

Hobby Field Airport

Airport Master Plan Update

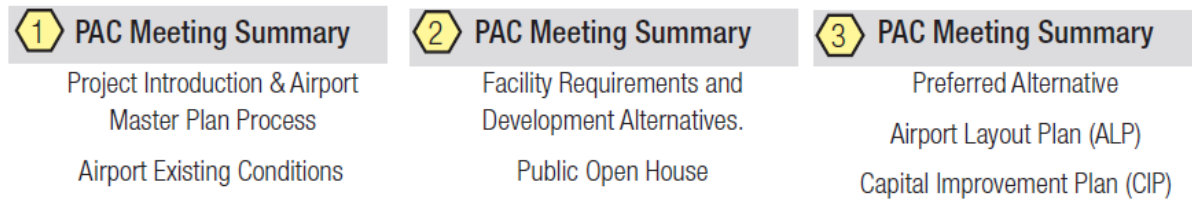
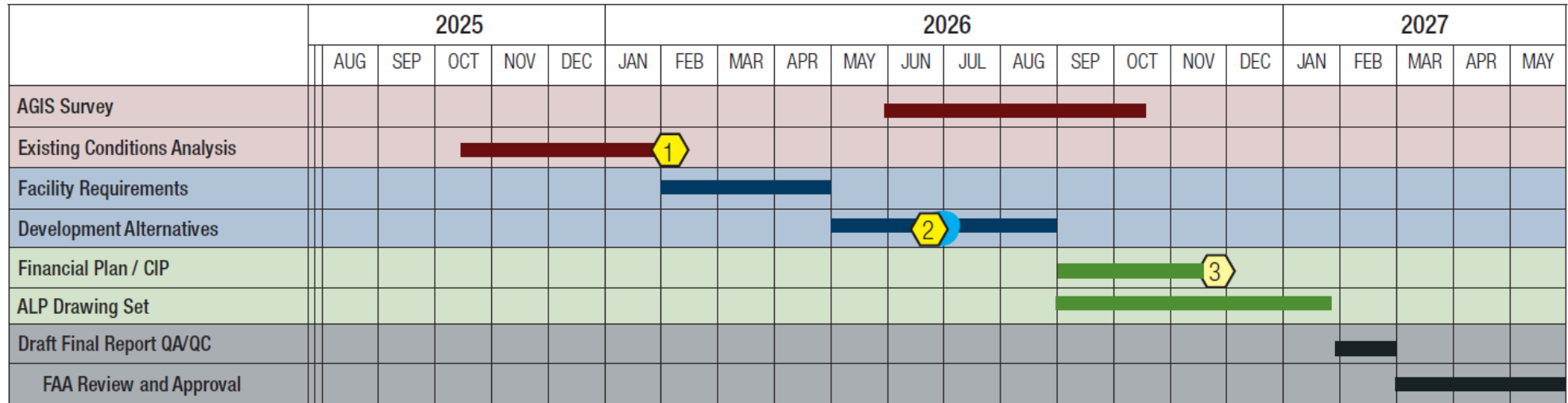
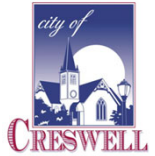
Planning Advisory Committee Meeting #2
July 9, 2026

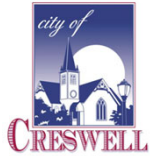
Agenda

1. Introductions
2. Project Schedule
3. Facility Requirements Overview
4. Preliminary Development Concepts
5. Next Steps



Project Schedule





Facility Requirements

- Critical Aircraft & Runway Design Code
- Runway Length Analysis
- Non-conforming Conditions
 - Airside Facilities
 - Landside Facilities
- Short- & Long-term Summary

Critical Aircraft & Runway Design Code

RUNWAY DESIGN CODE (RDC)

- The RDC defines the design standards used for runway construction. As noted above, the RDC is comprised of the two physical characteristics inputs from the critical aircraft, combined with approach visibility minimums for the runway:
- **Aircraft Approach Category (AAC)** – based on the approach speed of the aircraft (in landing configuration, roughly 1.3X certified aircraft stall speed).
- **Airplane Design Group (ADG)** – based on the wingspan and tail height of the aircraft.
- The lowest **Approach Visibility Minimums** – The lowest visibility minimums required for landing, established for the runway.

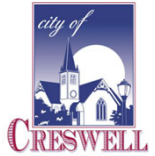
Runway Design Code (RDC)

Runway 16/34

- The existing and future RDC is A-I-5000 (not lower than 1-mile), small aircraft



Cessna 182 (Skylane)



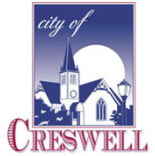
Runway Length Requirements

Creswell Municipal Airport - Hobby Field - Runway Length Recommendation

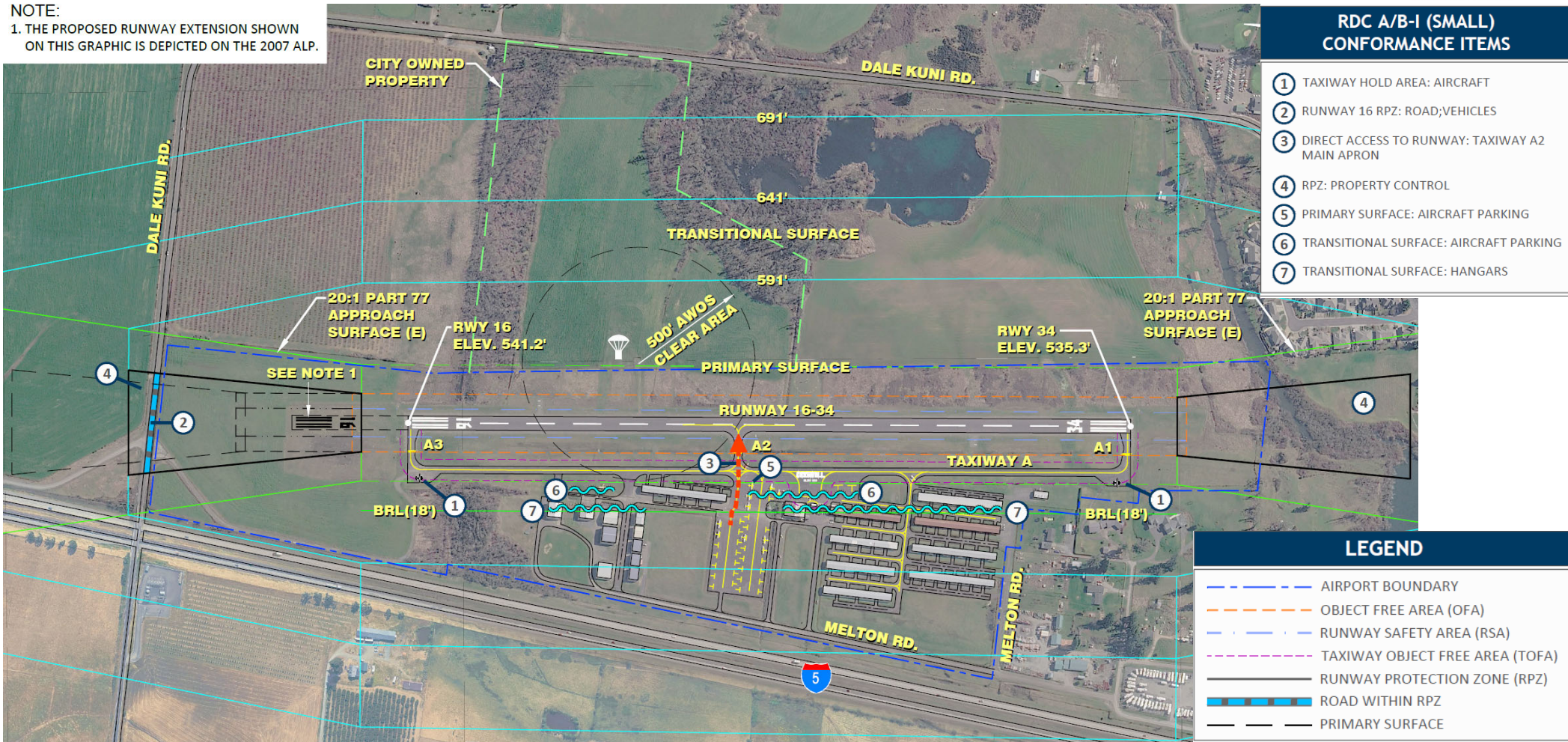
The current length of Runway 16/34 (3,102 feet) corresponds approximately to the requirements identified in the FAA runway length curves for 95% of the small airplane fleet. For long term planning purposes, a future length (3,700 feet) is required to accommodate 100% of the small airplane fleet.

For planning purposes maintaining the length that corresponds to accommodating 100 percent of the small airplane fleet is recommended, or the length determined feasible, through an evaluation of runway alternatives. Currently, that assessment results in a future length of 3,600 feet, as depicted on the 2007 FAA-approved ALP.

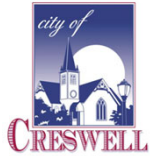
Non-conforming Conditions – Airside



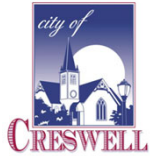
NOTE:
1. THE PROPOSED RUNWAY EXTENSION SHOWN
ON THIS GRAPHIC IS DEPICTED ON THE 2007 ALP.



Non-conforming Conditions – Landside



Facility Requirements Summary



Facility	Short-term (0-10 Years)	Long-term (10-20 Years)
Runway 16/34	RDC A-I (Small) 5000 Pavement maintenance & markings	RDC: A-I (Small) 5000 Extend Runway to 100% Small Fleet Length
Taxiway A, A1-A3	TDG 1A Relocate Taxiway A2 to prevent direct apron to runway connection Pavement maintenance & markings	TDG 1A Expand aircraft hold areas (@A1, A3) to meet TOFA clearance standards for Taxiway A Pavement maintenance & markings
Navigational Aids and Lighting	None	Replace at end of useful life (LED): • RWY 16/34 MIRL, PAPIs, REILs • Airport Beacon
Weather Systems	None	Replace AWOS at end of useful life
Landside Facilities	Hangar Development Apron and taxilanes – pavement maintenance & markings Siting electric aircraft charging	Main Apron – parking reconfiguration Apron and taxilanes reconfiguration Transient helicopter parking Electric aircraft charging Pavement maintenance & markings
Terminal Building/FBO	None	Expansion reserve and vehicle parking
Aircraft Fueling	None	Relocate fueling area
Surface Access	None	Upgrade terminal area access and vehicle parking
Security	Extend fencing to secure the full perimeter of the operational areas	Upgrade/replace existing fencing and gates as needed
Utilities	None	Extend electrical and water service to new hangar sites

Alternatives Analysis

- **Airside Alternatives**

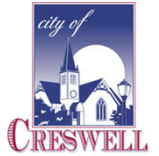
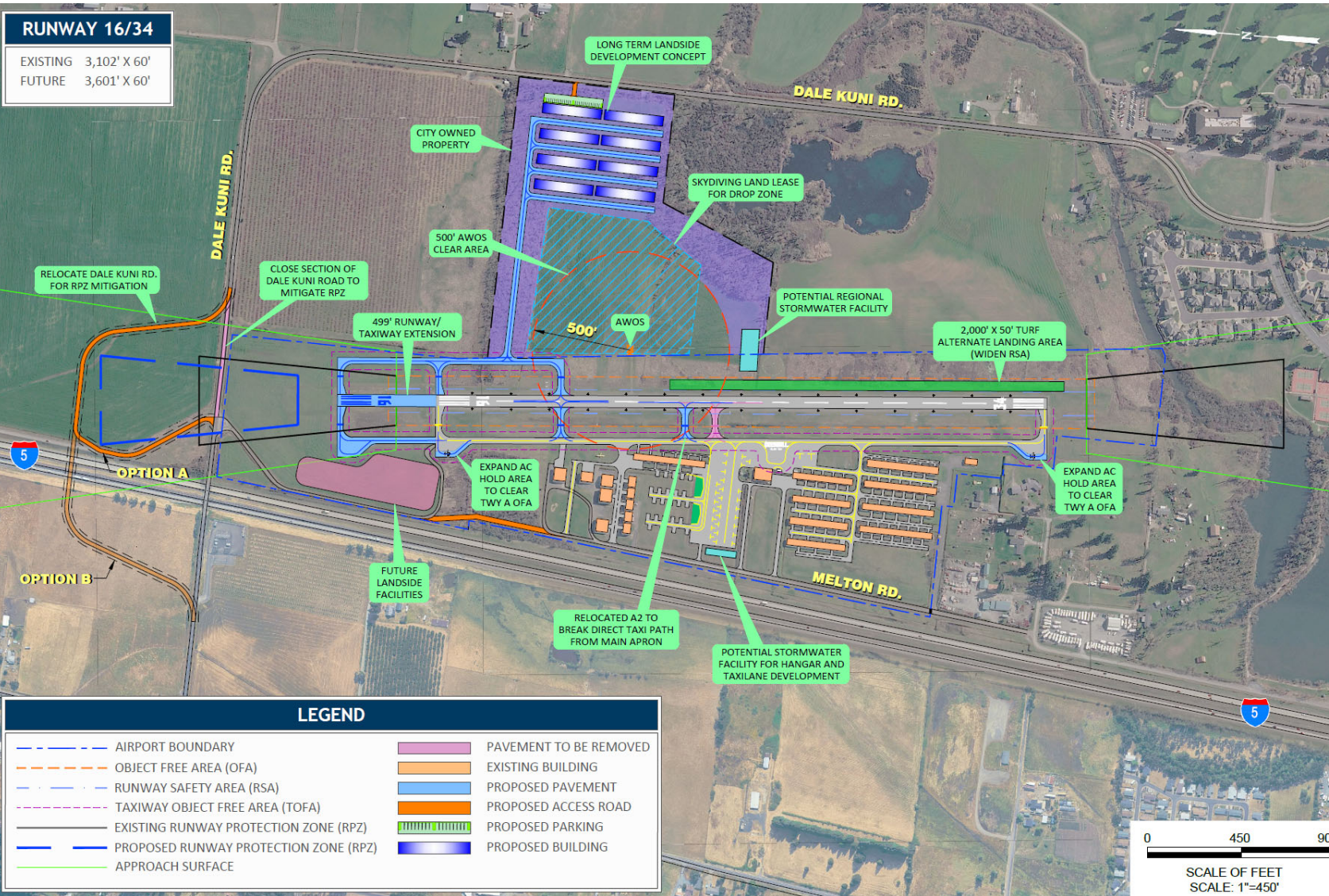
- Runway Length
- Taxiway Geometry
- RPZs and Roadways

- **Landside Alternatives**

- Development Areas
- Hangar & Parking Demand
- Aprons, Fueling Areas
- Vehicle Parking & Access
- Helicopter Parking

RUNWAY 16/34

EXISTING 3,102' X 60'
FUTURE 3,601' X 60'

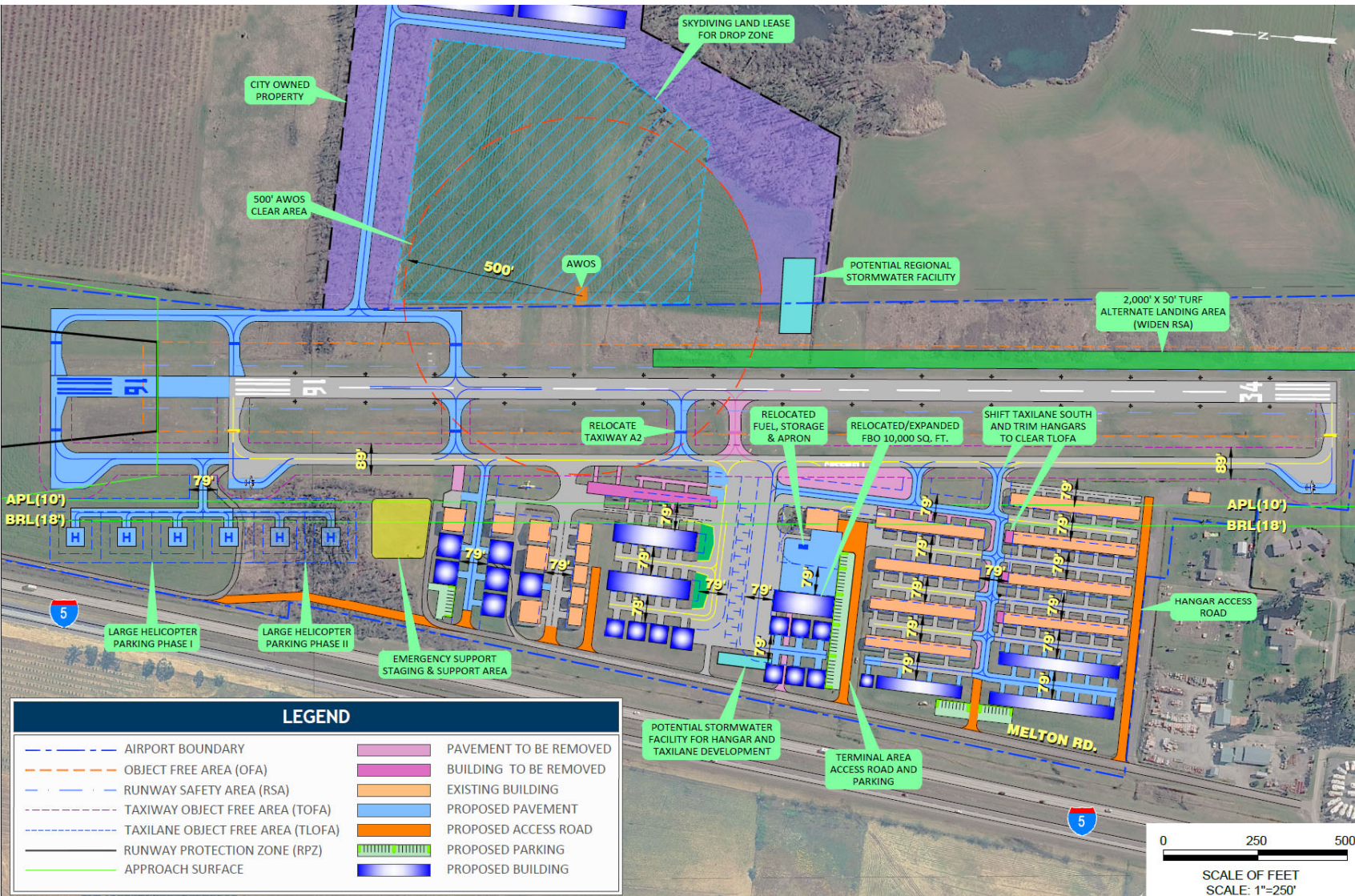


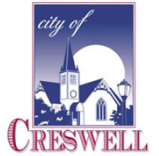
Airside Alternative

Landside Development Areas

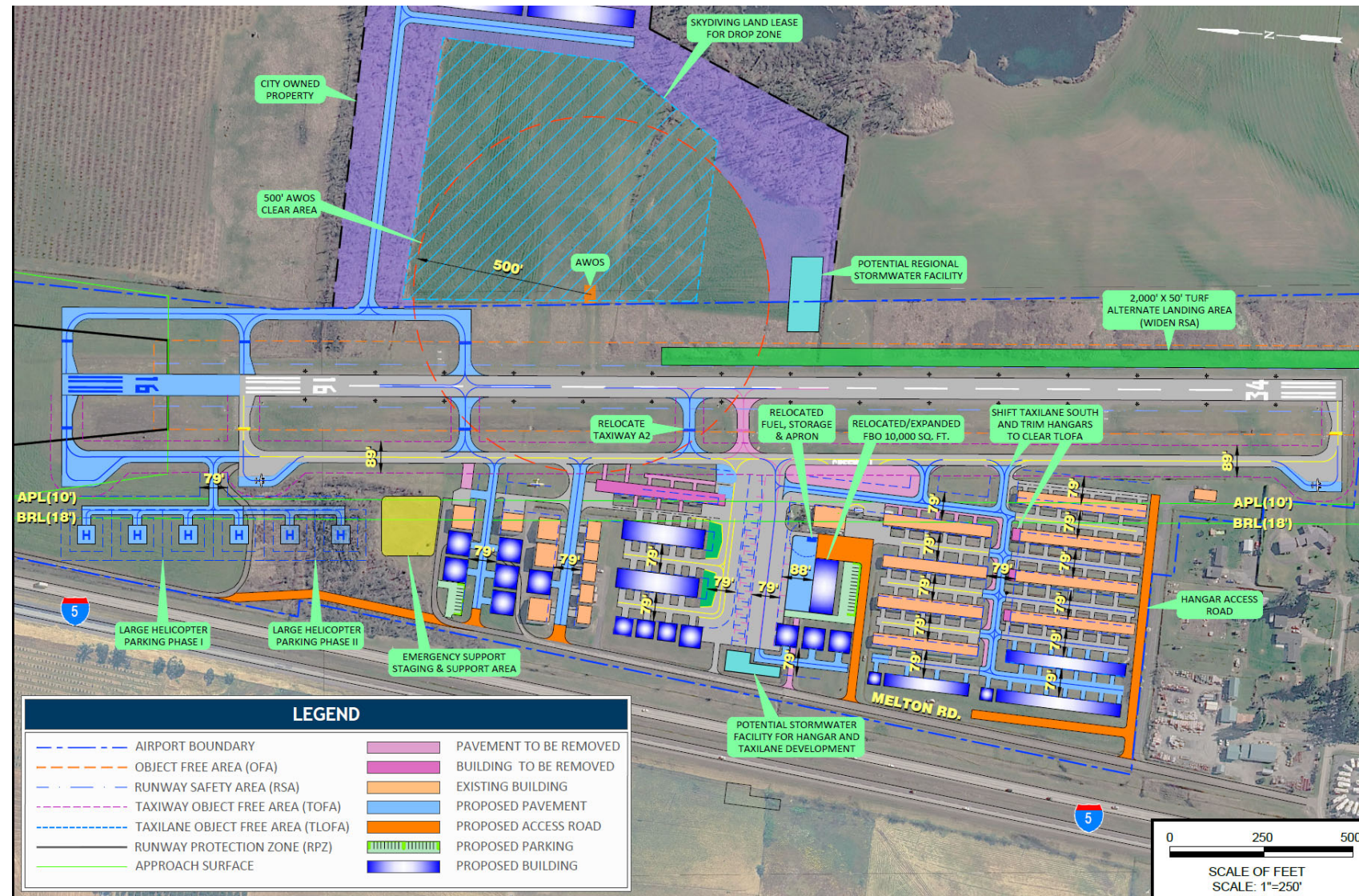


Landside Alternative 1

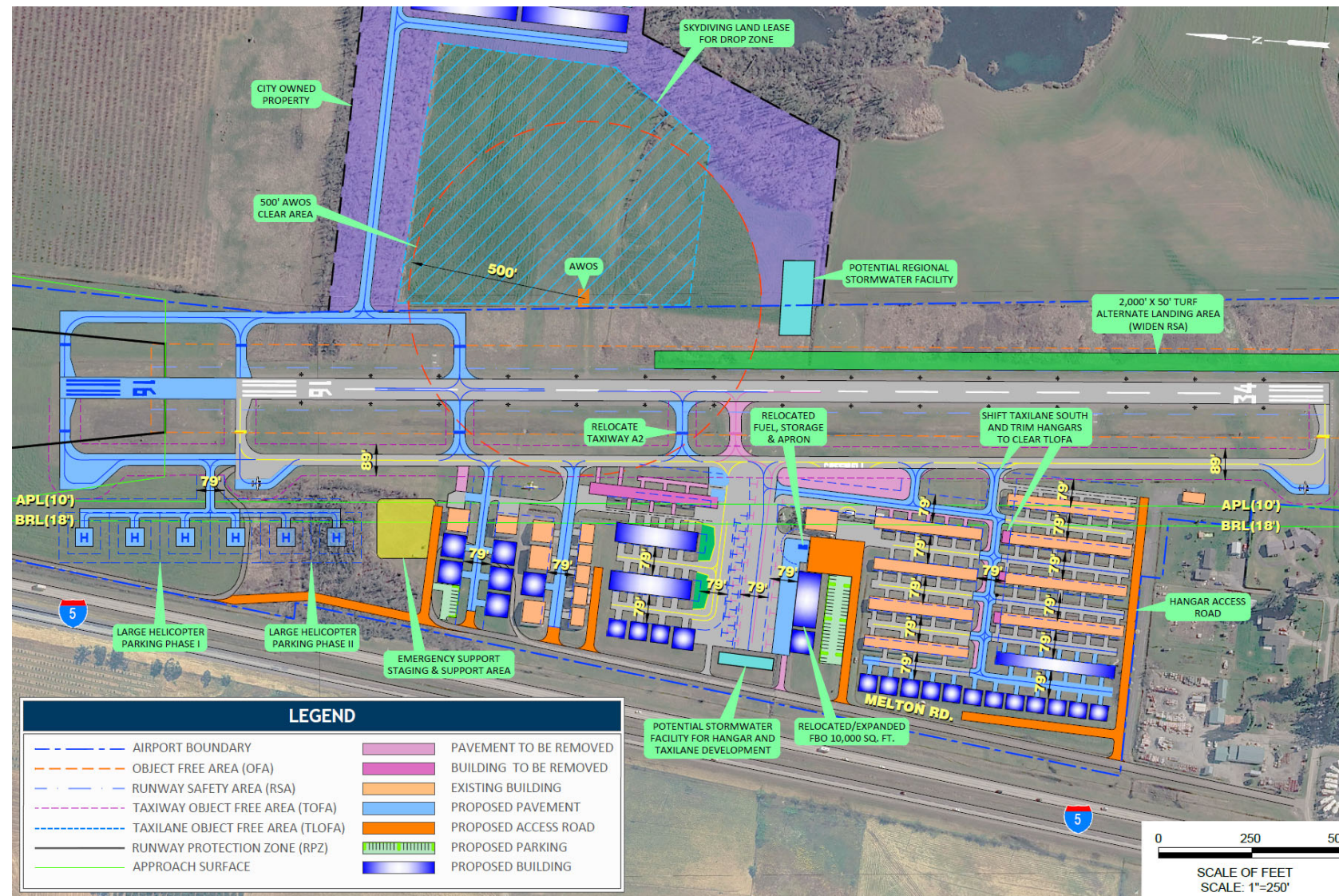




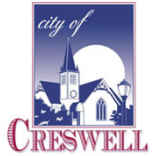
Landside Alternative 2



Landside Alternative 3



Next Steps



Receive PAC & Public Input

City/Airport Selects Preferred Alternative

Airport Layout Plan (ALP)

Capital Improvement Plan (CIP)

Draft Final Report

FAA Review



Questions?

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

