



OREGON AVIATION PLAN AIRPORT SUMMARY EUGENE AIRPORT-MAHLON SWEET FIELD

In 2018, the Oregon Department of Aviation (ODA) updated the Oregon Aviation Plan (OAP v6.0) for the state airport system which includes 95 airports, one heliport and one seaplane base. The study area was statewide and considered both commercial service and general aviation airports. Airports outside of Oregon in proximity to the state were considered as well. The study includes Eugene Airport-Mahlon Sweet Field (EUG or the Airport). This section focuses on the system plan's individual findings and recommendations for this facility as well as documenting the various benefits the Airport provides in Oregon.

Aviation system plans are top down studies that must be implemented from the bottom up by individual airports. The ultimate success of the plan depends on each airport implementing recommendations from the study and following through on any identified improvement actions. Individual airport improvements will result in the enhancement of overall system performance.

Within the statewide system, the Eugene Airport-Mahlon Sweet Field has been designated as a Category I – Commercial Service Airport in the 2007 OAP. Within the OAP, these airports support some level of scheduled commercial airline service in addition to supporting a full range of general aviation aircraft activities. Commercial service includes both domestic and international destinations.

From a facilities standpoint, the Eugene Airport-Mahlon Sweet Field meets most of the objectives for an OAP Category I Airport. It is worth noting, however, that the Airport's own capital improvement plan and/or master plan may recommend additional projects that it will be needed over the coming 10 years. The OAP also does not identify all maintenance, rehabilitation, and replacement costs that could be incurred by the Airport during this period.

EXISTING OREGON AIRPORT SYSTEM 2018



More information on the OAP can be obtained from the ODA Aviation website at <https://www.oregon.gov/aviation/pages/index.aspx>. In addition to the complete Technical Report, a statewide Executive Summary was produced to support the OAP. More information on all OAP-related products can be obtained from ODA.



OREGON AIRPORT ROLES/CATEGORIES

ODA’s Oregon Aviation Plan was last published in 2007. This update to the OAP re-sets the bar for future system performance by evaluating each airport’s facilities and services. Since 2007, a number of Oregon airports have made progress toward meeting various performance measures. As part of this study, airport infrastructure data, aviation activity projections and population growth in each airport’s environs were used to determine whether the airport should be elevated to a higher OAP Category to improve overall system accessibility and performance. The OAP v6.0 also addressed the need for airports to support resiliency efforts related to a potential Cascadia Earthquake and Tsunami Event.

Recommended categories for airports in the Oregon Aviation Plan are shown below.

OAP AIRPORT CATEGORIES RECOMMENDED OREGON AIRPORT ROLES

Category I	Commercial Service Airport: These airports support some level of scheduled commercial airline service in addition to supporting a full range of general aviation aircraft activities. Commercial service includes both domestic and international destinations. Objectives call for a minimum runway length of 6,000 feet.
Category II	Urban General Aviation Airport: These airports support all general aviation aircraft and accommodate corporate aviation activity, including piston and turbine engine aircraft, business jets, helicopters, gliders, and other general aviation activity. The most demanding user requirements are business-related. These airports service a large/multi-state geographic region or experience high levels of general aviation activity. The minimum runway length objective for Category II airports is 5,000 feet.
Category III	Regional General Aviation: These airports support most twin and single-engine aircraft and may accommodate occasional business jets. These airports support regional transportation needs with a large and often sparsely populated service area. The minimum runway length objective for Category III airports is 4,000 feet.
Category IV	Local General Aviation Airport: These airports support primarily single-engine general aviation aircraft but are capable of accommodating smaller twin-engine general aviation aircraft. These airports support local air transportation needs and special-use aviation activities. The minimum runway length objective for Category IV airports is 3,000 feet.
Category V	Remote Access/Emergency Services (RAES): These airports support primarily single-engine general aviation aircraft, special-use aviation activities, access to remote areas, or provide emergency service access. These airports should have at least 2,500 feet of runway.

Source: Jviation

EUGENE AIRPORT-MAHLON SWEET FIELD OVERVIEW

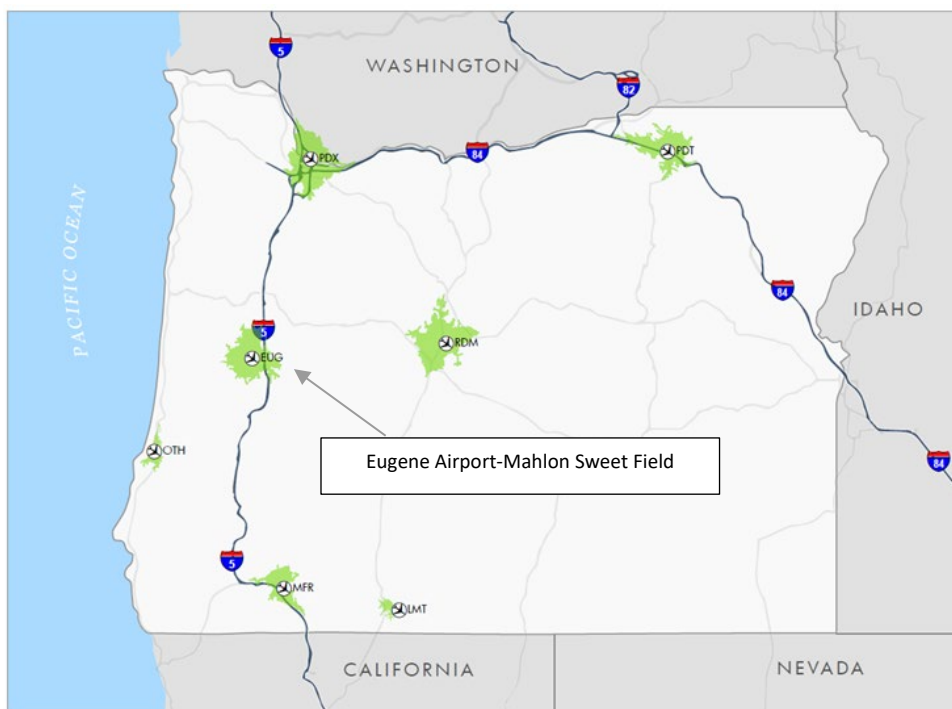
The City of Eugene is located in the western portion of the state in Lane County in the Willamette Valley. The Airport, which covers approximately 2,600 acres, is located about seven miles northwest of the city. The City of Eugene, home of the University of Oregon, is the site of numerous cultural, historical, and athletic events. Area attractions include the Hult Center for the Performing Arts, Oregon Bach Festival, world-class track meets, and numerous outdoor activities. Major employers in the area include PeaceHealth Medical Group, the University of Oregon, Monaco Coach Corporation, Weyerhaeuser, Lane Community College, and numerous government agencies.

Eugene Airport, owned by the City, is a Primary Commercial Service Airport, serving medium haul markets. The Airport is the second busiest commercial service airport in the State, and its services are integral to providing Oregon residents with access to the national air transportation system. Alaska Airlines, American Airlines, Allegiant Air, Delta Air Lines, and United Airlines provide commercial airline service. In 2017, 527,537 passengers enplaned at Eugene Airport. General aviation accounted for nearly 62,000 operations in 2017. Approximately 35 percent of these operations were performed by itinerant general aviation aircraft. There are 111 aircraft based at the Airport in 2017. Eugene Airport has scheduled air cargo activity and the USFS has an Air Tanker Base located there.



The Airport's runway system consists of a pair of parallel runways, with north-south orientations. Both runways have a grooved asphalt surface, are equipped with a high intensity runway lighting (HIRL) systems, and have precision runway markings. The primary runway, Runway 16R-34L, is 8,009 feet long by 150 feet wide. This runway is designed to accommodate D-III aircraft, meaning the runway can accommodate aircraft with a wingspan up to 118 feet. This runway serves as the primary runway for air carrier operations, and has a multitude of instrument approaches. The secondary runway, Runway 16L-34R is 6,000 feet long and is 150 feet wide. The two parallel runways have a separation distance of 4,300 feet. This separation distance allows air traffic control (ATC) to operate the runways simultaneously without intersecting flight patterns. Runways 16R and 16L both feature Instrument Landing Systems (ILS), which is an approach path that provides horizontal and vertical alignment for an aircraft on final approach. Runway 16R has an ALSF-2 High-intensity Approach Lighting System with sequenced flashers, in CATEGORY II or III Configuration. This allows for aircraft to land when visibility is reduced at the Airport by weather. The Airport also features Runway Visual Range (RVR) equipment on Runway 16R/34L and has an air traffic control tower.

30-MINUTE DRIVE TIME SERVICE AREA AND POPULATION OAP CATEGORY I AIRPORTS



Source: Jviation

Airport roles consider the characteristics of the area the Airport serves. Analysis for the OAP was conducted using a geographic information system (GIS) and a 30-minute drive time for each airport. There are approximately 290,954 residents within a 30-minute drive of EUG and a labor force of approximately 155,653.

Eugene Airport-Mahlon Sweet Field	
Population	
2016 30-minute drive	290,954
2016 Associated city	165,291
Labor force	
2016 30-minute drive	155,653

Source: US Census Bureau, Jviation Analysis, Oregon Zoomprospector.com, Oregon Population Center – Portland State University



RECOMMENDED ROLE FOR EUGENE AIRPORT-MAHLON SWEET FIELD

Each airport’s level generally reflects the type of aircraft and customers the airport serves as well as the characteristics of the airport’s service area. Eugene Airport-Mahlon Sweet Field will remain a Category I – Commercial Service Airport within the OAP.

As a Category I airport, the OAP has identified certain facilities and services that should ideally be in place. These objectives are considered the “minimums” to which the Airport should be developed. Based on local needs and other justifications, it is quite possible that the Airport could exceed its minimum development objectives established in the OAP. Eugene Airport-Mahlon Sweet Field’s specific objectives, as they pertain to the Airport’s Category I role in the state airport system, are listed below.

OBJECTIVES FOR CATEGORY I – COMMERCIAL SERVICE MINIMUM STANDARD

Airside Facilities

- » **Airport ARC:** C-II
- » **NPIAS:** Yes
- » **Based Aircraft:** Not an Objective
- » **Runway orientation:** 95% wind coverage (combined primary/secondary rwy)
- » **Runway Pavement Type:** Bituminous, Concrete
- » **Runway Pavement Strength:** Varies by Airport*/Design Aircraft
- » **Runway length:** Minimum 6,000 feet
- » **Runway width:** 100 feet
- » **Taxiway:** Full parallel
- » **Lighting systems:** MIRL/HIRL/ALS
- » **Approach:** Precision w/ vertical guidance
- » **Visual Approach Aids:** Both Runway Ends
- » **Instrument Approach Aids:** One Runway End
- » **Runway Lighting:** MIRL/HIRL/ALS
- » **Taxiway Lighting:** MITL/HITL
- » **Fencing:** Perimeter; controlled access

General Aviation Facilities

- » **Rotating Beacon:** Yes
- » **Weather reporting:** AWOS or ASOS
- » **Lighted Wind Indicator:** Yes
- » **Hangared aircraft storage:** 75% of based aircraft fleet
- » **Apron parking/storage:** 75% of Daily Transient
- » **Terminal/Building:** Yes
- » **Auto parking:** Moderate
- » **Cargo:** Small Handling Facility w/ Apron
- » **Deicing Facility:** Yes

Services

- » **Fuel:** 100 LL (24-hour self-service) & Jet A
- » **FBO:** Full Service (normal business hours)
- » **Transportation:** Offsite Rental Car, Taxi, etc.
- » **Food Service:** Coffee Shop/Deli & Cold Foods
- » **Restrooms:** Yes
- » **Pilot Lounge:** Yes w/ Weather Reporting Station
- » **Snow Removal:** Yes
- » **Telephone:** Yes



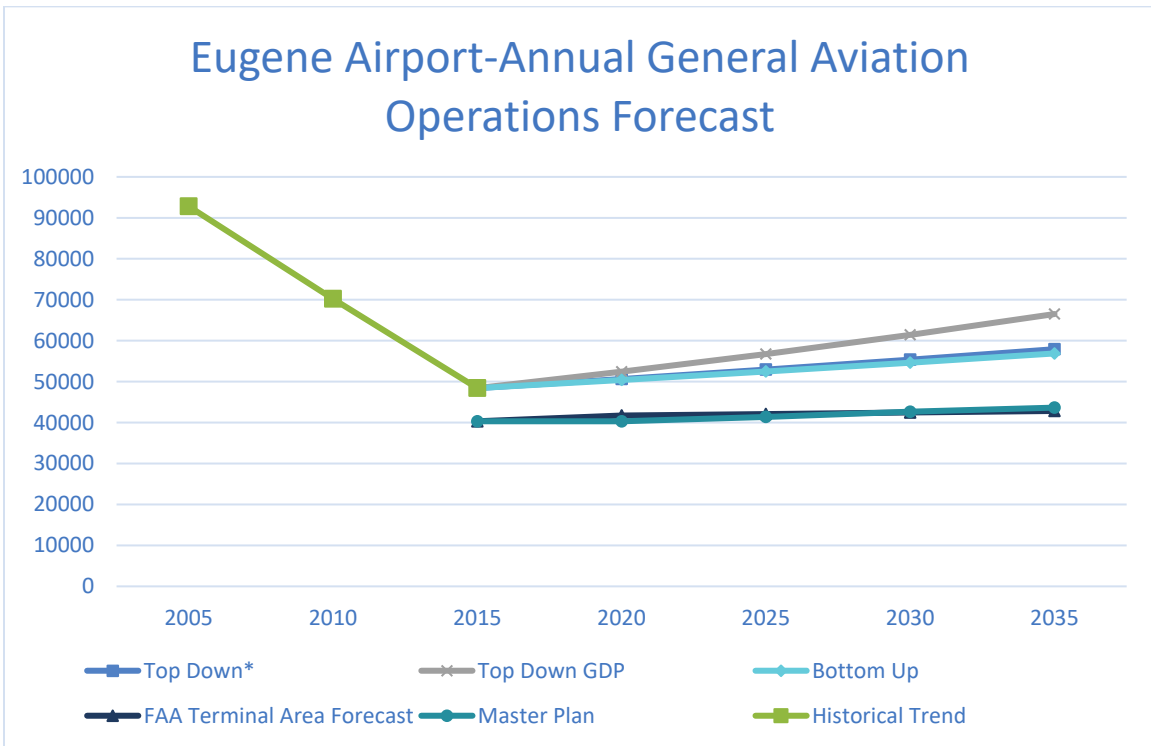
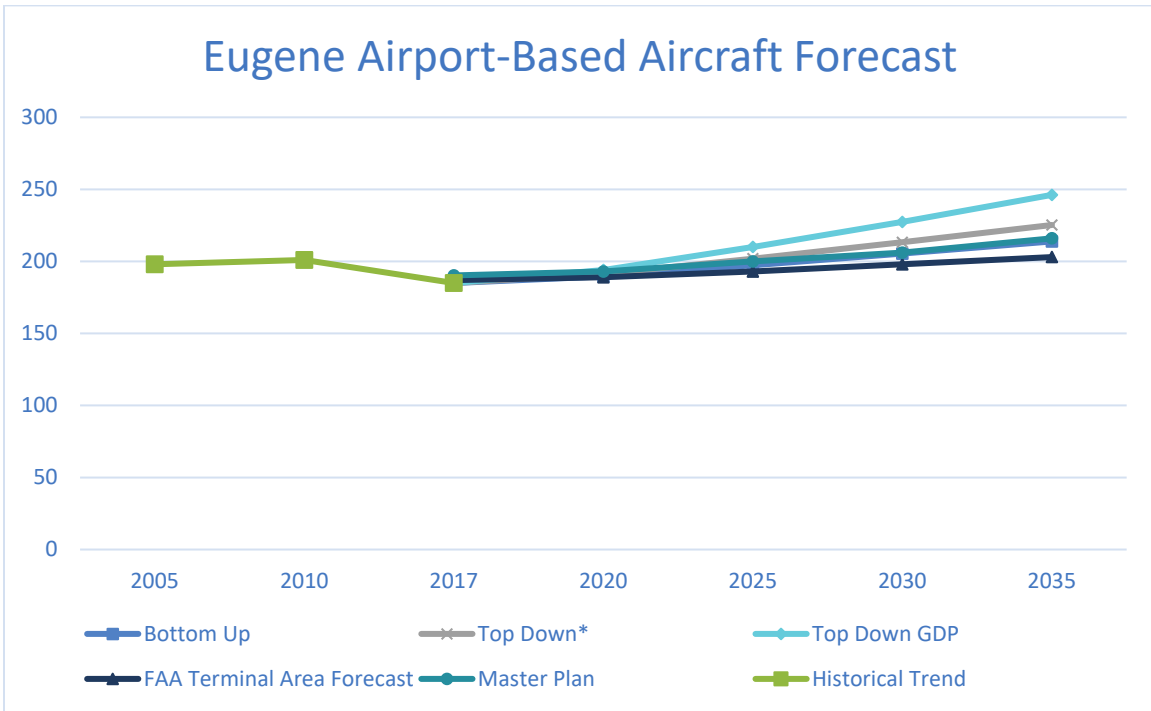
EUGENE AIRPORT-MAHLON SWEET FIELD PROJECTIONS OF GENERAL AVIATION DEMAND

Over the past 10 years, general aviation has experienced a general decline on a nationwide basis and in Oregon. The high cost of acquiring and maintaining a general aviation aircraft, the cost to secure a private pilot's license, competing opportunities for allocation of disposable income, the economic recession, along with significant increases in the cost of aviation fuel, have all contributed to a contraction in general aviation demand.

Recent economic recovery and increased use of general aviation as a tool to improve business efficiency have helped to stabilize the general aviation industry. For most airports in Oregon, however, including Eugene Airport-Mahlon Sweet Field, anticipated growth in general aviation demand will be modest at best. The two graphs below show projections of based aircraft and annual general aviation operations for EUG as they were developed in the OAP v6.0.

Three based aircraft projection methodologies were developed in this forecast. The bottom-up methodology produced an average annual growth rate of .8 percent and the top-down methodology based on historical Per Capita Real GDP produced the highest average annual growth rate, of the three projections, at 1.6 percent. The alternative top-down methodology utilizing FAA Terminal Area Forecast (TAF) projections for NPIAS airports in Oregon produced more moderate growth rate. Comparing the results of the forecasts indicated that the historical Per Capita Real GDP projection had the strongest growth, but was considered to be overly optimistic, since sustaining a 1.6 percent GDP growth rate over the planning period is unlikely. Therefore, the more conservative bottom-up growth rate of 1.1 percent, which is based on FAA TAF growth rates for based aircraft, was chosen as the preferred forecast. Based aircraft at EUG are projected to increase from 185 in 2017 to 213 by 2035.

The results from the three general aviation operations projection methodologies developed in this forecast are compared in the graphs below. The bottom-up methodology produced an average annual growth rate of .8 percent while the top-down methodology based on FAA Hours Flown projections produced an average annual growth rate of 0.9 percent. The alternative top-down methodology based on historical GDP growth produced an average annual growth rate of 1.6 percent. The bottom-up growth rate of 0.9 percent was chosen as the preferred growth rate since it is based on FAA national average growth forecasted for hours flown. Annual aircraft operations at EUG are projected to increase from 48,416 to 55,380 by 2035.



Source: FAA TAF, Aviation analysis, EUG airport master plan
 * indicates preferred growth rate



EUGENE AIRPORT-MAHLON SWEET FIELD ECONOMIC IMPACT UPDATE

Annual economic impacts for 97 study airports were estimated as part of the Oregon Department of Aviation’s (ODA) economic impact research. Total annual economic impacts for the Airport are attributed to one or more of the following four economic activity centers: airport management, airport tenants, average annual capital investment, and spending by visitors who arrive on general aviation aircraft.

This study uses three primary measures to express both statewide and airport-specific annual economic impacts:

- » Employment
- » Annual Payroll
- » Sales/Output (or total annual economic activity)

Direct Impacts: Eugene Airport - Eugene Airport-Mahlon Sweet Field is owned and operated by the City of Eugene. Approximately 154,167 visitors arrived on commercial airlines while general aviation aircraft operations at the Airport accounted for approximately 11,111 visitors who arrived in the area. The direct employment, payroll, and sales/output impacts relate to the Airport’s tenants were derived from survey data. Visitor impacts were calculated using airport-specific expenditure estimates. Construction expenditures are based on FAA Airport Improvement Records. The total combined direct output stemming from all on-airport aviation related tenants, capital improvements and visitor related expenditures was estimated at \$158.4 million. On-airport tenants and visitors accounted for nearly 1,533 direct jobs with an estimated direct payroll of \$58.6 million.

EUGENE AIRPORT-MAHLON SWEET FIELD

	Direct	Indirect/Induced	Total
Employment			
– Tenant	346.0	504.5	850.5
– GA Visitor	17.2	7.2	24.4
– CS Visitor	1,141.3	474.7	1,616.1
– CIP	28.8	30.2	58.9
Employment Total	1,533.3	1,016.6	2,549.9
Payroll			
– Tenant	\$17,855,000	\$13,194,705	\$31,049,705
– GA Visitor	\$582,971	\$457,822	\$1,040,793
– CS Visitor	\$38,573,347	\$30,292,611	\$68,865,958
– CIP	\$1,571,047	\$1,173,448	\$2,744,495
Payroll Total	\$58,582,365	\$45,118,587	\$103,700,951
Sales/Output			
– Tenant	\$58,586,000	\$47,139,284	\$105,725,284
– GA Visitor	\$854,483	\$595,145	\$1,449,628
– CS Visitor	\$95,111,789	\$69,671,454	\$164,783,243
– CIP	\$3,842,190	\$3,044,579	\$6,886,769
Sales/Output Total	\$158,394,462	\$120,450,461	\$278,844,924

Source: Mead and Hunt, EDR Group, Aviation, IMPLAN econometric package

Multiplier Impacts: Direct on-airport tenant and general aviation visitor impacts also create multiplier impacts throughout Oregon. These benefits are made up of indirect and induced impacts calculated with IMPLAN multipliers. Induced impacts result from employees on the airports and in the hospitality sector off-airport spending their earnings in Oregon while indirect impacts result from on-airport businesses and hospitality sector businesses spending for goods and services in Oregon. The table above presents the Airport’s direct, indirect/induced, and total economic impacts for sales/output, payroll, and employment as they relate to all on-airport tenants and all general aviation visitors.

Total Impacts: The total output (including direct and multiplier impacts) stemming from all on-airport tenants, construction and all general aviation visitors to Eugene Airport-Eugene Airport-Mahlon Sweet Field was approximately \$278.8 million. Total full-time employment related to all tenants and general aviation visitors, including all multiplier impacts is approximately 2,550 jobs. A total annual payroll associated with these jobs is estimated at \$103.7 million.



MUNICIPALITIES NEAR EUGENE AIRPORT-MAHLON SWEET FIELD WITH LAND USE CONTROLS

Having land uses adjacent to airports that are compatible with aircraft operations is imperative from a safety standpoint. Airports that accept state and/or federal grants are obligated to take steps to promote compatible land use and activities in the environs of their airport. For the OAP analysis, airports and their immediate or adjacent municipalities in the environs of the airport were identified. Analysis of each airport’s airspace were compared to local jurisdiction boundaries on Google Earth. If a jurisdiction was entirely or partly under the airport’s airspace local zoning ordinances were reviewed. County land use ordinances related to airports and height restrictions were also analyzed.

Research was undertaken for municipalities identified during the OAP to determine if the municipalities are taking steps to promote compatible land use and protect the operating environments for airports. Municipalities near Oregon airports were investigated to determine the following key land uses controls:

- » **Has the municipality adopted land use zoning controls?**
- » **Does the municipality have an airport-specific overlay zone or district?**
- » **Does the municipality have a land use map that shows the location of the airport?**
- » **Has the municipality adopted some type of height zoning?**

The following table shows municipalities near Eugene Airport-Mahlon Sweet Field and summarizes the status of land use controls for each. Municipalities and airports throughout Oregon should work together to help ensure airports are protected from incompatible land uses and from the encroachment of obstacles that pose a height hazard to safe airport operations.

LAND USE CONTROL SUMMARY FOR EUGENE AIRPORT-MAHLON SWEET FIELD

Type of Control	Jurisdictions Impacting Airport	
	City of Eugene/Veneta*	Lane County
Airport Zone	Yes/No	Yes
Adopted Height Zoning Restrictions	Yes/No	Yes
RPZ Protection	Yes/No	No
Airport Safety Overlay Zone	Yes/No	Yes

Source: Angelo Planning Group, Aviation, *EUG air space is over two municipalities



AIRPORT REPORT CARD AND RECOMMENDATIONS

This section provides information on ODA facility/service objectives associated with a Category I airport in the OAP. If the Airport does not meet an objective, an estimated cost to enable the Airport to meet the objective was developed.

The report card for Eugene Airport-Mahlon Sweet Field, developed as part of the OAP, is shown below. There are no facility and services deficiencies identified at the Airport.

EUGENE AIRPORT-MAHLON SWEET FIELD REPORT CARD

Category I Performance Criteria		EUG	Eugene Airport-Mahlon Sweet Field	Eugene
Facilities	Basic Criteria	Actual	Action Needed to Meet Criteria	Estimated Cost
Airside Facilities				
FAA – ARC	C-II		C-III	
NPIAS	Yes		Yes	
Based Aircraft	Not an Objective		185	
Runway Orientation	95% wind coverage (combined primary/secondary rwy)		Yes	
Runway Length	6,000 feet		8,009	\$ -
Runway Width	100 feet		150	\$ -
Runway Pavement Type	Bituminous, Concrete		Bituminous	
Runway Pavement Strength	Varies by Airport*/Design Aircraft		75,000	\$ -
Runway Pavement PCI	65			\$ -
Taxiways	Full Parallel		Full Parallel	\$ -
Approach Type	Precision		Precision	\$ -
Visual Approach Aids	Both Runway Ends		PAPI, REIL	
Instrument Approach Aids	One Runway End		MALSR, ODALS, ALSF, TDZL	
Runway Lighting	MIRL/HIRL/ALS		HIRL	
Taxiway Lighting	MITL/HITL		MITL	\$ -
General Facilities				
Rotating Beacon	Yes		Yes	\$ -
Lighted Wind Indicator	Yes		Wind Cone, Lighted Wind Cone	\$ -
Weather Reporting	AWOS/ASOS		ASOS	\$ -
Hangared Aircraft Storage	75% of Based Aircraft		95%	\$ -
Apron Parking/Storage	75% of Daily Transient		95%	\$ -
Terminal Building	Yes		Yes	\$ -
Auto Parking Spaces	Moderate		45	\$ -
Fencing	Perimeter; controlled access		Entire airport perimeter with controlled access gates	\$ -
Cargo	Small Handling Facility w/ Apron		Cargo facility/building with apron	\$ -
Deicing Facility	Yes		Yes	\$ -
Services				
Fuel	100 LL & Jet A (24-hour self-service)		Yes	\$ -
FBO	Full Service (normal business hours)		Yes	
Ground Transportation	Rental Car, Taxi, or Other		Onsite rental car, offsite rental	
Food Service	Coffee Shop/Deli & Cold Foods		Yes	
Restrooms	Yes		Yes	
Pilot Lounge	Yes w/ Weather Reporting Station		Yes	
Snow Removal	Yes		Yes	\$ -
Telephone	Yes		Yes	
Total				\$ -

Source: Aviation, Century West, Marr Arnold Planning



OTHER IDENTIFIED FACILITY IMPROVEMENT COSTS

Projects identified in the deficiencies analysis from the OAP represent a portion of the total development and maintenance costs that Oregon airports could require in the near term. In order to have a better picture of total investment needs for Oregon's airport system, it is important to also consider projects identified in each airport's current Statewide Capital Improvement Program (SCIP) and in Oregon's most recent Statewide Pavement Maintenance Program (PMP).

SCIP: Current SCIPs were reviewed to provide ODA with a general understanding of what projects are already being considered on the local level that would address deficiencies noted in the OAP. A review was performed to ensure project costs were not duplicated between the OAP and current SCIP projects for each airport. Analysis of 2018 SCIP data indicates that nearly \$37.0 million in improvements for EUG are identified in the SCIP over the next five to ten years. This estimate does not include transfers or PMP funds.

PMP: ODA's Pavement Maintenance Program (PMP) identifies maintenance, repair, and rehabilitation projects needed to sustain functional pavements at Oregon airports. The PMP program provides some level of pavement maintenance for all paved airports across the state. For NPIAS airports receiving federal monies, this work assists the airports in meeting their grant assurances. Since EUG is a Primary airport with AIP entitlement funding the Airport is not included in the ODA PMP.

Cost Summary: The OAP v6.0 summarized the Airport's development needs over the next five to ten years. Costs to improve and maintain the Airport over that time frame consider not only projects identified by the OAP, but also projects and the Airport's own locally generated capital improvement plan reported to ODA (SCIP). These two sources indicate an estimated \$37.0 million will be needed to maintain and improve the Airport over the next five to ten years.

As ODA's Statewide Economic Impact Study has shown, on an annual basis the Eugene Airport-Mahlon Sweet Field supports an estimated \$278.8 million in economic benefit. The Airport's annual economic impact far exceeds its financial need for maintenance and improvement. ODA's economic impact analysis shows the Airport is well worth the investment!



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