

Changes promised to cut airport noise

by Ken Bingenheimer

Broomfield community planner Dave Shelley received assurances July 11 that access to the city's water plant will not be impaired by the relocation of Simms Street anticipated in the Jefferson County Airport Master Plan. Shelley was also told the airport is trying to alleviate problems caused by low-flying aircraft over the city.

The public hearing on the master plan was held by the Jefferson County Airport Authority.

Airport Manager David Gordon told Shelley the

Simms relocation will be no problem for the city. "We don't intend on blocking off your access," he said. Gordon also pointed out that two 90-degree turns on the proposed relocation have been eliminated in favor of gradually arching curves as suggested by the city.

Gordon said the airport has installed signs at the end of the runways which state "Noise annoys - Please avoid flight over Broomfield and other populated areas." He said that since the airport has no authority to dictate where pilots may fly he has done the

"next best thing," changing the rules and regulations to establish flight patterns for each runway to minimize noise.

Jerry Cheatham, chief of the control tower, explained the changes.

He said the air traffic controllers, when possible, are directing arriving and departing pilots to take flight paths which avoid populated areas as much as possible. However, because these patterns do not allow for rapid handling of many aircraft they are not used when the airport is very busy.

Cheatham said the success of this approach was demonstrated recently when the airport received many complaints of overflights. The problem, he explained, was due to the hiring of four new traffic controllers who had not been made aware of the policy. Once they began following the policy the complaints stopped.

Minimum altitude levels have also been set for airplanes flying over the city. They are 800 feet for single engine craft and 1,000 feet for larger planes. Cheatham said that in certain situations, stemming from the capabilities of particular aircraft or pilots, these standards might not be followed for safety reasons. But for the most part

they are adhered to and, according to the chief controller, the pilots are extremely cooperative.

Although city officials feel the 1,000 foot requirement is not high enough, Shelley said it is probably the best that can be expected and that the airport has done about all it can to solve the problem.

Gordon also noted that the altitude levels are the same as those set by the federal government although they do not apply to the areas immediately surrounding an airport, which in this case includes much of the Broomfield area. Because the airport is over 200 feet higher than the city it is never the less possible for the pilots to maintain these altitudes.

Airport officials had previously tried to solve the problem by asking that aviation easements be established over several undeveloped areas so that buyers would then be aware at the time of purchase that there would be airplanes flying over their houses and accept it as a condition of purchase.

The city never acted on the proposal because it would have required that easements be obtained from individual property owners. Medema Homes, developers of Lac Amora, one of the proposed overflight areas, did not favor the idea.

For the next 23 days written comments will be accepted. If no major objections are raised the plan will be approved.

Petition drive starts to get Westy out of fire district

by Gabriella Stern

Westminster volunteer fire fighters July 13 began a 10-day petition drive to determine if Westminster residents currently receiving fire protection from both the West Adams County Fire District and Westminster support withdrawing from West Adams.

Residents in the area north of 96th Avenue and west of Wadsworth Boulevard, including most of Countryside would be included in the withdrawal. The land west of Simms Street which is in Westminster is not under consideration.

Residents in that area pay double taxes for fire protection, Westminster Fire Chief Al Ruffel said Friday.

The city's fire department has said it can serve that area as well as the district.

Ruffel said he has advocated withdrawal from the district for some time. But a state statute requires that adequate fire protection be available to residents before hand, he said.

Fire station four at 112th Avenue and Vrain Street, which will open in September can sufficiently cover the north area, he said.

A fifth fire station is included in the five-year

capital expenditure plan and design and construction will begin in 1980. The station would be located near Countryside.

Currently residents of the north area are taxed 5.459 mills by West Adams for fire protection and 4.5 mills by Westminster for several municipal services including fire protection.

If residents favor the withdrawal, the Westminster fire district will seek the approval of Westminster City Council July 23 and then approach the West Adams Fire District in August for its approval.

Fire truck insurance won't cover replacement

by Gabriella Stern

The West Adams County Fire District and an insurance agent July 10 failed to agree on insurance payments for pumper eight which recently was totalled in a traffic accident.

The board and Steve Opp, an adjustor for Aid Insurance Company, wrangled over coverages, reached a stale mate and decided to resume negotiations at the board's August meeting.

Meanwhile, Chief Robert E. Stonehocker will begin

advertising for bids to replace the pumper. A new pumper may cost as much as \$60,000, he said.

Opp offered \$12,000 in insurance payments for pumper eight. The pumper is insured for \$20,000. Opp set the pumper's actual cash value at \$13,500 and subtracted \$1,500 for salvageable items.

It would cost about \$10,000 to repair the pumper, because most of the parts are not available and must be made to order, Opp said.

The board rejected Opp's offer and demanded \$17,530 Chairman Jo Ann Ellerbrock said a 1967 pumper was sold in another district at \$22,656. Allowing for about \$5,000 in depreciation, pumper eight would be worth about \$17,530, she said.

The board said it would accept \$16,000 after allowing for \$1,500 in deductions and Opp raised his offer to \$14,000.

The board refused to accept Opp's compromise offer.

School thermostats set to conserve energy

Thermostats in most Boulder Valley RE-2 school buildings will be set at 65 degrees in the winter and 78 degrees in the summer, due to a U.S. Department of Energy requirement.

Boulder Valley Schools have conserved electricity since 1975. Electricity use is down 41 percent and natural gas consumption has been reduced 23 percent.

Careful operation has cut consumption, but costs have skyrocketed. Electricity charges are up 17 percent and natural gas has climbed by a startling 75 percent.

"But without conservation measures, costs would have

soared even higher.

You can't control the cost of gas, but you can control consumption," said Clarence Britton, the district's plant and auxiliary services director.

"We call it 'cost avoidance'. Usually by minor remodeling - insulating boiler ducts, reducing light levels, using time clocks on heating systems, installing fluorescent rather than incandescent light - both energy and dollars can be saved," Britton said.

A preliminary inspection of each building in the district, a detailed analysis of each building's physical structure, and a plan of action for

remodeling compose the energy conservation approach followed by district schools.

"But no matter what we do to buildings, energy conservation really must be people oriented. Developing an energy ethic is a matter of changing attitudes and behavior. And that takes time," Britton said.

"Projections for future energy costs are frightening. We estimate an increase of 15 percent for electricity and 30 percent for natural gas in 1980 alone. We are committed to doing everything we can to hold the line," Britton said.

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