

VANCE BRAND

Vance Brand Municipal Airport (LMO) is a general aviation airport in Boulder County, located three miles southwest of Longmont's central business district. The airport is owned and operated by the City of Longmont. LMO has a single concrete runway (11/29) that is 4,799 feet long by 75 feet wide and is equipped with a non-precision instrument approach. LMO supports a wide range of activities including flight training, recreational flying, and aerial photography. LMO is also home to several businesses including Mile-Hi Skydiving, one of the busiest skydiving companies in the country. The airport attracts visitors coming to do business or to try skydiving at LMO, providing meaningful contributions to the local economy.



Airport Classification

The 2020 Colorado Aviation System Plan (CASP) has identified six functional classifications for Colorado's 65 publicly-owned, public-use airports and one privately-owned, public-use airport. The six classifications were newly developed for the 2020 CASP and replace the roles previously developed in the 2011 study. These classifications follow the Federal Aviation Administration's (FAA) role categories as defined by the National Plan of Integrated Airport Systems (NPIAS) and the ASSET study. However, the CASP expands upon these roles to create more specific classifications for airports that are not included in the NPIAS. Airports that are included in the NPIAS are eligible for federal funding. As of the 2019 NPIAS publication, 48 publicly-owned airports and one privately-owned airport in the Colorado airport system are included in the NPIAS, while 17 publicly-owned airports are not.

Vance Brand Municipal Airport is one of five airports in Colorado classified as a GA-Regional airport. The airport regularly receives interstate and IFR operations and supports based jets or 100 based piston aircraft. GA-Regional airports can be located in micropolitan or metropolitan areas or can be designated as a Reliever airport by the FAA's National Plan of Integrated Airport Systems (NPIAS). These types of airports consistently serve personal or business piston-powered aircraft and occasional jet operations.



Commercial Service



GA-National



GA-Regional



GA-Local



GA-Community



GA-Rural

Frequent Airport Activities



Recreational Visitors

Corporate/Business
ActivitiesSkydiving/Parachute
Jumping

Flight Testing

Aerial Photography/
Surveys

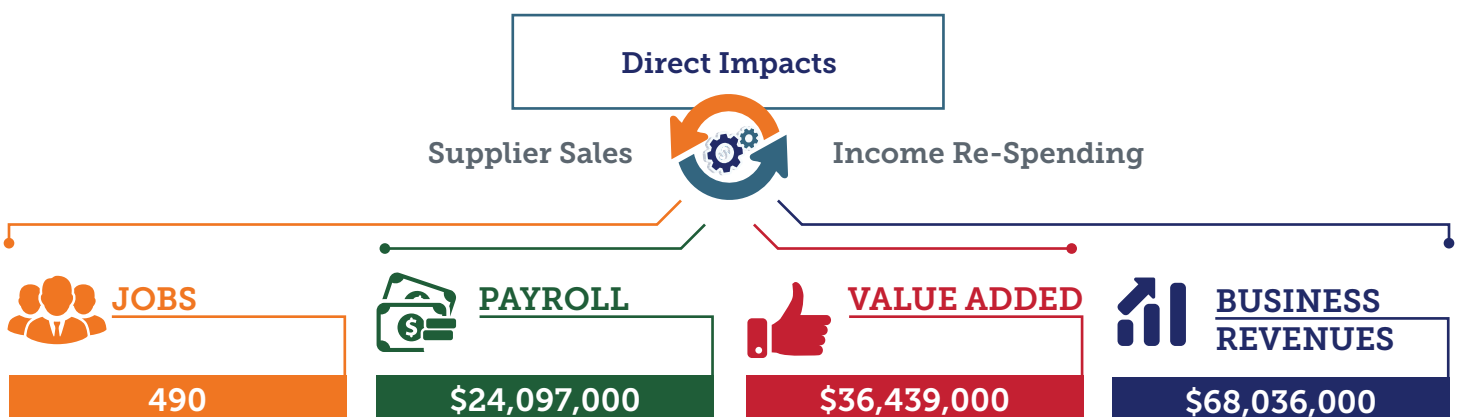
Vance Brand Features

	Associated City/County	Longmont/Boulder
	Associated OEDIT Region	3 - Denver Region
	FAA GA ASSET Classification	Regional
	Annual Operations (2018)	72,939
	Number of Based Aircraft (2018)	274
	Runway(s)	1
	Air Traffic Control Tower	No

LMO

Economic Impacts of LMO

The 2020 Colorado Aviation Economic Impact Study (CEIS) measured the economic impacts of all airports in the state. Vance Brand is one of 56 general aviation airports contributing to the state's aviation economic impacts. The components that comprise the total economic impacts for LMO are summarized below. Visit the project website to learn more about the methodology used to determine the economic impacts of LMO and all other Colorado airports.



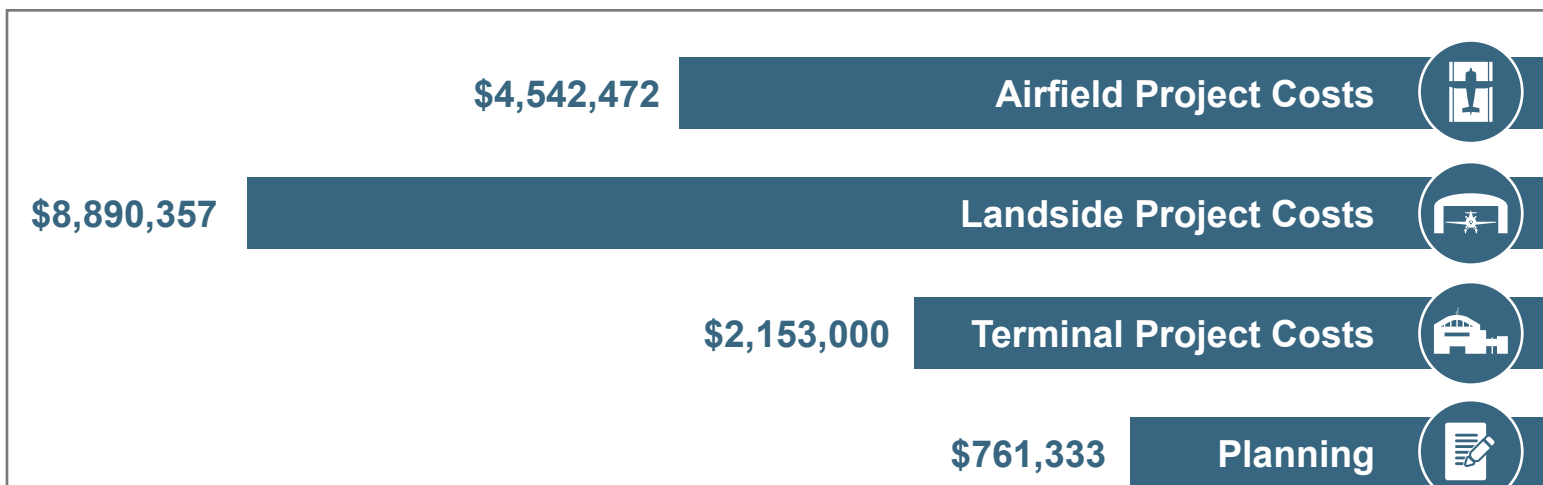
Airport Needs and Recommendations

The 2020 CASP identified several performance measures (PMs) and facility and service objectives (FSOs) to provide a baseline for the infrastructure, facilities, and service capabilities required to best support the type and volume of aviation activity typified by each classification. The CASP identified gaps between the airport's existing condition and the needs to satisfy PMs, FSOs, and/or future facility needs driven by aviation demand forecasts. It is important to note that the PMs and FSOs are not requirements or mandates for airports to meet, rather, they serve as guidelines for airports and CDOT Division of Aeronautics to use during the airport planning process. Airports considered to be deficient in meeting the PMs and/or FSOs were reviewed to determine the recommended projects needed to satisfy those components.

Planning level costs were developed for recommended projects and were associated with the appropriate goal category, PM, or FSO. These costs were developed based on 2019 Colorado material costs and industry knowledge and were adjusted to reflect cost differentials between types, sizes, and locations of airports. Projects and associated costs from available airport master plans and the CDOT 20-year Capital Improvement Program (CIP) were also incorporated into the CASP to provide an estimate of the airport's needs based on meeting PMs and FSOs as well as forecasted future demand. The project cost estimates for Vance Brand to meet appropriate goals, PMs, and FSOs, and projects identified by the airport from other planning efforts, are categorized by project type in the following chart.



Airport Project Costs by Type



Airport Report Card

Facility and service objectives (FSOs) were developed for each of the six airport classifications in the 2020 CASP. The following table details the FSOs and corresponding performance of Vance Brand. These objectives were analyzed in conjunction with the other performance measures (PMs) to determine the airport's project needs and associated costs.

Objective Category	GA-Regional Objective	Current Condition				Meets 2020 Objective?
Airfield						
ARC	B-II	B-II				Yes
Runway Length	Align with Master Plan	4,799 feet (6,390 feet)				No
Runway Width	75 feet	75 feet				Yes
Runway Strength	30,000 pounds	30,000 lbs SW				Yes
Taxiway	Full parallel	Full parallel				Yes
Runway Markings	Non-precision	Visual				No
Lighting/NAVAIDS						
Approach	Non-precision with vertical guidance	Non-precision				No
Visual Aids	Rotating beacon, lighted wind cone, REILs, VGSIs	Rotating beacon, lighted wind cone, VGSIs				No
Runway Lighting	MIRL	MIRL				Yes
Weather Reporting	On-site ASOS or AWOS	AWOS-3				Yes
Airport Facilities						
Terminal (CS and/or GA)	Facility with restrooms, pilot-lounge, and Wi-Fi	Facility with restrooms and pilot lounge				No
Apron Tie-Downs	Tie-downs for 40% of based aircraft fleet plus 50% of weekly average overnight transient storage during peak season	40% of based aircraft fleet plus 50% transient aircraft fleet:	124	Total tie-down spaces:	48	No
Hangars	Hangars for 60% of based aircraft fleet and 50% of weekly average overnight transient storage	60% of based aircraft fleet:	177	Number of based aircraft hangar spaces:	271	No
		50% of transient aircraft fleet:	6	Number of transient aircraft hangar spaces:	2	
Dedicated Maintenance/SRE Storage Building	Yes	No				No
Electric Vehicle Charging Stations	Yes	No				No
Perimeter Security	Full perimeter fencing with security gates and appropriate signage	Partial perimeter wildlife fencing				No
Services/Other						
Jet A Fuel	Full service	Full service				Yes
AvGas Fuel	Full service	Full service				Yes
Aircraft De-icing	Dedicated de-icing area	None				No
Courtesy Car	Yes	Yes				Yes
Sustainability Plan	Yes	No				No
Minimums for All Airports						
Restroom (24-hr accessible) ✓	Cell Phone Service ✓	Airport Layout Plan (ALP) ✓				Wi-Fi Service ✗

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