Chapter 1 – Introduction and Project Overview

The City of Hermiston, in cooperation with the Federal Aviation Administration (FAA), is updating the airport master plan for Hermiston Municipal Airport (FAA airport identifier – HRI) to address the airport's needs for the next twenty years. The airport master plan will provide specific guidance in making the improvements necessary to maintain a safe and efficient airport that is economically, environmentally, and socially sustainable.

Study Purpose

The purpose of the Hermiston Municipal Airport - Airport Master Plan is to define the current, short-term, and long-term needs of the airport through a comprehensive evaluation of facilities, existing facilities, site conditions, and current FAA airport planning and design standards. The study will also address elements of local planning (land use, transportation, environmental, economic development, etc.) that have the potential to affect the planning, development, and operation of the airport. This project updates the 2001 Airport Layout Plan Report.[1] Since the last airport layout plan was completed, the FAA has identified several areas of emphasis for airports that affect airport planning; including land use compatibility in runway protection zones (RPZ) and airfield design standards compliance.

Project Need

Hermiston Municipal Airport is included in the federal airport system—the National Plan of Integrated Airport Systems (NPIAS). Inclusion in the NPIAS is limited to public use airports that meet specific FAA activity thresholds. The FAA requires all NPIAS airports to maintain current planning, with periodic updates of their master plans and airport layout plans (ALP). These updates maintain current planning

[1] Airport Layout Plan Report – Hermiston Municipal Airport (Final Report, March 2001; Aron Faegre & Associates, Century West Engineering Inc., and Gazeley & Associates).

consistent with applicable FAA technical standards, policies, and regulations that change over time, and maintain overall funding eligibility with FAA.

There are currently 3,332 existing NPIAS facilities including airports, heliports, and seaplane bases.[2] The FAA recognizes that NPIAS airports are vital to serving the air transportation needs of the public and that access to the nation's air transportation system is not limited to commercial service airports. The majority of NPIAS airports are designated "Primary" or "Non-primary." The 382 Primary airports provide the majority of commercial air service within the system. The 2,950 Non-primary airports include General Aviation, Reliever, and Non-primary Commercial Service airports (airports that enplane 2,500 to 9,999 annual passengers). Hermiston Municipal Airport is designated as a Non-primary General Aviation airport.

NPIAS airports are eligible for federal funding of eligible improvements through FAA programs such as the Airport Improvement Program (AIP). The AIP is a dedicated fund administered by FAA with the specific purpose of maintaining and improving the nation's public use airports. The AIP is funded exclusively through general aviation and commercial aviation user fees. These funds are only available for use on AIP eligible projects.

Project Funding

Funding for the airport master plan is provided through an FAA Airport Improvement Program (AIP) grant (90%), ODA Critical Oregon Airport Relief (COAR) grant (9%), with local match (1%) provided by the airport sponsor.

Airport Ownership

The City of Hermiston is the owner of Hermiston Municipal Airport. As the airport owner (sponsor) of record, the City of Hermiston is responsible for conforming to all applicable FAA regulations, design standards, and grant assurances.

[2] 2017-2021 NPIAS Report

History of the Airport and Development[3]

1945 City of Hermiston purchased 259 acres of land for new airport (first CAA approval);

1946 Hermiston Municipal Airport was first constructed with a 2,600-foot dirt runway;
The first Fixed Base Operator (FBO) was established and the first EAA chapter;

1950 The runway was upgraded with a gravel surface;

1956 Hermiston Airport was transferred to the State of Oregon;

1959 The runway and parallel taxiway were paved;
State of Oregon deeded the airport (except runway) to the City of Hermiston;

1965 Hermiston voters approve bond measure to support airport improvements;

1976 The runway was extended to 4,000 feet long and widened to 75 feet wide;
At this time medium intensity runway lights (MIRL), runway end identifier lights (REIL), and visual approach slope indicator lights (VASI) were installed;

1978 An airport municipal building was constructed and dedicated on June 24;

1985 Apron expansion project and conducted airport master plan update;

1988 Land acquisition, obstruction removal, runway extension, rehabilitated runway lighting, and installed a PAPI on each runway end;

1991 Taxiway construction and rehabilitation (500' extension) runway rehabilitation, and drainage project;

2009 Runway rehabilitation;

2013 Perimeter fence project, and installed new perimeter fence from the airport access road to the corner of S. Ott Road and E. Highland Road;

2016 Parallel taxiway relocation and construction, new fuel tanks and dispensing equipment was installed, runway edge lighting replacement (LED MIRL), REIL replacement, and PAPI replacement on both runway ends.

Study Organization

Work in progress on the airport master plan will be documented in a series of technical memoranda (presented as draft chapters). These chapters are prepared to document progress in the study, facilitate the review of preliminary results, and obtain input throughout the master planning process. The draft

[3] Airport Layout Plan – Hermiston Municipal Airport (Final Report, March 2001; Aron Faegre & Associates, Century West Engineering Inc., and Gazeley & Associates).

chapters will be updated and incorporated into the draft and final airport master plan technical report at the study's conclusion.

The draft chapters and supporting documents will be prepared over a period of approximately 18 months. Each draft chapter will be reviewed locally and by the FAA and the Oregon Department of Aviation (ODA) for consistency with federal and state regulations, policies, and standards.

The 2017-2038, Hermiston Municipal Airport -Airport Master Plan will include the following chapters:

- *Chapter 1 – Introduction and Project Overview*
- *Chapter 2 –Airport Data Collection and Facilities Inventory*
- *Chapter 3 – Aeronautical Activity Forecasts and Demand Capacity Analysis*
- *Chapter 4 – Facility Requirements*
- *Chapter 5– Alternatives Analysis*
- *Chapter 6 – Airport Layout and Terminal Area Plans*
- *Chapter 7 – Airport Financial Plan and Capital Improvement Plan*
- *Chapter 8 – Compatible Land Use Planning in the Vicinity of Airports*
- *Chapter 9 –FAA Compliance and Recycling and Solid Waste Management Plan*
- *Appendix – Environmental Technical Memorandum*

Local Citizen Participation

The City of Hermiston is committed to an inclusive, transparent planning process and will make all project work products available for public review. The public involvement element of the airport master plan will provide several ways for all interested individuals, organizations, or groups to participate in the project:

- All draft work products will be available for public review and comment. Links to the documents will be posted on the City's webpage to allow for convenient access, review, and comment;

- A series of public meetings will be held during the project to facilitate public participation including;

    - The City of Hermiston's Airport Board will serve as the local planning advisory committee (PAC). The PAC will assist the project team in reviewing draft technical working papers and will provide input into the planning process. Planners from the City of Hermiston and Umatilla County will be added to the PAC to provide additional coordination with local land use issues. Representatives from the FAA Seattle Airports District Office and ODA will serve as ex officio members of the PAC. The PAC will meet periodically during the project, provide review and comment on draft work products, discuss key project issues,

and provide local knowledge and expertise to the planning process. The PAC meetings will be open to the public.

- Periodic study sessions and briefings with City staff, project meetings, and open houses will be conducted, as required.

Summary

The FAA-defined airport master planning process requires a sequential, systematic approach, which leads to the selection of a preferred airport development option. The preferred development option will then be integrated into the ALP and Airport Capital Improvement Program (ACIP). To meet this goal, the airport master plan will:

- *Provide an updated assessment of existing facilities and activity;*
- *Forecast airport activity measures (design aircraft, based aircraft, aircraft operations, etc.) for the current 20-year planning period;*
- *Examine previous planning recommendations (2001 Airport Layout Plan) based on ability to meet current FAA airport design standards and policies;*
- *Determine current and future facility requirements for both demand-driven development and conformance with FAA design standards;*
- *Evaluate airside and landside facility improvement options in the form of development alternatives;*
- *Provide consistency between airport planning and land use planning/zoning to promote maximum compatibility between the airport and surrounding areas;*
- *Prepare an updated Airport Layout Plan (ALP) drawing set to accurately reflect current conditions and master plan facility recommendations; and*
- *Develop an Airport Capital Improvement Program (ACIP) that prioritizes improvements and estimates project development costs and funding eligibility for the 20-year planning period.*

The preparation of this document may have been supported, in part, through the Airport Improvement Program financial assistance from the Federal Aviation Administration as provided under Title 49, United States Code, section 47104. The contents do not necessarily reflect the official views or policy of the FAA. Acceptance of this report by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable with appropriate public laws.

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