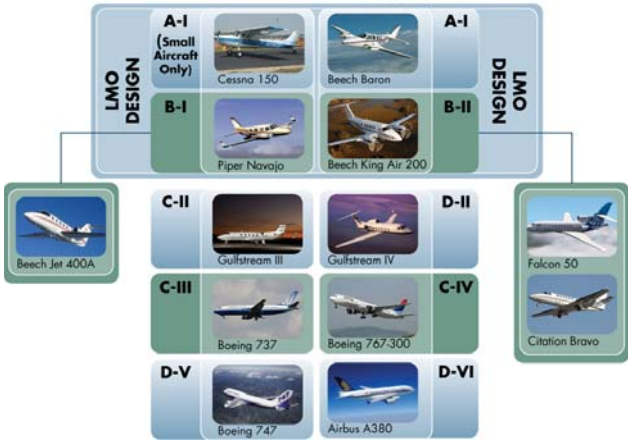
Why Extend The Runway?

Presently, the runway is adequate for only a portion of the piston and business aircraft that the airport is designed to accommodate. Many aircraft taking off from Longmont must do so with partial fuel loads, and partial passenger and cargo loads. Often aircraft depart Longmont to fly to another airport to buy more fuel. Longmont businesses lose that revenue source, even though the aircraft are still using the facilities. This creates a situation where users of the facility are not financially supporting the facility or the City of Longmont. A 1,000- foot runway extension allows aircraft that are already using Longmont to carry higher fuel, cargo and passenger loads. This will benefit more of the business and charter aircraft community, and the citizens of Longmont.

For more information or questions about the Airport Master Plan process please contact:
Jviation at 720.544.6520
or
Airport Manager at 303.651.8431
http://www.ci.longmont.co.us/airport/master_plan



What is meant by the "Design Aircraft" and the Airport Reference Code?

The Federal Aviation Administration (FAA) classifies airports in the United States with a coding system known as the Airport Reference Code (ARC). This classification helps apply design criteria appropriate to operational and physical characteristics of the aircraft types operating at the airport, which is based on approach speed and wingspan. Longmont's Airport is designed to accommodate aircraft with an ARC of B-II. For an airport to accommodate larger aircraft, the reference code must change, thus changing the design standards. In Longmont Airport's Master Plan update, there is no recommendation, nor any stated FAA or State of Colorado support, to expand the airport for larger aircraft than what already use the facility. A 1,000-foot extension does not change the ARC and the airport will remain B-II in the foreseeable future.

Longmont Vance Brand Municipal Airport

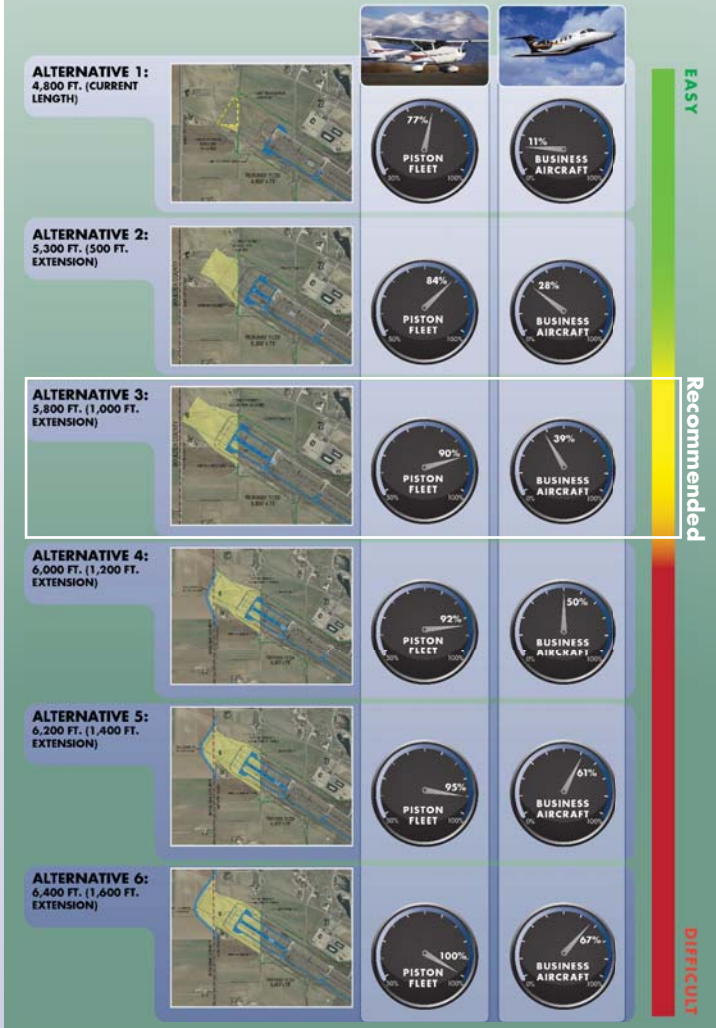
Airport Master Plan 2011

Facility Improvements and Runway Alternatives

Facility Improvements

Facility	Improvements Needed
Runway Capacity	No Improvement Needed
Runway Orientation	No Improvement Needed
Runway Length	Extend Runway (Recommended)
Runway Width	No Improvement Needed
Runway Pavement Strength	No Improvement Needed
Runway Surface	No Improvement Needed
Taxiways	Extend Taxiway B to a Full Parallel (Recommended) Rehabilitate Panels on Taxiway B (Recommended) Increase the Size of the Taxiway Holding Bays at the Runway Ends (Required)
Runway Protection Zone	Acquire or Lease All Land within the RPZ (Required)
Runway Visibility Zone	No Improvement Needed
Safety Areas	Relocate the VASI Building Outside of the TSA & TOFA (Required)
Object Free Areas	Relocate Five Tiedowns Outside of the TOFA (Required)
Airfield Markings	Add Aiming Point Markings to Runway 11 (Recommended)
Navigational Aids	Replace VASI System with PAPI System (Recommended)
Instrument Approaches	Approach Study for Improved Approaches (Recommended) Remote Communications Outlet (Recommended)
Obstructions	No Improvement Needed
Airspace Class and Air Traffic Control	No Improvement Needed
Landside Requirements	Additional Vehicle Parking (Recommended)
Hangar Facilities	Additional Hangar Sites (Recommended)
Apron Space/ Tiedowns	Additional Apron Space and Tiedowns (Recommended)
Airport Security	Conduct a Security Assessment and Develop an Airport Security Program (Recommended) Install Six-Foot Chain Link Perimeter Fence (Recommended)
Airport Equipment	Acquire One Sweeper, One Mower, and One Snow Plow (Recommended)
Support Facilities	Upgrade Airport Administration Office/Flight Center (Recommended)Construct an SRE/Maintenance Building (Recommended)Add an Aircraft/Equipment Wash Bay (Recommended) Additional Parking (Recommended)
Fuel Storage Requirements	Installation of a 10,000 gallon Jet A Fuel Tank (Recommended)
Utilities	Extend Water and Sewer Utilities to South Side (Recommended)

Runway Extension Alternatives



- Alternative 1: the runway does not change, but the additional land to accommodate the runway protection zone must still be acquired to meet current FAA requirements; the runway currently accommodates 77% of the piston fleet and 11% of the business aircraft fleet
- Alternative 2: 500-foot extension, provides adequate safety for the airport's "design" aircraft and can accommodate 84% of the piston fleet, and 28% of the business aircraft fleet; cost – approximately $2.6 million and 14 acres of property acquisition (an additional $350,000)
- Alternative 3: 1,000-foot extension accommodates 90% of the piston fleet and 39% of the business aircraft that currently use LMO. This is the longest option that does not require 75th Street to be altered. Construction & design costs are estimated at $4 million with 25 acres of property to be acquired (additional $950,000)
- Alternative 4: 1,200-foot extension accommodates 92% of the piston and 50% of the business fleet – while design and acquisition costs are at $6.5 million total. However, any extension over 1,000 feet may trigger the airport to be reclassified to accommodate larger aircraft, which would cost approximately $40 million in capital improvements and will not be supported by the FAA.
- Alternatives 5-6: 1,400-foot and 1,600-foot extension accommodates more of the piston and business aircraft fleet, but may trigger a reclassification in the size of aircraft the airport is designed to handle and require up to $40 million or more in improvements and will not be supported by the FAA.

The extension of taxiway Bravo (B) is already underway and will improve runway safety.

Key:

PAPI: Precision Approach Path Indicator – a visual guidance system for pilots (more accurate than VASI's)

RPZ: Runway protection zone, an area at the approach end of a runway designed to protect individuals and objects on the ground

SRE: Snow Removal Equipment

TSA: Taxiway Safety Area, land adjacent to a taxiway that allows for the overrun of an aircraft off the paved surface

TOFA: Taxiway Object Free Area, land areas surrounding taxiways that are to kept free of objects that could interfere with aircraft maneuvering

VASI: Visual Approach Slope Indicator – a visual guidance system for pilots