

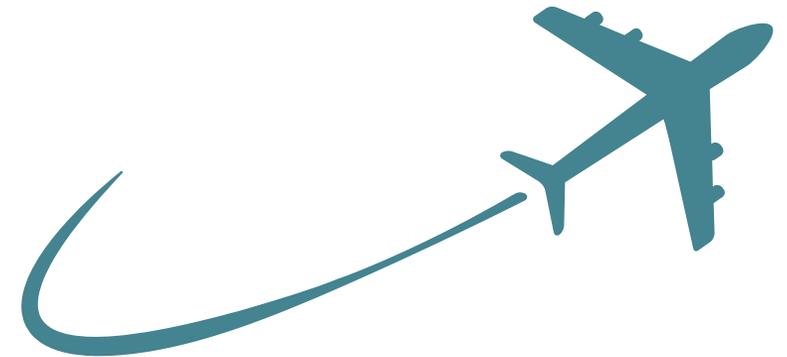
Hobby Field Airport

Airport Master Plan Update

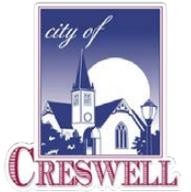
**Planning Advisory Committee Meeting #1
February 19, 2026**

Agenda

1. Introductions
2. Project Schedule
3. Planning Advisory Committee (PAC)
4. What this project is
5. Why are we updating the Airport Master Plan?
6. Existing Conditions & Project History
7. Aviation Activity Summary
8. Issues & Opportunities
9. Next Steps



Project Team



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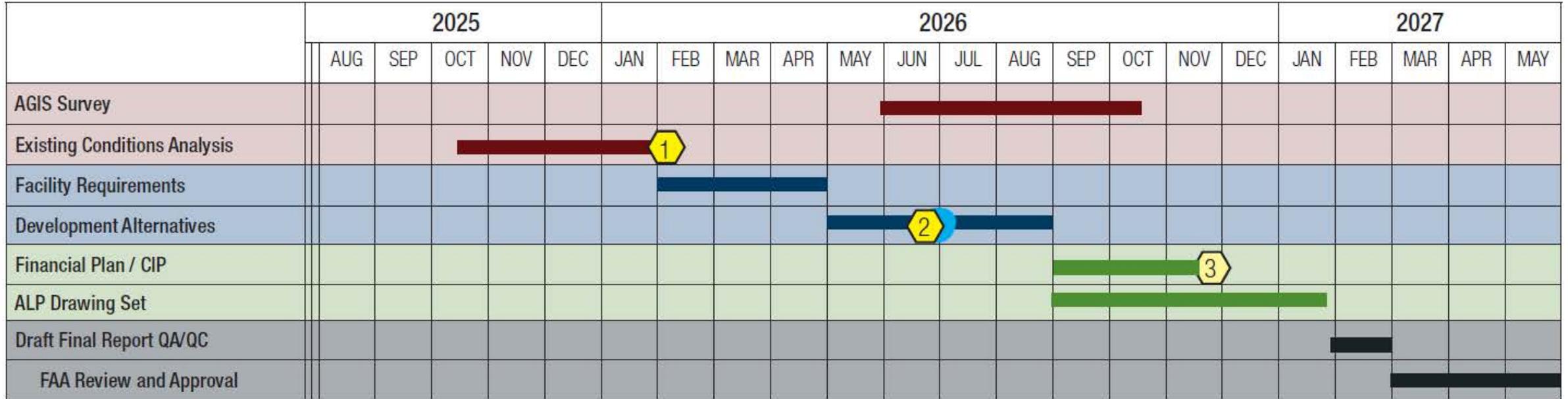
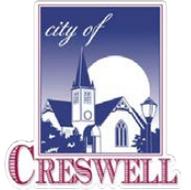


**Environmental & Cultural Review
Subconsultant**



**AGIS
Subconsultant**

Project Schedule



1 PAC Meeting Summary
 Project Introduction & Airport
 Master Plan Process
 Airport Existing Conditions

2 PAC Meeting Summary
 Facility Requirements and
 Development Alternatives.
 Public Open House

3 PAC Meeting Summary
 Preferred Alternative
 Airport Layout Plan (ALP)
 Capital Improvement Plan (CIP)

Planning Advisory Committee (PAC)

A PAC has been assembled to assist the City and Consultant in developing the Airport Master Plan.

The PAC is responsible for:

- Attending PAC meetings
- Reviewing and commenting on draft work products
- Providing input during the planning process
- Providing local expertise to reflect community interests or concerns



Project Website

<https://centurywest.com/hobby-field-amp/>

- Project Schedule
- Draft Chapters and Documents
- Public Meeting Information
- Other information relating to the project as needed.

The screenshot displays the website for the 'Creswell Airport - Hobby Field Airport Master Plan'. The header is a blue banner with the title in white. Below the header are three navigation icons: a calendar for 'Schedule', a document for 'Documents & Resources', and a megaphone for 'Public Meetings'. The main content area is divided into three columns. The left column contains introductory text about the project's goal to update the 2025 Airport Master Plan and contact information for Century West Engineering and the City of Creswell. The middle column features a large photograph of a runway. The right column is titled 'Documents & Resources' and lists draft chapters: 'Chapter 1 - Introduction' and 'Chapter 2 - Existing Conditions'. Below this is a 'Public Meetings' section featuring a flyer for a meeting on Thursday, Feb. 19, 2026, at 5:30-7:30 pm at Creswell City Hall.

Creswell Airport - Hobby Field Airport Master Plan

Schedule

Documents & Resources

Public Meetings

The City of Creswell, in cooperation with the Federal Aviation Administration (FAA), is in the process of updating the 2025 Airport Master Plan to address the airport's needs for the next 20 years. The updated Airport Master Plan will provide specific guidance in making the necessary improvements to maintain a safe and efficient airport that is economically, environmentally, and socially sustainable.

For more information:

Century West Engineering
Samantha Johnson, Project Manager
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City of Creswell
Shelley Morris, Airport Manager
shmorris@creswelltn.gov

Documents & Resources

The Airport Master Plan Draft Chapters are available for public review and comment throughout the planning process. Draft chapters are draft until the final approval and signature of the Airport Layout Plan by the FAA and the Airport Sponsor (City of Creswell).

- Draft Chapters
 - Chapter 1 - Introduction
 - Chapter 2 - Existing Conditions

Public Meetings

— PAC Meeting #1 - Feb. 19, 2026 from 5:30 - 7:30 PM

PUBLIC MEETING
HOBBY FIELD AIRPORT
AIRPORT MASTER PLAN

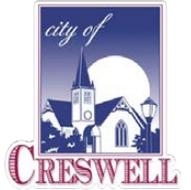
Thursday, Feb. 19, 2026
5:30-7:30 pm

Creswell City Hall
Upstairs Conference Room
13 S 1st Street

— Flyer
PAC Meeting #1 Presentation

What this project is

- Century West Engineering is updating the 2007 Airport Master Plan
- The master plan will provide a comprehensive evaluation of current and long-term facility needs
- FAA Airport Master Plans have a 20-year planning horizon



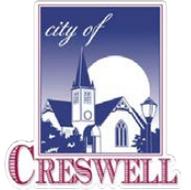
Why are we updating the Airport Master Plan?

Airport plans are typically updated every 10-20 years, depending on:

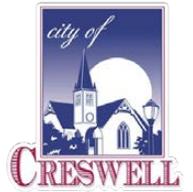
- Changes in FAA airport design standards or areas of FAA emphasis
- Changes in Airport activity
- When previous planning recommendations have been implemented
 - *The last FAA-approved airport layout plan/master plan for Hobby Field Airport was completed in 2007*
 - *Numerous projects identified in the last plan have been completed*

FAA Airport Grant Assurances require airport sponsors to
“keep up to date at all times an airport layout plan of the airport...”

Existing Conditions Overview



Recent Major Projects



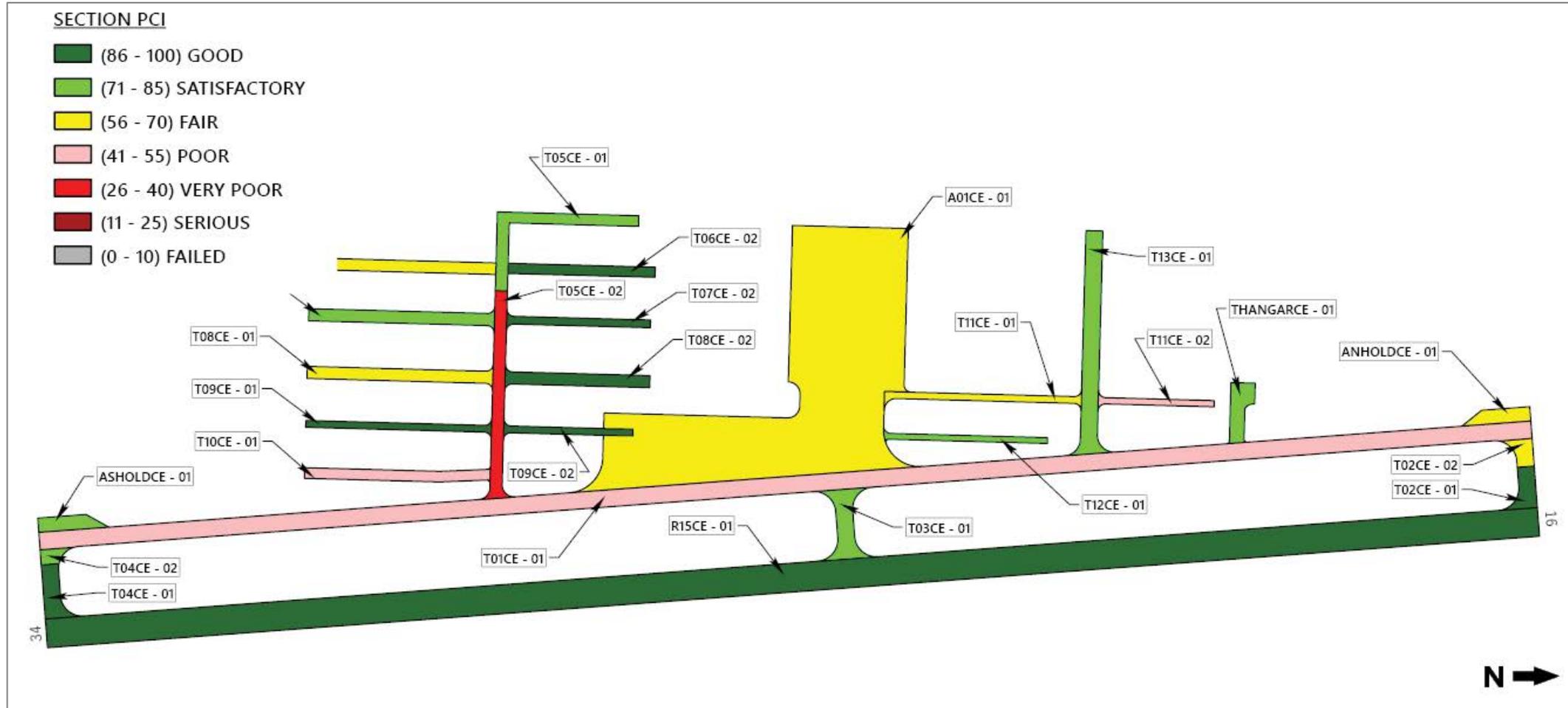
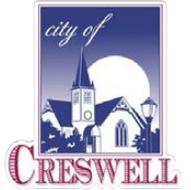
Year	Description
2008-2009	Utility Improvements & Obstruction Removal
2009	Perimeter Fencing
2012-2015	Installation of Weather Reporting Equipment
2018-2020	Taxiway Reconstruction
2021-2022	Reconstruct Runway, New Visual Guidance System & Signage, & Lighting
2025 - ongoing	Airport Master Plan Update

Notes: FAA funded grant history, ongoing maintenance and state-funded projects are not included in the above list.

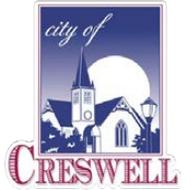


Pavement Conditions

2024 PCI Ratings



Source: 2024 ODAV Pavement Evaluation Program Creswell Hobby Field Airport

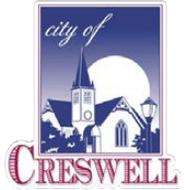


Aviation Activity

Current Based Aircraft Total: 84
(Validated Count - 2025)

Single Engine Piston	61
Multi Engine Piston	0
Turboprop	0
Jet	0
Helicopter	1
LSA	1
Experimental	21
Total	84

Note: 12 aircraft are currently listed in the based aircraft inventory but not included in the validated count. These aircraft do not have active FAA registrations, airworthiness certificates, etc.



Aviation Activity

Annual Aircraft Operations

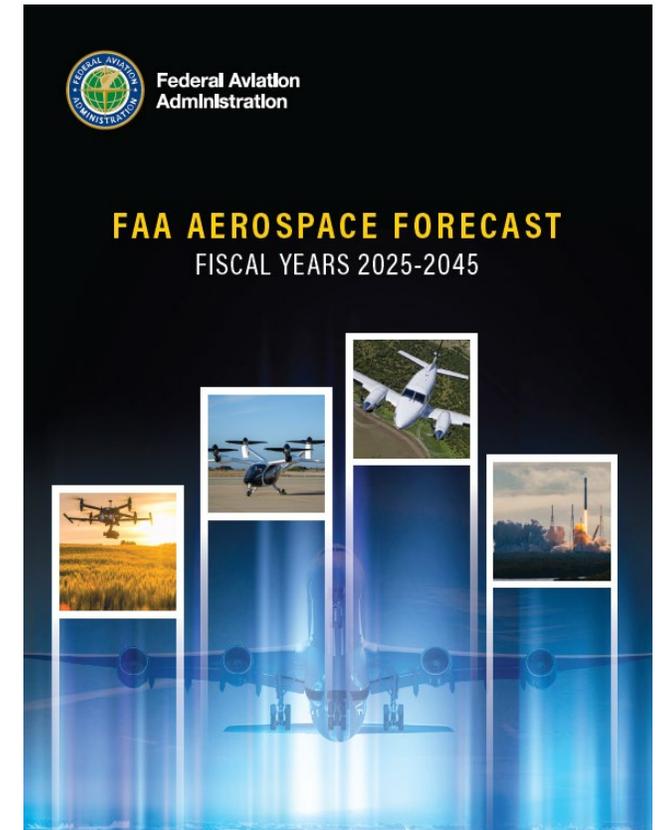
2025 Baseline Estimate

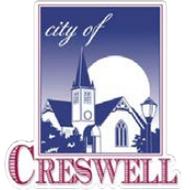
Activity Segment	Documented Operations	Estimated Operations	Total Operations
Eugene Skydivers (ADS-B data)	797	-	797
TFMSC (IFR Flight Plans)	156 ¹	-	-
OPBA (250 Ops per Based AC)	-	20,500	20,500
Total Aircraft Operations	797	20,500	21,297

1. TFMSC data 1/1/25 – 12/31/25; Incorporated in OPBA totals
ADS-B data search by aircraft N number at 77S

Aviation Activity Forecasts

- Based on current FAA guidance, “smaller general aviation (GA) airports with less than 90,000 annual operations” can streamline their planning forecasts to focus on the existing and likely future critical aircraft for each runway.
- For this master plan update, the growth rates in the current **FAA Aerospace Forecast** will be used to project activity at Hobby Field.
- The basic assumption is that future activity trends at Hobby Field will be similar to the national trends predicted by FAA.





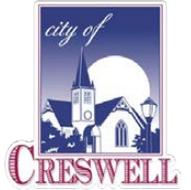
Aviation Activity

FAA Aerospace Forecast Growth Rates (2025-2045 AAG)

Active GA Fleet

- Single-Engine Piston **-0.1%**
- Multi-Engine Piston **-0.3%**
- Turboprop **+1.0%**
- Jet **+2.7%**
- LSA **+2.9%**
- Experimental **+0.7%**

- Active GA and Air Taxi Hours Flown: **+0.9% AAG**



Aviation Activity

Based Aircraft Projection

20-year Projection: +9 Based Aircraft (0.5% 20-year AAG)

Forecast Reserve: +10 Based Aircraft (1.0% 20-year AAG)

Overall Increase in based aircraft from 84 to 93/103 over the next 20 years

- *The 20-year projection includes 6 aircraft currently located at 77S but not included in current FAA-approved validated count. The based aircraft totals do not include gliders and ultralights.*
- *A forecast reserve of 10 additional aircraft is recommended for planning purposes due to the limitations in the activity forecasts.*

Aviation Activity

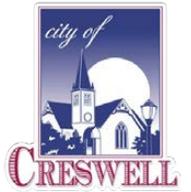
Annual Aircraft Operations

20-year projection: 21,297 to 25,477
Operations (0.9% 20-year AAGR)

*Daily Average: Increase from 58 to 70
takeoffs and landings per day over the
next twenty years*



Critical Aircraft



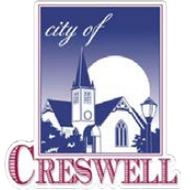
	Critical Aircraft	Size	Runway Design Code (RDC)
Runway 16/34			
Current	Cessna 182 (C-182)	4 passenger single engine piston	A-I (small)
Future	Same	Same	Same



The Cessna 182 is a typical single engine piston aircraft weighing less than 12,500 pounds.

*The Airport Reference Code (ARC) previously applied to the runway has been updated to **Runway Design Code (RDC)** due to changes in the FAA Airport Design advisory circular.*

FAA Design Aircraft Designation



<p>A-I 12,500 lbs. or less</p>		<p>B-I (small) 12,500 lbs. or less</p>		<p>A-II, B-II 12,500 lbs. or less</p>	
<p>ARC - B-II Greater than 12,500 lbs.</p>		<p>A-III, B-III Greater than 12,500 lbs.</p>		<p>C-I, D-I</p>	

Beech Baron 55
Beech Bonanza
Cessna 182
Piper Archer

Beech Baron 58
Beech King Air C90
Cessna 402
Cessna 421

Super King Air 200
Pilatus PC-12
DCH Twin Otter
Cessna Caravan

Super King Air 300, 350
Beech 1900
Cessna Citation
Falcon 20, 50

DHC Dash 7, Dash 8
Q-200, Q-300
DC-3
Convair 580

Lear 25, 35, 55, 60
Israeli Westwind
HS 125-700

Design Features

- The existing and future critical aircraft has an “A-I small” RDC. This was previously defined as the ARC
- The applicable design standards are defined by FAA as A/B-I (small), the same as shown on the 2007 ALP



Table G-1. Runway Design Standards Matrix, A/B-I Small Aircraft

Aircraft Approach Category (AAC) and Airplane Design Group (ADG):		A/B – I Small Aircraft			
ITEM	DIM 1	VISIBILITY MINIMUMS			
		Visual	Not Lower than 1 mile	Not Lower than 3/4 mile	Lower than 3/4 mile
RUNWAY DESIGN		Refer to paragraphs 3.3 and 3.7.1			
Runway Length	A	60 ft	60 ft	60 ft	75 ft
Runway Width	B	10 ft	10 ft	10 ft	10 ft
Shoulder Width		80 ft	80 ft	80 ft	95 ft
Blast Pad Width		60 ft	60 ft	60 ft	60 ft
Blast Pad Length		10.5 knots	10.5 knots	10.5 knots	10.5 knots
Crosswind Component					

Design Features

- Runway length requirements will be based on the percentage of the small airplane fleet ($\leq 12,500$ pounds) that can be accommodated
- Runway 16/34 currently accommodates about 95% of the small airplane fleet

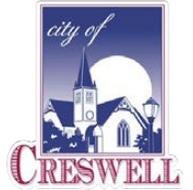


Design Features

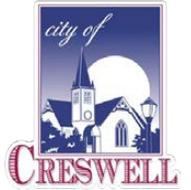
- Runway 16/34 is designated as a non-precision instrument (NPI) runway based on the Runway 16 RNAV approach
- Part 77 NPI airspace and the RDC defines the required development setbacks



Known Issues & Potential 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



Next Steps

- FAA review and approval of critical aircraft
- Facility requirements assessment
 - Conformance with design standards
 - Facility needs based on anticipated growth
 - Facility improvements and ongoing maintenance
- Prepare preliminary alternatives
 - Review 2007 ALP Recommendations
 - New Development Needs (current and long term)
- AGIS survey

Questions?

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Samantha Peterson – speterson@centurywest.com

