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 Prim2038ary 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%), and ODA Critical Oregon Airport Relief (COAR) grant (9%), and local match (1%) provided by the City of Hermiston.

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.

History of the Airport and Development[3]

The history of Hermiston Municipal Airport summarized in the previous airport master plan is provided below.

"The Hermiston Municipal Airport site has been in aviation use since early 1946. The effort to establish a local airport was led by Mr. Sam Moore, Chairman of the Hermiston Chamber of Commerce, Airport

[2] 2017-2021 NPIAS Report
[3] Airport Layout Plan – Hermiston Municipal Airport (Final Report, March 2001; Aron Faegre & Associates, Century West Engineering Inc., and Gazeley & Associates).

Committee. Through a community-based effort, the current airport site was identified, with slightly more than 260 acres of property purchased at a price of $3 per acre. Initial construction of a 2,600-foot landing strip was completed during the late fall and winter, 1945-46. Mr. Moore was appointed airport manager, and the U.S. Civil Aviation Authority (CAA) and the State of Oregon Board of Aeronautics officially approved the airport in February 1946. The first documented airport operation occurred on January 9, 1946, just prior to completion of construction."

"During the period between 1956 and 1973, several changes in airport ownership occurred involving the City of Hermiston and the State of Oregon. According to an account contained in a previous master plan, the City deeded the airport to the State in 1956. In 1959, the State deeded the airport property, except the area surrounding the runway. In 1961, the City deeded the airport back to the State. In 1965, the State transferred the airport back to the City, with the exception of the land located within 500 feet of the runway centerline. In 1973, the entire airport was deeded back to the City, where it has remained in local ownership since."

A review of the historic property records illustrates that the transactions were intended to utilize the technical expertise and resources provided by the State of Oregon Board of Aeronautics to modernize the airport. This activity included construction of the original hard-surfaced runway and associated airfield facilities, which involved the first FAA funding for the airport in 1963.

Starting with an unpaved 2,600 x 30-foot landing strip, Hermiston Municipal Airport has undergone several significant improvements since it was established more than 70 years ago, and it has become a critical transportation facility and economic engine in Hermiston and Umatilla County. A summary of major events is provided below:

1945 - The City of Hermiston purchased 259 acres of land from the Stanfield Irrigation District to develop the airport (first CAA approval);

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

1950 - The runway was upgraded with a gravel surface;

1956 - The City of Hermiston transferred airport ownership to the State of Oregon;

1959 - The runway and parallel taxiway were paved with FAA funds; following construction, the State of Oregon deeded the airport (except runway/taxiway area) to the City of Hermiston;

1965 - Hermiston voters approve bond measure to support airport improvements;

1973 - State of Oregon deeded the remainder of the airfield to the City of Hermiston;
1976 - The runway was extended to 4,000 feet long and widened to 75 feet with medium intensity runway lights (MIRL), runway end identifier lights (REIL), and visual approach slope indicators (VASI);
1978 - An airport municipal building was constructed and dedicated on June 24, 1978;
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;
2001- Airport Layout Plan update;
2009 - Runway rehabilitation;
2013 – Constructed new airport perimeter fence from Airport Way (east of Highway 395) to the corner of S. Ott Road and E. Highland Road at the NE corner of the airport; and
2016 – Reconstruction of parallel taxiway (relocation/realignment) and exit taxiways A1-A5, replacement of runway edge lighting (LED MIRL), REIL (Rwy 23), and PAPIs on both runway ends; installation of new fuel tanks and dispensing equipment.

Study Organization

Work in progress on the airport master plan was documented in a series of technical memoranda (presented as draft chapters). These chapters were prepared to document progress in the study, facilitate the review of preliminary results, and obtain input throughout the master planning process. The draft chapters were subsequently updated and incorporated into the draft final airport master plan technical report.

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

The airport master plan report and Airport Layout Plan (ALP) drawing set were finalized following the completion of FAA and local review.

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

Chapter 1 – Introduction and Project Overview
Chapter 2 –Inventory of Existing Conditions
Chapter 3 – Aviation Activity Forecasts
Chapter 4 – Airport Facility Requirements
Chapter 5– Airport Development Alternatives
Chapter 6 – Airport Layout Drawings
Chapter 7 – Compatible Land Use Planning in the Vicinity of Airport
Chapter 8 – Financial and Development Program
Chapter 9 –FAA Compliance and Recycling and Solid Waste Management Plan
Technical Appendices:
- *Environmental Review*
- *Cultural Resources Survey*

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 provided several ways for all interested individuals, organizations, or groups to participate in the project:

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

- A series of public meetings were held during the project to facilitate public participation including:

    - **Planning Advisory Committee (PAC).** The City of Hermiston's Airport Board served as the local PAC for the master plan. The PAC assisted the project team in reviewing draft technical working papers and provided input into the planning process. Planners from the City of Hermiston and Umatilla County were included on the PAC to provide coordination on local land use issues. Representatives from the FAA Seattle Airports District Office and ODA served as ex officio members of the PAC. The PAC met several times during the project, provided review and comment on draft work products, discussed key project issues, and provided local knowledge and expertise to the planning process. The PAC meetings were open to the public.

    - **Open House**. A project open house was conducted in conjunction with the PAC meeting presentation of preliminary development options and priorities for the airport.

    - **Other Project Meetings**. Periodic study sessions and bi-weekly project briefings were held with City staff.

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.*

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