



HURRICANE CITY

UTAH

Mayor
Nanette Billings

City Manager
Kaden DeMille

Airport Board

Dave Houston
Scott Freeman
Cathy Clark
Jim Lemmon
John Williams
Brett Poulsen
Derek Hall
Jason Campbell

HURRICANE CITY MUNICIPAL AIRPORT ADVISORY BOARD MEETING AGENDA

Tuesday, March 18, 2025

9:00 A.M.

City Hall Council Chambers - 147 N 870 W

Notice is hereby given that the General Dick Stout Field Airport Advisory Board will hold a Regular Meeting in the City Hall Council Chambers located at 147 N 870 W, Hurricane, UT. A silent roll call will be taken, along with the Pledge of Allegiance and prayer by invitation.

AGENDA

1. Call to Order, Pledge of Allegiance, Prayer
2. Review Minutes from February 18, 2024
3. Discussion and possible recommendation to the City Council: Dave Zundell to be on the Airport Board. Cathy Clark has asked to be replaced.
4. Consideration and possible recommendation to the City Council regarding the assignment of the Byron Stansfield lease to his LLC for a hangar pad located at the Hurricane Airport.
5. Consideration and possible recommendation to City Council regarding the assignment of Scott Freeman as the liaison for MOU with SUU, in place of Kaden Demille. - Scott Freeman and Jason Campbell.
6. Discussion and possible recommendation to City Council to add: Suggested Pattern Diagram to Hurricane City Noise Abatement Policy. -Scott Freeman
7. New Business
8. Adjourn

HURRICANE DICK STOUT AIRPORT POLICY & PROCEDURES FOR AIRCRAFT NOISE ABATEMENT

Suggested Revision 3/13/25 (see paragraph 4.1.d for the change)

SECTION 1: PURPOSE AND POLICY

1. The control of airport noise is inherently a matter of local concern and there is a demonstrated need for noise abatement at the Airport;
2. It is in the public interest that aircraft noise be reduced to ensure the peace and tranquility of residential neighborhoods without impairing the ability of the Airport to serve the general aviation needs of the community and the national air transportation system;
3. It is the policy of the City of Hurricane to make reasonable effort to reduce noise from aircraft operations at the Airport;
4. City authority is not exclusive to this chapter. This document supplements any legal or equitable remedy available to the city and does not restrict any other remedy available including the City's right to abate nuisances or hazards under City ordinance or Utah Code; and,
5. This document is adopted under the City's power as owner, operator, and proprietor of the Airport to regulate the use of the Airport, consistent with the power of the United States Government to control air traffic and aircraft safety. This Code also exercises the City's police power over ground operations, motor vehicles, and other matters not preempted by State or Federal law.
6. It is understood that conformance to this Policy is voluntary and that unless an aircraft violates the current revision of the Federal Aviation Regulations, no civil penalties can be levied as a result of this Policy.

SECTION 2: DEFINITIONS

As used throughout this document, these terms or phrases shall have the following meanings as used in this title:

1. **WEIGHTED SOUND PRESSURE LEVEL-** The sound pressure level which has been filtered or weighted to quantitatively reduce the effect of low frequency noise. It was designed to approximate the response of the human ear to sound. A-weighted sound pressure level is measured in decibels with a standard sound level meter which contains the "A" weighting network. A-weighted decibels are abbreviated dBA. Relevant standards are defined by the American National Standards Institute Specification for Sound Level Meters.

2. ACCESS OR OPERATING PRIVILEGES- Any privileges, permits, or authority to land or take off from the airport, the use of tie-down facilities, or other airport services.
3. AIRCRAFT TRAINING OPERATIONS- Airwork operations with more than three (2) pattern circuits within 30 minutes including Touch-and-Go's, Stop-and-Go's, Practice Low Approach, Practice Autorotations to hover or touchdown, and Practice Missed Approach Operations, or any of them.
4. AUTOROTATION & RECOVERY- A power-off maneuver in a rotary wing aircraft in which the engine is disengaged from the main rotor disk and the rotor blades are driven solely by the upward flow of air through the rotor. Autorotations may be terminated in a hover by adding power in the flare or to full touch ground.
5. ENGINE RUNUP- The operation of an aircraft engine while stationary for testing (other than preflight), servicing or repairing an engine.
6. HURRICANE CITY NOISE ABATEMENT MEMORANDUM OF UNDERSTANDING- an agreement between two parties (in relation to this document one of the parties is the City of Hurricane) in which further clarification or exceptions are agreed upon and formally documented concerning this noise ordinance.
7. PRACTICE LOW APPROACH AND PRACTICE MISSED APPROACH- An action by an aircraft consisting of an approach to or over the Airport for a landing where the pilot intentionally does not contact the runway.
8. TOUCH-AND-GO- An action by an aircraft consisting of a landing and departure on a runway without stopping or exiting the runway.
9. TRAINING OPERATIONS- flight operations in the vicinity of the airport or utilizing the airport pattern by a specific aircraft that involve repetitive activity resulting in more than 3 (three) pattern circuits within 30 minutes.
10. STOP-AND-GO- An action by an aircraft consisting of a landing followed by a complete stop on the runway and a takeoff from that point.

SECTION 3: REFERENCE DOCUMENTS

The following Federal Aviation Administration (FAA) and other documents are referenced as follows in order to comply with guidelines for a municipal noise abatement policy:

1. Federal Aviation Administration (FAA) Advisory Circular 36-1H FAA entitled "Noise Levels for Certified and Foreign Aircraft," which lists take-off -2- and approach noise levels for all certified aircraft in the U.S. Fleet (except for

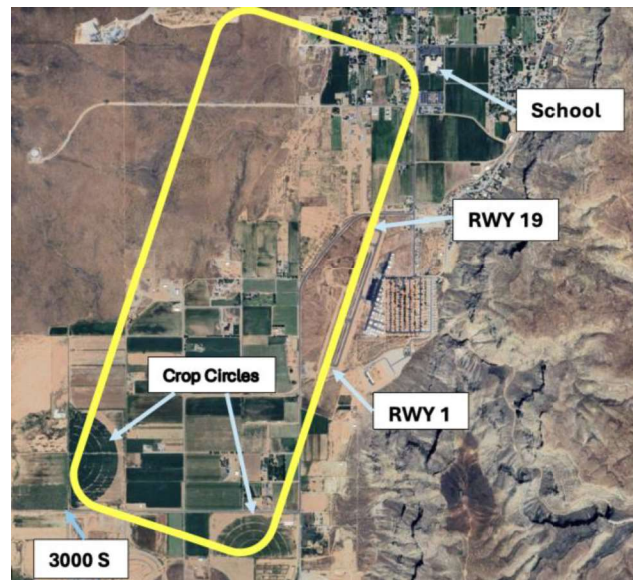
experimental and antique aircraft) as measured at 21,325 feet (6,500 meters) from beginning of take-off roll for take-off noise and 6,652 feet (2,000 meters) from the landing threshold for approach noise. The phrase "FAA Advisory Circular 36-1H" shall refer to the Federal Aviation Administration Advisory Circular 36-1H, including all revisions thereof, or the version of that document currently in effect.

2. AOPA's Guide to Airport Noise and Compatible Land Use

SECTION 4: AIRCRAFT NOISE CONTROL AIRCRAFT OPERATION PROCEDURES

1. The following voluntary procedures are defined to abate excessive noise at the airport:
 - A. Runway 19 should be used whenever wind conditions allow for safe landing and takeoff operations. If departing to the north using Runway 1, a left crosswind turn should be executed as soon as safely practical to avoid unnecessary overflight of residential areas.
 - B. All aircraft shall make a practical effort to reach pattern altitude (1000' AGL) before turning downwind. All aircraft departing the airport pattern area are to make a reasonable effort to climb to a minimum altitude of 1000' AGL before doing so utilizing the standard pattern legs as defined in Section 4-3-3 of the Aeronautical Information Manual (AIM).
 - C. All arriving aircraft utilizing the traffic pattern are to maintain a minimum of 1000' AGL until established in the pattern per guidelines found in Section 4-3-3 in the AIM.

- D. With safety of flight as the primary factor (current weather, aircraft and pilot capabilities, etc.), flying the pattern profile described in the diagram below will substantially reduce noise over existing residential properties. See AIM 4-3-3.



- E. Simulated forced landings and/or autorotations should not initiate until the aircraft reaches the typical pattern altitude of 1000' AGL.
- F. Unless otherwise approved by the Airport Manager or a Memorandum of Understanding agreement between the City of Hurricane and the applicable entity, repetitive aircraft training operations should be limited to (2) 30 minute sessions within a 24 hour period Monday through Saturday for helicopters and/or aircraft that exceed 80 (eighty) decibel levels per noise measurement levels determined and defined in FAA Circular AC 36-1H. Repetitive pattern work for these aircraft is not to be flown on Sundays. This restriction shall not apply in emergencies, where necessitated by safety considerations, or when required by the Federal Aviation Administration.
- G. Aircraft are not to be started, run-up, or depart the Airport between sunset and sunrise other than to make an immediate departure from the airport area.
- H. All aircraft arriving between sunset and sunrise to be limited to one (1) full stop approach and landing sequence. **Due to the absence of airport lighting systems at the Hurricane City Airport, it is requested for safety considerations that no landings occur during nighttime hours between the end of evening civil twilight and the beginning of morning civil twilight, as published in the American Air Almanac, converted to local time per the FAA definition found in FAR 1.1.**
- I. Repetitive pattern work, touch and go's, stop and go's, low approaches, or practice autorotations are not to be conducted between sunset and sunrise.

2. EXCEPTIONS

The following categories of aircraft are exempt from airport noise abatement guidelines:

- A. Aircraft operated by or under contact of the United States of America, any State, county, city, subdivision or special district of a state including military, firefighting, search & rescue, disaster relief, and medical evacuation flights;
- B. Aircraft used for emergency purposes during an emergency officially proclaimed by competent authority pursuant to the laws of the United States, the State of Utah, Washington County, or the City of Hurricane;
- C. Civil Air Patrol aircraft when engaged in actual search and rescue missions;
- D. Aircraft which have declared an inflight emergency;
- E. Aircraft operating as air ambulance for medical purposes.
- F. Aircraft engaged in take-offs or landings while conducting tests under the direction of the Airport Director.

SECTION 5: TRAINING, AWARENESS, COMPLAINT MANAGMENT

The Airport Manager, the Airport Noise Coordinator, and the Airport Advisory Board, under the direction of the Hurricane City Mayor & Council, shall be responsible to ensure the following is completed on an on-going basis:

- A. Monitor, address, & report all airport related noise complaints
- B. Training for all Hurricane Airport based pilots, active flight instructors, and active flight students;
- C. Creation & placement of Noise Abatement Procedure signage at the entrance and exit area of the ramp;
- D. Creation and placement of a Noise Abatement Procedure Summary Sheet available at the Fuel Farm, Manager's Office, and Terminal Building;
- E. Along with the Noise Abatement Coordinator, provide immediate Noise Abatement Policy & Procedure training and information to transient pilots as required

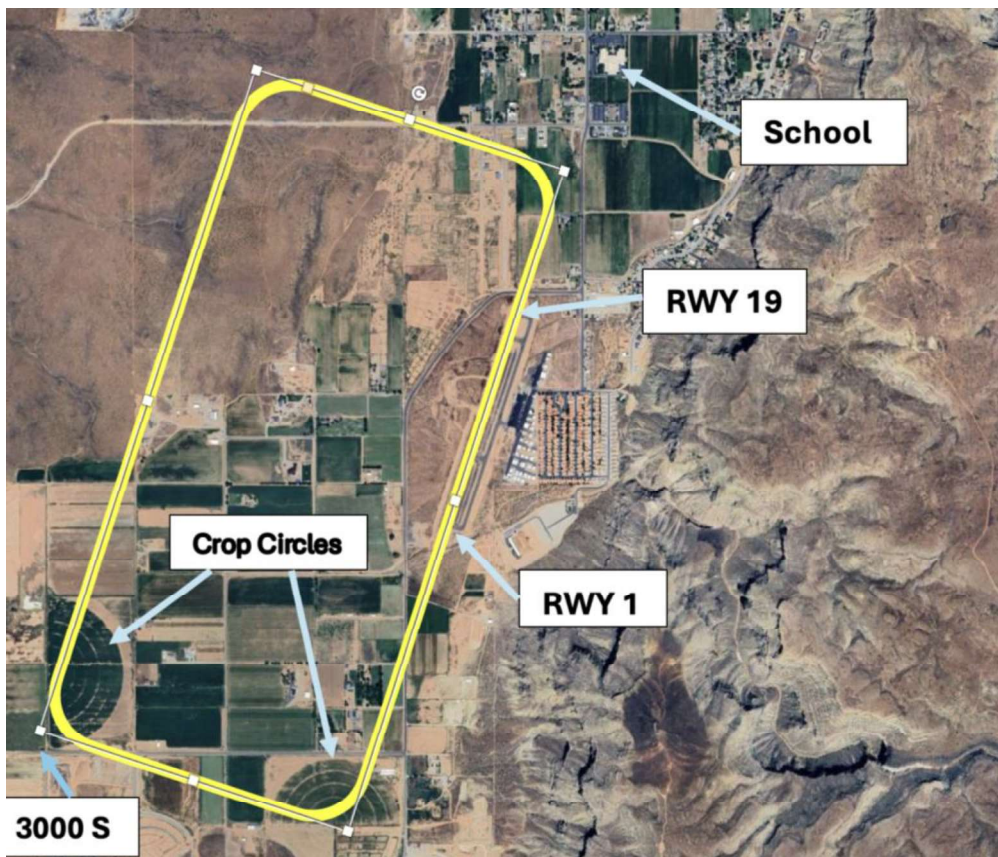
SUU-HURRICANE CITY NOISE ABATEMENT SUMMARY SHEET

MEMORADUM OF UNDERSTANDING SIGNIFICANT TERMS

- Maximum of two rotary wing aircraft conducting pattern work at a time
- Conduct flights between the hours of 7:30 am and 7:30 pm local time
- No pattern work on Sundays
- Use reasonable efforts to avoid populated areas and fly within the geofenced area (see MOU for geofence map)

ADDITIONAL **REQUESTED** PATTERN PROFILE THAT SIGNIFICANTLY REDUCES NOISE OVER RESIDENTIAL PROPERTIES (see diagram below)

- Fly patterns at 1000' agl when possible
- Turn crosswind past 3000 South (the road that heads west toward the Sand Hollow area) using the crop circle as a guide
- Turn downwind at the crop circle west of 1500 West
- Turn base to avoid residential neighborhoods to the north of the airport as much as practical
- Fly a square pattern to avoid cutting pattern corners
- Fly in reverse for Runway 1 pattern



The City of Hurricane would like to express our gratitude for SUU's continued adherence to the terms of the MOU which has now been in place for over 2 years. The resulting noise reduction from SUU aircraft and subsequent citizen complaints have been significant. In addition to adhering to all aspects of the MOU, many pilots make an obvious effort to fly a wider and higher pattern in order to avoid flying over the homes that exist close to the airport. From our experience, if all pilots were consistent in doing this, noise complaints would all but disappear.

The effort to fly wider patterns as described above seems dependent on the individual CFI and/or pilot. From our experience, we estimate that approximately 75% of SUU pilots consistently fly noise reduction patterns. Repeated voices on the radio become familiar, and it is very consistent which pilots make the effort to reduce noise. Since it seems to fulfill the training requirements for the 75%, having the remaining 25% of pilots also do so would be extremely appreciated and lead to significantly reduced noise complaints.

Something that we can do that may be helpful to everyone is to provide a simple single page summary sheet to help with noise abatement awareness for the Hurricane area. This sheet could be a communication tool to be given to existing and new flight instructors and student pilots as well as being displayed in a common area. It is hoped that this sheet will make communication easier at SUU and lead to consistency among flight instructors and pilots. Please find the provided summary sheet for your consideration with this letter.

Again, the efforts being made by SUU to reduce noise while utilizing the airspace around the Hurricane airport are very much appreciated. Hopefully, this summary sheet will be a resource that will help continue a positive relationship to even a higher level of cooperation.

Sincerely,