



AIRPORT MANAGER'S REPORT - MAY 2025 MEETING

AIRPORT MANAGER'S REPORT OUTLINING MONTHLY OPERATIONAL INCOME AND EXPENSES, STATUS UPDATES ON CURRENT PROJECTS, NUMBER AND NATURE OF COMPLAINTS, NUMBER OF INCIDENT AND ACCIDENTS, AND FUEL REVENUE, EXPENSES AND USAGE.

MONTHLY OPERATIONAL INCOME

	TIE-DOWN FEES*	LAND LEASES	FUEL FLOW FEES	THROUGH THE FENCE FEES
JANUARY	\$930.00	\$3,360.00	\$363.82	\$66,387.50
FEBRUARY	\$1,130.00	\$960.00	\$405.89	
MARCH	\$1,050.00	\$960.00	\$567.05	
QTR TOTALS	\$3,110.00	\$5,280.00	\$1,336.76	
YTD TOTALS	\$3,110.00	5,280.00	\$1,336.76	\$66,387.50

* TIE-DOWN FEES VARY MONTH-TO -MONTH DUE TO TRANSIENT PILOTS

MONTHLY OPERATIONAL EXPENSES

	AWOS PHONE SERVICE	WATER	TRASH	ELECTRICAL CHARGES	AIRPORT MAINTENANCE
JANUARY	\$137.14	\$68.56	\$620.62	\$2,714.07	
FEBRUARY	\$137.17	\$41.08	\$581.78	\$2,716.47	
MARCH	\$147.40	\$41.08	\$488.15	\$1,838.47	
YTD TOTALS	\$421.71	\$150.72	\$1,690.55	\$7,269.01	\$0.00

UPDATED NOISE ABATEMENT PROCEDURES

There are multiple residential communities within close proximity to the Erie Municipal Airport. In order to minimize the noise impact on these communities the Erie Municipal Airport has developed Voluntary Noise Abatement Procedures, (VNAP) in compliance with Colorado House Bill HB-24-1235.

A copy of the Voluntary Noise Abatement Procedures is included at the end of this report and is available on the Town of Erie's website, erieco.gov and Vector Air's website, vectorair.net.



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STATUS UPDATES ON CONSTRUCTION PROJECTS

The Erie Municipal Airport has received a federal grant for Airport improvements. A project to move the Runway light vault from the north side of the FBO building to one of several sites being considered, is proposed to begin in the fall of 2025.

MONTHLY NUMBER AND NATURE OF COMPLAINTS

	NUMBER OF REPORTS	NATURE OF COMPLAINT	AIRPORT MANGER RESPONDED
JANUARY	2	1/12/25 - low flying aircraft - helicopter	YES
		1/24/25 - low flying aircraft, noise	YES
FEBRUARY	5	2/3/25 - low flying aircraft - helicopter	YES
		2/3/25 - low flying aircraft - helicopter	YES
		2/14/25 - low flying aircraft, noise	yes
		2/19/25 - low flying aircraft , noise	YES
		2/22/25 - noise	YES
MARCH	2	3/2/25 - low flying aircraft , noise	
		3/8/25 - low flying aircraft , noise	
TOTAL	9		

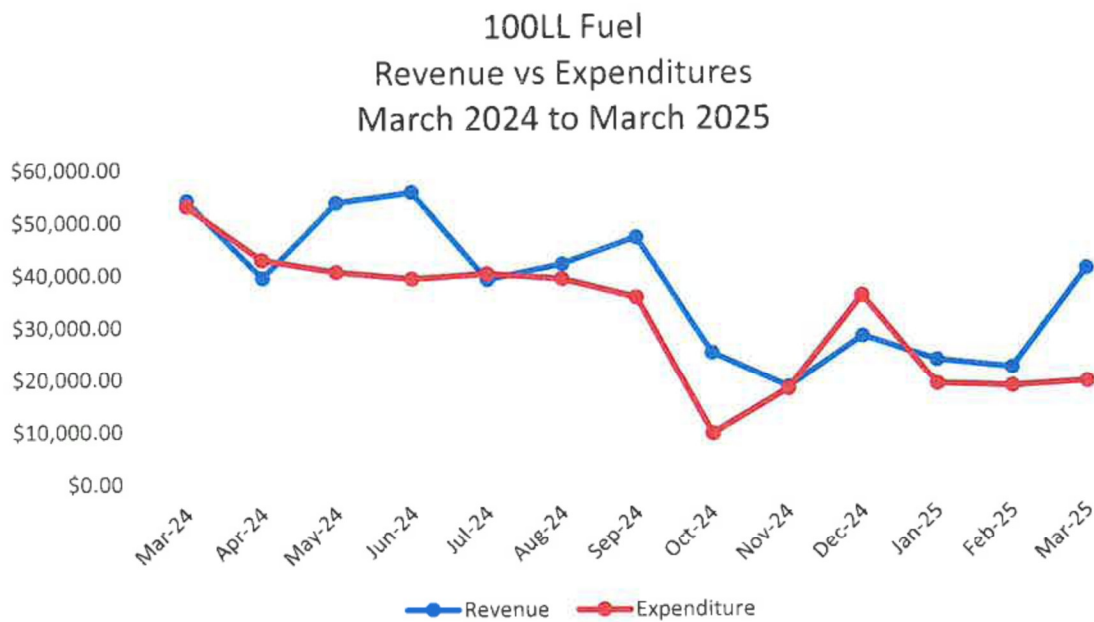
INCIDENTS / ACCIDENTS - NO INCIDENTS OR ACCIDENTS FOR THIS PERIOD

JANUARY	0
FEBRUARY	0
MARCH	0
TOTALS	0



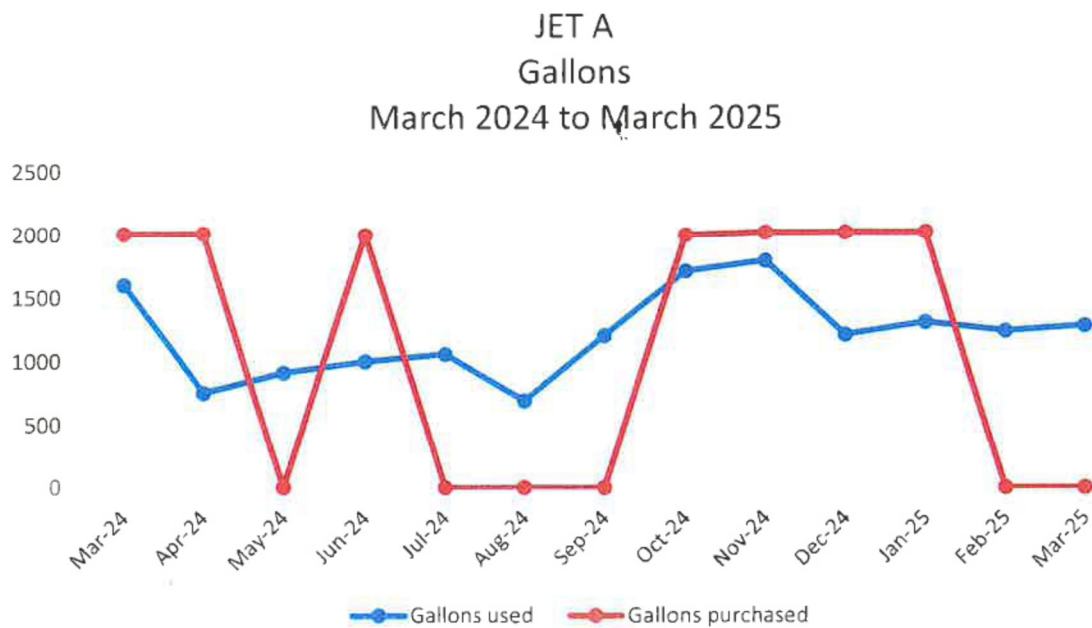
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100LL and JETA FUEL - REVENUE VERSUS EXPENSES - MARCH 2024 TO MARCH 2025





100LL and JETA FUEL - GALLONS USED VS GALLONS PURCHASED - MARCH 2024 TO MARCH 2025



Erie Municipal Airport

General Aviation Voluntary Noise Abatement Procedures

There are multiple residential communities within close proximity to the Erie Municipal Airport. In order to minimize the noise impact on these communities the Erie Municipal Airport has developed Voluntary Noise Abatement Procedures and requests that locally based aircraft and visitor aircraft comply with the outlined procedures below.

Per the Federal Aviation Administration Regulations it is the sole responsibility of the Pilot-In-Command to operate their aircraft within the aircrafts performance limitations while complying with all FAA regulations as they relate to any particular operation. Safe aircraft operation is always the number one priority, pilots should not compromise safety or violate FAA regulations in an attempt to comply with these local Voluntary Noise Abatement Procedures.

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

- Maintaining required distance from clouds or other weather conditions
- Operating limitations of the piloted aircraft
- ATC instructions
- Other aircraft in the pattern
- Any safety factor

Voluntary Recommendations

- Runway 34 is the preferred runway when the wind and weather conditions permit
- When weather conditions, aircraft performance and traffic pattern activity permit, fly crosswind and downwind legs over open space located north and west of airport
- On takeoff, reduce power as soon as practical after reaching a safe altitude
- Climb at Best Rate (Vy) or Best Angle (Vx) or a combination thereof until at least 700 feet AGL
- Increase propeller RPM for landing after final approach power setting has been set
- Avoid touch and go landings before 8am or after 5pm
- Avoid intersection departures

- **Voluntary Recommendations (continued)**
- **High Performance Aircraft** – most aircraft noise is generated from the propeller tip speed. Some high performance aircraft tips approach supersonic on takeoff power. A small reduction of propeller RPM after takeoff can result in a significant reduction of noise levels.
- **Traffic Pattern Altitudes** –
 - 1000 feet AGL (6,100 MSL) – Piston Aircraft
 - 1500 feet AGL (6600 MSL) – Turboprop/Jet Aircraft
- **Runway 16** – Touch and Go and Stop and Go training is discouraged due to rising terrain and Noise sensitive neighborhood located south of the airport. Recommend full stop taxi back for multiple practice landings on 16 especially for lower performance flight training aircraft.

General Considerations

Many noise issues generated by aircraft activity that occur beyond the airport influence area can be avoided by practicing common sense and courtesy.

- Avoid flying in continuous circles over neighborhoods
- Fly at least 1000 feet AGL over populated areas
- Avoid pattern work after 8pm
- Limit airport operations after 8pm
- Avoid any low level flying over ranch or farm land

RECOMMENDED EAST DEPARTURES FROM THE ERIE MUNICIPAL AIRPORT

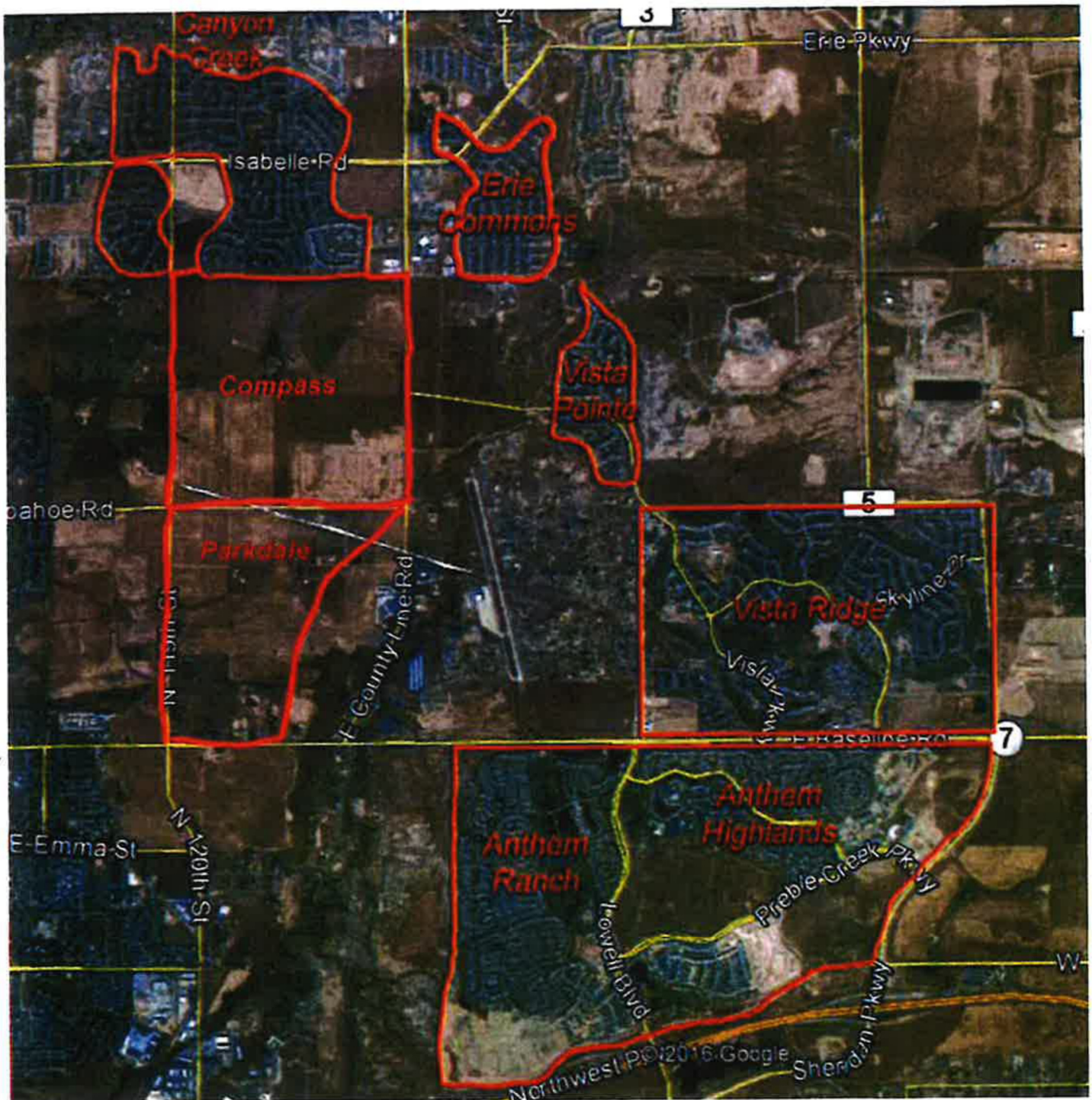
Recommended Departures from Runway 16/34 (See Recommended Departure map)

- Climb to traffic pattern altitude or higher in the standard traffic pattern to mid-field
- Overfly the airport at mid-field to the east and proceed on course east of the airport

Please note – When acting as Pilot-in Command of an aircraft, you are responsible for safety and safe operation of your aircraft.



Erie Municipal Airport Avoid Over-Flight



Erie Municipal Airport Recommended East Departures

