HURRICANE CITY
UTAH

Mayor
Nanette Billings

City Manager
Kaden DeMille

HURRICANE CITY MUNICIPAL AIRPORT ADVISORY BOARD MEETING AGENDA

Tuesday, February 21, 2023
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.

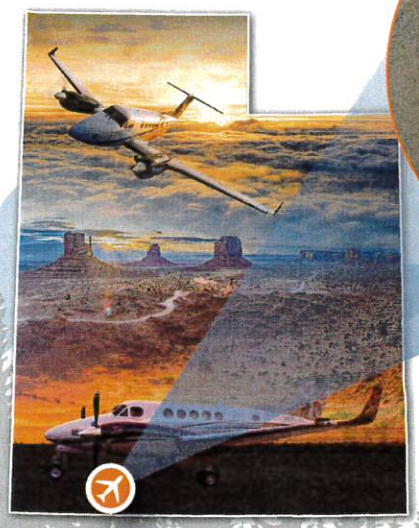
AGENDA

1. Call to Order, Pledge of Allegiance, Prayer
2. Review Minutes from January 17, 2023
3. Discussion on the tie down hangers and proposed monitoring system for the airport manager to track use for the city treasurer for billing purposes. – Mayor Billings
4. Discussion on tie down rental fee notice and due date – Mayor Billings
5. Review, discussion, and possible vote on AWOS project – Mike Vercimak
6. Review, discussion, and possible vote on adding and insurance provision to the hangar leases – Dayton Hall
7. New Business
8. Adjourn

UTAH | AVIATION DEVELOPMENT STRATEGY

GENERAL DICK STOUT FIELD AIRPORT (1L8)

HURRICANE, UTAH



50
JOBS

$2.0M
ANNUAL PAYROLL

$5.3M
ANNUAL SPENDING

$7.3M
ANNUAL ECONOMIC ACTIVITY

$225,800
STATE AND LOCAL TAX REVENUE

$20.1M
10-YEAR DEVELOPMENT COST

EACH UTAH AIRPORT HAS A UNIQUE STORY TO TELL...

General Dick Stout Field Airport in Hurricane hosts recreational fliers and a unique skydiving experience provided by Skydive Zion, an operator based at the airport. Due to the economic growth in southern Utah, the airport recently reconstructed the runway and built a new taxiway to accommodate additional activity and enhance airport safety.

UDOT Keeping Utah Moving
AERONAUTICS

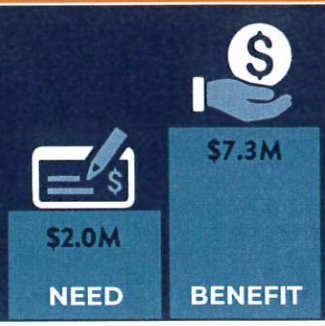
https://www.udot.utah.gov/connect/business/public-entities/planning/aviation-development-strategy

GENERAL DICK STOUT FIELD AIRPORT (1L8)

THE AIRPORT'S ANNUAL BENEFITS ARE SIGNIFICANT

The airport's benefit far exceeds its annual needs

- **$20.1 million** estimated to maintain/improve the airport over the next ten years
- **$2.0 million** average annual investment need
- **$7.3 million** in annual economic benefit



DID YOU KNOW GENERAL DICK STOUT FIELD AIRPORT CREATES...

ALL ECONOMIC IMPACTS BY MEASURE AND CATEGORY FOR GENERAL DICK STOUT FIELD AIRPORT

	EMPLOYMENT			PAYROLL			SPENDING			ANNUAL ECONOMIC ACTIVITY		
	DIRECT	INDIRECT/ INDUCED	TOTAL	DIRECT	INDIRECT/ INDUCED	TOTAL	DIRECT	INDIRECT/ INDUCED	TOTAL	DIRECT	INDIRECT/ INDUCED	TOTAL
Airport Management and Tenants	11	12	23	$547,800	$691,200	$1,239,000	$1,432,400	$1,881,700	$3,314,100	$1,980,200	$2,572,900	$4,553,100
Capital Investment	5	6	11	$173,100	$144,600	$317,700	$692,900	$649,400	$1,342,300	$866,000	$794,000	$1,660,000
General Aviation Visitor Spending	11	5	16	$280,400	$187,300	$467,700	$322,200	$305,300	$627,500	$602,600	$492,600	$1,095,200
Total Impacts	27	23	50	$1,001,300	$1,023,100	$2,024,400	$2,447,500	$2,836,400	$5,283,900	$3,448,800	$3,859,500	$7,308,300

Note: Impacts reported reflect pre-COVID airport activity

GENERAL DICK STOUT FIELD AIRPORT (1L8)

BENEFITS ALSO COME IN THE FORM OF

INCOME TAX ON EMPLOYEES OF...

- AIRPORT $17,300
- CONSTRUCTION $4,400
- VISITOR INDUSTRY $3,800

$25,500 ANNUAL INCOME TAX

SALES TAX ON SPENDING BY...

- AIRPORT $87,600
- CONSTRUCTION $44,100
- VISITORS $48,500
- EMPLOYEES $20,100

$200,300 ANNUAL SALES TAX

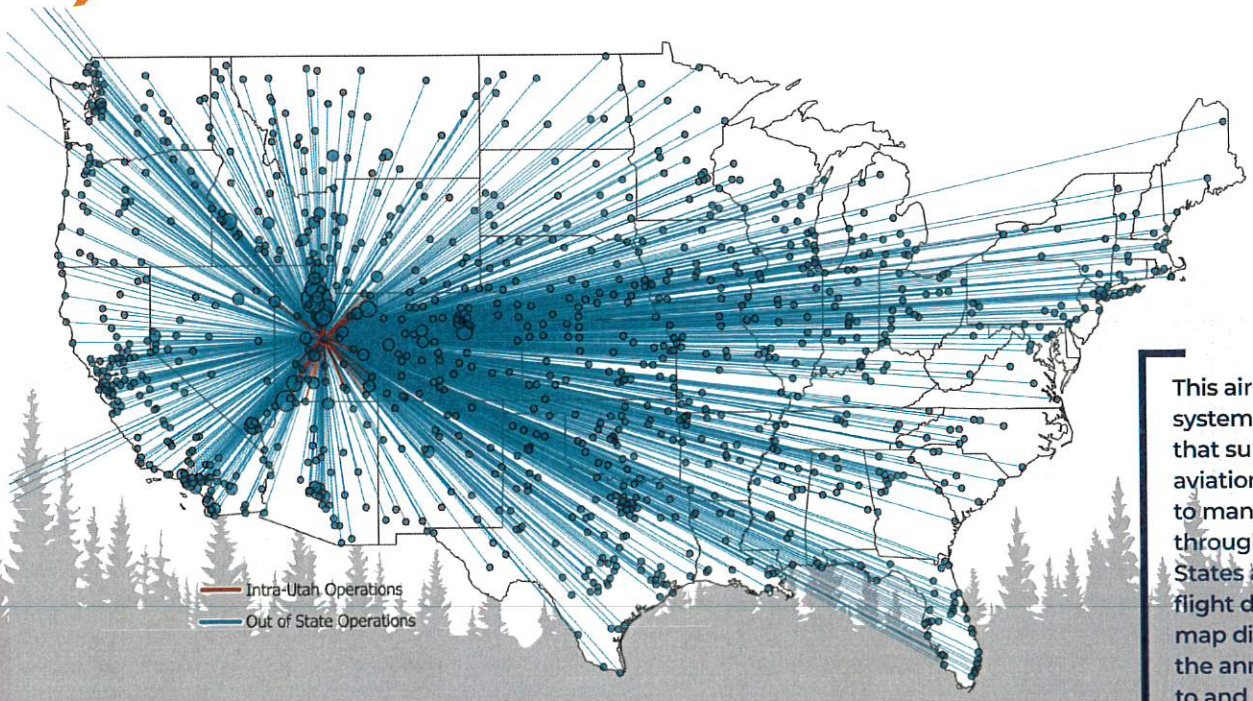
$225,800 ANNUAL SALES AND INCOME TAX REVENUE

DID YOU KNOW...

89% OF FLIGHT PLANS ARE TO OUT OF STATE DESTINATIONS

UTAH AIRPORTS HAVE CONNECTIONS TO MORE THAN 1,270 UNIQUE MARKETS IN 50 STATES AND 26 COUNTRIES (100 INTERNATIONAL MARKETS)

NON-STOP GENERAL AVIATION FLIGHTS FOR ALL UTAH AIRPORTS



This airport is part of a system of Utah airports that support general aviation connectivity to many destinations throughout the United States and beyond. FAA flight data shown on the map displays some of the annual destinations to and from Utah.

AIRPORT SYSTEM ROLE

This airport plays an important role in the functionality and capacity of the Utah system. The role established is based on measurable factors such as:

- **Regional Economic Characteristics:** agricultural land, oil/gas fields, mining districts, tourism/recreation, etc.
- **Strategic Aviation Niche:** air cargo, aerial firefighting, air ambulance, based aircraft
- **Modal Connectivity:** federal freight networks, critical freight routes, rail yards, etc
- **Airport Services:** runway length, approach type, weather reporting, fuel service, aircraft storage, etc.

UT-I: COMMERCIAL SERVICE
8 AIRPORTS

UT-II: CORPORATE / TOURISM / FREIGHT
16 AIRPORTS

UT-III: RECREATION AND COMMUNITY ACCESS
9 AIRPORTS

UT-IV: ESSENTIAL ACCESS
13 AIRPORTS

GENERAL DICK STOUT FIELD AIRPORT ROLE:
UT-II: CORPORATE/TOURISM/FREIGHT

FACILITY AND SERVICE OBJECTIVES	
Airside Facilities	**Airport Compliance**
Instrument Approach	X
Navigational and Visual Aids	X
Weather Reporting	X
Primary Runway Dimensions	X
Taxiway Layout	✓
Primary Runway Pavement Condition	X
Primary Runway Strength	X
Airfield Lighting	X
Airfield Security and Fencing	✓
Services	
Fixed Based Operator	X
Fueling Services	✓
Aircraft Maintenance	X
Ground Transportation	✓
Other Facilities	
Restrooms	✓
Hangar/Aircraft Storage	X
Tie-downs	✓
Terminal and Administration Building	X
Paved Automobile Parking	X
Other	
Recent Master Plan/Airport Layout Plan	✓

✓ *Meets Recommendation* X *Improvement Recommended*
— *Not an Objective*

AIRPORT DEVELOPMENT NEEDS 2020-2030:
$20.1 MILLION*

**Includes current capital improvement plan projects*

UTAH AVIATION DEVELOPMENT STRATEGY

TOTAL ANNUAL STATEWIDE ECONOMIC IMPACTS FOR ALL UTAH AIRPORTS

	STATEWIDE EMPLOYMENT	STATEWIDE PAYROLL	STATEWIDE SPENDING	STATEWIDE ANNUAL ECONOMIC ACTIVITY	STATEWIDE TAX REVENUE
EXCLUDING SLC	11,567	$476.5 MILLION	$786.8 MILLION	$1.3 BILLION	$49.8 MILLION
INCLUDING SLC	135,974	$4.8 BILLION	$8.0 BILLION	$12.7 BILLION	$635.3 MILLION

ECONOMIC IMPACTS

15 AIRPORTS HAVE ANNUAL ECONOMIC IMPACTS UP TO **$1 MILLION**

12 AIRPORTS HAVE ANNUAL ECONOMIC IMPACTS OF **$1 MILLION** TO **$5 MILLION**

5 AIRPORTS HAVE ANNUAL ECONOMIC IMPACTS OF **$5 MILLION** to **$10 MILLION**

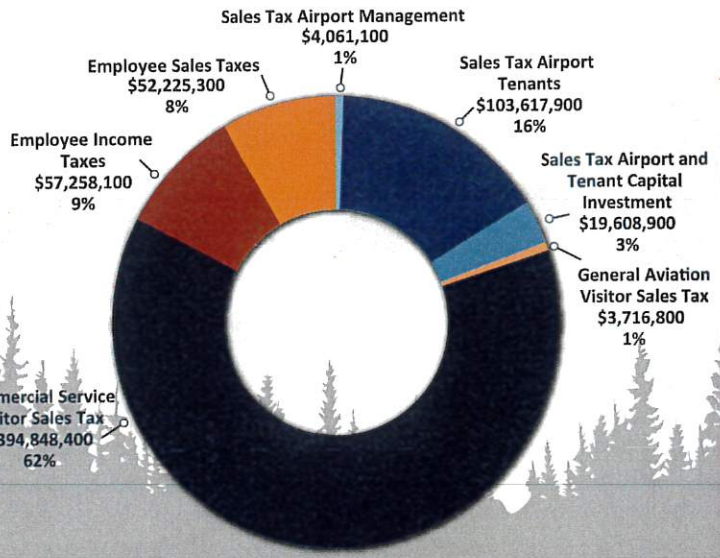
14 AIRPORTS HAVE ANNUAL ECONOMIC IMPACTS OF **$10 MILLION** OR MORE

ANNUAL VISITORS ARRIVING BY AIR

6.6 MILLION COMMERCIAL AIRLINE VISITORS
204,000 Excluding SLC

180,000 GENERAL AVIATION VISITORS
137,000 Excluding SLC

ANNUAL STATE AND LOCAL TAX REVENUES GENERATED BY AIRPORT ACTIVITY



$635.3 MILLION — **46 PUBLIC AIRPORTS** *Including SLC*

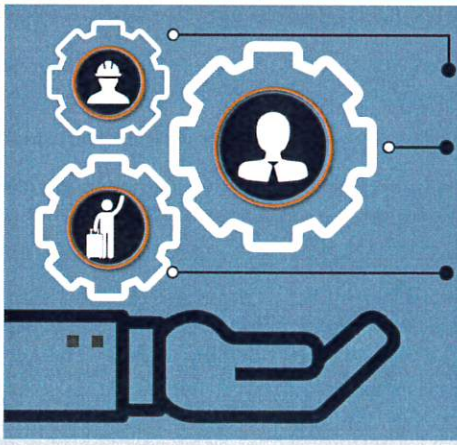
$49.8 MILLION — **45 PUBLIC AIRPORTS** *Excluding SLC*

$225,800 — **General Dick Stout Field Airport**

METHODOLOGY FOLLOWS FAA GUIDANCE

HOW DO WE FIND ECONOMIC IMPACTS ON AIRPORTS?

Each airport was investigated to identify potential economic impacts from these activity categories:



- AVERAGE ANNUAL CAPITAL INVESTMENT
- AIRPORT MANAGEMENT AND BUSINESS TENANTS
- GENERAL AVIATION AND COMMERCIAL VISITOR EXPENDITURES

WHAT DO WE MEASURE?

For all categories, these measures were used to identify the airport's annual economic impact:

EMPLOYMENT

ANNUAL PAYROLL

ANNUAL SPENDING

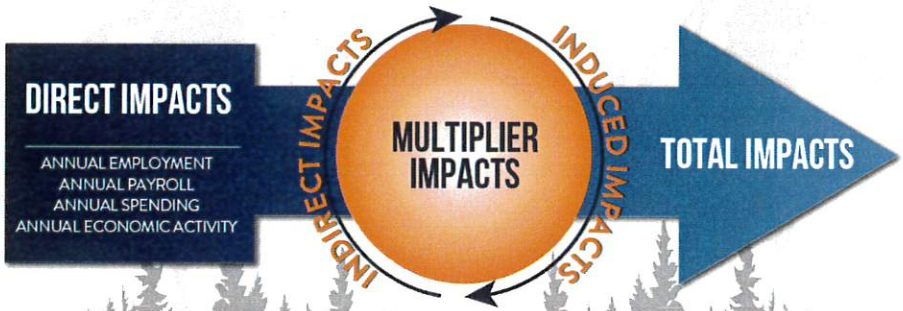
ANNUAL ECONOMIC ACTIVITY

WHAT IS ANNUAL ECONOMIC ACTIVITY?

Annual economic activity represents dollars flowing into the economy from payroll and spending.

HOW DO WE GET TOTAL IMPACTS?

Economic impacts reflect not only direct impacts, but also indirect/induced impacts associated with multiplier effects. Using Utah-specific inputs, the IMPLAN model was used to estimate indirect/induced impacts.



UDOT Keeping Utah Moving
AERONAUTICS

FOR MORE INFORMATION:
Utah Division of Aeronautics
135 2400 W, Salt Lake City, UT 84116

www.udot.utah.gov/connect/business/public-entities/planning/aviation-development-strategy

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HURRICANE MUCNICIPAL AIRPORT AIRCRAFT NOISE ABATEMENT PROCEDURES

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 the AIM.

D. Helicopters shall make a practical effort to vary the downwind distance from the runway when performing repetitive pattern work in order to reduce sustained ground noise under a particular flight path. See AIM 4-3-3(b).

E. Simulated forced landings and/or auto-rotations 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.

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.