

# PREFACE



The *Master Plan Update* for Hector International Airport was undertaken during calendar year 2000, but was not printed final until May 2002. During this timeframe, a *Runway Safety Area Determination* was undertaken on Runway 17-35, since the south end of the runway does not currently meet FAA design criteria for runway safety areas. Details of this analysis have been included as Appendix D to this report. The Municipal Airport Authority accepted the final recommendations of the plan in late April 2002, which will include a shortening of the primary runway to 9,000 feet when the runway is rehabilitated in the 2004-05 timeframe.

The final airport layout drawings (included in Chapter Five) and the capital improvement program (included as Exhibit 6A) were updated to reflect current facilities as they existed in early 2002, and revised capital program needs.

Other chapters of the report reflect activity and/or facilities as they existed in late 2000/early 2001. However, several projects discussed (or depicted) within the report were completed during 2001, including:

- The extension of Runway 8-26 /Taxiway C to 6,300 feet.
- Relocation of County Drain #10.
- Construction of consolidated rental car facilities on the west side.
- Construction of new public, rental car, and employee parking on the west side.
- Construction of new aircraft hangars (both north and southeast areas).
- Construction of ANG alert hangars; arm/disarm aprons.



- Relocation of FAA north glideslope road.

While passenger boardings continued to increase through 2000 and early 2001, setting new records for calendar year 2000, the terrorist events of September 11<sup>th</sup> have dampened near term growth. Until September 11<sup>th</sup>, boardings in 2001 were even with the prior year. Full recovery may take a year or more, although this will be contingent on many other factors, including economic recovery, fuel prices, and the flying public's confidence in the integrity of the aviation system.

Other aviation indicators were also down in 2001, including total airfield operations and air cargo tonnage. The air cargo industry was undergoing a downturn prior to September 11<sup>th</sup>, and growth in this industry is expected to resume with economic recovery. However, the events of September 11<sup>th</sup> have not had the same negative impact

on the corporate side of general aviation. The increased security measures placed on commercial flights have increased interest in fractional aircraft ownership, as well as on-demand charter flights. This segment is expected to experience strong growth in the coming years.

The primary issues and objectives upon which the *Master Plan Update* is based should remain valid for many years. However, to maintain Hector International Airport's role as an aviation facility which can meet changing demands, flexibility will need to be retained in the overall plan concept. This will serve to maintain the airport as a viable public asset. Advice and assistance provided by the Planning Advisory Committee, Municipal Airport Authority and staff was invaluable. We gratefully acknowledge their input and support throughout the planning process.