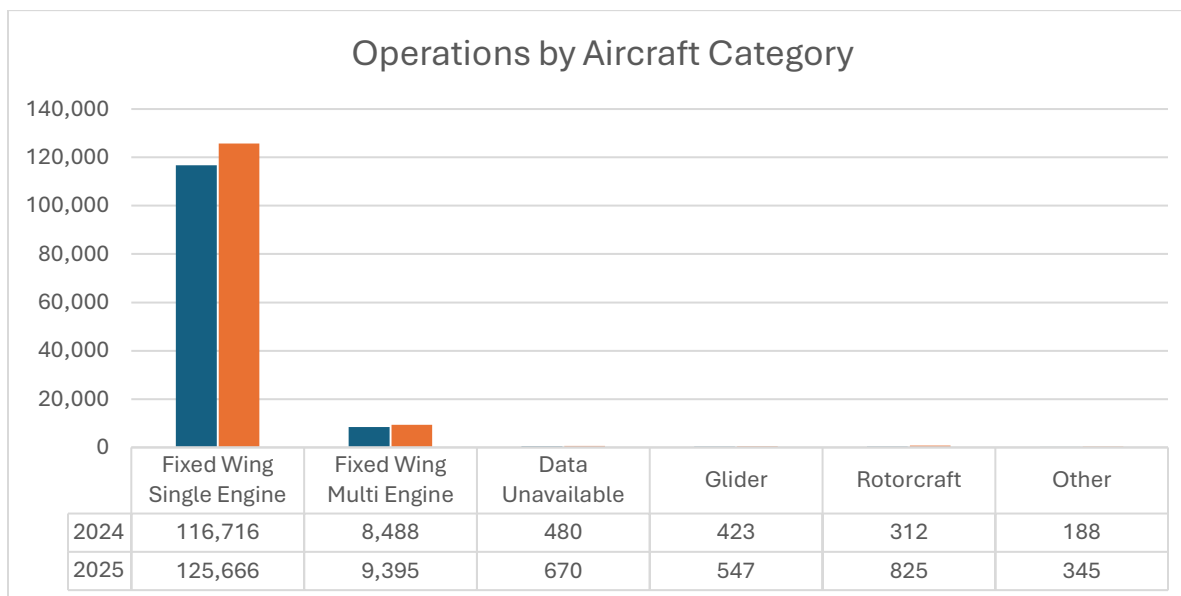


Figure 10 - Operations by Aircraft Category

The most common single-engine aircraft were the Cessna 172 and Piper PA-28. And the most common multi-engine aircraft were the Beech 76 and E-90. The Cessna 172, Piper PA-28 and Beech 76 are very common for use in flight training. (See *Figure below*).



Figure 11 - Common Aircraft Type

Skydiving has historically been a community concern, so operations by Mile High Skydiving, based at Vance Brand Airport, were analyzed. Overall, Mile High operations only accounted for about 3% of annual operations, though flights do peak in the summer months, as expected. Typically, skydiving, recreational flying, and flight training operations are higher in the spring and summer months when the weather is typically good.

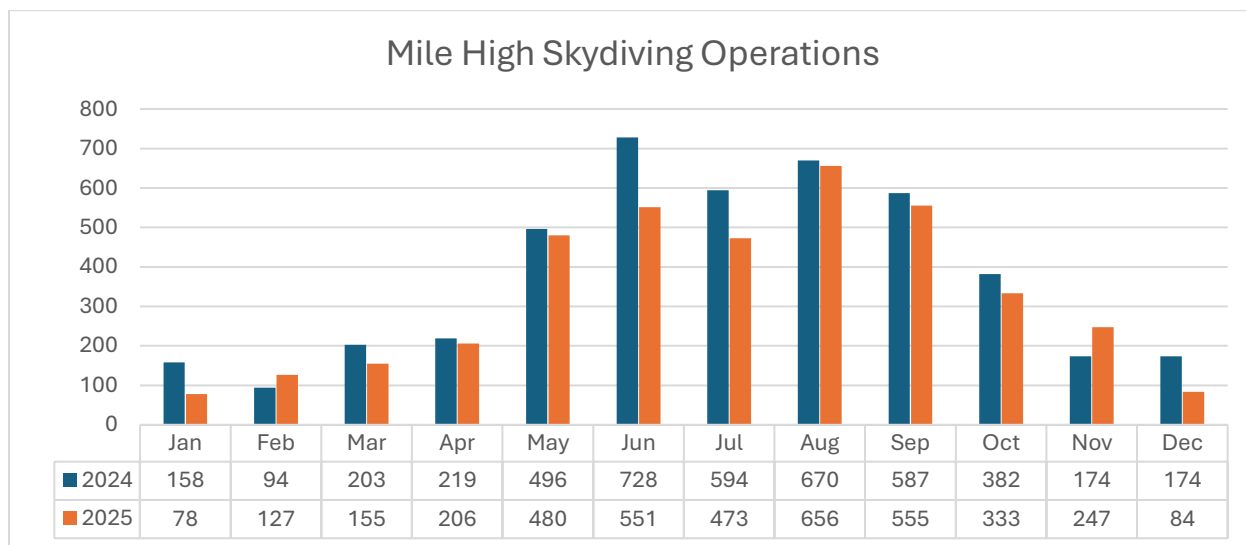


Figure 12 - Mile High Skydiving Operations

Runway Use Analysis

Runway use heavily favors Runway 29, which accounted for approximately 65% of total operations, leaving Runway 11 with the remaining 35%. Worth noting, Runway 29 is published as the “Preferred Runway” for noise abatement. Pilots are encouraged to use Runway 29 for both taking off and landing when conditions permit.

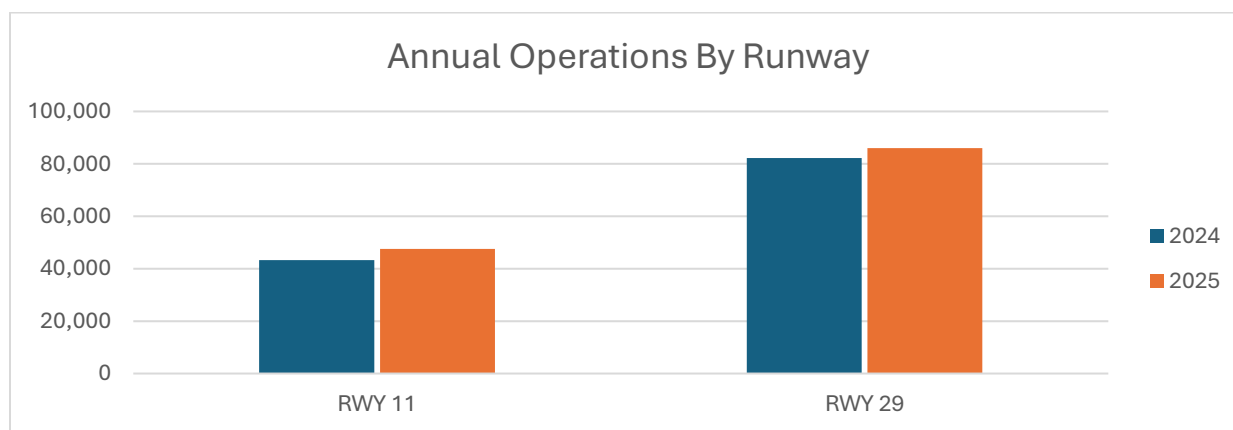


Figure 13 - Runway Use

This data is consistent with the wind direction and frequency for the period of 2024 and 2025, as illustrated below.

Wind Direction Frequency by 10 Degree

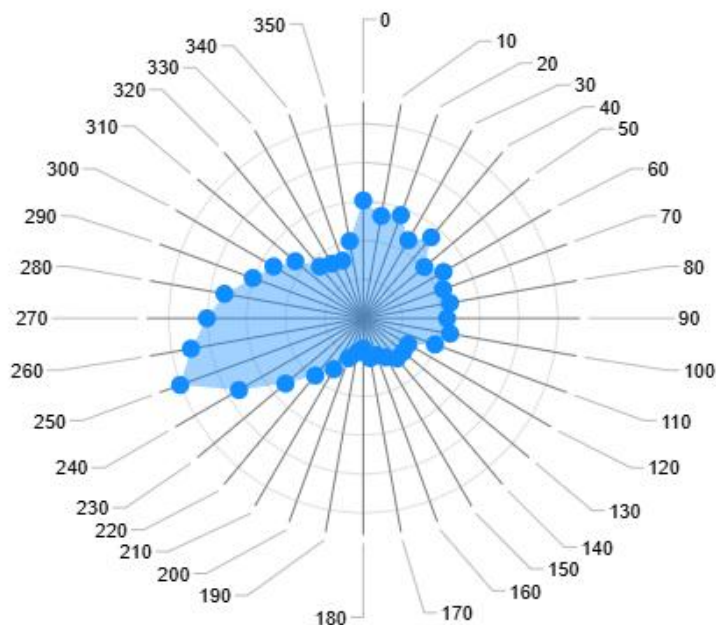


Figure 14 - Wind Direction and Frequency

Airspace and Flight Procedures

Vance Brand Airport Airspace

Vance Brand Airport is situated in an area heavily traversed by aircraft not operating at LMO. The airport is located approximately 30 miles northwest of Denver International Airport and along the Front Range corridor between the plains and the Rockies. The Front Range corridor is the band of airspace running north-south along the eastern edge of the Rockies in Colorado. The area is one of the busiest general aviation transit areas in the state. While Vance Brand is a non-towered airport, it is approximately two nautical miles from the shelf of the Class B airspace for Denver International, with a floor of 10,000 feet or approximately 5,000 feet Above Ground Level (AGL) and within the Denver Mode C Veil. Vance Brand is in Class E airspace, with controlled airspace extending upward from 700 feet above the surface within a 6.6-mile radius of the airport, meaning that the airport itself is an uncontrolled field on the ground, but once aircraft climb into the surrounding Class E shelf, they're in controlled airspace managed by Denver air traffic control. Pilots operating in the area may overfly LMO and the surrounding communities to avoid the Denver International controlled airspace.

In addition to Denver International Airport, there are several general aviation airports south of Vance Brand. The concentration of general aviation airports results in a very high density of aircraft, including flight training and sky diving activities, both of which are popular in this area.

There are also several designated flight training areas to the north and south of Vance Brand. Pilots operating in and out of any of the airports in the area may visit these flight training areas to conduct practice maneuvers. This can result in additional flights over nearby communities, including flights that neither land at nor depart from LMO. Several airports, including Denver International and general aviation airports west of DEN, are shown on the map below. Additionally, two of the “practice areas” with high levels of flight training activity are also depicted.

The Front Range airspace is very complex with aircraft operating from 5,500-7,500 ft (traffic pattern operations and local VFR), 7,500-10,000 (VFR transition and mountain traffic), and 8,000-15,000+ (IFR general aviation and commercial arrivals). The Denver Class B shelf, less than 3 miles east of the airport, offers pilots who maintain at least 1,000 feet above the ground and stay 500 feet below the Class B shelf, approximately 3,500 feet vertically to operate within.

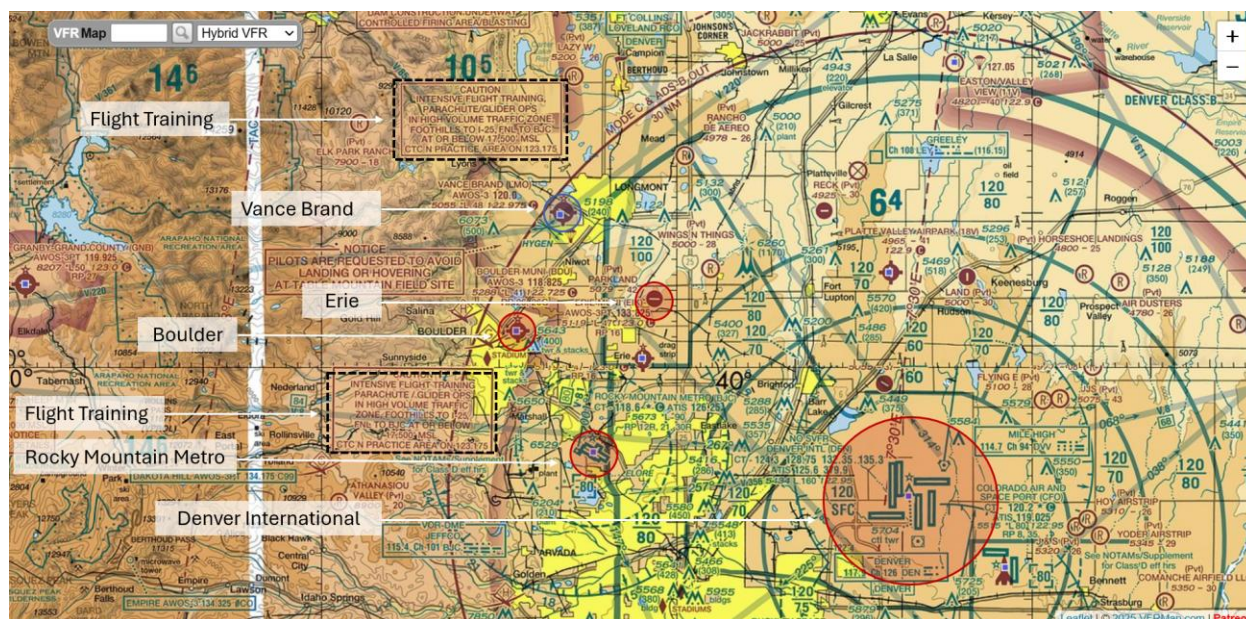


Figure 15 – Airports and Airspace in Proximity to LMO (Source: AirNav.com)

Flight Procedures

Vance Brand Airport has visual approach slope indicators (VASI) for both Runway 11 and 29 usable within 3.9 nautical miles and set for a 3-degree or 318 feet per nautical mile approach path. The VASI system helps pilots monitor their descent angle during landing. It is presumed that most approaches are visual (versus instrument) due to the volume of general aviation training operations and close-traffic operations (i.e. touch-and-goes) and a review of flight tracks over various time frames. Instrument approaches are published for LMO, including RNAV and VOR/DME procedures, as well as RNAV departures. As Vance Brand is a non-towered airport, data on the specific approaches and departures flown is limited. If deemed valuable, available ADS-B-sourced positional data can be analyzed to identify flight paths that correlate with defined approaches and departures. The RNAV departure procedures require air traffic control approval and are available only to turbojet aircraft.

Information on regulatory requirements, recommended operations, and communications procedures for operating at an airport without a control tower may be found in Advisory Circular (AC) 90-66C, “Non-Towered Airport Flight Operations”. This AC includes references to related reading materials, including the Aeronautical Information Manual (AIM) and the Pilot’s Handbook of Aeronautical Knowledge, FAA-H-8083-25C.

Airport Traffic Pattern Operations

Closed traffic operations include operations that remain within the airport traffic pattern. These operations include touch-and-goes, stop-and-goes, and go-arounds. These operations are common among general aviation airports and a core practice for flight training and maintaining currency.

Figure 12 (below) illustrates the general concept of the local traffic pattern. Airport traffic patterns are typically rectangular, running parallel to the runway being used. When conducting touch-and-goes, for example, aircraft take off, climb, turn to fly parallel to the runway on the downwind leg, then turn again and descend to line up for landing. The examples below are not to scale and for illustrative purposes only. As noted, the actual pattern(s) flown will depend on several factors and will vary. The figure below illustrates local traffic patterns for Runways 11 and 29.

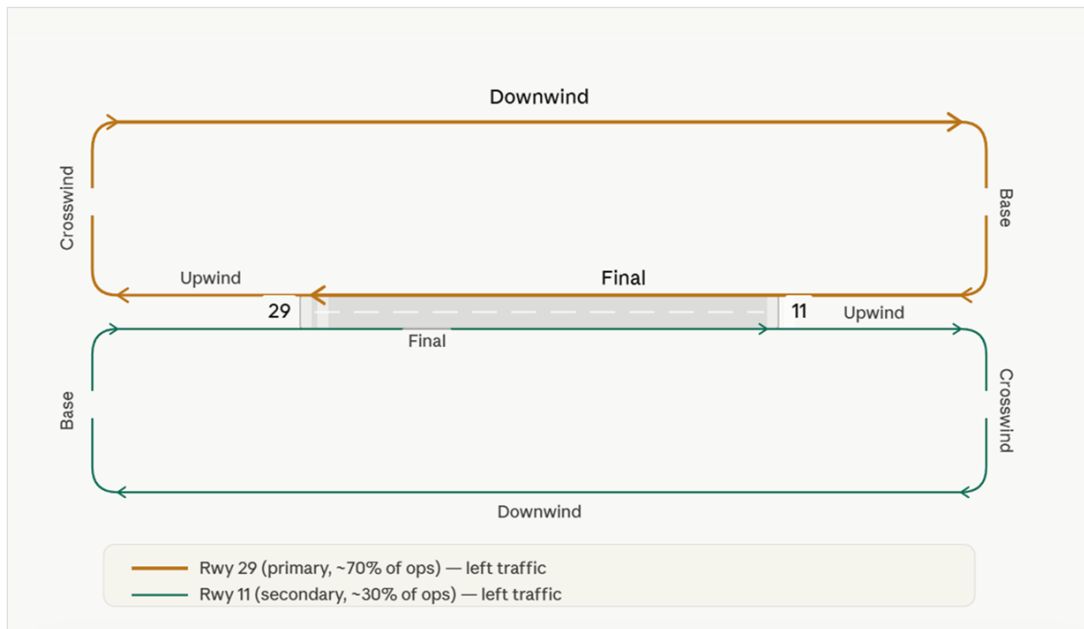


Figure 16 - Closed Airport Traffic Pattern (General Reference, **Not to scale**)

The actual flight pattern flown can vary based on several factors, including the number of aircraft in the pattern, aircraft type, weather, and pilot technique. For noise abatement, Vance Brand encourages pilots to fly a “tight” pattern near the airport. However, as noted, actual pattern size can vary. Figure 13 (below) depicts several aircraft in the closed traffic pattern, landing and taking off using Runway 29.

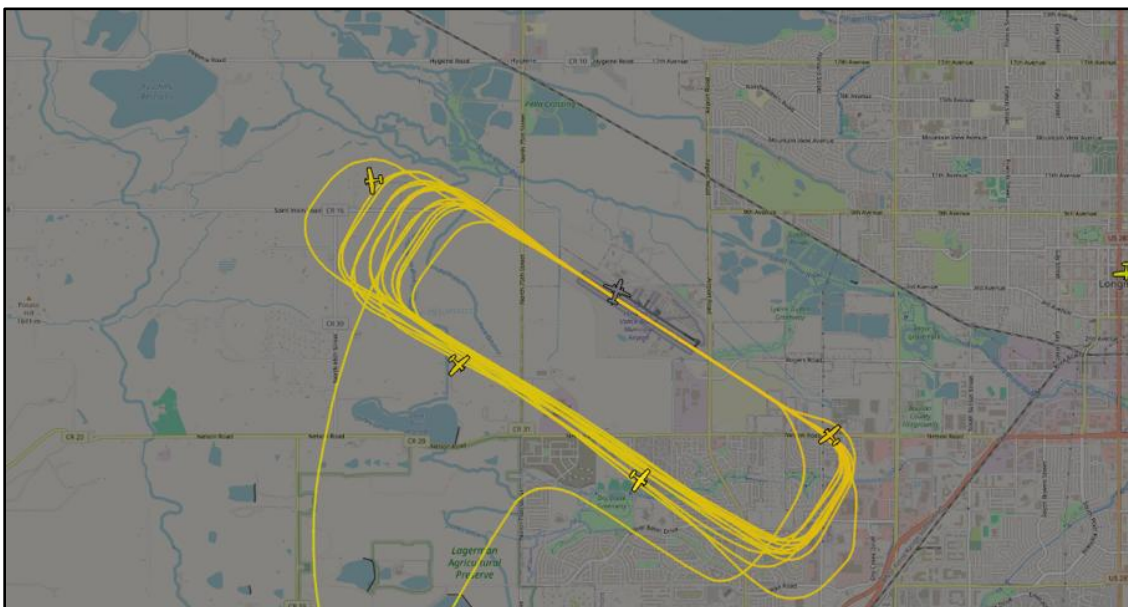


Figure 17 - Sample flight paths

Community Concerns

To better understand community concerns, a review of noise complaint submissions was conducted. Additionally, a review of media coverage and social media was conducted.

Noise Complaint Submissions Review

Noise complaint submissions were reviewed and analyzed to help understand the predominant community concerns. Complaints for 2024, 2025, and the first 50 days of 2026 were provided, totaling 783 complaints. It is understood that complaints do not represent all residents or all community impacts associated with aircraft operations. The noise complaint analysis was used as a single dataset to supplement the other data reviewed during the baseline assessment.

In 2024, 84 households submitted 310 complaints, with March recording the most (37). Of these, one individual filed 40% of all complaints; that same individual accounted for nearly 20% of 2025 submissions. In 2025, 94 households submitted 443 complaints, with June peaking at 100. Overall, the number of households submitting complaints increased from 84 in 2024 to 94 in 2025.

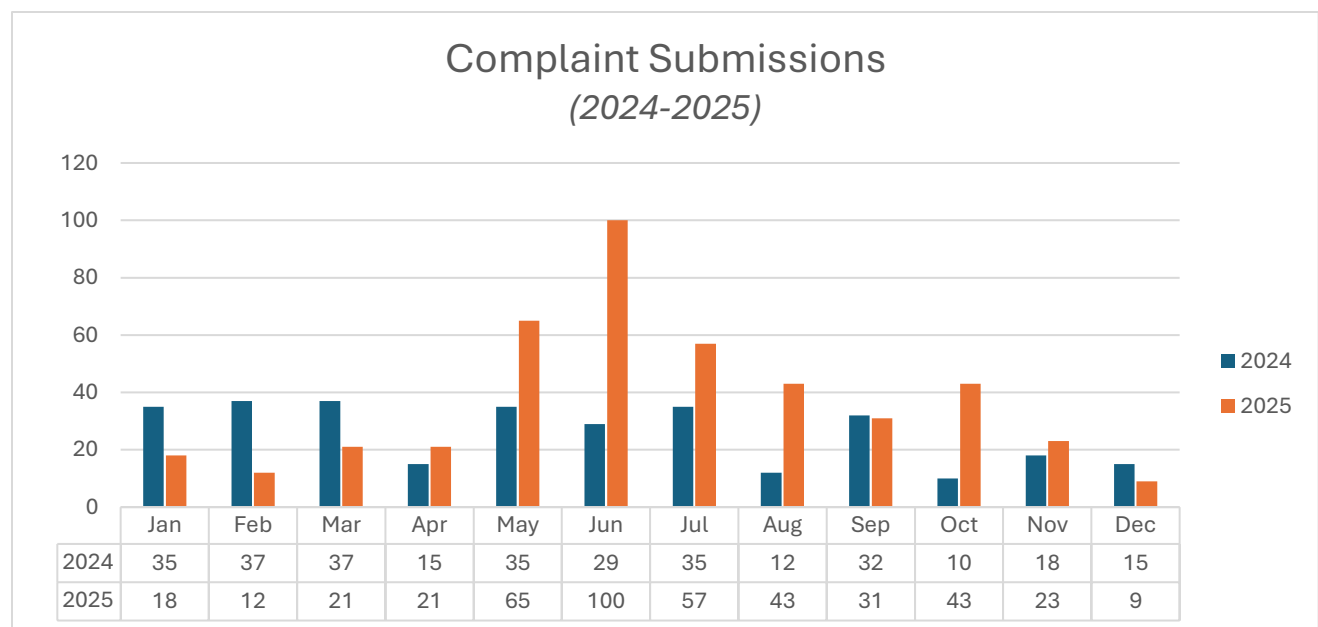


Figure 18 - Complaint Submissions

The noise complaints were processed using AI tools and reviewed by AMS staff, the Airport, and City staff.

A review of the complaint data suggested noise impacts at Vance Brand Airport (based on complaint data) are primarily attributed to flight training or skydiving activity. Single-engine aircraft were the most common source of frustration for residents. These aircraft are often used for "touch-and-goes", during which they fly in a repetitive rectangular pattern over the same neighborhoods. The most common aircraft types were Cessna 172 Skyhawks and Piper Archer/Cherokees. Residents often cited the repetitive nature of the overflight activity.

Skydiving operations were another source of complaints, likely due to the way these aircraft must climb and descend. This appears to be mandated by the FAA, and they must remain within a designated area. Unlike trainers, these aircraft fly a "spiral" or steep climb/descent over or near the airport, which can impact neighborhoods nearby. The most common aircraft types associated with skydiving activity are Beechcraft King Air and de Havilland Canada DHC-6 Twin Otters.

A handful of complaints concerned jet aircraft. It was unclear what the nature of the jet activity was. Some appeared to be operating at LMO. In some cases, this was unconfirmed.

The chart below compares monthly operations with monthly noise-complaint submissions to assess the relationship between flight activity levels and noise complaints. As operations increase, complaints often increase as well. Operations in 2024 were relatively steady, with a slight uptick during the warmer months, as is typical for airports with substantial flight-training activity. In 2025, overall operations increased, peaking in October. Complaint volumes were consistent in 2024, while 2025 complaints peaked in June, following the common pattern of rising during good-weather months when flight operations are typically higher, then tapering off.

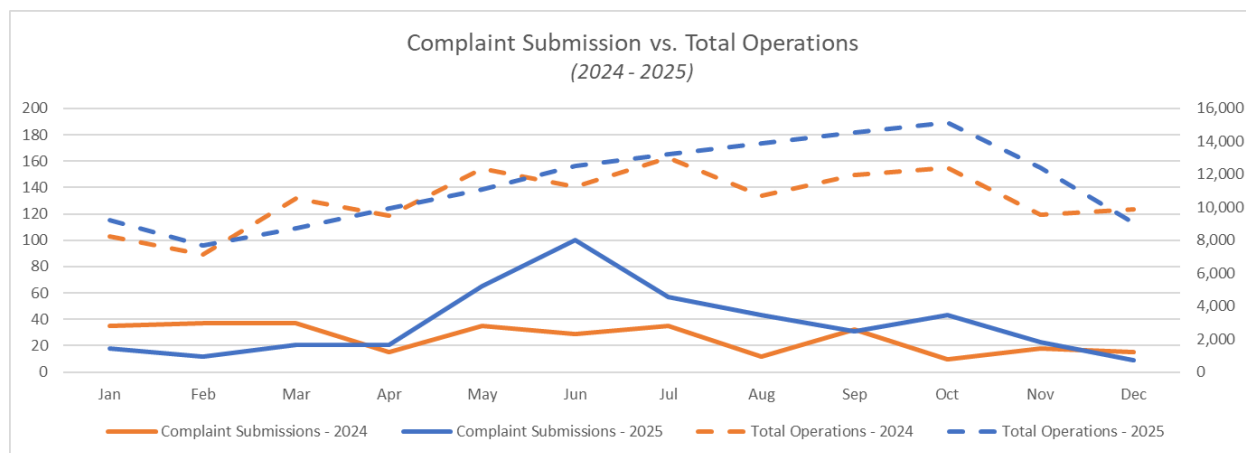


Figure 19 - Complaint Submissions vs. Total Operations

Media and Social Media Review

Social media discussions over the past decade show a persistent, polarized, and increasingly intense debate regarding aircraft noise between impacted residents and aviation advocates.

Across platforms, the tone has evolved from localized complaints to a more polarized and sometimes adversarial dialogue, particularly after 2020. This can likely be attributed, at least in part, to the end of COVID lockdowns in Colorado, which occurred in May 2020. During the COVID lockdowns, national aviation operations were significantly reduced. The drop in overflights and aircraft noise ended, and as aircraft operations resumed, so did complaints. This is likely similar to the conditions for Vance Brand Airport; however, we do not have access to operations data for this period. As the country recovered from COVID, aircraft operations nationwide began to grow, raising concerns for communities.

Common resident concerns and themes

The most consistent theme is that aircraft noise is frequent, repetitive, and worsening over time. This is consistent with the community impacts associated with flight training and local general aviation operations (e.g., touch-and-goes).

Key recurring complaints:

- Continuous “circling” or “touch-and-go” training flights
- Noise occurring every few minutes for extended periods
- Early morning and late-night disturbances

A representative post describes “endless low circling... all day every 2–3 minutes.”

Residents frequently attribute changes to increased flight training activity, including aircraft arriving from other regional airports and growth in overall operations. This is reinforced by the perception that noise has “gotten much worse recently” due to outside flight schools using the airport for training activities.

Quality-of-life impacts

Social media users often frame their concerns in terms of impacts on daily life rather than in terms of technical noise metrics. Examples include an inability to hold conversations outdoors and sleep disruption (early-morning departures, late-night operations). Training operations are repeated as the primary issue and are the most cited source of annoyance.

Perception of increased activity

A major inflection in tone occurs around the early to mid-2020s. Residents report a noticeable increase in the frequency of overflights and noise events. There is a perception of a significant increase in impacts. It is unclear whether this is due to increased growth activity or increased sensitivity. It is likely a combination of both.

It is worth noting that not all users report negative experiences. Some nearby residents and commenters state they “barely notice” aircraft noise, while others describe it as intermittent or tolerable, it is clear that the perceived impacts are location-dependent, vary based on exposure level, and that individual sensitivity plays a significant role.

Landing-Fees

Landing fees represent a frequent point of discussion among community members. A prevailing local perception suggests that Vance Brand Airport experiences higher traffic volumes because it does not assess landing fees for light general aviation (GA) operations or touch-and-go activities, whereas other regional facilities do.

A statewide review indicated the vast majority of Colorado airports only impose landing fees on aircraft with a maximum landing weight (MLW) of 12,500 pounds or greater. By comparison, typical light general aviation aircraft, which comprise over 90% of the operations at Vance Brand, weigh less than 3,000 pounds.

Currently, only four Colorado airports charge landing fees for light GA aircraft:

- Denver International Airport

- Aspen/Pitkin County Airport
- Gunnison–Crested Butte Regional Airport
- Telluride Regional Airport

Notably, all four of these facilities are commercial service airports, differentiating them significantly from the operational model of Vance Brand.

Non-compatible residential zoning and development

Aircraft noise impacts at Vance Brand Airport are also influenced by land use changes and residential development near the airport, rather than changes in airport operations alone. Over the past decade, new housing has been approved and constructed near runway approaches and traffic patterns, and within the designated airport influence area, resulting in a growing number of residents in locations with routine aircraft overflights.

Land use conflicts at Vance Brand Airport reflect a classic aviation planning challenge: the region's need for residential development and gradual encroachment of residential development into areas with routine overflight activity. While such development may meet regulatory standards (including FAA guidelines), it increases human exposure to routine aircraft noise, can intensify community opposition, and creates long-term constraints on airport operations. Although tools such as the Airport Influence Zone (AIZ) and Runway Protection Zones (RPZ) are intended to prevent incompatible development, the City cannot fully control it, and there is continued pressure for additional development.

Community Survey

A community survey was available online from April 1 through May 14th. The survey was intended to encourage community input regarding the concerns and impacts associated with aircraft operations. This helped guide the project team's work to identify opportunities to improve the VNAP. It also provided another opportunity for public input and recommendations specific to the project and potential enhancements to the VNAP.

The survey was developed to better understand the nature, frequency, and perceived severity of impacts experienced by residents in relation to aircraft operations. It was not intended to measure the overall prevalence of concern within the broader community. Participation was voluntary and self-selected, and not all respondents indicated that they were affected by aircraft activity. Accordingly, the data presented in this section reflects the experiences and perspectives of respondents who identified themselves as impacted and is

intended to support targeted community outreach, education, and program enhancement efforts rather than serve as a statistically representative measure of overall community sentiment. The results of the survey are summarized below.

Survey Participation

- **Survey visits:** 3,906
- **Total responses:** 1,608
- **Complete responses:** 1,451

Respondent Profile

Most respondents lived in ZIP code:

- **80503:** 63.24%
- **80501:** 14.40%
- **80504:** 11.89%

The most represented neighborhoods included:

- Clover Basin / Clover Creek
- Hygiene
- Longmont Estates
- Old Town
- Renaissance
- West Grange
- Many “other” locations near airport flight paths

Length of Residency

- **More than 10 years:** 51.54%
- **5–10 years:** 24.58%
- **1–5 years:** 20.61%

Respondents Indicating Aircraft Noise is a Concern

- Yes: 38.53%
- No: 61.47%

Primary Concerns Among Impacted Residents

The most common complaints were:

Aircraft too loud	38.71%
Overflights too frequent	37.63%
Aircraft too low	5.56%
Safety concerns	3.41%

Open-ended comments repeatedly referenced:

- Touch-and-go flight training
- Continuous circling aircraft
- Early morning operations
- Skydiving aircraft noise
- Leaded aviation fuel concerns
- Outside flight schools using the airport

Quality-of-Life Impacts

Residents reporting impacts said aircraft noise:

- Disrupts outdoor activity: **69.59%**
- Is distracting/annoying: **65.47%**
- Disrupts indoor activity: **36.31%**
- Disrupts sleep: **31.31%**

Commonly reported effects included:

- Stress and anxiety
- Interrupted work calls and remote work
- Difficulty enjoying outdoor spaces
- Concerns for children, livestock, and wildlife
- Fear of aircraft accidents
- Health concerns related to lead emissions

Severity of Disturbance

Noise Annoyance Rating (0–10)

Average rating:

- **7.94 / 10**

Most respondents selected:

- **8:** 22.90%
- **10:** 32.52%

Impact on Quality of Life

- Significant impact: **42.78%**
- Severe impact: **20.35%**

Frequency of Disturbance

- Every day or nearly every day: **51.31%**
- 4–6 days per week: **23.91%**

Timing of Noise Impacts

Most disturbing periods:

- Morning/daytime (7 AM–5 PM): **45.89%**
- Spread throughout the day: **42.14%**

Regarding days of the week:

- No difference weekday vs weekend: **58.06%**
- Weekends worse: **37.99%**

Aircraft Types Viewed as Most Impactful

Most commonly cited:

- Propeller aircraft: **63.60%**
- Skydiving operations: **41.17%**
- Helicopters: **13.60%**

Comments overwhelmingly referenced:

- Flight school traffic
- Touch-and-go training
- Repetitive circling aircraft
- Skydiving aircraft
- Older piston-engine aircraft

Major Emerging Themes

Flight Training Activity

The dominant issue was repetitive touch-and-go operations, especially from aircraft perceived to originate from Rocky Mountain Metropolitan Airport.

Residents frequently described:

- Constant circling
- Aircraft every 30–60 seconds
- Early-morning operations
- Increased activity in recent years

Leaded Fuel & Health Concerns

A very strong recurring theme involved:

- Lead exposure
- Air pollution
- Effects on children and schools
- Soil contamination
- Long-term health impacts

This was one of the most repeated open-ended concerns throughout the survey.

Safety Concerns

Respondents expressed concern about:

- Low-flying aircraft
- Student pilots
- Congested traffic patterns
- Potential crashes over neighborhoods and schools

Community Division

The survey also showed a clear pro-airport segment.

Some respondents emphasized:

- The airport is an important community asset
- Residents knowingly moved near an airport
- Aircraft activity is expected
- Concerns about anti-airport bias in the survey questions

Overall Takeaways

The survey reflects a highly polarized community discussion, but among residents reporting impacts, the concerns were substantial and recurring.

The strongest themes were:

1. Frequent touch-and-go training operations
2. Continuous propeller aircraft noise
3. Skydiving aircraft impacts
4. Lead fuel and air quality concerns
5. Quality-of-life degradation

Voluntary Noise Abatement Program (VNAP)

The City of Longmont recognizes the impacts of aircraft noise on surrounding neighborhoods and has made efforts to operate the airport in ways that serve the community while minimizing those impacts. Vance Brand Airport has maintained a noise abatement program for over thirty years. The program is quite comprehensive compared to most general airports in the region, particularly those without a control tower.

The Voluntary Noise Abatement Program (VNAP) includes recommended flight procedures and practices, flight school and pilot collaboration, and community engagement. Because federal regulations limit airports' authority to impose mandatory noise-abatement restrictions, the program relies on voluntary participation by airport users.

The existing program is very comprehensive, including general recommendations and procedures specific to aircraft category (fixed-wing, helicopters, and ultralights). Excerpts from the program are outlined below:

- Please use common sense and be considerate to Airport neighbors.
- 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.

Departures

- On takeoff, reduce power and propeller RPM after reaching a safe altitude
- Climb at Best Angle (V_x) or Best Rate (V_y) or a combination thereof until at least 700 feet AGL, thereafter at Cruise Climb speed to departure altitude
- 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 significantly reduce noise levels.

Numerous complaints are received annually regarding flight operations over the city or west of the airport. These are addressed in the VNAP through a number of recommendations including:

- Discouraging flying in continuous circles over the city or outlying residential areas
- Minimizing flying lower than 1000 feet AGL over the city or outlying residential areas
- Discouraging aerobatic maneuvers over houses
- Limiting touch and go operations between 8:00 PM and 8:00 AM
- Discouraging flying low over farm and ranch land where livestock is present

Existing Noise Abatement Procedures Summary: Fixed Wing Aircraft

Arrivals

- Runway 29 is the preferred runway (when conditions allow).
- Pilots should avoid straight-in approaches and instead fly a tight left traffic pattern within $\frac{1}{2}$ to $\frac{3}{4}$ mile of the runway.
- Reverse thrust should be minimized, and full runway length used.
- Larger aircraft should enter the pattern at 1,500 feet AGL, adjusting as needed for performance.

Departures

- Runway 29 is the preferred runway for departures.
- Pilots should avoid intersection takeoffs
- Reduce power after takeoff and maintain climb until at least 700 feet AGL before turning. Full power and RPM can be resumed after clearing noise-sensitive areas or above 2,000 feet AGL.
- Lower propeller RPM is encouraged to reduce noise, as propeller tip speed is a major noise source.

Pattern Work

- After takeoff, pilots should reduce power and propeller RPM once at a safe altitude and climb to at least 700 feet AGL before turning crosswind.
- Traffic patterns should remain tight.
- Touch-and-go operations are limited to 10 per flight (or 5 before 8 AM and after 8 PM)
- Operations during early morning and evening hours should be minimized.
- Intersection takeoffs should only be used when necessary.

Geographic Considerations

Noise complaints are commonly linked to low-altitude or repetitive operations over residential and rural areas. Pilots are advised to avoid:

- Circling over neighborhoods
- Flying below 1,000 feet AGL over populated areas
- Flying low over livestock
- Performing aerobatics over homes

Existing Noise Abatement Procedures Summary: Helicopters

Arrivals

- Helicopter arrivals should avoid flying over congested and residential areas whenever possible and instead approach via clear areas.
- Pilots are encouraged to avoid fixed-wing traffic flows
- Use manufacturer-recommended noise abatement descent procedures.
Note: the standard traffic pattern altitude for helicopters is 5,550 feet MSL (500 feet AGL).

Departures

- Departures should climb over the airport or other uncongested areas and avoid residential neighborhoods.
- When possible, pilots should follow high ambient noise corridors, such as major roadways, to minimize community impact.

Traffic Patterns and Pattern Work

- Pilots should fly tight traffic patterns within ½ mile of the runway
- Minimize overflight of noise sensitive, residential communities
 - Fly right downwind for Runway 11
 - Fly left downwind for Runway 29.
- Pattern operations should remain at 5,550 feet MSL unless otherwise announced on Unicom.

Community Considerations

Common noise complaints stem from low-altitude operations, frequent pattern work, and abrupt or sharp maneuvers. Pilots are encouraged to use sound judgment and minimize these activities, particularly over populated areas.

Existing Noise Abatement Procedures Summary: Ultralight Aircraft

Arrivals and Pattern Work

- Runway 29 is preferred when wind and weather permit.
- Operations should be conducted at a traffic pattern altitude of 5,550 feet MSL (500 feet AGL).

- Pilots must avoid overflight of congested areas in accordance with regulations and maintain a tight left downwind pattern within ½ mile of the runway.

Departures

- Runway 29 is also preferred for departures, and intersection takeoffs should be avoided. Pilots should remain clear of congested areas during climb-out and, once above 1,000 feet AGL, follow highways or major roadways to reduce noise impacts.



Figure 20 - Infographic highlighting VNAP Components

For more information about the airport's voluntary noise abatement program, please visit the airport section of the City of Longmont website: <https://longmontcolorado.gov/airport/>

Existing Engagement Programs and Strategies

Ongoing engagement with both pilots and airport users, as well as impacted communities, is critical to the effective management of aircraft noise impacts. Pilots' awareness and adherence to noise-abatement procedures and willingness to conform to voluntary noise abatement procedures directly reduce noise exposure. Equally important, active community engagement ensures that local concerns, disturbance patterns, and sensitive areas are identified and prioritized. When pilots, airport operators, regulators, and residents collaborate, solutions can be tailored, and data-driven (e.g., targeted flight-path adjustments, curfews, or preferential runways), complaint processes and monitoring are more transparent and trusted, and mitigation measures (land-use planning, sound insulation programs) are more acceptable and effective. This two-way engagement fosters compliance, innovation, and social license for necessary airspace changes, leading to better-balanced outcomes for aviation safety, operational efficiency, and community quality of life.

Community Engagement

A public meeting was held in 2015 to discuss aircraft noise impacts and the regulatory authority of the City and the Airport. Aircraft noise issues are also discussed at City Council meetings, which are open to the public.

A virtual Community Meeting was held on May 7, 2026 as part of the Airport Noise Improvement Project. The meeting provided an overview of the project and opportunities for community involvement. A dedicated Q&A session was also included to allow attendees to share input and ask questions. A recording of the meeting, along with the full presentation materials, is available for review on the project website:

<https://longmontcolorado.gov/airport/airport-noise-improvement-project/>.

The city maintains a system for residents to share concerns and complaints, including those related to aircraft operations. There is also an airport webpage with information about the airport and efforts to reduce aircraft noise impacts, and a mailing list is available to keep interested residents up to date on airport-related issues.

Industry Engagement

Extensive efforts have gone into flight school and pilot engagement. Increasing pilot awareness of the noise abatement program is critical to pilot participation. This can be especially difficult with non-based (visiting) pilots. The airport's industry engagement efforts

include pilots and businesses based at Vance Brand Airport, as well as outreach to businesses and flight schools at airports throughout the Front Range.

Industry engagement tools and strategies include providing noise program information through the Airport webpage on the City of Longmont website. This includes narrative content describing the VNAP and provides maps showing the recommended flight patterns for fixed-wing airplanes and ultralights.

A guide to Voluntary Noise Abatement Procedures (VNAP) is published and distributed to resident flight schools and Fixed Base Operators. This content is also published on the Airport webpage: (<https://longmontcolorado.gov/airport/voluntary-noise-abatement-procedures/general-aviation-noise-abatement-procedures-pilot-information/>).

Noise abatement posters are displayed in flight schools, FBOs, and self-service fuel stations at the airport. The Airport periodically publishes a newsletter that includes information about the noise abatement program.

Reference to the airport noise abatement program is included in the Airport Chart Supplement, which pilots use during flight planning to obtain information about airports where they plan to operate. The reference for Vance Brand includes the airport manager's contact phone number.

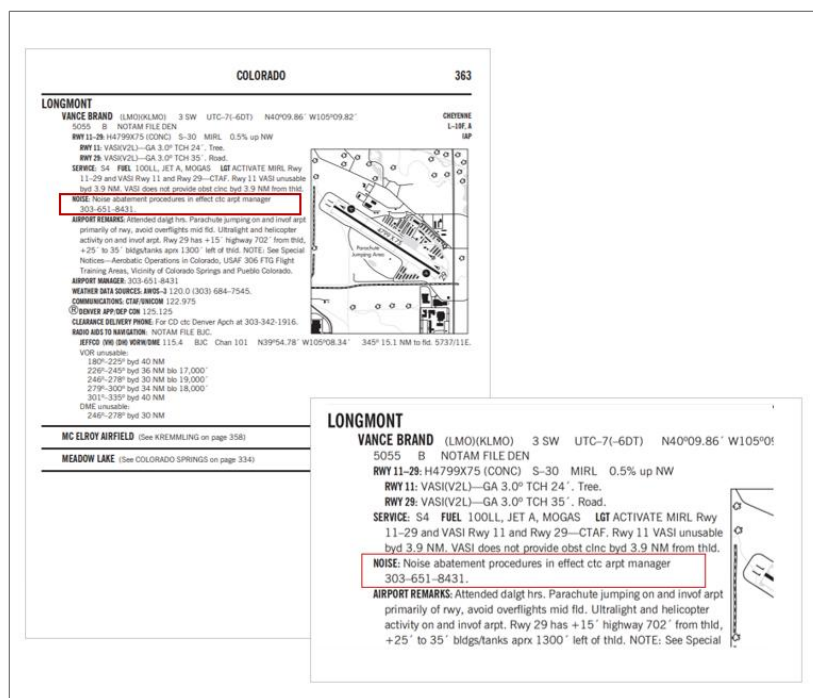


Figure 21 - Vance Brand Chart Supplement

Airfield Noise Abatement signage has been installed at the ends of runway 11 and 29, reminding pilots about key noise abatement elements when departing.



Figure 22 - Airfield Signage Advising Pilots of Noise Abatement Recommendations

Information about the Voluntary Noise Abatement Program is also broadcast over the Airport's Automated Weather Observation Station (AWOS) so that any pilots operating at or in proximity to Vance Brand Airport are made aware of the program.

Flight schools are provided with guidance documentation, including a Voluntary Noise Abatement Procedures Implementation Checklist. This documentation is designed to assist flight schools in ensuring that staff and instructors are aware of the VNAP, including why participation is important, and to provide recommendations for incorporating this material into student training.

Quarterly safety and noise abatement meetings with airport tenants, which create an ongoing feedback loop between the airport and aircraft operators. These meetings include the Rocky Mountain Airport to expand awareness of the noise abatement program for visiting pilots and flight students.

Evaluating the Efficacy of the VNAP

The baseline data collected for this assessment provides an initial foundation for evaluating pilot conformance with key VNAP recommendations. Two objective, ADS-B-derived metrics are particularly relevant. First, approximately 88% of total 2025 operations occurred during the VNAP preferred window of 8:00 AM to 8:00 PM, indicating broad alignment with the program's hours of operation guidance. Second, Runway 29, the VNAP-designated preferred runway, accounted for approximately 65% of total operations, a figure consistent with prevailing wind data and suggesting pilots are selecting the noise preferred runway at a rate at or above what wind conditions alone would produce. These metrics

represent measurable, data driven indicators of behavioral conformance with specific program elements.

Comprehensive efficacy evaluation including systematic analysis of pilot adherence to flight path, altitude, and pattern procedures requires sustained analysis of flight track data over time. The implementation of the Airport Monitoring Systems platform now provides the data infrastructure to support this level of analysis. Going forward, the assessment team can leverage ADS-B-sourced flight track and operations data to develop a structured conformance measurement framework, enabling the airport to move from trend observation to quantifiable program evaluation.

Conclusion

Aircraft noise concerns around Vance Brand Airport are driven primarily by high levels of flight-training activity, complex regional airspace, and residential development near established flight paths. While operations have increased modestly, community sensitivity has risen sharply, particularly toward repetitive touch-and-go patterns and skydiving operations. And although the airport maintains a broad and long-standing voluntary noise abatement program, there are opportunities for improvement.

The project team will compile the findings from the baseline assessment, plus input from key industry and community stakeholders, and the community survey to identify opportunities for program improvement and recommended next step. This will be published as a supplement to this report.

Appendix I – Community Survey Results



Vance Brand Airport - Aircraft Noise Community Survey

Response Statistics

3906

Survey Visits

1608

Total Responses

1451

Completed Responses

157

Partial Responses

0

Disqualified Responses

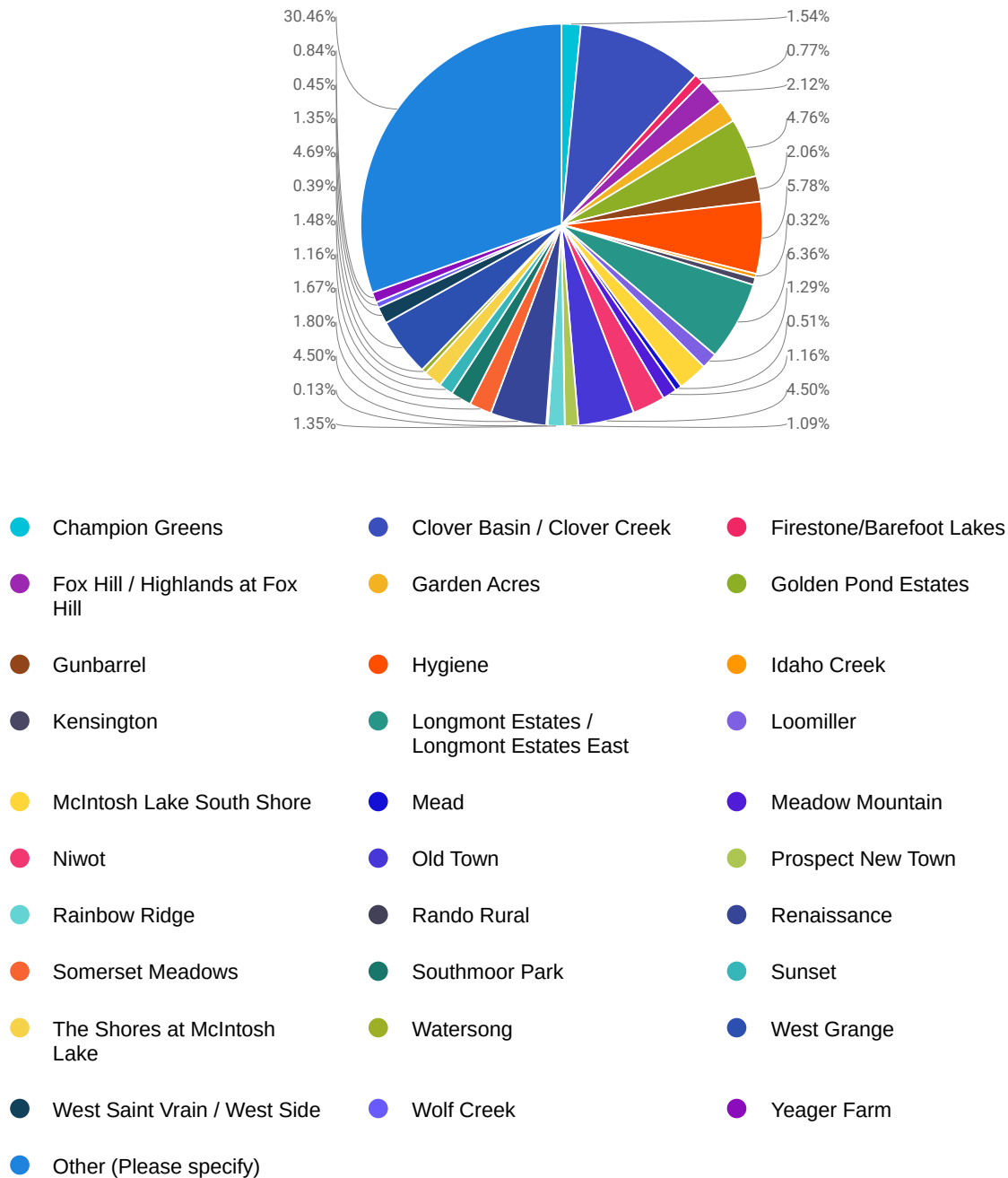
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Over Quota Responses

Q1

Please tell us what neighborhood/community you are in. This will help us understand where you are relative to the airport and airport flight paths.

Answered: 1556 Skipped: 52



Choices	Response percent	Response count
Champion Greens	1.54%	24
Clover Basin / Clover Creek	10.09%	157
Firestone/Barefoot Lakes	0.77%	12
Fox Hill / Highlands at Fox Hill	2.12%	33
Garden Acres	1.80%	28
Golden Pond Estates	4.76%	74
Gunbarrel	2.06%	32
Hygiene	5.78%	90
Idaho Creek	0.32%	5
Kensington	0.58%	9
Longmont Estates / Longmont Estates East	6.36%	99
Loomiller	1.29%	20
McIntosh Lake South Shore	2.38%	37
Mead	0.51%	8
Meadow Mountain	1.16%	18
Niwot	2.63%	41
Old Town	4.50%	70
Prospect New Town	1.09%	17
Rainbow Ridge	1.35%	21
Rando Rural	0.13%	2
Renaissance	4.50%	70
Somerset Meadows	1.80%	28

Southmoor Park	1.67%	26
Sunset	1.16%	18
The Shores at McIntosh Lake	1.48%	23
Watersong	0.39%	6
West Grange	4.69%	73
West Saint Vrain / West Side	1.35%	21
Wolf Creek	0.45%	7
Yeager Farm	0.84%	13
Other (Please specify)	30.46%	474

Other (Please specify)

1. Straight off the runway headed west, 1.5 miles. Unincorporated Boulder County.
2. Denio West
3. Chance Acres
4. Parkes at Stonebridge
5. Willow Creek Estates
6. Schlagel
7. Meadowview...close to meadow Mountain...closer to airport than most neighborhoods in Longmont
8. Unincorporated Boulder County under VB flight paths, and now under RMCC training paths
9. west of airport
10. Chances Acres near horse sanctuary
11. 65th Between Nelson and St. Vrain
12. Hillcrest Heights subdivision between Niwot and Longmont.
13. just west of Lagerman Reservoir
14. Chance Acres
15. Longmont Estates Greens ("The Greens")
16. Altona
17. Chance Acres, near Hygiene
18. Meadowview
19. Chance acres
20. Ogallala and 41st. Due south of Nelson and n 39th, near the Greenbriar restaurant
21. Nelson Rd in Longmont
22. Chance Acres
23. Meadowview - I live on Snowberry Street at the corner of Airport & Nelson
24. Chance acres

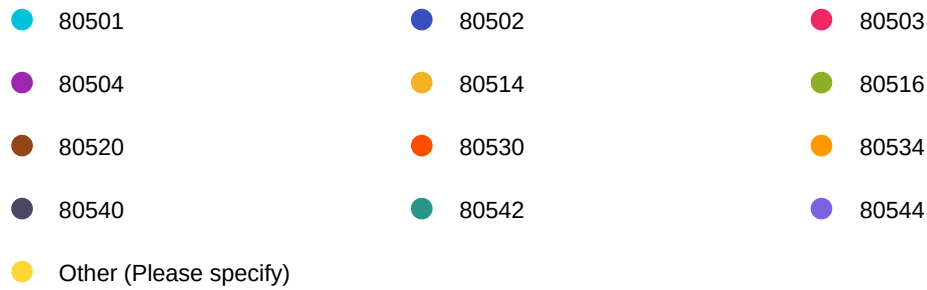
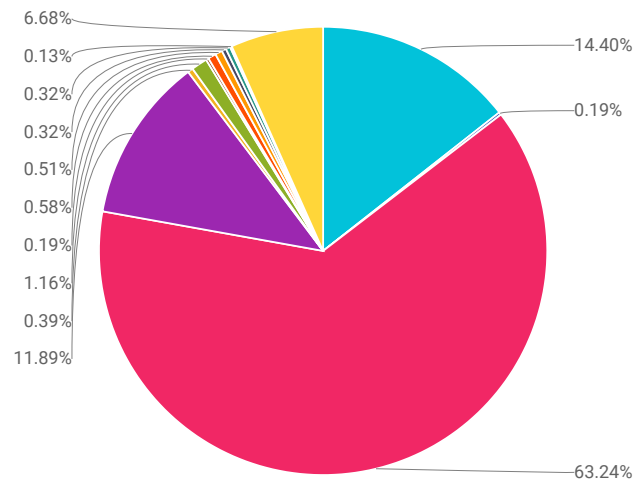
25. Chance Acres
26. Mountain Brook
27. Quail ridge 9th ave & county road 1
28. Mountain Brook
29. Mountain Brook
30. Boulder Hills
31. Chance Acre
32. Chance Acre
33. Nelson Park (and frankly weird that you wouldn't include it)
34. Ute Creek golf course
35. Mountain Brook
36. Chance Acres
37. West Longmont to Airport
38. North 66th st and St. Vrain
39. Unincorporated Boulder County under VB flight paths, and now under RMCC training paths
40. Unincorporated Boulder County
41. Park Ridge
42. Meadow green farms
43. Chance Acres
44. Old North Longmont
45. Old north longmont
46. The Fairways
47. Willow Creek Estates
48. Mountain brook
49. Bohn farm
50. Northern Lafayette
51. Lafayette
52. Quail crossing
53. Meadowview condos Nelson and Airport
54. st Vrain Rd
55. Elms at Meadowvale
56. Meadowview
57. Boulder county
58. Creekside
59. Creekside
60. Legacy Apartments
61. Stoney Ridge
62. Nelson Park. Directly in path. Why not listed?
63. Berthoud Southwest
64. Longview ct.
65. Work in Old Town. Reside elsewhere
66. NE Longmont, Hw66 & Pace
67. N 65th St
68. Mountain Brooke
69. Sundial

70. Meadowview
71. The Valleys and Fairways
72. MeadowView
73. Westlake Manor
74. Quail Crossing
75. MeadowView (Airport/Nelson)
76. Westbrook Village
77. The Greens neighborhood
78. Mountain Brook
79. Creekside
80. The Greens neighborhood
81. Harvest Junction
82. Berthoud
83. Willis Heights
84. Summer Hawk
85. Mountain Brook
86. Longmont Village East Shore
87. Hover acres
88. Mountain Brook (1 mile away from airport)
89. Altona
90. Historic Eastside
91. I don't know what it's called. Off of 66.
92. Meadowview-Airport & Nelson Rds area
93. Mountain Brook (Rogers Road)
94. Nelson Park
95. Willis Heights
96. Nelson Park
97. Meadowlark 21st and hover area
98. Dakota Ridge
99. The neighborhood between Champion Green and Golden Pond Estates (not listed on NGLA Longmont Neighborhood map)
100. Nelson Park

Q2

What is your zip code?

Answered: 1556 Skipped: 52



Choices	Response percent	Response count
80501	14.40%	224
80502	0.19%	3
80503	63.24%	984
80504	11.89%	185
80514	0.39%	6
80516	1.16%	18
80520	0.19%	3
80530	0.58%	9
80534	0.51%	8
80540	0.32%	5
80542	0.32%	5
80544	0.13%	2
Other (Please specify)	6.68%	104

Other (Please specify)

1. 80301
2. 80301
3. 80303
4. 80026
5. 80026
6. 80301
7. 80533
8. 80513
9. 80538
10. 80513
11. 80304
12. 80120
13. 80027
14. 80134
15. 80304

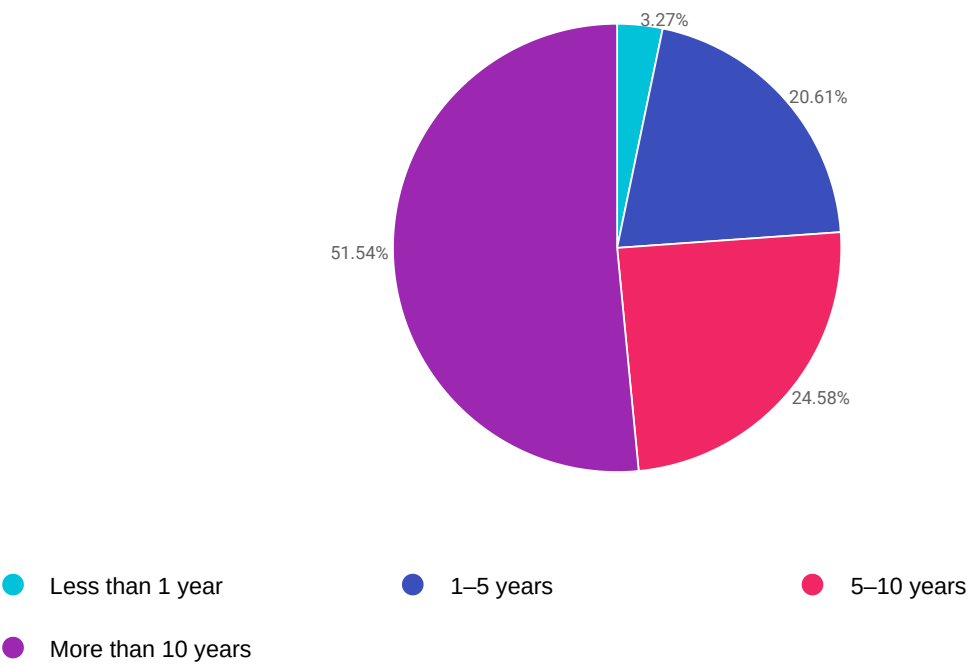
16. 80104
17. 80211
18. 80301
19. 80301
20. 80513
21. 80513
22. 80207
23. 80303
24. 80207
25. 80302
26. 80211
27. 80537
28. 80513
29. 80301
30. 80513
31. 80301
32. 80603
33. 80222
34. 80919
35. Not specified
36. 93955
37. 80224
38. 80513
39. 80301
40. Not specified
41. 80112
42. 80301
43. 80517
44. 80533
45. 81654
46. 80021
47. 80020
48. 80305
49. 80403
50. 80470
51. 80020 - Broomfield
52. 80033
53. 80526
54. 77565
55. 80026
56. 80026
57. 80021
58. 80304
59. 80612
60. 80524

61. 80031
62. 80303
63. 80643
64. 80301
65. 80014
66. 80513
67. 80021
68. 81007
69. 80301
70. 80526
71. 81201
72. 80021
73. 80104
74. 80207
75. 80021
76. 80229
77. 80602
78. Not specified
79. 80237
80. 801806
81. 80621
82. 80015
83. 81301
84. 80301
85. 80301
86. 59106
87. 80138
88. 80403
89. 80124
90. 80305
91. 80026
92. 80021
93. 80503
94. 80517
95. 80234
96. Not specified
97. 80301
98. 80020
99. 80021
100. 80454

Q3

How long have you lived at this address?

Answered: 1562 Skipped: 46



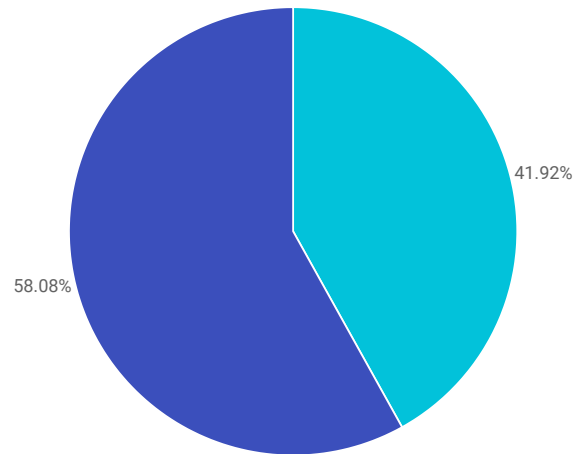
Choices	Response percent	Response count
Less than 1 year	3.27%	51
1-5 years	20.61%	322
5-10 years	24.58%	384
More than 10 years	51.54%	805

Q4

Would you like to provide your contact information? *(Optional)*.

This information may be used to ask follow-up questions or address questions included in your responses.

Answered: 1386 Skipped: 222



● Yes

● No

Choices	Response percent	Response count
Yes	41.92%	581
No	58.08%	805

Contact Information

Q5

First Name, Last Name, Address1, Address2, City, State, Zip Code, Phone, Email Address

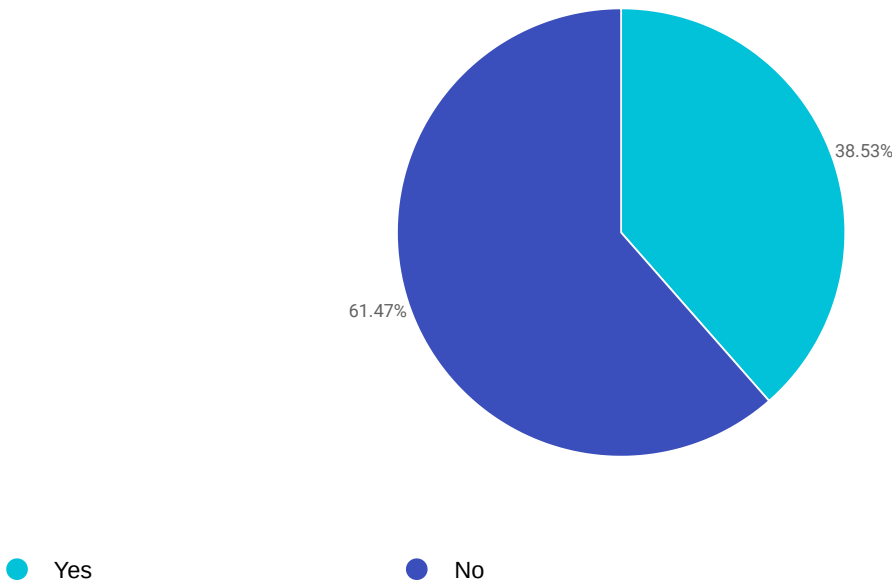
Answered: 555 Skipped: 1053

Field label	Response percent	Response count
First Name	100.00%	555 Responses
Last Name	100.00%	555 Responses
Address1	96.58%	536 Responses
Address2	5.05%	28 Responses
City	97.84%	543 Responses
State	96.94%	538 Responses
Zip Code	97.30%	540 Responses
Phone	80.54%	447 Responses
Email Address	97.48%	541 Responses

Q6

Is aircraft noise a concern for you?

Answered: 1560 Skipped: 48

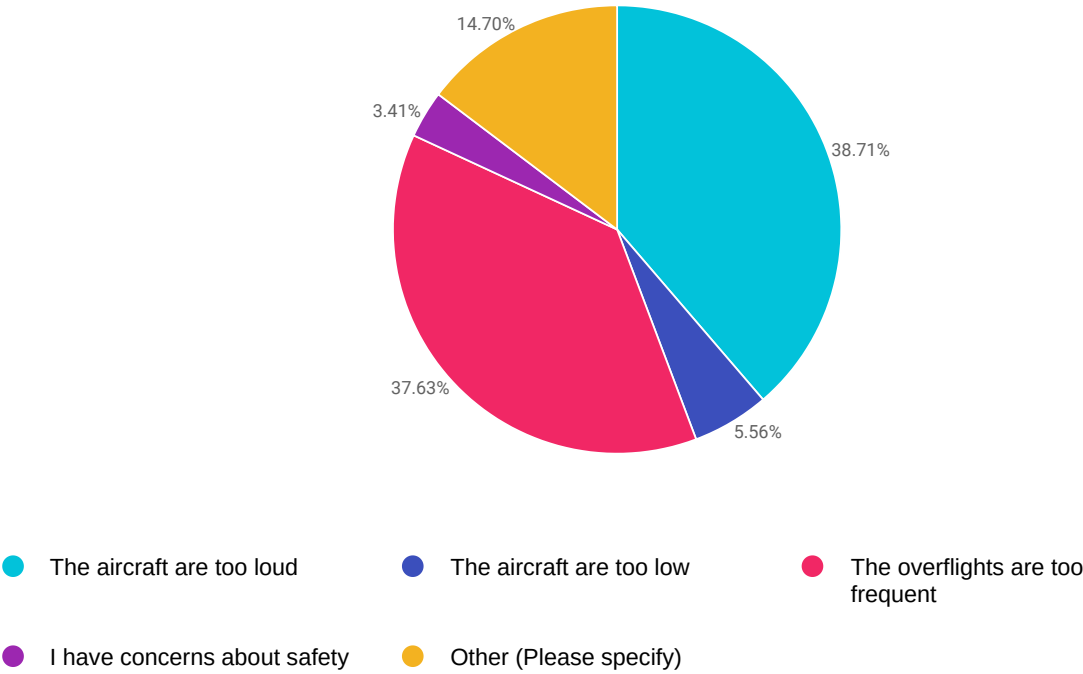


Choices	Response percent	Response count
Yes	38.53%	601
No	61.47%	959

Q7

What is your primary concern regarding aircraft noise/overflights?

Answered: 558 Skipped: 1050



Choices	Response percent	Response count
The aircraft are too loud	38.71%	216
The aircraft are too low	5.56%	31
The overflights are too frequent	37.63%	210
I have concerns about safety	3.41%	19
Other (Please specify)	14.70%	82

Other (Please specify)

- 1. all of the above
- 2. Frankly, all of the above.
- 3. All of the above
- 4. All of the above
- 5. ALL of the above, simultaneously and continuously
- 6. Not specified
- 7. No regard for Noise Abatement rules; Airport manager encourages RMMA flight schools to use Vance Brand for touch and go's.

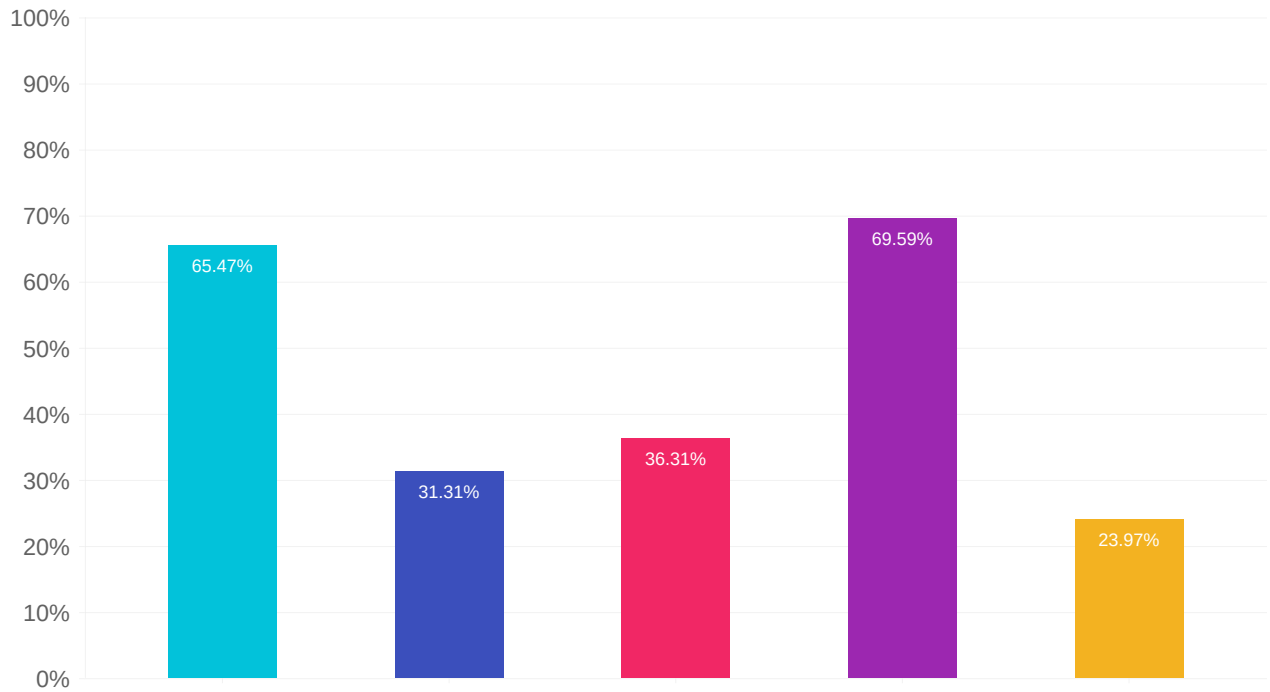
8. Too many, too often, outside VNAP pattern
9. All of the above
10. Early takeoffs. Starting at 6am and sometimes earlier in the summer
11. All of the above
12. Flights in and out of the airport should be restricted to specific hours due to noise.
13. aircraft are too loud, too often, too low and I'm worried one will crash in to a home
14. Loud, irritating, frequent
15. All of the above plus lead pollution
16. I'm concerned about noise and lead particulates in the air.
17. Noise outside quiet hours (9p-7a)
18. "All of the above"
19. flying so low at or before 6:30 am
20. All the above
21. Air pollution - toxic particulate matter
22. Too loud, too low, too often
23. The sky diver aircraft are too noisy and too frequent, although it seems they have been better lately.
24. The constant touch-and-go flights every weekend that start as early as 6:00 AM by flight school aircraft from JeffCo (I have a flight app showing where the aircraft originates)
25. Lead: Most small piston-engine aircraft (like training and sightseeing planes) use 100LL avgas, which contains lead.
26. Lead exposure
27. Preventing noise issues when I fly
28. Possible lead exposure during flyovers
29. Aircraft are too low, too loud, too early, and creating lead-filled air.
30. The fuel most of the aircrafts use is leaded and I have concerns for my children's longterm health and safety. It seems unfair to subject our children to unnecessary residual and hazardous lead
31. Leaded gas poisoning the air
32. All equally, but if must be one: TOO LOUD
33. Only 1 aircraft is too loud: the smaller twin engine jumper plane
34. They fly too low and the diesel fumes being sprayed over us all day
35. No current concerns with noise or safety. But want to assure regulations are in place for any sundance growth
36. Jets & large/double helicopters
37. The aircraft flights are both too loud and too frequent
38. Noisy planes, constant over the weekend activity. Training planes taking off constantly.
39. Too often and too noisy. Just go somewhere else to train
40. I support the airport and the business it brings to Longmont/Boulder county. The flight school traffic all the time is a nuisance.
41. Too frequent and too loud
42. Parachute plans to loud and frequent
43. Airplane crash on our property, too many flights buzzing house too low early morning and late night
44. lead fumes
45. Bothers residents
46. All of the above items
47. All of the above. Too Loud. Too low. Too frequent. Concerns of safety
48. .My concern is that airplanes are not made the villain. All the choices for the questions above are negative. Statistics can be manipulated and by limiting the choices to only negative options this survey is biased towards a predetermined outcome
49. All of the reasons above, im concerned about safety, aircraft flying too low, very loud, very frequent.

50. The aircraft fly directly above our house, sometimes too low, early in the morning and into late night (we have small children), too frequently (sometimes once per minute), and I am concerned about leaded fuel harming my children and our small farm
51. All the above! Too frequent, loud, low
52. I am concerned that people use noise to justify closing the airport
53. Too Low, Too Noisy and Too Frequent
54. With issues of noise at Jeffco airport, I am concerned that more aircraft traffic, especially small jet aircraft, will begin to use Vance Brand
55. All of those plus lead pollution
56. As a Pilot and Flight Instructor I endeavor to be courteous towards people living near airports.
57. Concerned those living close to airports by choice now want them closed due to noise issues they were made aware of before they chose to move there.
58. Leaded fuel & small jets are very loud
59. Too early in the morning and loud enough to hear
60. The hours need to be limited. I have planes over my house all odd hours
61. I am concerned about the possibility of increased traffic.
62. All of the above.
63. I support the airport as a community amenity, but the skydiving aircraft's extreme noise and maneuvering are unacceptable for neighbors. Aircraft must also stop low flights that disturb nesting raptors, waterbirds, wildlife, and open space.
64. All of the Above
65. too early in the morning and too late at night
66. Pollution and noise of too many small aircraft
67. Traffic patterns have become too big. This is a training/education issue for pilots
68. There is not enough of it
69. Constant touch and go operations that are too loud, frequent and polluting
70. Non-standard air traffic may have a negative impact on flight safety.
71. None
72. All of the above. The touch-and-go flight schools are flying loud and low and often
73. All of the above
74. Only certain aircraft is too loud. My father was a pilot and I enjoy listening to the planes however there are a few that are extremely loud. I've heard they are ones for the skydivers but I can't confirm that
75. It's only the sky diving planes that are overly noisy and constant
76. Loud, low, safety
77. Frequent and loud touch and go flights can go on all day some times
78. Loud and frequent
79. Time of day of flights
80. All of the above
81. All
82. Using rwy 11 even when wind favors 29. Too low at climb power new/over houses. Wide pattern even with little traffic in the pattern

Q8

What is the nature of the impact?

Answered: 559 Skipped: 1049



- Distracting / annoying
- Disrupts sleep
- Disrupts indoor activity (conversation, television, etc.)
- Disrupts outdoor activity
- Other (Please specify)

Choices	Response percent	Response count
Distracting / annoying	65.47%	366
Disrupts sleep	31.31%	175
Disrupts indoor activity (conversation, television, etc.)	36.31%	203
Disrupts outdoor activity	69.59%	389
Other (Please specify)	23.97%	134

Other (Please specify)

- Not specified
- lead pollution
- Not specified
- all of the above
- Not specified

6. My horses and goats get scared from loud engines circling above our small farm EVERY SINGLE day
7. Health hazard. Safety hazard.
8. These planes are coming from RMLA and have not buy in to the Longmont community. We can take control over this!
9. The endless droning makes me unable to concentrate inside or enjoy my garden outside
10. All of the above. It is impacting my families quality of life.
11. makes me nervous goes back to war days
12. Not specified
13. Deeply aggravating, to the point of selling my home.
14. Not specified
15. It's so stressful, it's been 35 years of it. It's getting worse.
16. All of the above plus health impacts on pollution
17. Not specified
18. Christmas, Easter morning, church
19. Not specified
20. Privacy concerns
21. Not specified
22. Not specified
23. Not specified
24. Is a danger to residents to have inexperienced pilots flying so close together and so often over schools and homes
25. Fear of crashing in our neighborhood
26. The constant drone of aircraft is not only a nuisance bit I believe has a negative psychological effect over time.
27. City Council, City mayors, and City Manager take no responsibility for managing airport noise. They have for years blamed the FAA claiming no control. Hours of the jump plane operation could be regulated by the city.
28. Disrupts sleep and both indoor and outdoor activity.
29. negative effects on wildlife
30. Has hugely affected my business recording music
31. Disrupts work calls which are my livelihood. Aircraft noise is frequent and substantial, even with windows closed. I work from home to care for a minor with needs directly affected by the increased noise.
32. The aircraft noise and low flying has destroyed my ability to teach outdoors.
33. Major disruption to required work activity - significant increase in last two years.
34. It is an awful and constant noise that makes it impossible to have peaceful times.
35. Affects my nervous system stress response which elevates cortisol and affects my emotions big time!
36. distracting, annoying especially disrupts peace outside
37. Not specified
38. Sometimes a low flying plane flies past in the middle of the night, literally startling me in heart attack mode because it's coming in so very low.
39. Not specified
40. Causes constant stress
41. They pollute not just the noise, but the air with lead as well.
42. Not specified
43. Again all of the above from 5am to 11pm
44. Pollution from leaded fuel
45. All of the above
46. Property values bc it is well known that the noise & activity is growing exponentially & wo limit or responsible stewardship

47. Ultralight fly right over very low and extremely noisy
48. Very frequent circling maneuvers overhead loud low impacts life inside and out
49. All of the above
50. noise is aggravating when out doors
51. Excess noise and flying over populated areas
52. i worry about leaded gas emissions being "dusted" on my house multiple times a day.
53. Health impacts of burning leaded fuel above my house
54. sometimes too low
55. All of the above
56. Can be loud especially when windows are open. Can't hear conversations for work
57. Not specified
58. hearing
59. rarely heard planes until recently. feels dangerous /;
60. I'm concerned they are too low and will crash into a house. This has happened in other places I've lived with small airc
61. Disrupts ability to take work or personal calls outside when walking around the ponds
62. With repeated flights over our neighborhood and nearby schools, there is a risk that lead particles could accumulate in soil, gardens, and outdoor play areas.
63. Air quality
64. Unhealthy lead byproduct
65. I just wanted to add that it is WAY too loud in addition to being concerning for one's health. They fly so low right over our house
66. it's scary and stressful
67. Not specified
68. Literally shook my house
69. Ruins peace of mind, increases blood pressure, is grossly, unfairly takes away enjoyment of life to many thousands of people who are trapped having to hearing them, for the profit of a few people. So wrong.
70. ALL of the choices
71. Want to keep it liveable for the neighborhood and workable for airport
72. Huge Air Pollution concern
73. Leaded fuel, mufflers, cars had these rules 50 years ago
74. Not specified
75. The skydiving plane is too loud and frequent. I don't notice the other aircraft since they are short burst and aren't a constraint drone.
76. I hold equine assisted coaching sessions with clients and have great trouble conducting sessions with clients and horses due to extreme noise from aircrafts
77. Not specified
78. For days, loud touch-and-go flights disrupt my home. I wear earplugs all day and can still hear them. I can't open windows, and conversations pause as planes pass. The constant noise strains my nerves and harms nearby property values.
79. Painful - Hurts my ears
80. Noise has impacted my income/revenue due to volume, frequency, and duration
81. Peace
82. Air & sound pollution and safety
83. Planes fly low over my home. Worrisome
84. Lead pollution impacting our small children
85. Not specified
86. I'm concerned about the emissions too

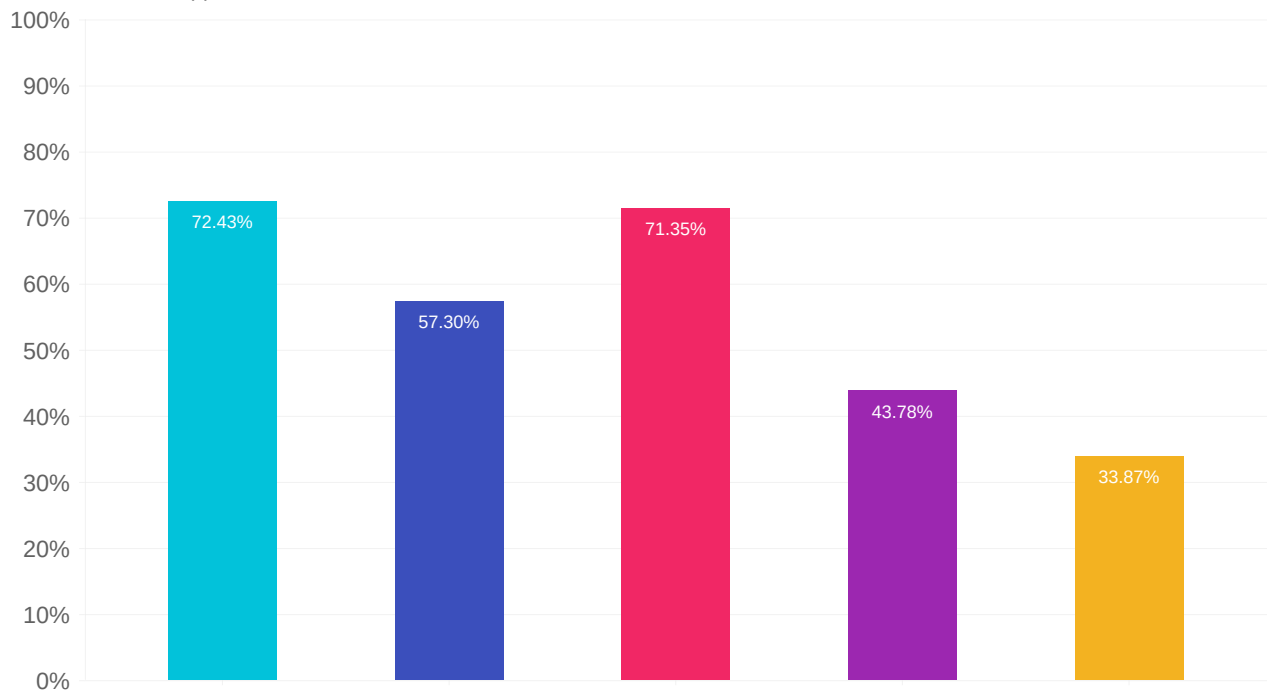
87. Disruptive to the livestock and working outdoors in our farm
88. Not specified
89. Not specified
90. Disrupts peace
91. I'm concerned about the pollution generated by the frequent overflights.
92. health, esp. to children
93. Not specified
94. All of the above
95. The aircraft noise is extremely loud and has made it so I cannot conduct my business outside, which is educating equestrians
96. Disrupts business
97. As I previously stated. by the nature of the choices available to this question it's clear this survey is slanted and therefore invalid
98. i cannot do anything when these planes circle. cannot hear, cannot think, cannot read. extremely impactful
99. All of these are a concern. We run a natural medicine clinic out of our house as well. The noise is very disruptive for clients, for outdoor activities, and for children getting to sleep
100. All the above: stress increases, distraction indoors and outdoors, lost sleep, mental impact

Q9

What other concerns do you have regarding aircraft noise/overflights?

(Select all that apply)

Answered: 555 Skipped: 1053



● The aircraft are too loud

● The aircraft are too low

● The overflights are too frequent

● I have concerns about safety

● Other (Please specify)

Choices	Response percent	Response count
The aircraft are too loud	72.43%	402
The aircraft are too low	57.30%	318
The overflights are too frequent	71.35%	396
I have concerns about safety	43.78%	243
Other (Please specify)	33.87%	188

Other (Please specify)

1. worried about safety and a potential crash
2. lead pollution
3. They are flying over my house today every 30 seconds. This is unacceptable. I live about 3 miles from the airport.
4. All of these are serious concerns.

5. No contact with the operator during or after the event.
6. Pollution
7. I have been harassed by pilots
8. Not specified
9. Mile High Skydiving circles around and around sometimes 12 hours a day in the summer...the noise they make was professionally monitored at 80 decibels over my home
10. Not specified
11. Spews lead over our neighborhoods
12. at my house the engines are loud because they are climbing and turning so engines are on full
13. Deplete my property value for BOTH sale AND rental.
14. When I complained, I was targeted with harassing flights by pilots.
15. Lead pollution
16. It's ruining the sanctity of our home.
17. The jump planes circle around and around as they gain altitude so we hear one flight for 20 minutes or so!
18. Leaded gas air pollution
19. These planes use leaded fuel, when they circle, like they do, they are dispersing those emissions over our neighborhood
20. I also worry about the health effects of leaded gas from airplanes flying overhead.
21. Lead pollution
22. The aircraft do not follow the flight paths, they fly too close together, they do not adhere to the VNAP, the pilots are too inexperienced, the problem is worsening each day
23. We also are concerned about the lead they are so reading on our land where we raise organic beef and vegetables
24. Pollution from fuel
25. I have lived here for over 10 years and lately it's been so challenging. They start so early and they are so loud. I have to sleep with ear plugs to get to get more sleep on the weekends and even during the week.
26. I am concerned that the airport potentially being expanded and the noise increasing. I also wonder about the impact on air quality.
27. The planes need to fly at a higher altitude to mitigate noise
28. Mile High droning
29. I don't appreciate early morning or late evening (9 pm or later) flights
30. Not specified
31. Leaded fuel emissions
32. Lack of Longmont City management to exert control and take responsibility for airport noise control.
33. Pollution!
34. Mile High Skydiving is the worst offender
35. lead pollution!
36. Lead pollution
37. We live in an agricultural and wildlife area, where effects of lead and noise pollution are a concern
38. Lead pollution from aircraft fuel is a major concern.
39. Leaded fuel deposited on our farm
40. Lead pollution in flight paths over at least three schools (Eagle Crest, Altona, and Silver Creek) affects the children at these schools -it needs to stop immediately until protections can be put into place.
41. Lead poisoning
42. Lead is a pollutant as is noise which affect the brain.
43. The training companies that originate at RMMA and fly to your airport to do touch down/takeoffs are too loud, frequent, low and loud. These companies have a significant impact on all of Boulder County & the towns and cities.
44. We work in music and radio. The jump planes go overhead 2x per jump. Recording at home is challenging

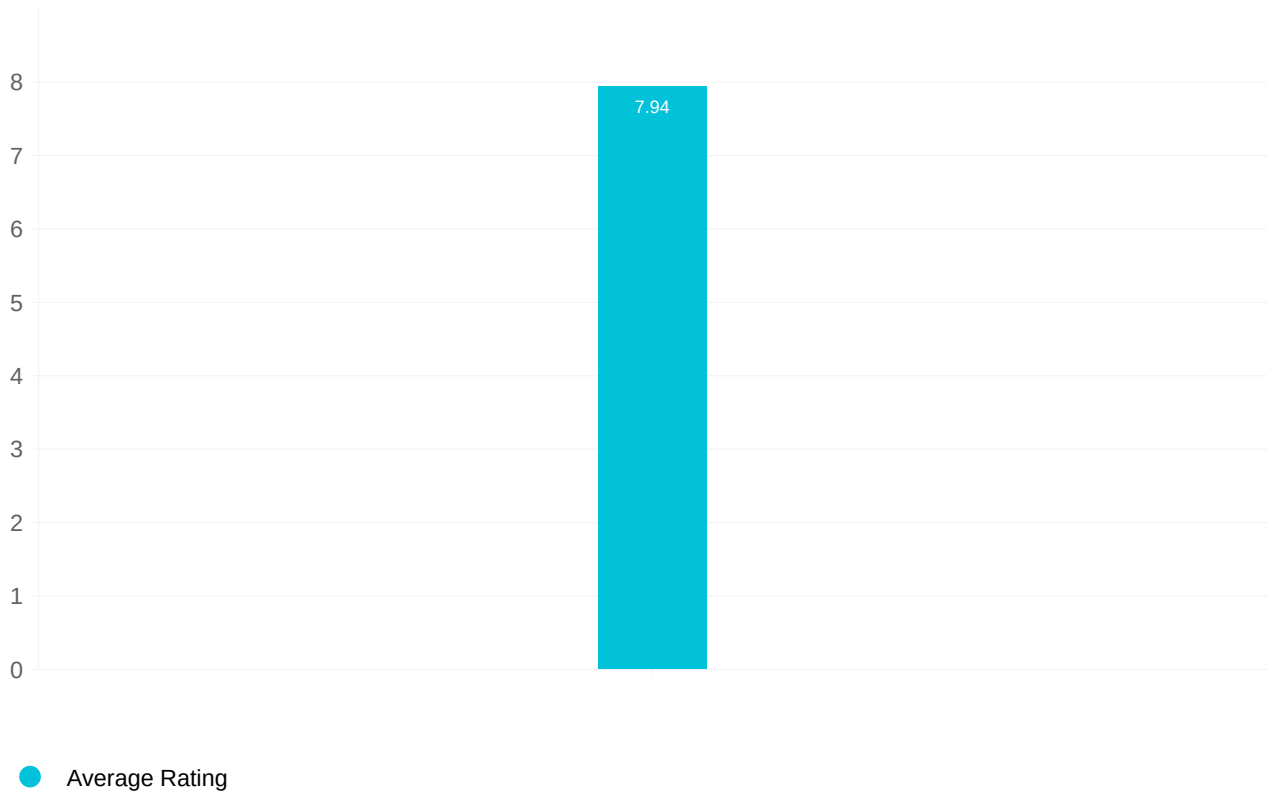
45. Lead from airplane fuel
46. Property value, lead fuel dropping
47. Depends on the jumper planes, especially on weekends when we're most likely going to be outside.
48. interrupt life on patio, life outside also
49. These aircraft use leaded fuel
50. Worried about lead in the fuel used that impacts our communities where there are flyovers
51. I have concerns of lead pollution
52. The surrounding airports are using us for touchdowns & is causing all this extra air traffic noise. A neighbor tested their porch since we have had so much air traffic and said it tested very high for lead!
53. All of the above.
54. Lead pollution
55. Leaded fuel pollution
56. I can't have meetings with my window open. The amount of planes that do repeat circles is ridiculous.
57. The deaf ear that has been turned to community for so long is the worst of it. Limits & fees are necessary.
58. Ultralights very loud
59. Leaded fuel is dropping over middle school. Can you change to unleaded?
60. Children's lead exposure
61. Lead emissions
62. I can't even have a Saturday bbq without pausing conversations ever time a plane goes over. It's more frequent than when I moved in.
63. start too early and run too late
64. So much intense and frequent activity low over my home
65. I know there is flight school at Longmont and the single engine aircraft do engine cutoffs over dense residential at low altitude
66. Numerous crashes this year
67. Not specified
68. Not specified
69. early morning/leaded fuel exhaust
70. Potential lead exposure
71. Cell phone interference
72. Lead from their exhaust
73. Health concerns
74. lead based fuel and pollution
75. I love all the other general aviation and it's one of the reasons I have lived here for almost 30 years.
76. Air pollution. Leaded fuel
77. Stop the use by JeffCo flight schools or at least start charging all touch-and-goes
78. Lead from the leased jet fuel falling over my home
79. Specifically, the skydiving airplane is loud and drones on. The frequency of other overhead planes is a concern.
80. I am concerned about potential lead exposure from the high frequency of low-flying small aircraft, many of which use leaded aviation fuel (avgas)
81. Pollution use of avgas
82. Lead emissions
83. leaded gas used at smaller airports
84. the noise was so bad we did not but a house in southwest Longmont that we really liked.
85. Too early and lead byproduct
86. Lead

87. The lack of cell service due to cell tower restrictions
88. Too many helicopters
89. Harms, drives away wildlife
90. Exposure to pollutants
91. Lead
92. family sleep patterns and health
93. Leaded Fuel and fuel odors!
94. Leaded fuel; interrupts sleep
95. On a lovely day at Pella Crossing the noise of planes landing and taking off was so disruptive, we left soon after getting there.
96. Lead from fuel is a concern spread through our neighborhood
97. none. I know I live near the airport.
98. Noise is more frequent on weekends when we are more likely to be outside
99. They follow the Diagonal Hwy, and overfly multiple times daily. Sometimes I can't be heard on the phone they are so loud. Training pilots especially go over and over on the weekends, it's really annoying.
100. Pollution due to aircraft

Q10

Thinking about the last 12 months, how much does noise from aircraft disturb or annoy you?

Answered: 572 Skipped: 1036



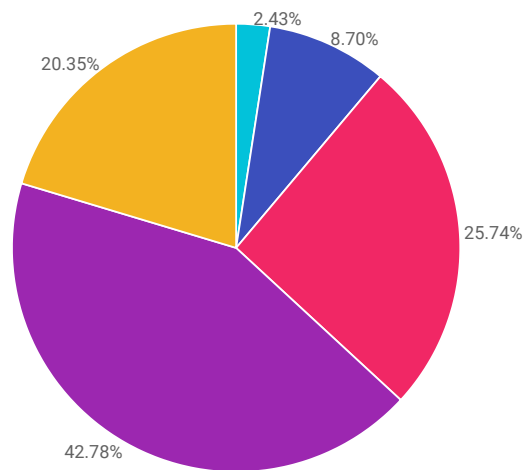
Rating	Response percent	Response count
0 (No Impact)	2.10%	12
1	0.17%	1
2	0.87%	5
3	2.27%	13
4	2.10%	12
5	6.29%	36
6	4.72%	27
7	12.76%	73
8	22.90%	131
9	13.29%	76
10 (Extremely High Impact)	32.52%	186

Average rating: 7.94

Q11

How would you rate the level of concern/impact on your quality of life?

Answered: 575 Skipped: 1033



No impact

Slight impact

Moderate impact

Significant impact

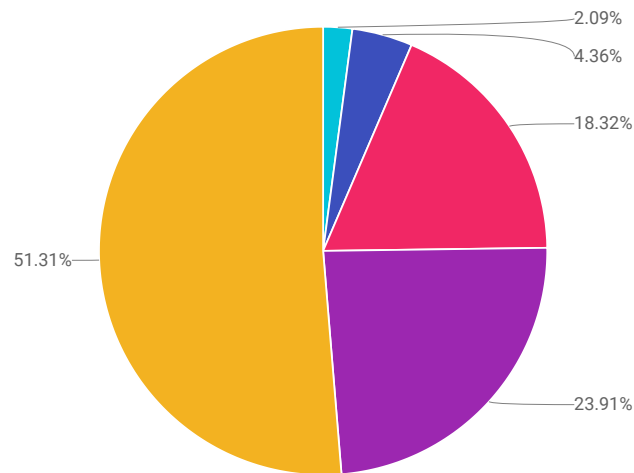
Severe impact

Choices	Response percent	Response count
No impact	2.43%	14
Slight impact	8.70%	50
Moderate impact	25.74%	148
Significant impact	42.78%	246
Severe impact	20.35%	117

Q12

How often are you disturbed by aircraft noise?

Answered: 573 Skipped: 1035



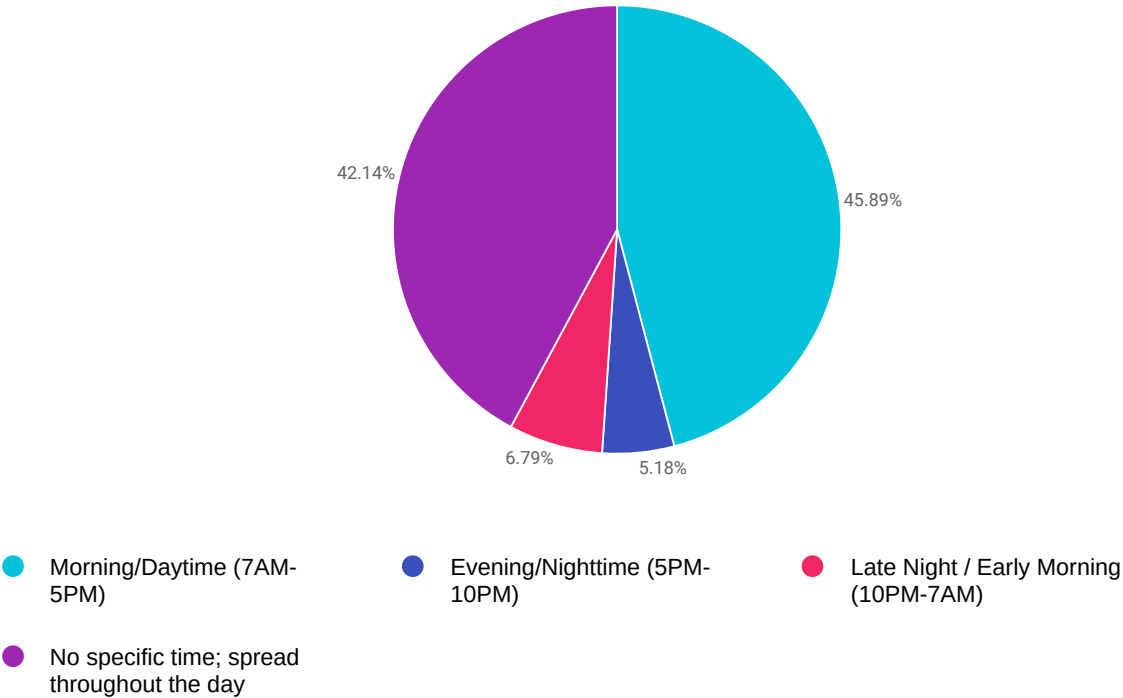
- Never or almost never
- Less than once per week
- 1-3 days per week
- 4-6 days per week
- Every day or nearly every day

Choices	Response percent	Response count
Never or almost never	2.09%	12
Less than once per week	4.36%	25
1-3 days per week	18.32%	105
4-6 days per week	23.91%	137
Every day or nearly every day	51.31%	294

Q13

When is aircraft noise most disturbing to you?

Answered: 560 Skipped: 1048

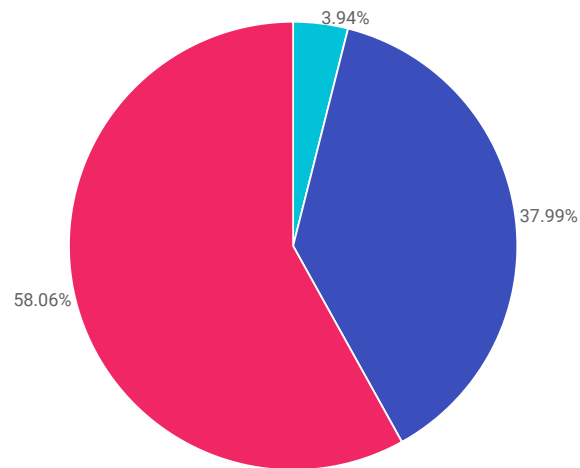


Choices	Response percent	Response count
Morning/Daytime (7AM-5PM)	45.89%	257
Evening/Nighttime (5PM-10PM)	5.18%	29
Late Night / Early Morning (10PM-7AM)	6.79%	38
No specific time; spread throughout the day	42.14%	236

Q14

Are the aircraft impacts worse during certain days of the week?

Answered: 558 Skipped: 1050



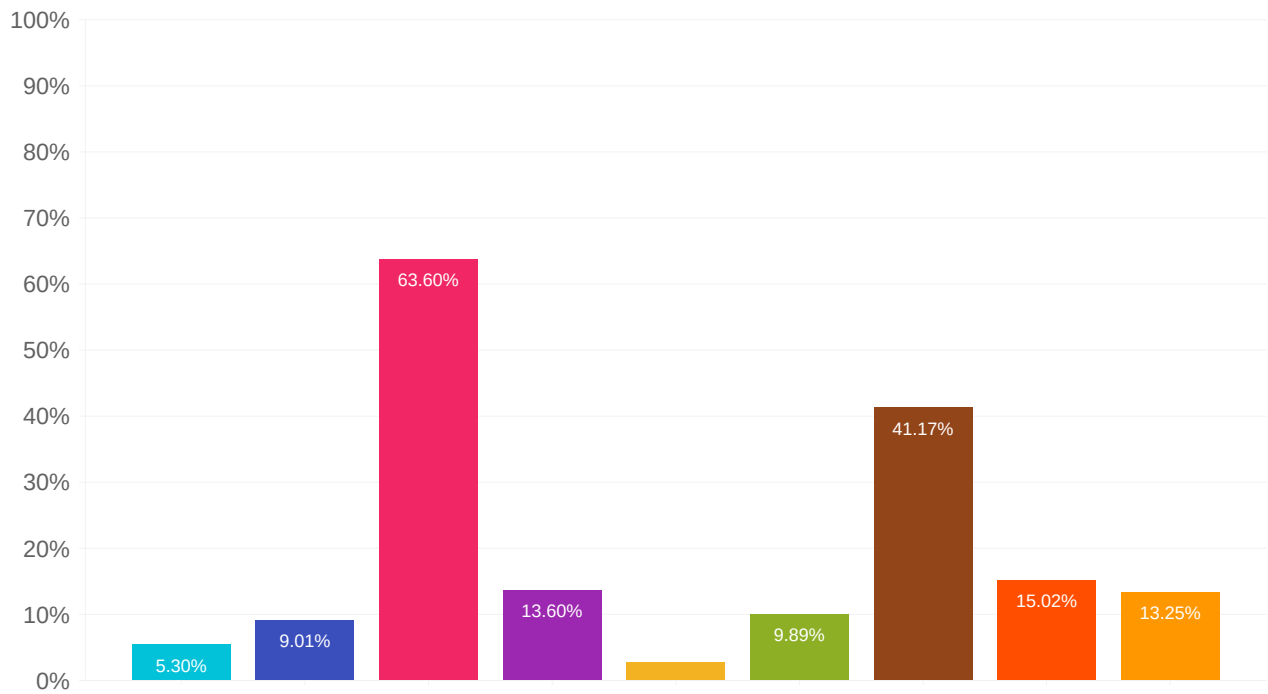
● Weekdays are the worst ● Weekends are the worst ● I don't notice a difference - weekdays vs weekends

Choices	Response percent	Response count
Weekdays are the worst	3.94%	22
Weekends are the worst	37.99%	212
I don't notice a difference - weekdays vs weekends	58.06%	324

Q15

Which aircraft type is most impactful?

Answered: 566 Skipped: 1042



Commercial jets

Business jets

Propeller aircraft

Helicopters

Military aircraft

Ultralights

Skydiving Operations

Not sure

Other (Please specify)

Choices	Response percent	Response count
Commercial jets	5.30%	30
Business jets	9.01%	51
Propeller aircraft	63.60%	360
Helicopters	13.60%	77
Military aircraft	2.65%	15
Ultralights	9.89%	56
Skydiving Operations	41.17%	233
Not sure	15.02%	85
Other (Please specify)	13.25%	75

Other (Please specify)

1. flight schools, Mile-hi's planes
2. flight schools
3. Touch-and-go and student pilots
4. Jets early morning, Propeller all day.
5. dangerous small craft flying low
6. Flight Schools
7. Nonresident flight school planes
8. Flight schools not based at Vance Brand
9. the skydiver plane has done well much higher than several years ago thank you this is appreciated
10. All old aircraft used by flight schools
11. Flight school and touch and go
12. Slow, loud, droning planes from the flight schools
13. Piston engine
14. It is mostly the small planes that do the touch and go operations. I am not sure what they are called.
15. The small planes that fly at low altitudes
16. Training flights doing circles
17. private? I don't know how you define "business" versus "commercial"
18. The continual small prop planes from the flight schools
19. Small aircraft includind Cessna and Pilatus planes frequently conducting flights and touch and go's from Vance Brand Airport.
20. Flxed wing aircraft originating from Vance Brand - Cessas and Pilatus. Some ultralight / experimental aircraft.
21. I think the flight school aircraft are Cessna 172s & 152
22. mid-size private planes

23. 50+ year old fixed wing training planes
24. We don't need for the airport to become a large airplane site.
25. It seems like the flight schools from RMMA abuse Vance Brand more than any other aircraft
26. A portion of aircraft are excessively loud
27. Prop touch and go - low and loud
28. Flight schools doing touch and go from 5 in the morning
29. Particularly the ones that are backfiring
30. planes that are the same type don't output the same noise levels. There are a few that are world apart worse than all the rest. Then, the rest are just too constant whereas they always used to be more occasional.
31. Training planes from BJC.
32. Private airplanes and flight school exercises
33. Interference with phone calls
34. Small planes, frequently flying the same pattern many times
35. Training flights and tow flights
36. the touch & go training activity
37. some are just louder, cannot see numbers on the planes
38. JeffCo flight school touch-and-goes
39. Smaller planes which fly low and are continually banking back to the airport to practice landing. They don't need to gain much altitude so they fly low and bank hard over and over again.
40. Jets , skydiving, and touch-n-go
41. That stupid twin otter
42. Training flights starting early morning
43. This is very acute with the turbine aircraft used to Skydive
44. All aircraft
45. Aircraft giving flight lessons and flying repeatedly over the same areas
46. Jumper planes
47. Training flight that circle above our home endlessly
48. recreational
49. I assume that they are touch and goes
50. All especially that yellow helicopter ripping over old town lately but pretty much all of them except for that quiet experimental aircraft
51. Flight school touch and goes
52. Smaller aircraft's often flying in low circles for hours over our home
53. By
54. Skydiving planes are the worst and loudest
55. Not specified
56. These questions are biased to a predetermined outcome
57. Small planes
58. This is an incredibly biased survey, clearly intended to elicit specific responses
59. Commercial airlines taking off from Denver International airport
60. flight schools
61. The aircraft that flies at low altitudes and repeatedly circle are especially intrusive. Helicopters are very loud when they fly over but tend not to
62. the flight training planes are the worst and the primary problem
63. Piston engine planes that are 40-60 years old, with no mufflers, and spewing lead
64. I'm not familiar enough with the types of planes to know, but all that are taking off or landing at the airport are loud because they are low

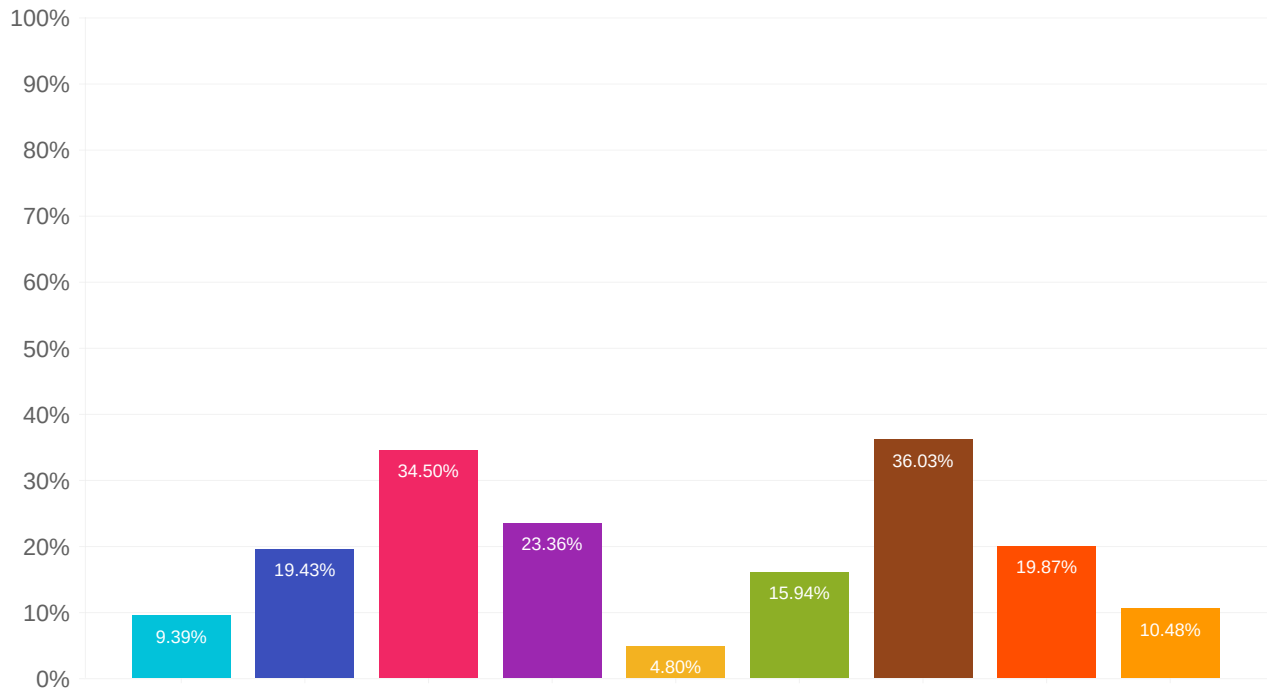
- 65. NONE
- 66. Too many, it seems constant, take off and landings. Noise pollution
- 67. Cessna 172, training, I've identified flight schools as the most frequent offender, but not the only offender
- 68. Skydiving planes are the loudest
- 69. Loud stuff over nature areas in particular
- 70. Fly School
- 71. Private noisy small planes called doctor killers
- 72. smaller loud airplanes
- 73. These are small aircraft. Cannot determine if they are prop or business jets but mostly small aircraft probably 2-5 seaters
- 74. Aircraft in the pattern.
- 75. Touch and goes

Q16

What other aircraft types are highly impactful for you?

(Select all that apply)

Answered: 458 Skipped: 1150



Commercial Jets

Business Jets

Propeller Aircraft

Helicopter

Military

Ultralights

Skydiving Operations

Not Sure

Other (Please specify)

Choices	Response percent	Response count
Commercial Jets	9.39%	43
Business Jets	19.43%	89
Propeller Aircraft	34.50%	158
Helicopter	23.36%	107
Military	4.80%	22
Ultralights	15.94%	73
Skydiving Operations	36.03%	165
Not Sure	19.87%	91
Other (Please specify)	10.48%	48

Other (Please specify)

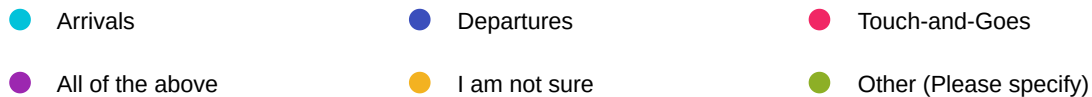
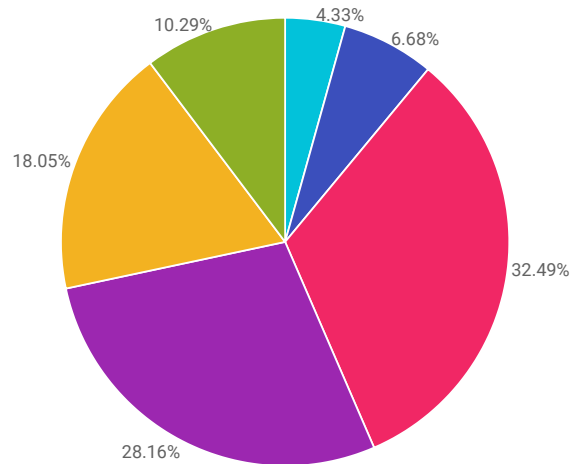
1. flight schools
2. Flight Schools
3. Open or unrestricted exhaust aircraft
4. It is all about the 200-300 touch and goes daily, primarily from RMMA flight schools.
5. All flight school planes violating noise abatement rules
6. it is the trainer planes on their touch and go's
7. All old aircraft used by flight schools
8. Constant plane traffic
9. Piston engine
10. flight school patterns
11. The looping and circling. Maybe someone is learning to fly, but they are destroying our peace and ability to have a conversation in our own back yard.
12. Circling and random noodling
13. Small fixed wing small aircraft. Propeller and engines.
14. Small aircraft
15. When the skydiving planes go up and when they come down
16. All of them as they start from 5am and run past 10pm
17. The ultralights should not be allowed to swoop over residents at just 50yds! They sound like a lawnmower next to our heads and that's MY space and privacy!
18. Touch and Gos are the problem - trainees either don't know the rules or don't care and routinely violate them
19. Flight school operations
20. Frequent take off landings circling
21. Ultralights are very slow and loud for longer than other aircraft.

22. touch and goes
23. Ultralights are too loud for too long from the ground perspective when they slowly fly over
24. skydivers are the loudest and hang over my property far too long
25. None
26. Skydiving operations and flight lessons cause the worst impacts
27. Private planes
28. They are mostly private ones, for recreation I think.
29. All
30. Smaller aircraft's flying low & in circles over our home for hours
31. Not one specific type; just too many too often
32. I can hear them inside my house but I don't bother to go out and check what type of aircraft it is. They are all annoying
33. Not specified
34. Touch and Goes
35. Biased and invalid
36. All aircraft are disturbing. They sometimes fly very low to our house that it shakes.
37. Anything that is louder or flies significantly closer than the others.
38. Vocal minorities with anti-airport agendas
39. Planes that take off or land before 7 am
40. Helicopters are extremely noisy when they flow over. Fortunately, they generally do not continuous circle .
41. Mile Hi's Twin Otter cannot be legal. It is the loudest plane at the airport.
42. NONE
43. I
44. None
45. pilot training
46. Skydiving and Glider planes are REALLY loud; then in Louisville, the rumble of jets has become constant
47. Touch and goes
48. I'm not sure which are the loudest but if the flight path is aligned with my neighborhood it can be intense

Q17

What operations have the most impact (if known)?

Answered: 554 Skipped: 1054



Choices	Response percent	Response count
Arrivals	4.33%	24
Departures	6.68%	37
Touch-and-Goes	32.49%	180
All of the above	28.16%	156
I am not sure	18.05%	100
Other (Please specify)	10.29%	57

Other (Please specify)

- Noise when throttling down to let skydivers out
- Skydiving because of the load noise even when the plane is relatively high up, and also the constant circling over our heads
- Overhead flying
- When flight schools circle overhead, it sounds like a WWI battlefield, depending on how tight the turns are. When the engines are turned on and off, they roar back to life, very loud
- The skydiving planes are the loudest, and it seems like a lot more touching goes are happening
- Circling and flying low throughout the entire day
- Low altitude repeated circling. Engine stops and restarts.

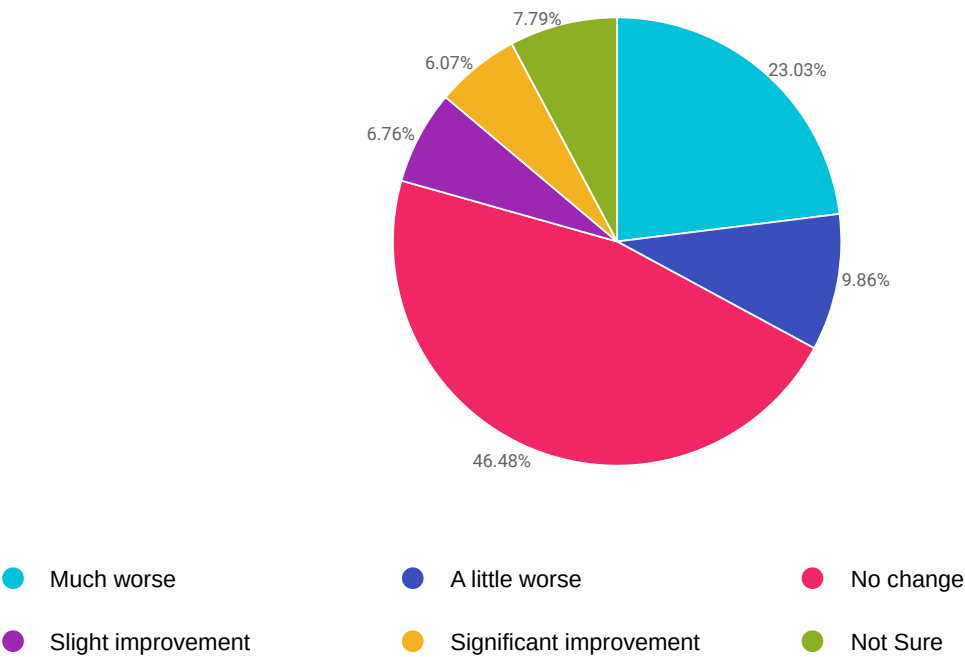
8. Training exercises
9. As stated above.
10. Constant drone of skydiving plane climbing
11. Sky diving and touch and goes
12. Trainings from RMMA to Longmont and back again.
13. Not specified
14. overflights from RMMA to Vance Brand Longmont
15. Low, slow pattern flying and lots of engine cuts with backfiring
16. Training Circles
17. Aerobatics & Training flights
18. Flight school days
19. Circling, circling, circling to gain altitude for skydiving.
20. Planes loop continuously same plane might fly over 15 times in a row for training and many fly below the FAA requirement of 1000 feet
21. Circling around and Ana around endlessly over Gold Ponds and its many near neighborhoods, infuriating.
22. Skydiver airplane twin otter is stupid loud for no apparent reason
23. The skydiving plane flying in the sky - it's loud and extremely irritating
24. Just flying frequently over the house
25. Sky Diving Climbing to jump altitude and rapid diving to return to land. Lately, there are the touch and go operations that would be flight school or training oriented.
26. Reaching cruising altitude
27. Sky Diving Aircraft
28. Sky diving operations and flight lessons
29. Flying circles over my house
30. skydiving plane rotating over home to gain altitude, then flying to low on return
31. Overflights
32. Sky Diving circling
33. Overhead flying
34. Touch and gos and other needless flights
35. Smaller planes flying in circles over our home for hours
36. The pilots who are cutting across the runway and flying directly over our house. This is a new trend that is very dangerous and annoying
37. Show the data that supports a noise concern . What decibels define a noise concern? Biased
38. All of them that fly directly over the property and are low to the ground
39. Aircraft with no sound deadening (muffler) doing a banking turn directly over my house. This can be done over less populated areas.
40. Construction, trains, motorcycles, automobiles.
41. Jump planes
42. circling of loud unrestrictive exhaust pipes
43. Aerial operations of skydiving aircraft I'm not sure if it's after or before they let the skydivers out but at some point, the noise is extremely loud
44. fly over our neighborhood
45. Practice flights/recreational flights
46. Before 7am flights in the pattern
47. NONE
48. Ultralights that never get high enough and are too close to horses and riders!
49. Flight training schools

50. seems like the planes circle around constantly
51. Skydiving
52. skydiving - Twin Otter low frequency drone
53. Flying Willy billy all over Longmont even prospect the planes are overhead ! It's gotta stop
54. sky diving plane
55. Inconsiderate pilots who go full throttle over the neighborhood.
56. Repeated droning of what sound like the same aircraft landing, taking off and circling. The skydive plane is also very very loud.
57. Circling the airport for pattern work

Q18

Do you feel the aircraft noise issues/impacts changed over the last 1-2 years?

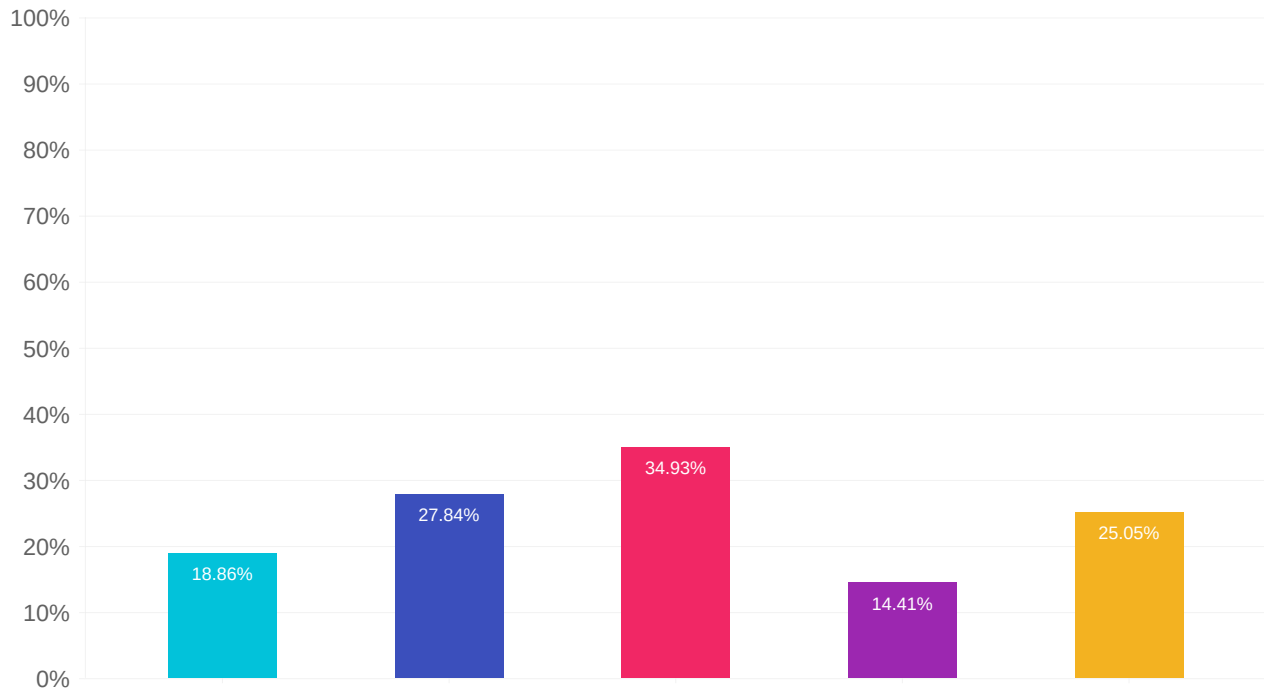
Answered: 1450 Skipped: 158



Choices	Response percent	Response count
Much worse	23.03%	334
A little worse	9.86%	143
No change	46.48%	674
Slight improvement	6.76%	98
Significant improvement	6.07%	88
Not Sure	7.79%	113

How can we improve community engagement related to the airport and aircraft issues?

Answered: 1437 Skipped: 171



- More effort should be made to provide information to impacted communities
- There should be more opportunities for the community to provide input regarding aircraft noise concerns
- The current engagement opportunities are adequate
- I have no opinion on this matter
- Other Comments / Input:

Choices	Response percent	Response count
More effort should be made to provide information to impacted communities	18.86%	271
There should be more opportunities for the community to provide input regarding aircraft noise concerns	27.84%	400
The current engagement opportunities are adequate	34.93%	502
I have no opinion on this matter	14.41%	207
Other Comments / Input:	25.05%	360

Other Comments / Input:

1. Stop telling us we knew we moved close to the airport and address our concerns.!
2. You provide information, but you do not respect and listen to the community at large.
3. The number of touch and goes should be reduced

4. we don't need a noise round table, we just need you to do something about this issue which many have been voicing complaints about for over 2 years.
5. It is not just "the surrounding neighborhoods" as you have on the city website.
6. end the obligation to the FAA and operate the airport for those in Longmont or coming to Longmont.
7. Truly take advice from knowledgeable community members regarding the City's power to prohibit all touch and go operations.
8. Longmont has an airport manager who has concerns about the profitability of the flight schools. This type of "leadership" is toxic. I'm tired of being gaslighted by saying there is nothing that can be done.
9. Find ways to get pilots to comply with VNAP
10. Because noise mitigation is voluntary, pilots don't even try to mitigate noise...Mile High Skydiving is the worst...they revel in making as much noise as possible...many crashes have happened close to Meadowview
11. City Council should take action to curb abuses of aircraft activity at VB; County Commissioners should take ACTION to protect unincorporated areas
12. New airport manager who will enforce VNAP,
13. The community understands the impact. Something needs to be done to fix the impact flight schools have on the surrounding community, not in how to justify the problem.
14. we have been downplayed because the noise here is in Boulder County- I interpret often at Pella and almost always have to wait till aircraft go over - also concerned about Pb release into the air and thus a huge area of land
15. City Council needs to hire lawyers, managers and advocates NOT working on Jeffco's behalf
16. I participated in so-called "community engagement" for years. It never makes a difference. "Community engagement" means pilots "educating" the public about why their concerns do not matter and are of no consequence.
17. Inform the community of health risks from lead pollution and excessive noise.
18. There has been plenty of engagement but no action from the city council. I've been going to the meetings for years but it just always get kicked down the road for the next group of members.
19. Take meaningful action to actually fix the problem instead of just talking about it.
20. Listen to the Longmont citizens. This has become so disruptive.
21. Replace airport management
22. thank you for seeking input so you can better be aware of how bad it actually is.
23. The community is engaged so do something about it
24. Maybe if you can let us help pinpoint the worst planes for noise it would help you understand.
25. Charge touch and go fees
26. Love having a local fob.
27. I think the community has spoken out but no changes have been made, what people want to see is change
28. We did not complain before flight schools
29. Give us back the EPA & sic DOGE in the FAA
30. Another meeting or email address won't help. Simply reduce the number of planes allowed to go up and increase the altitude at which they should fly.
31. We hear nothing
32. Rude, bullying behavior of airport supporters on social media is not helpful
33. Start serving the larger community taxpayers instead of the aviation lobby.
34. The City of Longmont is very good at seeking opinion. They are not good at taking responsibility and action.
35. Take complaints seriously
36. The pilots are in the minority and have too much power
37. I think more people would engage if they felt city council would actually do something about the problem
38. Ban touch and go
39. Action needs to be taken versus additional messaging. We are a highly educated community and understand the viewpoints of aircraft operators. That said, the impact to us needs to change. You will continue to hear this message until it does.
40. Current manager is not responsive to us. He does nothing to mitigate noise or low flying aircraft

41. Plain and simple: action is needed. Reduce flights, especially touch and go's, cease use of leaded fuel or discontinue flights. Change flight paths away from all schools.
42. .
43. It's not just community input but our council members really listening and being pro-active to citizen input.
44. More regulation, less talk
45. communication is not the problem, noise is the problem, please do what you can to reduce the noise
46. The flights over our home are too low.. Too low and too often. We have the aerobatic planes that we can hear inside our home. Way too loud! I have called in and the response was send me the tail number. Ugh
47. A different medium other than Council Meetings.
48. It has become worse over the years, something needs to be done.
49. offer anonymous noise complaint line to avoid retaliation by pilots
50. By keeping the Airport Advisory Board intact
51. stop listening to the complainers and start listening to the other 99% of Longmont that doesn't care about the noise or like it
52. Council needs to stop being so negative towards the airport.
53. Track the number of complaints and from whom they come to determine if a pattern exists and whether this is a proximity problem for people living close to the airport.
54. There should be a newsletter of current events regarding aviation noise
55. The impacts are not limited to Longmont itself.
56. Keep informing the community all of the benefits of the airport.
57. if you don't like it, move
58. We moved by an airport. We can't expect there to not be aircraft noise. Don't live near an airport if you don't want aircraft noise.
59. Put decent limits & fees for the airport to manage, not us! It's easy to monitor noise output.
60. Give opportunities in person, Zoom, or async (email/ survey)
61. Switch to unleaded fuel to make this less negative for the community
62. The City should be unbiased in its engagement with the community and inclusive of all community members, including pilots, businesses, students, and residents in ALL of Longmont
63. Airport noise is one of the least significant issues impacting the community
64. There is no problem with our airport. It's an asset !
65. The website could use some updating.
66. leave the airport alone and focus on more important things. you all are fucking up the city. No one likes the mayor and especially that Sean McCoy joke.
67. Bring the community to the airport via events.
68. why is city so hyper focused on airport?
69. The city should follow the guidance from the FAA regarding airport noise and track it as a metric compared to all the traffic noise from motorcycles, cars and trucks which are much louder.
70. Re-instate the airport advisory board
71. Install mufflers on airplanes.
72. STOP WASTING SO MUCH TIME AND RESOURCES ON THIS!
73. We have an airport. It is an asset. Noise growth is everywhere. It should not be singled out.
74. Bring back the advisory board
75. Nothing can be mentioned without the other 80% of the community getting rude. Opportunities are adequate but people are afraid to speak up bc of the backlash of those that the airport doesn't impact.
76. how about city focus on real issues. why so much airport hate?
77. Why is the city wasting money on this non-issue? There are hundreds on non-licensed and uninsured ebikes driving on sidewalks and creating a genuine hazard and the city wastes OUR money on this useless survey?
78. Not specified
79. There are hundreds of more important things the city needs to address. Quit wasting money on this

80. I've lived close to the Airport all my life, I have never had a negative thought of the air traffic.
81. The community as a whole should learn more about airports airplanes and the positive impacts to the local and national economy
82. More effort needs to be talking to pilots who also understand the issue and can advocate for better solutions that aren't a slap in the face to the aviation community, potential of our airport and divide the community further
83. Feedback should be easy to offer and have some hope of remediation and action to help
84. Consider it historical because it's been there since 1945
85. See Below
86. The airport is an asset. Should be treated as such
87. I was never informed when the flight path changed and I ended up with significant noise. I am still not in the mapped impact zone despite daily 6:45a flights directly over my house at 500-1k altitude.
88. Report pilots & flight violations to FAA
89. take action - receiving comments is only 1/2 of the issue.
90. The airport advisory board used to be the best forum for noise complaints, particularly for residents outside the city limits who cannot comment in city council meetings; since the board has been dissolved, it is harder to provide feedback
91. Take the politics out of the equation and listen to the experts. Aviation is very complex and often misunderstood.
92. Encourage those that enjoy & appreciate the airport to speak up
93. The airport was their first. Our tax dollars should not be used to do anything for anyone who bought the house with the existing airport.
94. Realtors/sellers/landlords should be required at minimum to notify about nearby airports and train crossings.
95. Require electric engines
96. I KNEW the airport was there BEFORE I bought my home!! This complaint is RIDICULOUS!!
97. Not specified
98. More proactive engagement and outreach would be helpful.
99. My view is that the City doesn't care how the residents feel or are impacted.
100. Airport noise is not an issue. Seem you want the property to build more gross apartments on the land

Is there anything else you'd like to share with us?

Answered: 992 Skipped: 616

1. If there is a will there is a way.. The city was able to create quiet zones for the trains on Atwood and beyond. We need to stop taking FAA grants and regain local control so we can implement policies at the airport like curfews, penalizing pilots flying beyond the Airport influence zone, and stop touch and goes.
2. As I said above, you want to humanize the pilots. Everything is always in service of the airport users, even if the vast majority of those users are coming from elsewhere, in particular RMMA. You need to listen to both sides and represent both sides, and it seems all you are willing to do is support the pilot side. You constantly have advisors that will always lead you to believe the status quo is all that you can do when affected people are showing you that you actually have options. Things like the rates study should be done by a neutral party, not a person who in the past has disparaged these community outreaches as a way of having nothing change while giving the appearance of trying to change things. You have more power than your "advisors" are telling you, both the law firm that is representing RMMA and the company doing the rates study. Please try and actually listen to everyone and respect everyone's opinion, rather than deciding that the side complaining about the status quo is best to be held at arm's length and ignored.
3. Did a 2-year old design this survey? You do know people specialize in this type of thing.
4. Our quality of life has drastically changes once the flight schools came. We should have rules and curfews. So few are benefiting while so many are suffering
5. The airport is incredibly poorly managed. The VNAP is a joke. Airport management cares more about protecting the flight schools than about the people of Longmont
6. there are things Longmont can do. They should do these things instead of sitting on their hands and asking the community to fill out surveys.
7. the fact that this noise and pollution is due to flight schools making money at our expense of health and freedom of enjoyment of our homes.
8. I want to emphasize to the city that it is not just "the surrounding neighborhoods", as they wrote on the web site. These noisy planes are flying over my house, which is at least 3 miles from the airport. Today, it is every 30 seconds. I have all the doors and windows closed and I'm listening to music inside my house and I can still hear the unrelenting noise. I'm not even trying to be outside the house. This is so unacceptable. At least put mufflers on the planes.
9. Yes, this has been very frustrating and is impacting the health of our community, the environment and the wildlife that call this community home. There are people talking about moving out of the neighborhood and/or not being able to sell their homes. And, it's very hard to understand the limitations of what could be done about this as the consequences of business as usual are dire.
10. Create an airport that serves the Longmont community. City management has been handed an airport that was never designed to be a business driver. That narrative was pushed upon our small local airport. Aviation interest groups have created a financial obligation to the FAA that overburdens the city and pushes the airport to increase operations. Longmont does not need to take part in the uncontrolled chaos that happens on our runway. The overwhelming number of Longmont residents utilize DIA for air travel. Business jet travel is well served by RMMA and KFNL these airport have crosswind runways and tower control. These 2 airport that are within 20NM of Longmont are purpose built to handle the type of traffic some people are trying to force upon KLMO.
11. I had no idea when I bought this property how much a small airport two miles away would negatively affect my quality of life. I cannot sit outside, hold a conversation in person or on the phone, listen to a podcast or generally enjoy the outdoors. When I wake up in the morning, planes are the first thing I hear, and often the last when I go to bed. Then there's the safety issue of so many planes, and then the lead fuel, which is unnecessary.
12. I spend much of my day outside working on my farm with my animals... Some days it's hard for me to even walk out the door, knowing I'll be bombarded with the constant sound from the planes circling above... Some days it's so bad that it sounds like a war zone. It's constant. It's stressful. It's so annoying that every day I want to cry because of the stress it's causing me. I have been fighting stage four breast cancer for the past five years and the comfort of my home and my farm and my animals is what is getting me through my treatments... But many days I find myself sitting inside listening to the drone of the planes circling above our property... This does not provide any comfort to me. I plead with the City of Longmont and Boulder county to help with this disruptive, annoying and Stressful situation with the planes. The citizens of Longmont, including myself, and my neighbors deserve to be heard and deserve quieter skies.
13. I have horses which I train and these low flying aircraft are directly over my training area which spooks the horses and myself
14. I work from home and the noise is non stop.

15. The only reason I knew about this survey was because a neighbor mentioned it in a social medium forum. If you want input from surrounding communities, your outreach is failing.
16. I cannot begin to express how airport noise has negatively impacted our quality of life over the past 6 years. Most days are intolerable both inside and outside our home. I wear noise-canceling headphones until my ears hurt, I have several sources of white-noise running, I have to drive out of town just to take peaceful walks. Exasperated neighbors tired of dealing with the constant airplane noise move out of Longmont. My adult children won't come to visit due to the airplane noise. Also horrible is when Mile-Hi retaliates after I file a noise complaint. One Saturday morning when I was outside, they flew very low right over my house. So extremely loud and low-- it was surreal, and terrifying. When both Mile-Hi and touch-and-goes are operating it sounds like a war zone.
17. I'm less affected by personal aircraft than I am the inconsiderate and reckless business operators, skydiving and flight schools. I understand the airport needs to earn revenue but those businesses shouldn't be able to operate at the expense of tax paying residents of this area. I find it absurd that our taxes go to support Vance Brand AP while tenants like Rocky Mountain Skydiving exploits our resources and ruins our quality of life.
18. While the FAA may indeed control air space, the City as proprietor of the airport has the power to pass an ordinance to cease all touch and go operations which are the almost exclusive cause of noise, lead toxicity, other health concerns and safety. Pilots will not follow VNAP because it is voluntary. The touch and go pilots fly sloppy patterns 1 - 2 miles from parallel runway entailing large swaths of neighborhood, they fly early in the morning and late at night, they do not lower the propeller RPM, and they fly as low as 500 feet above ground level, all of which are in contradistinction to the VNAP.. The flight school operators and pilots know exactly what they are doing, and they choose to be thoughtless, disrespectful, discourteous and arrogant. City Council has the power to stop the touch and go's. Our current legal counsel, Kaplan Kirsch, is the legal mouthpiece of the FAA telling City Council there is nothing that can be done. Wrong. Retain new legal counsel. Our airport manager has stated his concern for the profitability of RMMA based flight schools if Longmont limits touch and goes. This is absurd. Get a new airport manager that regards the larger concerns of our community and Longmont's airport, rather than the profitability of flight schools at RMMA.
19. Longmont owns this airport. Take leadership in protecting it. It may have been an asset at one time...it is now a dumping ground for T/G operations from RMMA and other front range airports (200-300/day) This is obscene. We currently have an airport manager whose true colors are shining through advocating for flight school profitability. We need an airport manager who has Longmont citizens and Longmont as a whole as a priority.
20. Please make the noise go away. Talking about it does no good if it does not make it go away. My neighbors and partner are all extremely annoyed
21. Safety is a big concern with so many flight schools operating in the area. We've already seen several crashes near the airport. What happens when one occurs in a neighborhood? Why does the Longmont area have to bear the burden of so many flight schools operating here, particularly when they don't pay a penny to use the facilities. At the very least, they should be paying landing fees.
22. The City needs to do everything possible to stop this endless nightmare. The airport is not self supporting...it's just a playground for the rich..th City ALWAYS folds to the whining of the pilots and their demands. It's not fair...the city keeps approving more building...the location of this useless airport is no longer appropriate...what will you do when a plane crashes into a home
23. The city needs to do its job and act now. How is it that a handful of people (pilots/airport management), most of whom don't even live here, are allowed to negatively affect thousands of residents.
24. The VNAP is a lovely idea but it is worthless unless ALL pilots abide by it. Since there is a constant turnover of pilots there needs to be a continuous "education" process of all pilots. We need to install touch-and-go fees (and landing fees, and higher hangar rentals) to incentivize this airport to be a better neighbor and to pay for itself. Citizens should not have to subsidize activities that disrupt our daily lives.
25. This is an ongoing issue with little regard for those below flight path for touch-and-goes noise and altitude. It starts as early as 5:30 am during the summer and often goes past 10:00pm. Planes are primarily from flight schools not based at Vance Brand. Previous lawsuits have given you tools to enforce noise abatement rules. You need new law council not not affiliated with RMA and flight schools. You need an airport manager not affiliated with RMA and flight schools who will enforce rules and whose main concern is not the welfare and profitability of RMA flight schools. People managing the airport need to do their own research and not rely on current airport manager for advice as he is not taking care of the residents impacted, but concerned only for flight schools he previously worked for. Having lived at this address for 30+ years, the airport has never been a concern until Levy Brown, your new airport manager, decided Vance Brand was a destination for RMA flight schools to practice touch-and-goes. Having been a small aircraft owner before moving to Longmont, we would never do what these pilots are doing to harass those under their greatly extended flight paths.
26. I feel like circling aircraft from flight schools has increased dramatically over the last couple of summers. Almost intolerable.

27. The problem, simply stated, is that flight schools from RMMA have been encouraged by the airport manager to use Vance Brand for their touch and go training. They totally disregard any VNAP rules, all of them. The airport manager was instrumental in RMMA expansion of flight schools in his previous job, and in pointing the flight schools to Longmont for their training. He, and City Council have continued to hide behind the FAA for saying they can't do anything about it. Start with replacing the Airport manager with someone who will get serious about insisting that his friends at the RMMA flight schools follow the rules, and spread their touch and go's to all the front range airports, not just Vance Brands. City Council needs to replace their legal firm, on this topic, as they represented Jefferson County/RMMA in the lawsuit with Superior and Boulder County. That lawsuit concluded that the courts can't make airport proprietors dictate what flight schools can do, but in contrast to RMMA, who don't want to restrict the flight schools, the appeal court said that proprietors can set rules and enforce them, if they chose to. So, the Longmont City Council, as proprietor of Vance Brand, can set rules relative to noise, and their excuse that their hands are tied, is no longer valid. Set rules, track the flight school performance, and demand enforcement, suing the flight schools, if necessary.
28. If i had a vote top close down the airport, I would vote yes.
29. The increased flight school traffic directly over our house from outside airports has impacted our quality of life so dramatically that we will be moving in the summer if there continues to be no action taken to address it. Outside flight schools do not use unleaded fuel and do not follow the touch and go guidelines. They should not be flying over our neighborhood at all but when we have contacted the FAA and Vance Brand Airport we are told the pilots just aren't good enough to stay in the designated patterns. Most days there are 4-6 planes continually circling over our home, this amounts to about one per minute. The new flight path out of Rocky Mountain directs them into the touch and go pattern over our home as well. When we first moved to this neighborhood 7 years ago, the flight school and jumper plane noise was frustrating but manageable. It would last for a few hours with 1-2 planes in the pattern. The new influx from outside airport traffic has greatly diminished the quality of life at our home. We can no enjoy peaceful time in our yard unless it is after dark and talking with neighbors over the fence or on the sidewalk requires regular breaks in the conversation to wait for the planes to pass so we can hear again. Most of my neighbors have stop complaining as nothing changes and in some cases it is made worse with increased low fly overs to our neighborhood after complaints are made. I appreciate this surveys opportunity for residents to safely speak about how the airport impacts their lives.
30. today 10th April there has been overhead planes since before 7 am they buzz over at least twice when outside for a 10 min dog walk the noise is intense
31. We grave concerns regarding the ongoing issues related to RMMA/Jefferson County's private-interest operations and their detrimental impact on our community. It is our perspective that the Council's reliance on "Community Outreach" and similar initiatives has served to evade the core problem rather than resolve it. Furthermore, the lack of decisive action regarding the influence of private interests has directly led to a decline in the quality of life in Longmont. This situation has reached a point where we have chosen to relocate, but we are unable to sell or rent our property at its full value due to these environmental and operational disruptions. The current trajectory is unsustainable and continues to negatively affect local neighborhoods. I urge the Council to take accountability and address these grievances with substantive action rather than narrative shifts. We believe that Levi Brown and Kaplan Kirch are not acting in the best interests of the Longmont community and should be replaced. Their continued involvement appears to prioritize external interests over the well-being of local residents. We STRONGLY urge the Longmont City Council to take decisive action to protect our neighborhoods and prioritize the interests of Longmont residents over private entities in Jeffco.
32. My comments are about my time living in Gunbarrel. I recently sold my Gunbarrel home and moved due to the airplane traffic. Moving was a highly expensive, deeply disruptive upheaval. Vance Brand was absolutely a contributor to my distress as it is significant part of the network of playground equipment used by pilots. When I bought that home in 1997 and for 20 years after, I wasn't even aware of the airports. When I left, planes were flying over my home constantly. It was deeply stressful. My peace was gone. It is better for me now. But I am still impacted because there is no place up or down the Front Range to get away from this scourge.
33. Almost all flights causing issues (not following VNAP for flight level, flight pattern, hours of use) are flight schools from KBJC (RMMA).
34. Enough is enough! If I rode my motorcycle around your home for hrs and hrs every freaking day for years how would you feel about that!? Landing fees would be a start to keep the free touch and go's away, Mile High Skydiving needs to go somewhere else, they've ruined it. As I sit here and type this there are 3 planes over head on a Friday morning. I hope that finally you HEAR us. Just as we HEAR the planes every day. Thank you.
35. Add a landing fees! It would provide both funding and limit the traffic.
36. This survey is a great step in the right direction!
37. I have no inherent objection to Longmont airport or some flying flying over my house and property, but the current level of repeated noisy flights over my house and property is just far too much. I have lived in this same house for 36 years i.e. from a time when there was essentiall NO such noise problem because there were NO skydiving operations, and the loss of my qwuality of life nas been huge. Voluntary measures are NOT WORKING AT ALL, with airport users showing total disregard for the severe loss of neighborhood peace where I I have lived for so long, 8 miles away from the airport.

38. We are actually thinking of selling it has gotten so bad. We lived in Meadow Mountain before this got 8 years so we were well aware of the airport. It is constant traffic these days with very little actual quiet. While I wrote this paragraph I have heard 5 distinct planes circle by. And now another.
39. What ever happen to Matthew Popkins proposal to 3 in the pattern. I see any adherence to this proposal. I have evidence that there can be more than 5 in the pattern at times. They are nose to tail with no relief of the noise. Gardening or entertaining outside is not an option. We have given the pilots too much power and control. I really have no interest in hearing about the pilots distress about landing fees or eliminating T/G. We pay taxes and having these planes come from other airports using KLMO airstrip is a slap in the face. We have proprietary power over our airport. City Council needs to stop wringing their hands over making a decision that supports the people of Longmont.
40. Volunteer standards for hours of operation of aircraft operations is clearly not being adhered to. We understand that if the airport requires any regulations around operating hours or noise abatement, then they lose FAA grants/funding, so what difference does our input make when operators/pilots can really do anything they want and are adamant that no one restrict them in any way? Also, a "shut up and put up" that I here is often "You knew there was an airport here when you moved here." I can tell you that the consistent noise level was nothing then like it is now. And besides, why aren't we working together as a community on this issue? Extreme plane noise before 8 am consistently wakes me up. Extreme plan noise after 10 pm at night (!) wakes me up.
41. The voluntary operating standards for aircraft using the airport is not adequate for this urban airport. The skydiving operation continues to use an old extremely loud aircraft that is meant for bush operations in Canada and Alaska is the most egregious. Touch and go student flying has gotten worse over the years. I understand that other flight schools based at other airports use this airport in their instruction. I have a developed tinnitus in recent years and the noise irritates this condition even when I am inside my home.
42. Airport management, including Levi Brown, the AAB, the City Manager, have made no serious effort to curb excessive airport noise in spite of thousands of citizen complaints. They are seen to be timid or disinterested. Airport investors, flight schools, and hobby flyers dominate airport management concerns at the expense of the neighborhoods being damaged. The principal concern of the surrounding communities is that the City considers them, their quality of life, and their property values as expendable as necessary for airport development that serves only the interests of a few rich hobby flyers, out-of-town and local flight businesses, and airport investors who profit financially at the communities' expense. The impression left is that the City represents their interests and cares nothing for quality of life. It is focused on revenue and development. It is cowed by the prospect of having to fight for quality of life for neighborhoods adversely affected by so many operations at the airport. It wishes to sweep the problem under the rug and hope those who complain despair of complaining and the problem goes away without a fight. There is no active engagement with leaders of the oppressed communities, the leaders of which are known or identifiable. The problem has been delegated to unidentified members of "the staff" at the City, that have no history of interacting with the community, but are highly influenced by the airport manager and the AAB. Current "studies" underway are being conducted by persons or entities known to favor airport development, or who have been previously hostile (in emails and public statements) to airport noise concerns. The noise and safety problems grow progressively worse over time. Longmont's reputation in the aircraft community is like the "Wild West" where you can fly however and whenever you want, without pushback or consequence. Longmont is known as "the place to go for touch-and-goes", and that is the problem . . .
43. There should be a curfew. 6 am flights are just rude. A few nights ago there was a plane doing touch and gos at 10 pm! Planes should be required to have mufflers, just like cars.
44. I don't live near the airport, and have never been bothered by aircraft until 2024, when the flight schools started their incessant and rude circling. When I do drive to Longmont, however, I have noticed this last year that there is ALWAYS a low flying plane near the airport, near the Target. I can't imagine what the people in those neighborhoods are experiencing. The flight schools need to held accountable - our skies are not their playground.
45. I appreciate the time and effort the Longmont city Council is putting into this issue. I did not feel heard from the last city Council, or from Levi Brown. I feel like he supports the pilots, and does not care about noise abatement. This issue affects my rental property on Airport Road and Nelson as well as my home in Southwest Longmont.

46. My home lies under the touch and go flight pattern, and I do not live close to the airport. I do not hear noise from the airport itself. I am disturbed by the racketing, growling, obnoxious sound of the planes buzzing over my home/neighborhood 7 days a week, weather permitting, from dawn to late at night. From the earliest morning to mid-afternoon, the touch and go planes create a non-stop cacophony of ugly noise which actually makes my house vibrate. The touch and go operations then persist at somewhat less frequency from late afternoon until well into the night. The pilots, almost all of whom originate from the flight schools at Rocky Mountain Metropolitan Airport are a thoughtless, self centered group who care only about their hobby and flight school profits. The only solution, without being obsequious to the pilot community, is to shut down all touch and go operations at Vance Brand. The City of Longmont is the proprietor of the airport and has the legal power to prohibit touch and go's. The City cannot control the airspace or flight patterns or times of day of operations, but it absolutely has the authority to operate the airport without permission of the FAA, RMMA or the flight schools. Let us return to having a community based general aviation airport. The touch and go's contribute nothing to the airport, but they certainly violate the health, safety, and right to security to a significant portion of Longmont's population. By the way, please get rid of the current airport manager who was a chief pilot instructor at a large flight school at RMMA prior to his hire here in Longmont, and he has gone on record to express his concerns for the monetary profits of the flight schools at RMMA. We would do better with an airport manager whose chief concerns are the Longmont community and the airport's role in the community's well-being.
47. Flight tracking data should be used to identify bad actors with respect to altitude and repeat circling. This should also be evaluated with time of day (e.g. 7am). Plane owners and respective plane insurance companies should be notified of inappropriate flying practices (low altitudes). Perhaps loss of airport use should be a penalty for repeat offenders.
48. Just make the airplanes take responsibility for the amount of noise and the nuisance they create. No other type of recreation or business would be allowed such privilege. The constant noise is unbearable and also likely very unhealthy. Sleeping with the windows open is impossible. Spending time in the backyard outside is intolerable. The planes fly so low and loop around and around and around the same loop.
49. There seems to have been an increase in noise with touch and go operations in the past year, sometimes with flights over head every minute of the day, starting as early as 7a going to 6p or 7p at night. There are also some mornings that flights start very early in the 7a-8a hour and are very loud, active and frequent for that hour for some reason. They wake me up on these days. Late evenings and nights are generally very quiet. Prior to this past year the most bothersome noise was the sky diving school, particularly on Saturday and Sundays in the summer. I have lived here for 5 years. I also have concerns about leaded gasoline being utilized in these planes, which only recently came to my attention in the past 3 months. I feel that is a significant health concern for people who live underneath these flight paths. I was not informed of any of this information when I purchased my house 5 years ago, nor has there been any city announcements stating this toxic exposure for people living underneath flight paths. With the increase in touch and go operations there is much more lead being dispersed in the air daily. I feel the city should take immediate action to stop the use of leaded fuel. This seems like an obvious action step and I would even say neglect on the part of the city to allow the use of leaded fuel, as there is no safe level of lead exposure. Thank you for this survey.
50. Many people in the areas right underneath the flight paths have land and livestock so we're outside a lot. There have been mornings where it seems like planes barely even wait for the one in front of them to get off the ground before the next one goes. It's relentless and there isn't a moment in between planes. Particularly on weekday mornings. It's just a wall of noise with no regard for the fact that these are rural properties with lots of people working outside. There should be limits as to how many flights can pass through this airport in a given day so as to maintain the quality of these surrounding, highly desirable neighborhoods.
51. I find it inexcusable that the City continues to let such a widespread negative impact continue
52. Some days are better than others, but there are days that working from home is difficult because of the constant engines overhead. I'm not sure if there can be a prop adjustment to fix the pitch of the nose or not. This house has been home for over 40 years and the traffic noise has increased SIGNIFICANTLY in the last 5-6 years and become unstable in the last 2, you can barely carry on a conversation outdoors on the busier days. I'm happy to put some noise gathering equipment out to help you understand what we're hearing out here. Like I said, it's not every single day, but it is extremely frequent and there's seemingly no schedule to it, or not one we are aware of.
53. It is extremely concerning to me that these touch and goes from Broomfield have exponentially increased. I have followed the Superior lawsuit and the effect on Longmont and rural Boulder County. It seems that our City Council is more aligned with the aviation (flight school) groups than preserving the health and peace of our communities. I live 3.3 miles from the airport and often feel as if I am being bombarded by these planes. When we moved here 17 years ago the major noise was from the sky diving operation. Now, it's often a constant barrage (sometimes 3-4 hours in the morning). Sometimes most of the day. Knowing that many of these flights are students with instructors makes it especially frightening. Especially since we have had a plane go down only a few blocks from our house. And, at night I'm often awoken from a deep sleep to a plane buzzing our home as they approach the airport. Not only should they pay a fee to land but they should have greatly restricted areas in which they can fly. I wish some of the city council folks would come out to our home and experience this. I also, have tried to track the altitude of the planes using Flight Radar 24 but may turn off their transponders.
54. I'm dismayed that the airport provides all of the services to aircraft without consideration for the homeowner. We pay our taxes for services. Airport provides services without collecting any fees. I dislike how our communities are negatively impacted. Please scale back on aircraft causing noise pollution!
55. It's an airport, airplanes make noise, deal with it.

56. I look up every time I hear an aircraft and marvel.
57. can the aircraft traffic patterns be tightened ? reduce the final approach path to runway 29 to 1/4 mile or less. This will eliminate traffic over hover road and high population density areas. Also raise the final approach altitude to 400 feet until established on glidepath to 29.
58. Lead pollution is a serious concern because of the unabated exposure, especially given that operations from Vance Brand Airport occur directly over schools, daycare centers, playgrounds, and homes where children spend nearly all their time. CDPHE has a fact sheet summarizing their findings:
<https://drive.google.com/file/d/1M03humlSpKbWq96o93tPDYIQg2W95SDT/view>
59. The increased airport traffic is dangerous to the city and detrimental to the quality of life. Exposure to lead is a known health risk and every day these planes are polluting the city with lead. Having inexperienced pilots flying over schools and homes is a risk, especially when many of these flights originate from the airport that leads the US in safety incidents. The rules of the VNAP put in place to help the residents are ignored. This includes the flight paths, hours of operation, and restrictions on touch and go flights. The noise is a disruption to all activities and has negative health impacts on people and wildlife. Between the touch and go flights at the airport and the use of old town's Main St. for flights going north & south there is no place to get away from the noise. So many of the city's open spaces can no longer be enjoyed like the St. Vrain Greenway, Golden Ponds, and Lake McIntosh. The flights also disrupt outdoor dining and shopping. For many of these touch and go operations the city gets no benefit, only risk and disruption. I'm glad this survey is being offered and I hope the city begins to restore Longmont's quality of life as a result. Please prioritize the safety and well-being of all residents and make changes that reflect that.
60. My concern is only about the skydiving plane. After all these years it is still ongoing and obnoxious when flying. Winter months are ok.
61. We have attended LCC meetings for over a year and feel the issue gets bumped around due to the lobbying of airplane advocates. 30 years little impact until these flight schools came to Vance airport. The lead contaminates should be enough to stop them from flying anywhere.
62. The airport was built (1940) I think. Then the people started moving closer to the airport then started complaining. In my opinion if you don't like airplane sound. Don't move by a airport. They moved knowing that the airport was there. Now the airport is too noisy make them change. No in my opinion they need to move or shut up.
63. I live near the hospital so I hear the helicopters and they hardly make any noise. The recreational aircraft's flying all over, being so loud and starts so early and all day long are so disruptive. It's only gotten worse and we do not live near an airport so don't understand why they are flying this area. I sleep with ear plus almost everyday because of the constant unbearable noise. When I try to go to city website to fill out noise complaints, it asks if its propeller and all kinds of questions that I have no idea. I'm inside my home sleeping and all I know a dumb loud airplane just flew by my home and woke me up. It's like it doesn't want us to put our info and we need to become experts on airplanes to express our concerns. Too many planes flying at the expense of the taxpayers. I don't live near the airport yet I'm hearing them all day long. It's awful
64. If aircraft was held to noise ordinances that cars are held to this would mitigate some issues.
65. I found this survey link on NextDoor, by accident. Can City of Longmont notify citizens of this (and other) survey opportunities in a more broad sweeping manner, to assure all residents have the opportunity to participate in civic engagement?
66. With the growth of this area of Longmont it seems there will need to be additional restrictions implemented regarding aircraft frequency and noise. It is unhealthy, particularly for children and bad for the environment.
67. Enjoyed sky diving 10 years ago.
68. The amount of overhead aircraft over our neighborhood in the mornings has gotten crazy. You can't have conversations outdoors
69. First the airport was there first and a valuable resource for our community. Second the whole plan to impose fees is clearly wrong and would be significant overreach by the City. Let's assume the airport has too much traffic or makes too much noise and we need to deal with it ... so we impose fees? What do the fees do to limit the perceived impact on the community? Nothing!!! There are only two possible purposes for landing fees: 1) Make the fees so high that airport activity is decreased and continue damaging it until it goes away and/or; 2) Add another juicy revenue source for the City while not solving the issue at hand in any manner. Neither of these are correct.
70. The airport has been part of this community since the very beginning it's truly a valuable asset. Anyone choosing to move nearby should have understood they were buying a home next to an active airport. We love the skydivers, we love the planes, and the noise isn't a problem it's no different than the trains. It's simply part of what makes this community what it is.
71. I notice your morning time slot in the drop-down menu starts from at 7am. Flights take off at 6am on the dot in the summer, and sometimes even earlier. These are just the ones I notice as I like to sleep with my windows open.
72. Put a cap on airport growth and frequency of flights. Mandate unleaded fuel and promote ecological aviation methods when practical. Make the Vance Brand airport self-sustainable. Most of the community does not benefit from airport operations and wants it to stay small and private.

73. I feel we are being poisoned because they allow leaded gasoline. Because the planes/flight schools are not charged they come from other areas and the volume has greatly increased.
74. It's the touch and goes that are the most impactful. It's one thing to hear a plane flying overhead every 30 minutes or so, but quite another when it's happening every 3 minutes or so. That's due to the flight school t-n-g operations.
75. The airport should be closed. If it can't be closed, the City should work with RMMA to address the large scale issue of flight training in Northern Colorado, which has become a major nuisance in Boulder and Weld Counties.
76. Longmont's City's management's (Mayor, Council, City Manager) answer to my airport noise complaints is that the FAA who has paid for various airport improvements (and so have Longmont taxpayers) can therefore do whatever it wants to control the airport including noise abatement. Longmont has not, unlike other U.S. cities, challenged the stance the FAA has taken against noise control. Longmont City management is good at listening, seeking opinion and downright irresponsible (kick the problem down the road) when it comes to action in controlling airport noise.
77. Real, significant action to reduce noise needs to be taken now. This has been dragging on for no good reason.
78. The arrogance of the pilots and disregard for the effects of increased air traffic on Boulder County residents is astounding.
79. It seems like operating a money losing operation like the airport would benefit from landing fees. Lots of airports do it. It would also be beneficial if we had compromise. Limit touch and go days might be an example. Also, the wildlife impact of frequent low flights should be studied. So a joint county city working group might be a plus. RMMA touch and goes have really impacted the sky around the airport.
80. If flights were restricted to roughly 7 a.m.-10 p.m., that seems like it would be a reasonable compromise with the surrounding community residents. Early-morning flights before 7 a.m. are disruptive to sleep, and they have grown far more common within the last 3-5 years compared to when we purchased our house. I am far less concerned about noisy flights during typical business hours of 9 a.m.-9 p.m., but I would love to see common-sense limits on flight activities during late night and early morning hours.
81. We knew the airport was nearby when we moved in. We have reasonable expectations that there is going to be airplane noise coming from an airport. It is not bothersome at all - we EXPECTED it. In fact, we have embraced it. We've enjoyed hearing the planes, causing us to look up and (badly) trying to attempt to identify what they are. Even the dog watches the planes from the upstairs window! I also love looking over at the mountains and seeing the skydivers. Imagine the view they have! For whatever it's worth, my husband and I are in our early 40s and we both WFH.
82. Taxpayers including those providing feedback in this survey contribute nearly \$400,000 annually to airport operations and have a seat at this decision-making table. Yet processes continue that are not addressing residents adequately as stakeholders. Many of us support flight interests, however as educated residents familiar with these issues, additional PR messaging that does not entail action falls short. The flight frequency, significant noise, and lead pollution need to change immediately. Renaissance neighborhood includes at least three schools within lead pollution areas caused by fixed-wing aircraft operations originating from Vance Brand, these include Silver Creek High School, Altona Middle School, and Eagle Crest Elementary School. This situation is not sustainable for the aircraft operators as well as the residents, given the long-term effects. Additionally, the lack of appropriate landing fees are inadequate to cover the impact and need to be instituted at the earliest possible opportunity. If they cannot be instituted without further procedures, then flights should cease. Aircraft fly, yet processes continue along extended timelines while residents remain in a situation where the impact remains unaddressed. The increase in the last two years is observable, and has occurred without appropriate balance for community safety. This is inequitable. If measures to reduce flights, discontinue use of leaded fuel, and allow frequent flight school use cannot be addressed while residents remain impacted, then flights should cease to allow appropriate measures to be put into place. Reduce noise, frequency, and pollution. Right away. For residents that also pay for this resource. It is that clear.
83. The airport has been there long before most of its neighbors. People moving into the vicinity, should know and understand the pros/cons of living near an airport. If they don't like it, they don't have to live there.
84. We have had one plane crash land in our field and two next door. This is dangerous and unsustainable to us and our livestock as well as our crops. Airport needs to find a new location where they are not abusing the people below.
85. Lead pollution in flight paths over at least three schools (Eagle Crest, Altona, and Silver Creek) affects the children at these schools - it needs to stop immediately until protections can be put into place. Action over communication needs to be taken. As taxpayers, we fund operations to the tune of \$400k per year and need a better seat at the table. Many of us work from home and this affects our livelihoods. Lead pollution is unacceptable and needs to stop - we do not support this as voters and taxpayers. Institute landing fees - and if they can't be put in place right away, then stop these flights until the right protection can occur. This whole process seems to be disregarding us and despite support for flight operations, we can see through any of the type of ameliorate messaging they are giving. It is time now for action. Thank you and thank you for providing this survey.
86. Thank you for giving me the opportunity to voice, my upset

87. Planes circle over my house constantly. I find it disturbing and often have to go inside to get away from the noise. We hear planes all day long. I've lived in my house for 43 years. The first 30 years were relatively quiet. Not anymore.
88. Yesterday, a beautiful Sunday morning, it started at 7:30 when my husband and I went to Golden Ponds. There were a few touch n goes over and over again. Once home it didn't end and gardening only stressed me out more. Even my even keeled husband was not happy. We can't even enjoy our yard. The noise started in 2023 and has only accelerated since. My mental health/spiritual wellbeing is really being harmed and we pay good taxes! Also it is up to us to take care and love this planet NOW or our children won't have one. Noise is POLLution too!
89. Seriously, we don't need more "information" or "opportunities for the community to provide input." WE WANT ACTION! Do something to STOP THE NOISE!!!
90. We have been here 20 years. For ten years we had no problems. The airport was actually pleasing. In the last ten years, it has gotten so much worse due to touch and go and skydiving with loud props. Overuse of the airport by non Longmonters is now a real problem and we are sadly considering leaving.q
91. The summer is the worst. Last summer there were departures as late as 10PM! The traffic felt constant. The noise from some of the planes is extremely loud. I worry about safety as there are a lot of homes below where they are flying. I just don't remember near this amount of traffic when we would come out to Longmont prior to moving here.
92. As you may be aware, for the past five or so years, the RMMA airport has held lease agreements with the several national flight training companies that routinely fly from RMMA to Vance Brand. Two of the companies are based out of state and have programs throughout the country. From what we have learned, Spartan Education (headquartered in Oklahoma) appears to be part of a \$5 billion investment portfolio and the other, ATP (out of Florida) has 83 programs nationally. The biggest challenges facing residents in Longmont -as well as Broomfield, Lafayette, Louisville, Superior, Boulder County, and others is the near constant noise of these low flying training flights that originate at RMMA in Jefferson County but which overwhelmingly fly north and outside of Jefferson County. Most affected residents live nowhere close to the airport but have been significantly impacted by the noise of the constant training flights. The planes begin as early as 5:30 a.m. and fly until as late as 11:30 p.m. Many of the planes are 50+ year old fixed wing aircraft that use leaded fuel. The increase in flights has been significant in just a few short years and the trainings appear to be highly lucrative for both the training companies as well as Jefferson County. We have learned that the FAA recently designated the airport as having the greatest number of Potentially Significant Events (PSEs) in the nations airspace. That airspace is used to access Vance Brand from RMMA. Another odd yet big concern which we've learned recently is that Spartan Education, one of the main companies that flies out of RMMA to Vance Brand, is also a company named as training pilots for the Chinese govt. It is uncertain if this company trains these pilots at RMMA to Vance Brand but Spartan flies all throughout the day, often using planes owned by G&M Aircraft Inc. It seems astonishing that they would be allowed to train anywhere in the US given today's complex geopolitical environment. <https://www.saveourskiesalliance.org/security-issues.html> We sincerely request that the city investigate these issues that are affecting tens of thousands of front range residents: * noise * safety * revenue from leases that benefit one county but with burden borne by other counties and jurisdictions * the concern that a primary user of airport, Spartan Education is named as training pilots from adversarial nations. Thank you for requesting feedback.
93. The community would like to see a significant measurable reduction in over flights on residential neighborhoods. Thanks
94. I dislike the attitude of the owners of the skydiving operation. They feel entitled to use loud, polluting, old planes. They should be incentivized to upgrade planes to be quieter and use cleaner fuel. I would also love to see their safety record improve. As the daughter of a pilot, I don't mind the small planes where people are learning to fly. I have friends who trained locally and went on to become professional pilots. We don't need a larger airport or bigger planes. We need to look to the future of aviation and ways to do it more responsibly.
95. I've lived across the city from the airport for over 30 years. Never has the noise from small aircraft been as bad as it has been for the last 4 years. It starts before 6 am! Constant fly overs, circling craft, low altitude... noise is so loud we are disturbed inside our house with the windows closed. Being outside in the mornings is no longer pleasant - all these planes disrupt everything. Obviously we're now on some kind of flight path, because the air traffic is constant. Most are flying east-west so I assume it's connected to Vance Brand, but a portion is north/south and probably a different airport. I thought living a whole city away from the airport would not bring this problem, but it's gotten really bad as far as noise and constant overflights.
96. The flights are too Low and too loud. Something has to be done. I have been on the phone where I was asked if I was at an airport. I was in the house!
97. Ten years ago when we bought our property, we knew we were buying near an airport. HOWEVER, in the last couple years the noise has increased A LOT. We never used to mind the planes. Now, with all the touch and go traffic, we hear planes a lot. Interestingly, i'm hearing touch and go traffic as I fill out this survey. My other concern is the fallout from the leaded fuel used by planes flying DIRECTLY OVER MY PROPERTY.
98. This survey is a great start to solving the above question/concern. I believe most people are not aware that they can have any input to the increasingly worsened problem.

99. I realize the airport is important to Longmont; however, I know the skydiving planes used to fly more over the area NW of TP golf course , west of 75th, of which there were A LOT of noise complaints. Seems like the flight pattern seems to have changed to include flying over our area, TP Golf Course, in the past few years. So, yes, it's noisier than it used to be. I don't like it, but I live with it. My greatest concern would be bigger planes, which I would be vehemently opposed to having larger aircraft flying about. We don't need it, go to Broomfield or DIA if you need larger aircraft flying around.
100. When the skydivers are in action it is fun for our grandchildren to watch but the noise is constant as the plane drop off and pick up again. The touch and goes are so irritating and it is impossible to be out or in at times and hear the constant up and back noise. As much as I support our aircraft it is not right for us to have this constant noise, irritation to deal with here or anywhere. A plane landing at times and taking off and times is fine, but this round and round is so disturbing and again the touch and goes are relentless.

Thank you for taking the time to share your thoughts and experiences regarding aircraft noise in our community.

Your feedback is extremely valuable and helps us better understand the concerns, perspectives, and priorities of those who live and work near the airport. This input is an important part of our effort to reduce the impacts of aircraft noise in communities surrounding Vance Brand Airport.

For more information about airport and the existing noise program, visit: longmontcolorado.gov/airport/

For more information about the project visit: <https://longmontcolorado.gov/airport/airport-noise-improvement-project/>

For questions about this survey or the project, you can email the project team at: vancebrandfeedback@airportmonitoring.info

No Responses