

# WHPacific's Executive Summary for the LA GRANDE / UNION COUNTY AIRPORT MASTER PLAN UPDATE 2018

## Master Planning Process

The master plan process was guided by FAA standards and design guidelines that are used nationwide. The process includes nine steps:

1. Introduction: This section introduces the Master Planning process, as well as setting the issues and goals to be addressed within the subsequent document as guided by the PAC. An Airport Role Analysis is also included.
2. Inventory: An inventory of existing facilities on the airport is prepared.
3. Forecast: A look 20 years into the future to forecast what level of activity may occur is prepared – how many and what types of airplanes is forecast, which helps guides future needs. This forecast is formally approved by the FAA.
4. Facilities Requirements: Based upon what currently exists and the kind of activity forecast for the future, this step evaluates the types of facilities that might be needed in the future.
5. Alternatives Development and Evaluation: With an understanding of facility requirements, this step evaluates how those requirements might be met, and which of the alternatives best meet the planning goals. This includes a review of environmental considerations.
6. Compliance Review: Potential violations and airport “non-compliance” issues are reviewed and evaluated based on a proactive and preventative planning effort to ensure the airport is in compliance with FAA Grant Assurances.
7. Recycling and Solid Waste Management Plan: A new FAA requirement, this step evaluates the airport’s current recycling and solid waste management practices and provides recommendations for improvement.
8. Airport Layout Plan (ALP): A series of technical drawings that summarize and illustrate the features of the plan are prepared to FAA standards for their approval.
9. Implementation Plan: An implementation plan is prepared that outlines the sequence of potential improvements and the estimated cost.



## You're Invited to Stay Involved

Union County would like to invite you to get involved with the airport. Please check the County's website or contact us directly to stay involved with the Airport.

## Contact Us

Union County Public Works  
10513 McAlister Road  
La Grande, OR 97850  
541-963-1016, TTY: 800-735-1232



## Airport Background

Land for airport development was purchased in 1938 by the City of La Grande. It was then leased to the Federal Government and airport construction was undertaken by the U.S. War Department, with completion in 1941. In 1946, ownership of the Airport was transferred back to the City and later transferred to Union County in 1988.

The Airport has two paved runways, 12-30 and 16-34. Runway 12-30 is the primary runway, with a dimension of 6,260 feet by 100 feet. The runway supports general aviation aircraft, which includes private and business operators as well as wildland fire suppression aircraft.

There are 33 buildings on the Airport property and a County operated Fixed Base Operator (FBO), which offers aviation-related services such as hangar/tiedown storage and aircraft fueling to Airport users.

## 2018 Master Plan Update

The Federal Aviation Administration (FAA) recommends that master plans be prepared every 8-10 years in order to ensure that the airport meets current design standards. The FAA also uses the master plan as a tool to determine

eligibility for FAA funding of capital projects at the airport. The City of La Grande and Union County completed an Airport Layout Plan Report in 1998. Since that time, numerous changes have occurred in aviation and the region.

## Community Involvement in the Master Plan

Union County sought extensive public involvement during the master plan update. During the planning process, a planning advisory committee (PAC) representing a cross section of the community and representatives from the Oregon Department of Aviation (ODA) and FAA provided input to the County during the update process. During the master planning process a series of 5 public meetings were held to seek input from the PAC and the public at large and to discuss a variety of airport issues, study progress, key findings, and development concepts.





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## Key Results of the Master Plan Planning Process

### Airport Growth

A 20-year forecast of aviation activity was prepared as part of the master plan by the consultant team, and was subsequently approved by the FAA. The La Grande/Union County Airport is forecast to experience gradual growth over the next 20 years in terms of number of aircraft that are based at the airport and the level of activity.

**Based Aircraft:** For based aircraft that call La Grande/Union County Airport "home," the following growth is forecast:

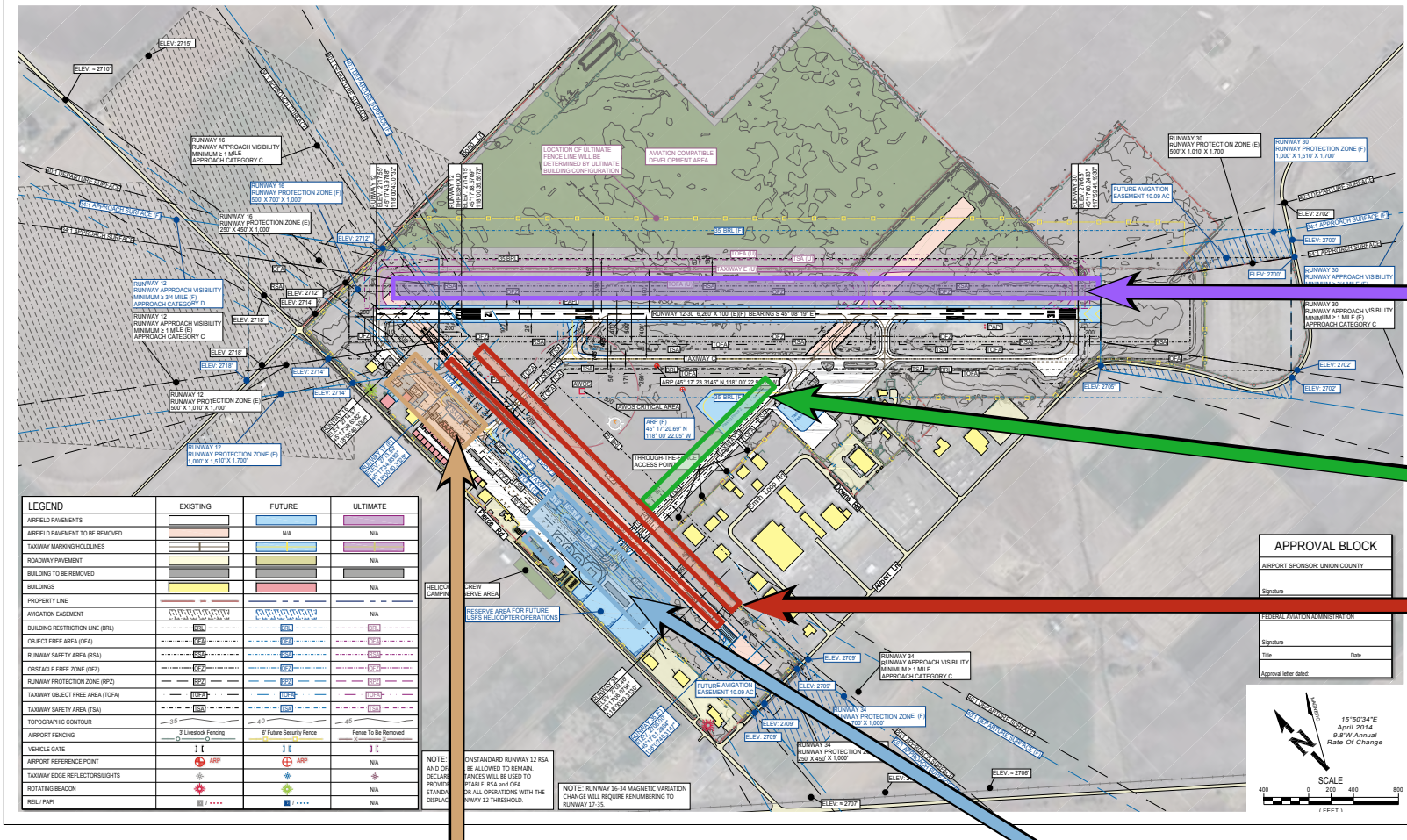
- Single-engine airplanes will increase from 65 to 70.
- Multi-engine will increase from 3 to 5.
- Jet aircraft will increase from 0 to 1.
- Helicopters will increase by 5, from 8 to 13.
- The total number of based aircraft is forecast to increase from 76 to 89.

**Operations:** Aircraft operations (number of takeoffs and landings) is another measure of activity at the airport. As with the number of aircraft based at La Grande/Union County Airport, the number of operations is forecast to increase over the next 20 years. In 2013, the number of takeoffs and landings was approximately 16,000. In 2034 that number is anticipated to grow to a little over 20,500. The average annual growth rate over the planning period is forecasted to be 1.27%.

**Infrastructure:** The required infrastructure improvements identified and discussed throughout the planning process which are necessary to meet FAA design standards while also accommodating existing users and planned growth over the planning period includes, but is not limited to:

- Several taxiway/runway connectors do not meet standards and should be corrected.
- Runway 16-34 width should be increased to 75 feet for Runway Design Code (RDC) B-II.
- Increase Runway Protection Zone (RPZ) for Runway 16-34.
- Install Precision Approach Path Indicator (PAPI) on Runway 34.
- Relocate Taxiway A to meet runway to taxiway separation design standards, to allow for ramp expansion and improved traffic flows.

### Airport Improvements



**Runway 12-30 Shoulder and Safety Area:** Shoulder and safety area improvements will be the final phase to the recent runway shift project.

**Taxiway D Rehabilitation:** Taxiway D will be rehabilitated during improvements to Runway 16-34.

**Runway 16-34 Improvements:** This project will include a runway shift, rehabilitation, widening, lighting, and precision approach path indicator (PAPI) installation for Runway 16-34. A connector taxiway from Taxiway A to the Runway 16 threshold will be included, as well as removal of pavement behind the threshold, as to increase pilot situational awareness.

**Taxiway A Relocation and Extension:** Taxiway A will be relocated to B-II runway-taxiway centerline separation standards at such a time the existing pavement needs to be rehabilitated. The taxiway would also be extended to the Runway 34 threshold, with edge lighting along the full length. This will improve traffic flow and provide room for ramp expansion.

**Hangar Development and Demolition:** Existing hangars are aging, and many have exceeded their useful life. The County will redevelop the area, which will provide higher aircraft storage capacity.

**County Maintenance / Storage Facility:** A steel structure, located south of the fuel farm, would have multiple uses: fuel truck storage, transient aircraft hangar, and County storage. Currently, fuel trucks are parked outside year-round and maintenance equipment is stored in multiple sheds. This project would centralize the County's equipment and allow for revenue-generation through hangar rent.

**Expand Cargo Apron:** Cargo operations would be centralized at the existing FedEx ramp, with an expansion to accommodate all cargo carriers. Centralizing the cargo operations will increase Airport safety by removing frequent ground support vehicle operations from the GA apron area.

**US Forest Service Rappel Base and Apron Improvements:** This project will involve construction of a new US Forest Service Rappel base south of the existing base, with one Type I helipad and three Type II helipads. The existing base will likely be demolished to provide parking for the new facility. This project is the first of three phases for development of the helicopter operations area.

- **Phase II:** This phase would include four helipads and relocation/demolition of the existing hangar.
- **Phase III:** This project would be the full build-out of the helicopter operations area

**Development of Crew Camping:** Crews associated with firefighting activity occasionally camp at the Airport. In an effort to remove this incompatible use off Airport, the County will work with the City of La Grande to develop crew camping across Pierce Road in the City's Light Industrial Zone.

