

HEBER VALLEY AIRPORT

KHCR

Elevation 5,637'

Heber, UT

[Airport Website](#)

Airport Overview

Heber City Municipal Airport (ICAO: KHCR, FAA LID: HCR), also known as Russ McDonald Field, is a city owned, public-use airport located 1 mi (2 km) south of Heber City, in Wasatch County, Utah, United States, east of Salt Lake City. The airport is untowered and was activated in November 1947. It is included in the National Plan of Integrated Airport Systems for 2011–2015, which categorized it as a general aviation facility.

Heber City Municipal Airport covers an area of 401 acres (162 ha) at an elevation of 5,637 feet (1,718 m). It has one runway designated 4/22 with an asphalt surface measuring 6,898 by 75 feet with a PCN rating of 32/F/B/X/T.

For the 12-month period ending December 31, 2008, the airport had 28,302 aircraft operations, an average of 77 per day: 94% general aviation, 5% air taxi, and less than 1% military. At that time there were 96 aircraft based at this airport: 69% single-engine, 6% multi-engine, 6% jet, 3% helicopter, and 16% glider.



Longest Runway

RWY 4-22:

6898 x 75'

Lowest Published Approach Minimums

RNAV (GPS) - A:

Circling: 8020 (2,400) - 1½

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Runway	Surface	Runway Length	Runway Width	LDA	GA/TCH
4	ASPH	6898	75	N/A	-
22	ASPH	6898	75	N/A	4.0°/42'

NOTE: RWY 22: PAPI unusable byd 3.5NM from threshold and byd 6° left and right of centerline

ATC

TOWER:

☐ Yes

☒ No

Notes: ARFF Index unpublished

AF/D Notes of Interest

- Attended May-Oct 1500–0130Z/Nov-Apr 1500-0000Z
- Snow removal Nov–Apr.
- Preferred calm wind Rwy 22.
- Lndg fees: Tsnt acft more than 8,000 lbs MTOW, \$4.00 per 1,000 lbs; Tsnt acft less than 8,000 lbs MTOW, \$4.00.
- Glider activity on and invof arpt.
- Balloon activity on and invof arpt.
- Birds on and invof arpt.
- Acft departing south–southwestbound be aware of high tfc volume descending to 16,000' over SPANE intersection.
- Cold temperature airport. Altitude correction required at or below –17C.

Terrain/Obstacles

- Mountainous airport w/rising terrain all quadrants

Safety Factors

- Glider activity on and invof arpt.
- Balloon activity on and invof arpt.
- Birds on and invof arpt.
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Approach Review

RWY 4	RWY 22
RNAV (GPS)-A Circling	RNAV (GPS)-A Circling


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Reference Documents (Double-Click on icon to retrieve)

(AFD)			
			

Accident/incident History

A search of available databases yielded 9 accidents and 2 incident reports from FEB 2020 to FEB 2025. Of the 9 accident reports (1) one was fatal, (0) zero involved a business jet, (1) one involved a glider and (8) two were piston powered aircraft. A sample report depicted below.

Went with a student up to Heber to practice short field landings for stage check. We made standard calls over Deer Creek stating our position and intentions all the way in. While we were about to cross over the north end of the Deer Creek Reservoir, there was an aircraft that showed up on ADS-B departing off of Runway 22 at HCR with no radio calls. The aircraft turned toward us at the same altitude, we made two more calls stating our position and intention with no response. I took the controls from the student and entered a steep descent and he turned to follow us briefly before turning away. Still no calls made from the other aircraft. After performing 4 touch and go landings at the airport in left traffic, we decided we would do one more and while we were on base I could see the same aircraft doing aerobatics just west of the airport over the town of Charleston/midway. Once we joined final I saw them enter a high right downwind (approx. 1700' AGL), again with no calls. By the time we had done our landing and started our takeoff roll, I checked our MFD (Multi-function Flight Display) again and saw the aircraft on short final directly behind us at 200' AGL. The operator then made their only call of the day "Aircraft Y overflying 22" and I saw the aircraft at an approximate 45 degree bank with extreme speed 100 feet above us directly parallel the runway before making a sharp turn right to re enter the downwind. We then departed southwest and had no more calls from the aircraft after multiple attempts to call them up by their tail number specifically.

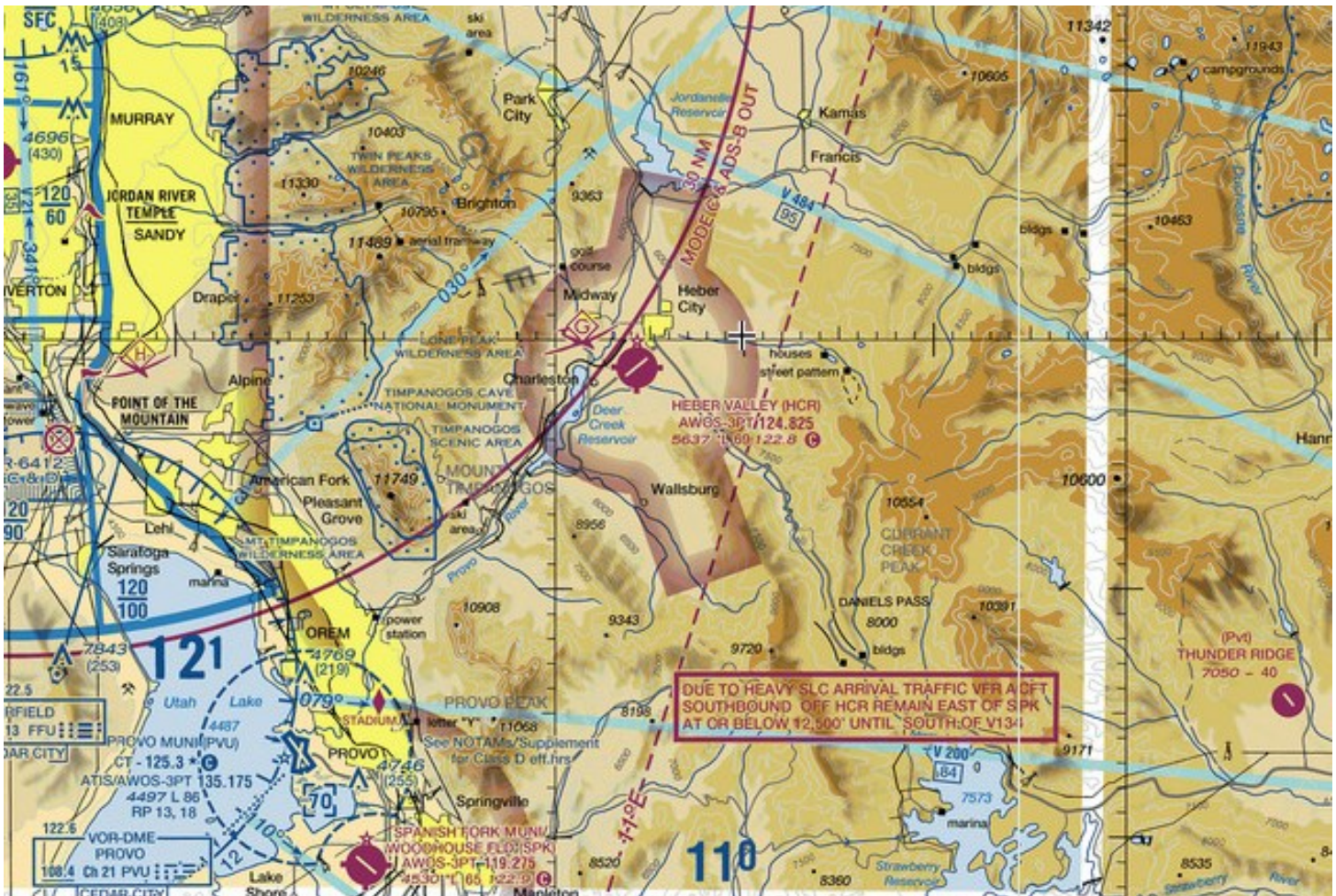
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Risk Analysis

Hazard	(Optional) Mitigations—Please fill in your own company mitigations
Mountainous Airport	
Cold Temperature Airport	
Non-Towered Airport	
Hwy 189 is located 486' from runway and runs parallel with the runway	
Balloon and glider activity on and in/ovf arpt.	
High t/c volume descending to 16,000' over SPANE intersection.	