

CRESWELL HOBBY FIELD AIRPORT AIRPORT MASTER PLAN

CHAPTER 1

Introduction



The City of Creswell, Oregon, is preparing an Airport Master Plan (AMP) for Hobby Field Airport (77S) in cooperation with the Federal Aviation Administration (FAA) to address the Airport's needs for the next 20 years. This project will replace the 2007 Airport Master Plan, which provided the most recent FAA-approved (signed) Airport Layout Plan (ALP) drawing for the Airport. The 2025-2045 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 Airport Master Plan is to define the current, near-term, and long-term needs of the Airport through a comprehensive evaluation of facilities, conditions, and 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.

Project Need

The FAA requires airport sponsors (City of Creswell) to periodically update their Airport Master Plan documents and ALP drawings as conditions change to maintain up-to-date planning. As noted earlier, this project replaces the 2007 Airport Master Plan and ALP drawing set. In addition to defining new facility needs, several projects completed since the last ALP update will be detailed on the updated ALP drawing.

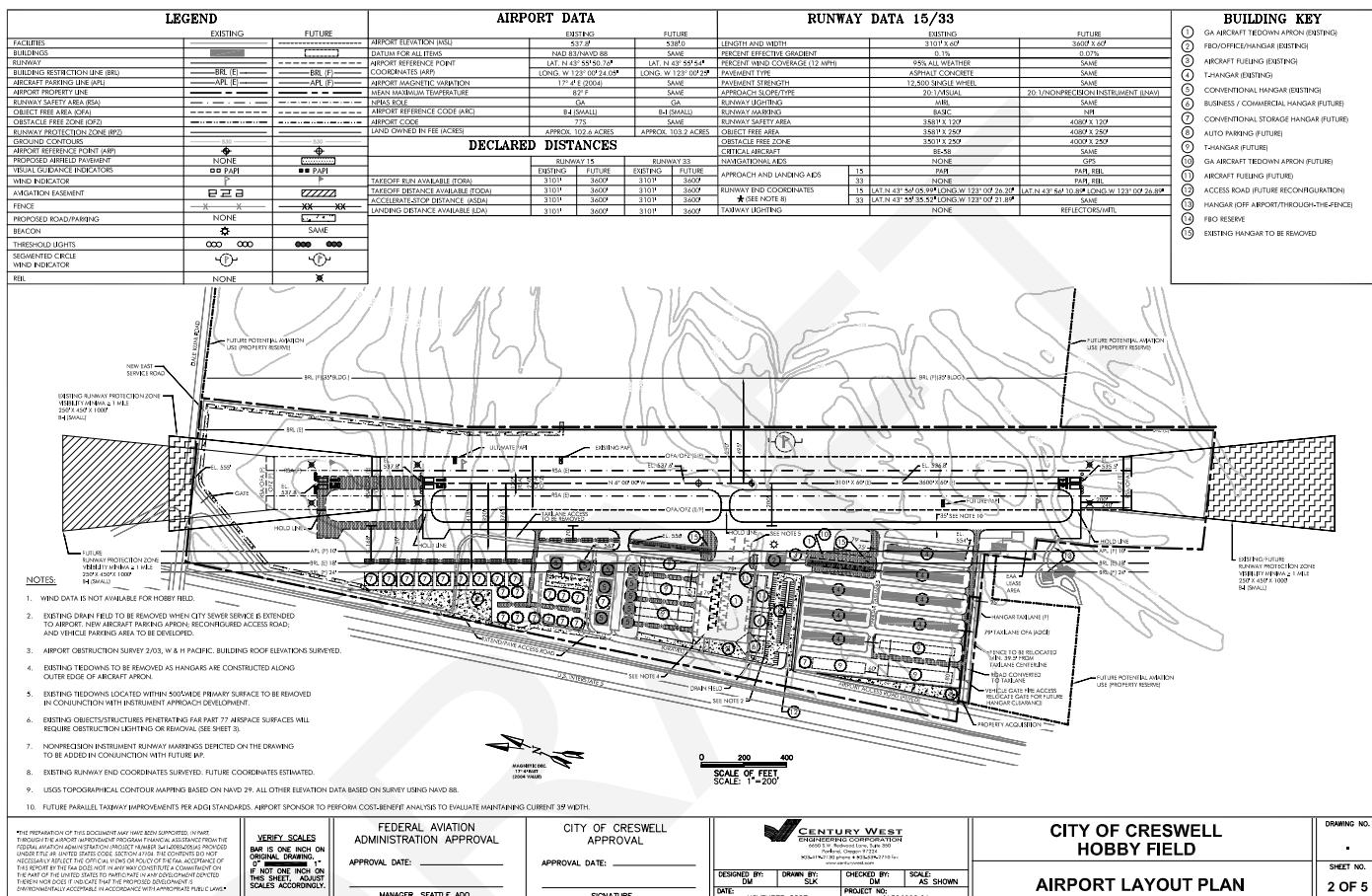
Table 1-1: 10-Year FAA Grant History (77\$)

Fiscal Year	Project	AIP Entitlement	AIP Discretionary	Other	Total Federal
2008	Improve Utilities	\$317,984		\$317,984	\$179,835
2008	Remove Obstructions	\$49,000		\$49,000	\$53,890
2009	Improve Utilities	\$91,811		\$91,811	\$560,680
2009	Install Perimeter Fencing	\$10,000		\$10,000	\$150,000
2009	Remove Obstructions	\$10,000		\$10,000	\$30,000
2012	Install Weather Reporting Equipment	\$93,863		\$93,863	\$2,683,498
2015	Install Weather Reporting Equipment	\$64,300		\$64,300	\$1,361,030
2018	Reconstruct Taxiway	\$166,537		\$166,537	\$13,000
2019	Reconstruct Taxiway	\$732,801		\$732,801	\$32,000
2020	CARES Act Funds		\$30,000	\$30,000	\$500,000
2020	Reconstruct Taxiway	\$300,000	\$22,222	\$322,222	\$110,610
2021	CRRSA Funds		\$13,000	\$13,000	
2021	Install Runway Vertical/Visual Guidance System	\$40,000	\$4,000	\$44,000	
2021	Reconstruct Airfield Guidance Signs	\$20,000	\$2,667	\$22,667	
2021	Reconstruct Runway	\$143,181	\$16,666	\$159,847	
2021	Reconstruct Runway Lighting	\$90,000	\$10,000	\$100,000	
2022	General ARPA		\$32,000	\$32,000	
2022	Install Runway Vertical/Visual Guidance System	\$60,808		\$60,808	
2022	Reconstruct Airfield Guidance Signs	\$79,432		\$79,432	
2022	Reconstruct Runway	\$1,862,846	\$102,054	\$1,964,900	
2022	Reconstruct Runway Lighting	\$1,022,622		\$1,022,622	
2025	Update Master Plan				\$450,000
Total		\$5,155,185	\$232,609	\$5,387,794	\$10,044,452

Source: FAA AIP Grant Database; Note: State apportionment totals are not included in "Total Federal \$"; "Other" includes BIL, ARPA, CARES, etc.

The 2007 ALP is the current FAA-approved ALP for the Airport. Additional information provided by the city and its airport engineer will supplement published FAA data, and data obtained from on-site airfield inspections and general data collection. **Figure 1-1** depicts the 2007 ALP drawing.

Figure 1-1: As-built ALP



Project Funding

Funding for the Airport Master Plan Update was provided through the Bipartisan Infrastructure Bill (BIL) grant of \$451,250 (95%), and a local match of \$23,750 (5%) provided by the City of Creswell. The total project cost of \$475,000 includes city staff administration time to support the planning process. BIL funds are provided directly from the U.S. Treasury's General Fund.



- 95% Federal Fund (\$451,250)
- 5% Sponsor (\$23,750)

Goals of the Airport Master Plan

The primary goal of the Airport Master Plan is to provide the framework and vision needed to guide future improvements at Creswell Municipal Airport. The FAA sets out goals and objectives that each master plan should meet to ensure future development will cost-effectively satisfy aviation demand and consider potential environmental and socioeconomic impacts.

Goal 1: Define the vision for the Airport to effectively serve the community, airport users, and the region. Assess known issues including runway length, the ability to accommodate development, auto parking, fencing, and land use to develop a realistic sustainable plan to improve the airport.

Goal 2: Document existing activity, condition of airfield facilities, and policies that impact airport operations and development opportunities.

Goal 3: Forecast future activity based on accepted methodology.²

Goal 4: Evaluate facilities and conformance with applicable local, state, and FAA standards.

Goal 5: Identify facility improvements to address conformance issues and accommodate demand.

Goal 6: Identify potential environmental and land use requirements that may impact development.

Goal 7: Explore alternatives to address facility needs. Work collaboratively with all stakeholders to develop workable solutions to address needs.

Goal 8: Develop an Airport Layout Plan to graphically depict proposed improvements consistent with FAA standards as a road map to future development. Prepare a supporting Capital Improvement Plan to summarize costs and priorities.

Goal 9: Provide recommendations to improve land use, zoning, and Sponsor oversight of the Airport to remove barriers to appropriate growth at the Airport.

Goal 10: Summarize the collective vision and plan for the airport in the Airport Master Plan report.

² Recent FAA guidance states that a full forecast is not required for airports with fewer than 90,000 operations. Instead a streamlined projection of based aircraft and operations will be completed to approximate future activity.

THE FAA ROLE IN THE AIRPORT MASTER PLAN

FAA Advisory Circular (AC) 150/5070-6B Airport Master Plans defines the specific requirements and evaluation methods established by FAA for the study. The guidance in this AC defines planning requirements for all airports, regardless of size, complexity, or role. However, each master plan study must focus on the specific needs of the airport for which a plan is being prepared.

The recommendations contained in an airport master plan represent the views, policies and development plans of the airport sponsor and do not necessarily represent the views of the FAA. Acceptance of the master plan by the FAA does not constitute a commitment on the part of the United States to participate in any development depicted in the plan, nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public law. The FAA reviews all elements of the master plan to ensure that sound planning techniques have been applied. However, the FAA only formally approves the Aviation Activity Forecasts and Airport Layout Plan. The FAA is not directly involved in the local adoption of master plans.

Planning Process

A three-phase planning process is used to provide multiple feedback loops to maintain the flow of information and ideas for the community and project stakeholders, with the goal of maximizing public involvement.

DEVELOP UNDERSTANDING

A comprehensive understanding of the issues and opportunities, existing conditions, and an identified level of future aviation activity that would mandate facility improvements required to satisfy future demand.

Analysis

- Develop Scope of Work
- Public Involvement Strategy
- AGIS Survey
- Existing Conditions Analysis
- Aviation Activity Forecasts²
- Environmental Review Memo
- Cultural Resources Memo

Project Meetings

- Planning Team Meetings
- Project Kick-off Meeting
- Planning Advisory Committee (PAC) Meetings

Work Product

- Introduction
- Existing Conditions
- Aviation Activity Forecasts

EXPLORE SOLUTIONS

A collaborative exploration of local airport needs and facility requirements in sequence with the development of community generated ideas, solutions, and development alternatives.

Analysis

- Define Updated Airfield Design Standards
- Perform Demand/Capacity Analysis
- Define Facility Requirements
- Identify & Prepare Development Alternatives
- Evaluate Development Alternatives

Project Meetings

- Planning Team Meetings
- Planning Advisory Committee (PAC) Meetings
- Public Open House

Work Product

- Facility Requirements
- Airport Development Alternatives

IMPLEMENTATION

An implementation program with recommended strategies and actions for future land use, transportation, and environmental requirements; a realistic and workable CIP; and current ALP drawings that graphically depict existing conditions at the airport and proposed development projects.

Analysis

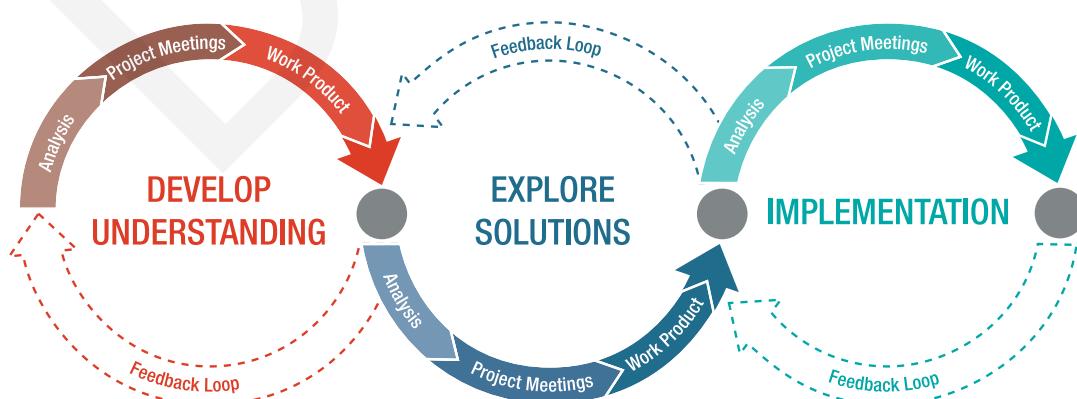
- Develop Strategies & Actions
- Develop CIP/Phasing/Financial Plan
- Develop ALP Drawing Set

Project Meetings

- Planning Team Meetings
- Planning Advisory Committee (PAC) Meetings

Work Product

- Strategies & Actions
- Financial Plan (CIP/Phasing)
- ALP Drawing Set
- Draft Report
- Final Report



² Recent FAA guidance states that a full forecast is not required for airports with fewer than 90,000 operations. Instead a streamlined projection of based aircraft and operations will be completed to approximate future activity.

Framework of the Airport Master Plan

The framework of the Airport Master Plan provides a clear structure to inform and steer future planning decisions. The process allows the plan to take shape through flexibility, iteration, and adaptation. The framework reflects the Airport's regional setting, airside and landside elements, management, and administration functions. The framework provides guidance while being flexible enough to adapt to changing conditions encountered during plan development. The process is used to develop understanding, explore solutions, and implement the preferred development alternative for the Airport that is complementary to its adjacent urban and rural environments.



Project Schedule

The Airport Master Plan is expected to be completed over the course of approximately 18 to 24 months, including final FAA review and approvals once the final draft narrative report and drawings are submitted. FAA-funded master planning project grants cannot be amended to account for changes in project scope or level of effort. This contract requirement ensures that only work included in the FAA-approved project scope of work will be required by FAA for project completion.

Known Issues & Opportunities

Through discussions with the planning team and airport management, a preliminary list of known issues or opportunities was created for reference during the planning process. Additional items identified during the project will be incorporated into the master plan, as appropriate. Projects that are included in the Airport's current 5-year FAA airport's capital improvement program (ACIP) are presented as near-term items that will be reviewed in the early stages of the master plan. The list of known issues or opportunities is depicted in **Figure 1-2** and listed on the following page.

Figure 1-2: Known Issues & Opportunities



- ① Extend Runway 16/34
- ② Relocate center connector taxiway to direct access between the apron and runway
- ③ Add helicopter facilities
- ④ Add turf alternate landing area adjacent to the paved runway
- ⑤ Complete an AGIS survey
- ⑥ Evaluate existing aeronautical and non-aeronautical leases terms and rates
- ⑦ Identify hangar development areas
- ⑧ Complete an environmental overview
- ⑨ Investigate property acquisition for airfield protection and/or opportunities for revenue generation