

# LACONIA AIRPORT AUTHORITY

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## RECORD OF SPECIAL MEETING

Tuesday, June 23, 2020, 4:00 PM  
Airport Terminal Conference Room  
65 Aviation Drive, Gilford, NH

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**PRESENT:** Chairman, Mayor Andrew Hosmer; Vice Chairman, Gilford Selectman, Dale Chan Eddy; Treasurer, William Moran; Clerk, Robert Glendening; Authority Member, Dale Crumb; Belknap County Commissioner, David DeVoy; Authority Member, Eric Tierno; Authority Member, Paul Gaudet,

**GUESTS:** There were approximately thirty-five guests present - approximately 15 being pilots/aircraft owners and the rest were residents/members of the Varney Point Association.

### Meeting Minutes:

Chairman Hosmer called the meeting to order at 4 pm.

- I. Whereas this was not a regular Laconia Airport Authority meeting, minutes and reports were not read.

The Chair opened the meeting stating its purpose as an information-gathering meeting. Concerns had been raised regarding the inadvertent change in LCI's traffic pattern for Runway 26 from a left pattern to a right pattern. He explained that the LAA did not have the opportunity to discuss whether to change the pattern due to the FAA implementing the change without consulting or notifying the LAA.

Mr. Moran presented background information as to how we arrived at the present situation.

- II. **Public Input:**

The Chair then opened the meeting to receive input from all who desired to comment. The comments generally were as follows:

- Locke's Hill presents a problem to pilots, especially at night when it is difficult to determine how far away from the terrain an aircraft is; even more of a concern to student pilots and pilots new to LCI.

- A pilot's visibility is restricted on a right turn in a small plane.
- There is the possibility of opposing traffic particularly in light, variable wind conditions.
- From the beginning, the airport has been designed for a left traffic pattern - the run-up locations, the clearing of obstructions, the installation of obstruction lights, etc.
- Student pilots are not allowed to fly alone at night.
- When flying at night there needs to be much more pilot preparation.
- In a right pattern, on the base leg, a tail wind causes the ground speed to increase, sometimes causing the aircraft to overshoot the centerline of the runway. This necessitates a correction which could result in a loss of control of the aircraft. If correction is needed, the aircraft is now flying into terrain limiting the space needed for the correction.
- When the traffic pattern was discussed in previous years, it was noted that a right pattern for Runway 26 would cause problems with the shoreline residents.
- Some aircraft/pilots do not fly a left pattern for Ry 26 because of the terrain.
- The runway is 604 feet further east than when the airport was first built which places the approach closer to Locke's Hill.
- The right-hand pattern is deviating from a standard pattern.
- With both a right and a left pattern, if pilots do not communicate, or listen to the AWOS, it further complicates the issue.
- We have had no issues regarding the terrain, so why is it an issue?
- Quality of life has been disturbed for residents of Varney Point and Dockham Shore due to the increased noise.
- Why change the traffic from flying over Locke's "Mountain" which is mostly uninhabited, to flying over a residential area that is densely populated?
- A resident mentioned that there is an oil spot on his driveway that he cannot explain (insinuating that it is from an aircraft).
- The noise of military helicopters - particularly at night is disturbing.
- Jets flying over cause houses to "rattle" along with the noise; very loud and very disturbing.
- Now that the pattern has changed, they are dumping fuel on all the residents of Varney Point.
- Buildings, boats, automobiles, and grounds are being covered with oil because of the dumping of fuel from the aircraft.

The Chair thanked the guests for attending and providing valuable input and assured them that they would be kept informed as to the progress of the issue.

**NOTE: Mr. Glendening left the meeting at 5:15 pm.**

### **III. Non- Public Session**

At **5:15 pm**, The Chair called for a Roll Call Vote to enter a non-public session according to **RSA 91-A:3 II c: Matters which, if discussed in public, would likely affect adversely the reputation of any person, other than a member of the public body itself, unless such person requests an open meeting.**

<b>Roll Call:</b>	Mr. Moran -	Aye
	Mr. Eddy -	Aye
	Mr. Crumb -	Aye
	Mr. Tierno -	Aye
	Mr. DeVoy -	Aye
	Mr. Gaudet -	Aye
	Mr. Hosmer -	Aye

#### **IV. Return to Public Session**

At **6:01 pm** the Chair re-opened the public session.

There was a general discussion regarding the traffic pattern.  
It was decided to wait until the next meeting to discuss the issue further before deciding whether to stay with the right pattern or return to the left.

#### **V. Next Scheduled Meeting of the LAA: July 16, 2020**

**VI.** Without objection, the Chair declared the meeting adjourned at 6:15 pm.

Respectfully submitted by the Recording Secretary