HEBER CITY MUNICIPAL AIRPORT
VOLUNTARY NOISE ABATEMENT PROGRAM—COMMUNITY INFORMATION

Heber City continues to work closely with aircraft operators and community members to minimize noise impacts over residential areas in the Heber Valley. Heber City has implemented a Voluntary Noise Abatement Program for the Heber City Municipal Airport which includes recommended noise abatement aircraft operating procedures and flight tracks. Noise Abatement Procedures are specific voluntary flight tracks for aircraft to fly to avoid overflight of populated areas. The goals of the Program are to minimize aircraft noise exposure to residential areas, maintain airport operations that are compatible with the surrounding communities and maintain continuing communications between the airport, airport users and the surrounding community. Your participation in the program is greatly appreciated.

Remember…Safety ALWAYS takes precedence over noise abatement procedures.

Program Overview

Noise is broadly defined as any unwanted sound. Abatement is defined as a reduction. Aircraft noise abatement programs are developed to help reduce the impact of aircraft noise on the surrounding communities. Aviation noise abatement is a shared responsibility among every level of local government and each aviation participant.

The Heber City Airport Voluntary Noise Abatement Program includes recommended aircraft operating procedures and recommended flight tracks. The Program is completely voluntary in nature and no penalties can be imposed on aircraft operators for not following the noise abatement procedures or flight tracks. However, most pilots want to be good neighbors and understand the value of the airport and community relations. They are usually more than willing to follow the procedures when it can be done without jeopardizing safety.

The Heber City Noise Abatement Program Pilot Pamphlet is a tool available to pilots. The pamphlet, similar to this pamphlet, is produced in a format that inserts into the pilots aeronautical charts or knee-board and includes a map of the Noise Abatement Flight Tracks and noise sensitive areas on one side and a list of the Noise Abatement Flight Procedures and airport facilities on the other side.

The Noise Abatement Flight Track Map provides a depiction of the recommended arrival, departure and training flight patterns for aircraft during visual meteorological conditions. Noise sensitive areas, predominately populated areas and local community boundaries, are also shown on the map. The map is for illustrative purposes only and actual flight paths of aircraft will vary. During inclement weather aircraft follow prescribed instrument flight rule (IFR) flight paths and altitudes. The IFR arrival flight path for the Heber City Airport arrives from the north descending through the valley over the airport, then circling to the east for landing. Due to the high terrain, straight-in approaches to the runway ends are not available. Therefore, overflights of populated areas are more likely to occur during IFR operations.

Aircraft arrive and depart into the wind for operational reasons. Thus, wind direction determines runway usage. For example, when the wind is out of the north or east, aircraft will fly arrival routes to the southwest of the airport and land to the northeast, utilizing Runway 3. When the winds are out of the west or south, aircraft will generally utilize Runway 21. When the winds are calm, 5 knots or less, aircraft could utilize either runway; however, Runway 21 has been designated as the preferential calm-wind runway to minimize noise exposure and provide an efficient flow of aircraft traffic. (Please note: runway numbers are determined by the runway alignment in relation to magnetic north and rounded off to the nearest 10 degrees.)

Furthermore, the Heber City Airport is included in the FAA National Plan of Integrated Airport Systems (NPIAS). As such, it is considered essential to the nation's air transportation system. Therefore, the City cannot restrict access by certain types of aircraft or impose mandated curfews. However, Heber City understands that nighttime or very early morning flights can be annoying and is asking aircraft operators to refrain from nighttime operations to maximum extent practicable.

Thank you for your interest in the Heber City Airport Voluntary Noise Abatement Program and taking the time to review this information. Your understanding of these items will contribute to the overall success of the Program.

Heber City Municipal Airport (36U)
Attended 0700-1800 (Local)
Field Elevation: 5,636' MSL
Pattern Altitude: 6,400' MSL (763' AGL)

Hours of Operation – The Heber City Municipal Airport is open for public use 24 hours a day, seven days per week. The Airport Manager or an appointed representative may close the Airport because of conditions of the landing area, necessary maintenance, the presentation of special events and similar causes.

Voluntary Nighttime Curfew – Although aircraft arrivals and departures are permitted 24 hours a day, Heber City has a voluntary nighttime curfew. Aircraft operations and engine start-ups are discouraged between 11:00 PM and 6:00 AM Monday through Friday and 10:00 PM and 7:00 AM on weekends and holidays.

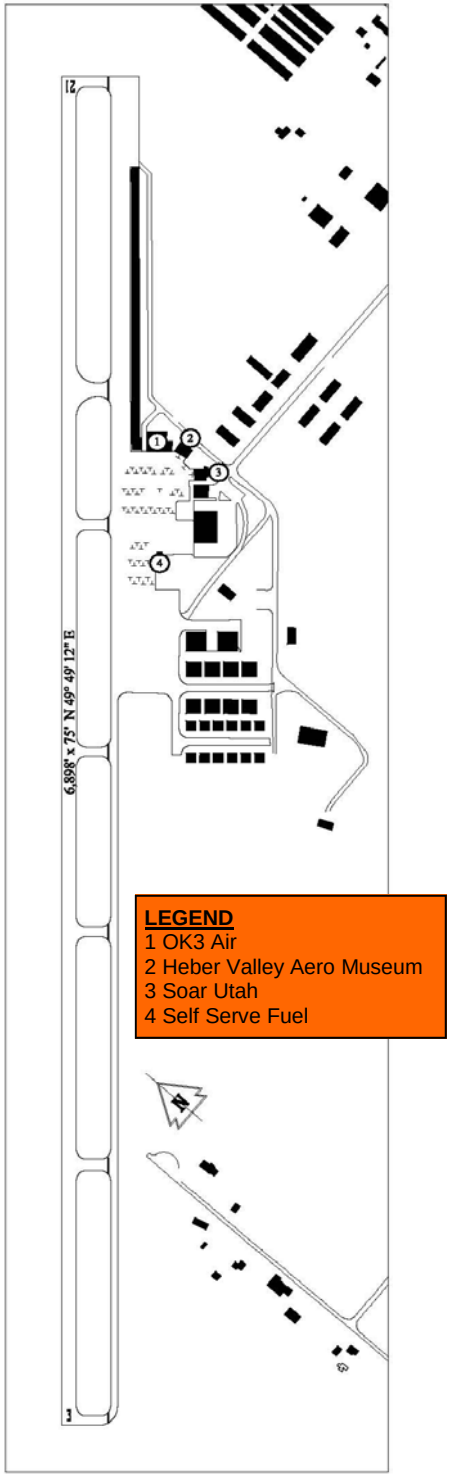
Arrival & Departure Flight Tracks – Recommended noise abatement arrival and departure flight tracks are intended to provide an efficient flow for aircraft arrivals and departures while minimizing overflights of populated areas. Pilot vigilance should be maintained to see-and-avoid other aircraft, provide position reports over Unicom frequency, and maintain safe altitudes. Safety should never be compromised to adhere to the recommended flight tracks.

Engine Maintenance Run-Ups – Engine maintenance run-ups are discouraged between 10:00 PM and 7:00 AM Monday through Friday and 10:00 PM and 8:00 AM on weekends and holidays. For noise abatement purposes, pilots are encouraged to limit run ups to the minimum time necessary.

APU Restrictions – For noise abatement purposes, pilots are encouraged to limit Auxiliary Power Units (APU) use to the minimum time necessary. The maximum recommended APU run-time is (30) minutes. In addition, the APU is considered an engine start and compliance with the Heber City Municipal Airport voluntary curfews are requested.

Reverse Thrust Use – The use of reverse thrust may negatively impact the residential community surrounding the Heber City Municipal Airport, particularly during night hours. The use of minimum reverse thrust necessary for safety is recommended consistent with runway conditions and available length.

Pre-Flight Run-Up – Pilots are requested to perform pre-flight run ups away from open areas including off the end of exposed runways as well as away from hangars are buildings whenever possible. Extended high power settings on run-up or departures negatively impact the community.



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NOISE ABATEMENT FLIGHT TRACKS

- TRAINING PATTERN
- PROPELLER FLIGHT TRACK
- JET FLIGHT TRACK
- INSTRUMENT FLIGHT TRACK
- NOISE SENSITIVE AREAS (AVOID OVERFLIGHT)

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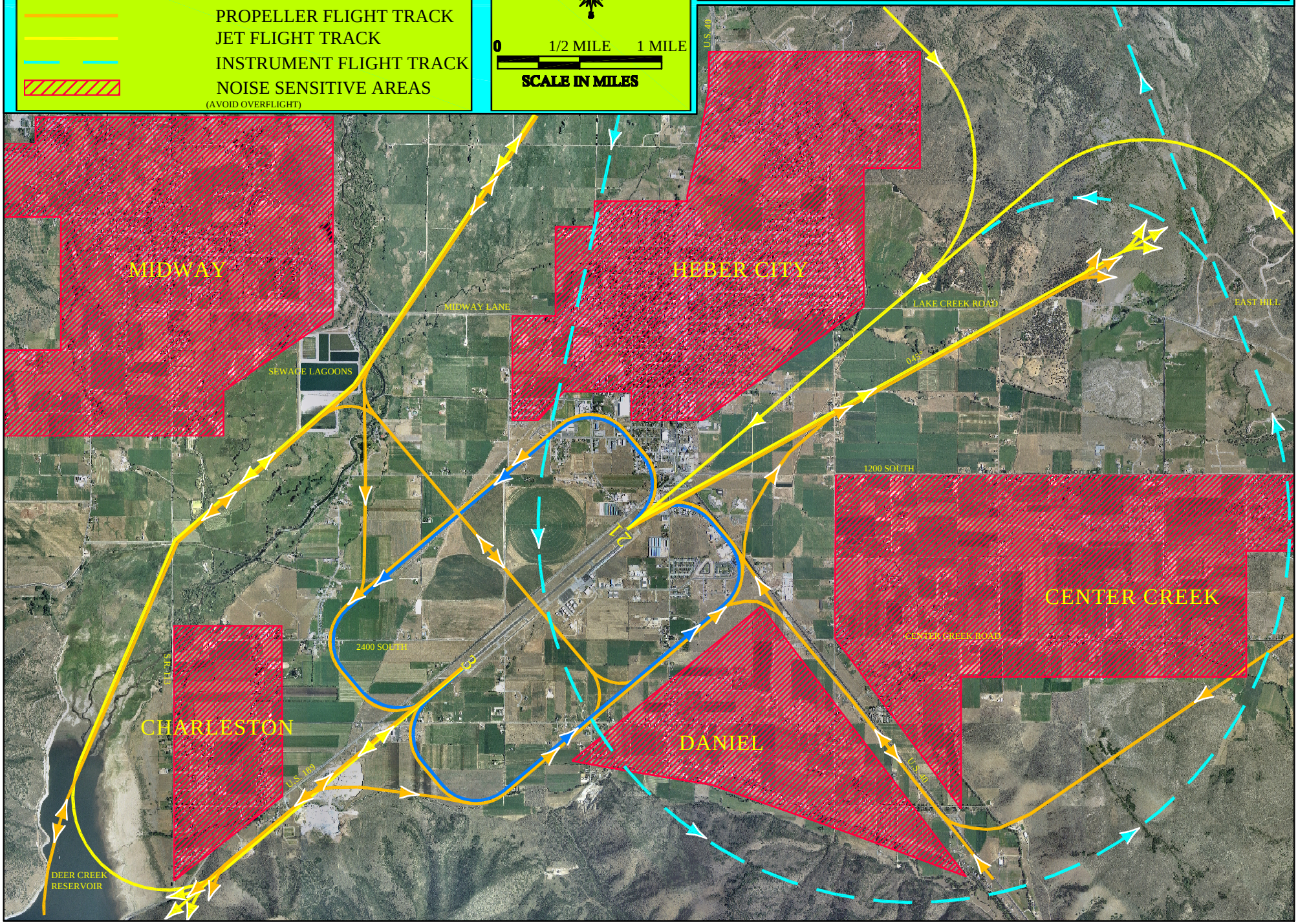
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