

# APPENDIX A: GLOSSARY OF TERMS & ACRONYMS

## **NEWPORT MUNICIPAL AIRPORT**

Airport Master Plan Update

## DEFINITIONS

**ABOVE GROUND LEVEL.** The elevation of a point or surface above the ground.

**ACCELERATE – STOP DISTANCE AVAILABLE (ASDA).** See declared distances

**ADVISORY CIRCULAR.** External publication issued by the FAA consisting of non-regulatory material providing for the recommendations relative to a policy, guidance and information relative to a specific aviation subject.

**AIR CARRIER.** An operator, which: (1) performs at least five round trips per week between two or more points and publishes flight schedules which specifies the times, days of the week, and places between which such flights are performed; or (2) transport mail by air pursuant to a current contract with the U.S. Postal Service. Certified in accordance with Federal Aviation Regulation (FAR) Parts 121 and 127.

**AIR ROUTE TRAFFIC CONTROL CENTER (ARTCC).** A facility established to provide air traffic control service to an aircraft operating on an IFR flight plan within controlled airspace and principally during the enroute phase of flight.

**AIR TAXI.** An air carrier certificated in accordance with FAR Part 135 and authorized to provide, on demand, public transportation of persons and property by aircraft. Generally operates small aircraft for hire for specific trips.

**AIR TRAFFIC CONTROL FACILITIES (ATC-F).** Electronic equipment and buildings aiding air traffic control (ATC) for communications, surveillance of aircraft including weather detection and advisory systems.

**AIRCRAFT.** An aircraft is a device that is used or intended to be used for flight in the air.

**AIRCRAFT APPROACH CATEGORY.** A grouping of aircraft based on 1.3 times the stall speed in their maximum certificated landing weight. The categories are as follows:

- Category A: Speed less than 91 knots.
- Category B: Speed 91 knots or more, but less than 121 knots.
- Category C: Speed 121 knots or more, but less than 141 knots.
- Category D: Speed 141 knots or more, but less than 166 knots.
- Category E: Speed greater than 166 knots.

**AIRCRAFT OPERATION.** The landing, takeoff, or touch-and-go procedure by an aircraft on a runway at an airport.

**AIRCRAFT OPERATIONS AREA (AOA).** A restricted and secure area on the airport property designed to protect all aspects related to aircraft operations.

**AIRFIELD.** The portion of an airport which contains the facilities necessary for the operation of aircraft.

**AIRPLANE.** An engine-driven fixed-wing aircraft heavier than air that is supported in flight by the dynamic reaction of the air against its wings.

**AIRPLANE DESIGN GROUP (ADG).** A grouping of aircraft based upon relative wingspan or tail height (whichever is most demanding). The groups are as follows:

Group	Tail Height (ft)	Wingspan (ft)
I	<20	<49
II	20 - <30	49 - <79
III	30 - <45	79 - <118
IV	45 - <60	118 - <171
V	60 - <66	171 - <214
VI	66 - <80	214 - <262

**AIRPORT.** An airport is an area of land or water that is used or intended to be used for the landing and takeoff of aircraft, and includes its buildings and facilities, if any.

**AIRPORT BEACON.** A navigational aid located at an airport which displays a rotating light beam to identify whether an airport is lighted.

**AIRPORT ELEVATION.** The highest point on an airport's usable runway expressed in feet above mean sea level (MSL).

**AIRPORT IMPROVEMENT PROGRAM.** A program authorized by the Airport and Airway Improvement Act of 1982 that provides funding for airport planning and development.

**AIRPORT LAYOUT DRAWING (ALD).** The drawing of the airport showing the layout of existing and proposed airport facilities.

**AIRPORT LAYOUT PLAN (ALP).** A scaled drawing of the existing and planned land and facilities necessary for the operation and development of the airport.

**AIRPORT LAYOUT PLAN DRAWING SET.** A set of technical drawings depicting the current and future airport conditions. The FAA required drawings include the Airport Layout Plan, the Airport Airspace Drawing, and the Inner Portion of the Approach Surface Drawing, On-Airport Land Use Drawing, and Property Map.

**AIRPORT MOVEMENT AREA SAFETY SYSTEM.** A system that provides automated alerts and warnings of potential runway incursions or other hazardous aircraft movement events.

**AIRPORT OBSTRUCTION CHART.** A scaled drawing depicting the Federal Aviation Regulation (FAR) Part 77 surfaces, a representation of objects that penetrate these surfaces, runway, taxiway and ramp areas, navigational aids, buildings, roads and other details in the vicinity of the airport.

**AIRPORT REFERENCE CODE (ARC).** A coding system used to relate airport design criteria to the operational (Aircraft Approach Category) to the physical characteristics (Airplane Design Group) of the airplanes intended to operate at the airport.

**AIRPORT REFERENCE POINT (ARP).** The latitude and longitude of the approximate center of the airport.

**AIRPORT TRAFFIC CONTROL TOWER (ATCT).** A central operations facility in the terminal air traffic control system, consisting of a tower, including an associated instrument flight rule (IFR) room if radar equipped, using air/ground communications and/or radar, visual signaling, and other devices to provide safe and expeditious movement of terminal air traffic.

**AIRSIDE.** The portion of an airport that contains facilities necessary for the operation of aircraft.

**AIRSPACE.** The volume of space above the surface of the ground that is provided for the operation of aircraft.

**ALERT AREA.** See special-use airspace.

**ALTITUDE.** The vertical distance measured in feet above mean sea level.

**ALIGNED TAXIWAY.** A taxiway with its centerline aligned with a runway centerline. Sometimes referred to as an “inline taxiway.”

**APPROACH PROCEDURE WITH VERTICAL GUIDANCE (APV).** An Instrument Approach Procedure (IAP) providing both vertical and lateral electronic guidance.

**ANNUAL INSTRUMENT APPROACH (AIA).** An approach to an airport with the intent to land by an aircraft in accordance with an IFR flight plan when visibility is less than three miles and/or when the ceiling is at or below the minimum initial approach altitude.

**APPROACH LIGHTING SYSTEM (ALS).** An airport lighting facility, which provides visual guidance to landing aircraft by radiating light beams by which the pilot aligns the aircraft with the extended centerline of the runway on his/her final approach and landing.

**APPROACH MINIMUMS.** The altitude below which an aircraft may not descend while on an IFR approach unless the pilot has the runway in sight.

**APPROACH SURFACE.** An imaginary obstruction limiting surface defined in FAR Part 77 which is longitudinally centered on an extended runway centerline and extends outward and upward from the primary surface at each end of a runway at a designated slope and distance based upon the type of available or planned approach by aircraft to a runway.

**APPROACH SURFACE BASELINE (ASBL).** A horizontal line tangent to the surface of the earth at the runway threshold aligned with the final approach course.

**APRON.** A specified portion of the airfield used for passenger, cargo or freight loading and unloading, aircraft parking, and the refueling, maintenance and servicing of aircraft.

**AREA NAVIGATION.** The air navigation procedure that provides the capability to establish and maintain a flight path on an arbitrary course that remains within the coverage area of navigational sources being used.

**AUTOMATIC DIRECTION FINDER (ADF).** An aircraft radio navigation system, which senses and indicates the direction to a non-directional radio beacon (NDB) ground transmitter.

**AUTOMATED SURFACE OBSERVATION SYSTEM (ASOS).** A reporting system that provides frequent airport ground surface weather observation data through digitized voice broadcasts and printed reports.

**AUTOMATED WEATHER OBSERVATION STATION (AWOS).** Equipment used to automatically record weather conditions (i.e. cloud height, visibility, wind speed and direction, temperature, dew-point, etc.).

**AUTOMATED TERMINAL INFORMATION SERVICE (ATIS).** The continuous broadcast of recorded non-control information at towered airports. Information typically includes wind speed, direction and active runway.

**AVIGATION EASMENT.** A contractual right or a property interest in land over which a right of unobstructed flight in the airspace is established.

**AZIMUTH.** Horizontal direction expressed as the angular distance between true north and the direction of a fixed point (as the observer's heading).

**BASE LEG.** A flight path at right angles to the landing runway off its approach end. The base leg normally extends from the downwind leg to the intersection of the extended runway centerline. See Traffic Pattern.

**BASED AIRCRAFT.** The general aviation aircraft that uses a specific airport as a home base.

**BEARING.** The horizontal direction to or from any point, usually measured clockwise from true north or magnetic north.

**BLAST FENCE.** A barrier used to divert or dissipate jet blast or propeller wash.

**BLAST PAD.** A prepared surface adjacent to the end of a runway for the purpose of eliminating the erosion of the ground surface by the wind forces produced by airplanes at the initiation of takeoff operations.

**BUILDING RESTRICTION LINE (BRL).** A line that identifies suitable building area locations on the airport.

**BYPASS TAXIWAY.** A taxiway used to reduce aircraft queuing demand by providing multiple takeoff points.

**CAPITAL IMPROVEMENT PLAN.** The planning program used by the FAA to identify, prioritize, and distribute funds for airport development and the needs of the National Airspace System to meet specified national goals and objectives.

**CATEGORY-I (CAT-I).** An instrument approach or approach and landing with a Height Above Threshold (HATh) or minimum descent altitude not lower than 200 ft (60 m) and with either a visibility not less than ½ statute mile (800m), or a runway visual range not less than 1800 ft (550m).

**CATEGORY-II (CAT-II).** An instrument approach or approach and landing with a Height Above Threshold (HATh) lower than 200 ft (60 m) but not lower than 100 ft (30 m) and a runway visual range not less than 1200 ft (350m).

**CATEGORY-III (CAT-III).** An instrument approach or approach and landing with a Height Above Threshold (HATh) lower than 100 ft (30m), or no HATh, or a runway visual range less than 1200 ft (350m).

**CEILING.** The height above the ground surface to the location of the lowest layer of clouds which is reported as either broken or overcast.

**CIRCLING APPROACH.** A maneuver initiated by the pilot to align the aircraft with the runway for landing when flying a predetermined circling instrument approach under IFR.

**CLASS A AIRSPACE.** See Controlled Airspace.

**CLASS B AIRSPACE.** See Controlled Airspace.

**CLASS C AIRSPACE.** See Controlled Airspace.

**CLASS D AIRSPACE.** See Controlled Airspace.

**CLASS E AIRSPACE.** See Controlled Airspace.

**CLASS G AIRSPACE.** See Controlled Airspace.

**CLEARWAY (CYW).** A defined rectangular area beyond the end of the runway cleared or suitable for use in lieu of runway to satisfy takeoff distance requirements.

**COMMON TRAFFIC ADVISORY FREQUENCY.** A radio frequency identified in the appropriate aeronautical chart which is designated for the purpose of transmitting airport advisory information and procedures while operating to and from an uncontrolled airport.

**COMPASS LOCATOR (LOM).** A low power, low/medium frequency radio-beacon installed in conjunction with the instrument landing system at one or two or the marker sites.

**CONICAL SURFACE.** An imaginary obstruction-limiting surface defined in FAR Part 77 that extends from the edge of the horizontal surface outward and upward at a slope of 20 to 1 for a horizontal distance of 4,000 feet.

**CONTROLLED AIRPORT.** An airport that has an operating airport traffic control tower.

**CONTROLLED AIRSPACE.** Airspace of defined dimensions within which air traffic control services are provided to instrument flight rules (IFR) and visual flight rules (VFR) flights in accordance with the airspace classification. Controlled airspace in the United States is designated as follows.

- **CLASS A.** The airspace from 18,000 feet mean sea level (MSL) up to but not including 60,000 MSL (flight level FL600).
- **CLASS B.** Generally, the airspace from the surface to 10,000 feet MSL surrounding the nation's busiest airports. The configuration of Class B airspace is unique to each airport, but typically consists of two or more layers of airspace and is designed to contain all published instrument approach procedures to the airport. An air traffic control clearance is required for all aircraft to operate in the area.
- **CLASS C.** Generally, the airspace from the surface to 4,000 feet above the airport elevation (charted as MSL) surrounding those airports that have an operational control tower and radar approach and are served by a qualifying number of IFR operations or passenger enplanements. Although individually tailored for each airport, Class C airspace typically consists of a surface area with a five nautical miles (nm) radius and an outer area with a 10 nm radius that extends from 1,200 feet to 4,000 feet above the airport elevation. Two-way radio communication is required for all aircraft.
- **CLASS D.** Generally, that airspace from the surface to 2,500 feet above the airport elevation (charted as MSL) surrounding those airports that have an operational control tower. Class D airspace is individually tailored and configured to encompass published instrument approach procedures. Unless otherwise authorized, all persons must establish two-way radio communications.
- **CLASS E.** Generally, controlled airspace not classified as Class A, B, C or D. Class E airspace extends upward from either the surface or a designated altitude to the overlying or adjacent controlled airspace. When designated as a surface area, the airspace will be configured to contain all instrument procedures. Class E airspace encompasses all Victor Airways. Only aircraft following instrument flight rules are required to establish two-way radio communications with air traffic control.
- **CLASS G.** Generally, that airspace not classified as Class A, B, C, D or E. Class G airspace extends from the surface to the overlying Class E airspace

**CONTROLLED FIRING AREA.** See special-use airspace.

**CROSSWIND.** Wind flow that is not parallel to the runway of the flight of an aircraft.

**CROSSWIND COMPONENT.** The component of wind that is at a right angle to the runway centerline or the intended flight path of an aircraft.

**CROSSWIND LEG.** A flight path at right angles to the landing runway off its upwind end. See Traffic Pattern.

**DECIBEL.** A unit of noise representing a level relative to a reference of a sound pressure 20 micro newtons per square meter.

**DECISION HEIGHT.** The height above the end of the runway surface at which a decision must be made by a pilot during the ILS or Precision Approach Radar approach to either continue the approach or to execute a missed approach.

**DECLARED DISTANCES.** The distances declared available for the airplane’s takeoff run, takeoff distance, accelerate-stop distance and landing distance requirements. The distances are:

- **TAKEOFF RUN AVAILABLE (TORA).** The runway length declared available and suitable for the ground run of an airplane taking off.
- **TAKEOFF DISTANCE AVAILABLE (TODA).** The TORA plus the length of any remaining runway and/or clearway beyond the far end of the TORA.
- **ACCELERATE – STOP DISTANCE AVAILABLE (ASDA).** The runway plus stopway length declared available for the acceleration and deceleration of an aircraft aborting a takeoff.
- **LANDING DISTANCE AVAILABLE (LDA).** The runway length declared available and suitable for landing.

**DESIGN AIRCRAFT.** An aircraft with characteristics that determine the application of airport design standards for a specific runway, taxiway, taxilane, apron, or other facility (such as Engineered Materials Arresting System [EMAS]). This aircraft can be a specific aircraft model or a composite of several aircraft using, expected, or intended to use the airport or part of the airport. (Also called “critical aircraft” or “critical design aircraft.”)

**DISPLACED THRESHOLD.** A threshold that is located at a point on the runway other than the designated beginning of the runway.

**DISTANCE MEASURING EQUIPMENT (DME).** Equipment (airborne and ground) used to measure, in nautical miles, the slant range distance of an aircraft from the DME navigational aid.

**DNL.** The 24-hour average sound level, in A-weighted decibels, obtained after the addition of ten decibels to sound levels for the periods between 10 pm and 7 am as averaged over a span of one year. It is the FAA standard metric for determining the cumulative exposure of individuals to noise.

**DOWNWIND LEG.** A flight path parallel to the landing runway in the direction opposite to landing. The downwind leg normally extends between the crosswind leg and the base leg. Also see Traffic Pattern.

**EASEMENT.** The legal right of one party to use a portion of the total rights in real estate owned by another party. This may include the right of passage over, on or below property; certain air rights above property, including view rights; and the rights to any specified form of development or activity, as well as any other legal rights in the property that may be specified in the easement document.

**END-AROUND TAXIWAY (EAT).** A taxiway crossing the extended centerline of a runway, which does not require specific clearance from air traffic control (ATC) to cross the extended centerline of the runway.

**ENPLANED PASSENGERS.** The total number of revenue passengers boarding aircraft, including originating, stop-over, and transfer passengers, in scheduled and non-scheduled services.

**ENPLANMENT.** The boarding of a passenger, cargo, freight or mail on an aircraft at an airport.

**ENTITLEMENT.** Federal funds for which a commercial service airport may be eligible based upon its annual passenger enplanements.



**ENTRANCE TAXIWAY.** A taxiway designed to be used by an aircraft entering a runway. Entrance taxiways may also be used to exit a runway.

**EXIT TAXIWAY.** A taxiway designed to be used by an aircraft only to exit a runway.

**ENVIRONMENTAL ASSESSMENT (EA).** An environmental analysis performed pursuant to the National Environmental Policy Act to determine whether an action would significantly affect the environment and thus require a more detailed environmental impact assessment.

**ENVIRONMENTAL AUDIT.** An assessment of the current status of a party's compliance with applicable environmental requirements of a party's environmental compliance policies, practices and controls.

**FEDERAL AVIATION REGULATIONS.** The general and permanent rules established by the executive departments and agencies of the Federal Government for aviation, which are published in the Federal Register. These are aviation subset of the Code of Federal Regulations.

**FINAL APPROACH.** A flight path in the direction of landing along the extended runway centerline. The final approach normally extends from the base leg to the runway. See Traffic Pattern

**FINAL APPROACH AND TAKEOFF AREA (FATO).** A defined area over which the final phase of the helicopter approach to a hover, or a landing is completed and from which takeoff is initiated.

**FINAL APPROACH FIX.** The designated point at which the final approach segment for an aircraft landing on a runway begins for a non-precision approach.

**FIXED BASE OPERATOR (FBO).** An FBO typically offers the following services (or a combination thereof): aircraft charter operation, aircraft rental, aircraft storage, flight training, aircraft sales/leasing, aircraft component maintenance, aircraft parts sales, and aircraft maintenance.

**FLIGHT SERVICE STATION.** An operations facility in the national flight advisory system which utilizes data interchange facilities for the collection and dissemination of Notices to Airmen, weather, and administrative data and which provides pre-flight and in-flight advisory services to pilots through air and ground based communication facility.

**FRANGIBLE NAVAID.** A navigational aid which retains its structural integrity and stiffness up to a designated maximum load, but on impact from a greater load, breaks, distorts, or yields in such a manner as to present the minimum hazard to aircraft.

**GENERAL AVIATION.** That portion of civil aviation that encompasses all facets of aviation except air carriers holding a certificate of convenience and necessity, and large aircraft commercial operators.

**GENERAL AVIATION AIRPORT.** An airport that provides air service to only general aviation.

**GLIDE PATH ANGLE (GPA).** The GPA is the angle of the final approach descent path relative to the approach surface baseline.

**GLIDE PATH QUALIFICATION SURFACE (GQS).** An imaginary surface extending from the runway threshold along the runway centerline extended to the Decision Altitude (DA) point.

**GLIDE SLOPE (GS).** Provides vertical guidance for aircraft during approach and landing. The glide slope consists of 1) electronic components emitting signals which provide vertical guidance by reference to airborne instruments during instrument approaches such as ILS; or 2) visual ground aids, such as VASI, which provide vertical guidance for VFR approach or for the visual portion of an instrument approach and landing.

**GLOBAL POSITIONING SYSTEM (GPS).** A system of 24 satellites used as reference points to enable navigators equipped with GPS receivers to determine their latitude, longitude and altitude.

**HAZARD to AIR NAVIGATION.** An existing or proposed object that the FAA, as a result of an aeronautical study, determines will have a substantial adverse effect upon the safe and efficient use of navigable airspace by aircraft, operation of air navigation facilities, or existing or potential airport capacity.

**HEIGHT ABOVE THRESHOLD (HATH).** The height of the Decision Altitude (DA) above the threshold.

**HELIPAD.** A designated area for the takeoff, landing and parking of helicopters.

**HIGH INTENSITY RUNWAY LIGHTS.** The highest classification in terms of intensity or brightness for lights designated for use in delineating the sides of a runway.

**HIGH-SPEED EXIT TAXIWAY.** A long radius taxiway designed to expedite aircraft turning off the runway after land (at speeds up to 60 knots), thus reducing runway occupancy time.

**HORIZONTAL SURFACE.** An imaginary obstruction-limiting surface defined in FAR Part 77 that is specified as a portion of a horizontal plane surrounding a runway located 150 feet above the established airport elevation. The specific horizontal dimensions of this surface are a function of the types of approaches existing or planned for the runway.

**INITIAL APPROACH FIX.** The designated point at which the initial approach segment begins for an instrument approach to a runway.

**INSTRUMENT APPROACH PROCEDURE.** A series of predetermined maneuvers for the orderly transfer of an aircraft under instrument flight conditions from the beginning of the initial approach to a landing or to a point from which a landing may be made visually.

**INSTRUMENT FLIGHT RULES (IFR).** Rules governing the procedures for conducting instrument flight. Also a term used by pilots and controllers to indicate type of flight plan.

**INSTRUMENT LANDING SYSTEM (ILS).** A precision instrument approach system, which normally consists of the following electronic components and visual aids: 1) localizer, 2) glide slope, 3) outer marker, 4) middle marker and 5) approach lights.

**INSTRUMENT METEOROLOGICAL CONDITIONS.** Meteorological conditions expressed in terms of specific visibility and ceiling conditions that are less than the minimums specified for visual meteorological conditions.

**ITINERANT OPERATIONS.** All aircraft operations other than local operations.

**KNOTS.** A unit of speed length used in navigation that is equivalent to the number of nautical miles traveled in one hour.

**LANDSIDE.** The portion of an airport that provides the facilities necessary for the processing of passengers, cargo, freight and ground transportation vehicles.

**LANDING DISTANCE AVAILABLE (LDA).** See declared distances.

**LARGE AIRPLANE.** An airplane that has a maximum certified takeoff weight in excess of 12,500 pounds.

**LOCAL AREA AUGMENTATION SYSTEM.** A differential GPS system that provides localized measurement correction signals to the basic GPS signals to improve navigational accuracy, integrity, continuity and availability.

**LOCAL OPERATIONS.** Aircraft operations performed by aircraft that are based at the airport and that operate in the local traffic pattern or within sight of the airport, that are known to be departing for or arriving from flights in local practice areas within a prescribed distance from the airport, or that execute simulated instrument approaches at the airport.

**LOCAL TRAFFIC.** Aircraft operating in the traffic pattern or within site of the tower, or aircraft known to be departing or arriving from the local practice areas, or aircraft executing practice instrument approach procedures. Typically, this includes touch-and-go training operations.

**LOCALIZER.** The component of an ILS, which provides course guidance to the runway.

**LOCALIZER TYPE DIRECTIONAL AID (LDA).** A facility of comparable utility and accuracy to a localizer, but is not part of a complete ILS and is not aligned with the runway.

**LORAN.** Long range navigation, an electronic navigational aid which determines aircraft position and speed by measuring the difference in the time of reception of synchronized pulse signals from two fixed transmitters. Loran is used for en route navigation.

**LOW IMPACT RESISTANT (LIR) SUPPORT.** A support designed to resist operational and environmental static loads and fail when subjected to a shock load such as that from a colliding aircraft.

**LOW INTENSITY RUNWAY LIGHTS.** The lowest classification in terms of intensity or brightness for lights designated for use in delineating the sides of a runway.

**MAIN GEAR WIDTH (MGW).** The distance from the outer edge to outer edge of the widest set of main gear tires.

**MEDIUM INTENSITY RUNWAY LIGHTS.** The middle classification in terms of intensity or brightness for lights designated for use in delineating the sides of a runway.

**MICROWAVE LANDING SYSTEM (MLS).** An instrument approach and landing system that provides precision guidance in azimuth, elevation, and distance measurement.

**MILITARY OPERATIONS AREA (MOA).** See special-use airspace.

**MILITARY TRAINING ROUTE.** An air route depicted on aeronautical charts for the conduct of military flight training at speeds above 250 knots.

**MISSED APPROACH COURSE (MAC).** The flight route to be followed if, after an instrument approach, a landing is not effected, and occurring normally when the aircraft has descended to the decision height and has not established visual contact or when directed by air traffic control to pull up or to go around again.

**MODIFICATION to STANDARDS.** Any approved nonconformance to FAA standards, other than dimensional standards for Runway Safety Areas (RSAs), applicable to an airport design, construction, or equipment procurement project that is necessary to accommodate an unusual local condition for a specific project on a case-by-case basis while maintaining an acceptable level of safety.

**MOVEMENT AREA.** The runways, taxiways, and other areas of an airport which are utilized for taxiing/hover taxiing, air taxiing, takeoff, and landing of aircraft, exclusive of loading ramps and parking areas. At those airports with a tower, air traffic control clearance is required for entry onto the movement area.

**NATIONAL AIRSPACE SYSTEM.** The network of air traffic control facilities, air traffic control areas, and navigational facilities through the US.

**NATIONAL PLAN OF INTEGRATED AIRPORT SYSTEMS.** The national airport system plan developed by the Secretary of Transportation on a bi-annual basis for the development of public use airports to meet national air transportation needs.

**NAUTICAL MILE.** A unit of length used in navigation, which is equivalent to the distance spanned by one minute of arc in latitude, that is, 1,852 meters or 6,076 feet. It is equivalent to approximately 1.15 statute mile.

**NAVAID.** A term used to describe any electrical or visual air navigational aid, light, sign, and associated supporting equipment.

**NOISE CONTOUR.** A continuous line on a map of the airport vicinity connecting all points of the same noise exposure level.

**NONDIRECTIONAL BEACON (NDB).** A beacon transmitting nondirectional signals whereby the pilot of an aircraft equipped with direction finding equipment can determine his/her bearing to and from the radio beacon and home on, or track to, the station. When the radio beacon is installed in conjunction with the Instrument Landing System marker, it is normally called a compass locator.

**NONPRECISION APPROACH PROCEDURE.** A standard instrument approach procedure in which no electronic glide slope is provided, such as VOR, TACAN, NDB or LOC.

**OBJECT FREE AREA (OFA).** An area on the ground centered on a runway, taxiway or taxilane centerline provided to enhance the safety of aircraft operations by having the area free of objects, except for objects that need to be located in the OFA for air navigation or aircraft ground maneuvering purposes.

**OBSTACLE FREE ZONE (OFZ).** The airspace below 150 feet above the established airport elevation and along the runway and extended runway centerline that is required to be kept clear of all objects, except for frangible visual NAVAIDs that need to be located in the OFZ because of their function, in order to provide clearance for aircraft landing or taking off from the runway, and for missed approaches.

**OPERATION.** A takeoff or landing.

**OUTER MARKER (OM).** An ILS navigation facility in the terminal area navigation system located four to seven miles from the runway edge on the extended centerline indicating to the pilot that he/she is passing over the facility and can begin final approach.

**PILOT CONTROLLED LIGHTING.** Runway lighting systems at an airport that are controlled by activating the microphone of a pilot on a specified radio frequency.

**PRECISION APPROACH.** A standard instrument approach procedure, which provides runway alignment and glide slope (descent) information. It is categorized as follows:

- **CATEGORY I.** A precision approach which provides for approaches with a decision height of not less than 200 feet and visibility not less than ½ mile or Runway Visual Range (RVR) 2400 with operative touchdown zone and runway centerline lights.
- **CATEGORY II.** A precision approach, which provides for approaches with a decision height of not less than 100 feet and visibility not less than 1200 feet RVR.
- **CATEGORY III.** A precision approach, which provides for approaches with minima less than Category II.

**PRECISION APPROACH PATH INDICATOR (PAPI).** A lighting system providing visual approach slope guidance to aircraft during a landing approach. It is similar to a Visual Approach Slope Indicator (VASI) but provides a sharper transition between the colored indicator lights.

**PRECISION OBJECT FREE ZONE (POFZ).** An area centered on the extended runway centerline, beginning at the runway threshold and extending behind the runway threshold that is 200 feet long by 800 feet wide. The POFZ is a clearing standard, which requires the POFZ to be kept clear of above ground objects protruding above the runway safety area edge elevation (except for NAVAIDs). The POFZ applies to all new authorized instrument approach procedures with less than ¾ mile visibility.

**PRIMARY AIRPORT.** A commercial service airport that enplanes at least 10,000 annual passengers.

**PRIMARY SURFACE.** An imaginary obstruction limiting surface defined in FAR Part 77 that is specified as a rectangular surface longitudinally centered about a runway. The specific dimensions of this surface are a function of the types of approaches existing or planned for the runway.

**PROHIBITED AREA.** See special-use airspace.

**REMOTE TRANSMITTER / RECEIVER (RTR).** See remote communications outlet. RTRs serve ARTCCs.

**RELIEVER AIRPORT.** An airport to serve general aviation aircraft, which might otherwise use a congested air-carrier served airport.

**RESTRICTED AREA.** See special-use airspace.

**RNAV.** Area Navigation – airborne equipment, which permits flights over determined tracks within prescribed accuracy tolerances without the need to overfly ground-based navigation facilities. Used en route and for approaches to an airport.

**RUNWAY.** A defined rectangular area on an airport prepared for an aircraft landing and taking off. Runways are normally numbered in relation to their magnetic direction, rounded off to the nearest 10 degrees. The runway heading on the opposite end of the runway is 180 degrees from that runway end. Aircraft can takeoff or land from either end of a runway, depending upon wind direction.

**RUNWAY ALIGNMENT INDICATOR LIGHT.** A series of high intensity sequentially flashing lights installed on the extended centerline of the runway usually in conjunction with an approach lighting system.

**RUNWAY BLAST PAD.** A surface adjacent to the ends of runways provided to reduce the erosive effect of jet blast and propeller wash.

**RUNWAY END IDENTIFIER LIGHTS (REIL).** Two synchronized flashing lights, one on each side of the runway threshold, which provide rapid and positive identification of the approach end of a particular runway.

**RUNWAY GRADIENT.** The average slope, measured in percent, between the two ends of a runway.

**RUNWAY PROTECTION ZONE (RPZ).** An area off the runway end to enhance the protection of people and property on the ground. The RPZ is trapezoidal in shape. Its dimensions are determined by the aircraft approach speed and runway approach type/minima.

**RUNWAY REFERENCE CODE (RRC).** A code signifying the current operational capabilities of a runway and associated parallel taxiway.

**RUNWAY SAFETY AREA (RSA).** A defined surface surrounding the runway prepared or suitable for reducing the risk of damage to airplanes in the event of an undershoot, overshoot or excursion from the runway.

**RUNWAY VISUAL RANGE (RVR).** An instrumentally derived value, in feet, representing the horizontal distance a pilot can see down the runway from the runway end.

**RUNWAY VISIBILITY ZONE (RVZ).** An area on the airport to be kept clear of permanent objects so that there is an unobstructed line-of-site from any point five feet above the runway centerline to any point five feet above an intersecting runway centerline.

**SEGMENTED CIRCLE.** A system of visual indicators designed to provide traffic pattern information at airports without operating control towers.

**SHOULDER.** An area adjacent to the edge of paved runways, taxiways or aprons providing a transition between the pavement and the adjacent surface; support for aircraft running off the pavement; enhanced drainage; and blast protection. The shoulder does not necessarily need to be paved.

**SLANT-RANGE DISTANCE.** The straight line distance between an aircraft and a point on the ground.

**SMALL AIRPLANE.** An airplane that has a maximum certified takeoff weight of up to 12,500 pounds.

**SPECIAL USE AIRSPACE.** Airspace of defined dimensions identified by a surface area wherein activities must be confined because of their nature and/or wherein limitations may be imposed upon aircraft operations that are not a part of those activities. Special-use airspace classifications include:

- **ALERT AREA.** Airspace that may contain a high volume of pilot training activities or an unusual type of aerial activity, neither of which is hazardous to aircraft.
- **CONTROLLED FIRING AREA.** Airspace wherein activities are conducted under conditions so controlled as to eliminate hazards to nonparticipating aircraft and to ensure the safety of persons or property on the ground.
- **MILITARY OPERATIONS AREA (MOA).** Designated airspace with defined vertical and lateral dimensions established outside Class A airspace to separate/segregate certain military activities from instrument flight rule (IFR) traffic and to identify for visual flight rule (VFR) traffic where these activities are conducted.
- **PROHIBITED AREA.** Designated airspace within which the flight of aircraft is prohibited.
- **RESTRICTED AREA.** Airspace designated under FAR 73, within which the flight of aircraft, while not wholly prohibited, is subject to restriction. Most restricted areas are designated joint use. When not in use by the using agency, IFR/VFR operations can be authorized by the controlling air traffic control facility.
- **WARNING AREA.** Airspace, which may contain hazards to nonparticipating aircraft.

**STANDARD INSTRUMENT DEPARTURE (SID).** A preplanned coded air traffic control IFR departure routing, preprinted for pilot use in graphic and textual form only.

**STANDARD TERMINAL ARRIVAL (STAR).** A preplanned coded air traffic control IFR arrival routing, preprinted for pilot use in graphic and textual or textual form only.

**STOP-AND-GO.** A procedure wherein an aircraft will land, make a complete stop of the runway, and then commence a takeoff from that point. A stop-and-go is recorded as two operations: one operations for the landing and one operations for the takeoff.

**STOPWAY.** An area beyond the takeoff runway, no less wide than the runway and centered on the extended centerline of the runway, able to support an airplane during an aborted takeoff, without causing structural damage to the airplane, and designated for use in decelerating the airplane during an aborted takeoff.

**STRAIGHT-IN LANDING / APPROACH.** A landing made on a runway aligned within 30 degrees of the final approach course following completion of an instrument approach.

**TACTICAL AIR NAVIGATION (TACAN).** An ultra-high frequency electronic air navigation system, which provides suitably-equipped aircraft a continuous indication of bearing and distance to the TACAN station.

**TAKEOFF DISTANCE AVAILABLE (TODA).** See declared distances.

**TAKEOFF RUN AVAILABLE (TORA).** See declared distances.

**TAXILANE.** A taxiway designed for low speed and precise taxiing. Taxilanes are usually, but not always, located outside the movement area, providing access from taxiways (usually an apron taxiway) to aircraft parking positions and other terminal areas.

**TAXIWAY.** A defined path established for the taxiing of aircraft from one part of an airport to another.

**TAXIWAY DESIGN GROUP (TDG).** A classification of airplanes based on outer to outer Main Gear Width (MGW) and Cockpit to Main Gear (CMG) distance.

**TAXIWAY SAFETY AREA (TSA).** A defined surface alongside the taxiway prepared or suitable for reducing the risk of damage to an airplane unintentionally departing the taxiway.

**TETRAHEDRON.** A device used as a landing indicator. The small end of the tetrahedron points in the direction of landing.

**THRESHOLD.** The beginning of that portion of the runway available for landing. In some instances the landing threshold may be displaced.

**TOUCH-AND-GO.** An operation by an aircraft that lands and departs on a runway without stopping or exiting the runway. A touch-and-go is recorded as two operations: one operation for the landing and one operation for the takeoff.

**TOUCHDOWN ZONE (TDZ).** The first 3,000 feet of the runway beginning at the threshold.

**TOUCHDOWN ZONE ELEVATION (TDZE).** The highest elevation in the touchdown zone.

**TOUCHDOWN ZONE (TDZ) LIGHTING.** Two rows of transverse light bars located symmetrically about the runway centerline normally at 100-foot intervals. The basic system extends 3,000 feet along the runway.

**TRAFFIC PATTERN.** The traffic flow that is prescribed for an aircraft landing or taking off from an airport. The components of a typical traffic pattern are the upwind leg, crosswind leg, downwind leg, and final approach.

**UNCONTROLLED AIRPORT.** An airport without an air traffic control tower at which the control of visual VFR traffic is not exercised.

**UNCONTROLLED AIRSPACE.** Airspace within which aircraft are not subject to air traffic control.

**UNICOM.** A nongovernmental communication facility, which may provide airport information at certain airports. Locations and frequencies of UNICOMs are shown on aeronautical charts and publications.

**UPWIND LEG.** A flight path parallel to the landing runway in the direction of landing. See traffic pattern.

**VECTOR.** A heading issued to an aircraft to provide navigational guidance by radar.

**VERY HIGH FREQUENCY / OMNIDIRECTIONAL RANGE STATION (VOR).** A ground-based electronic navigation aid transmitting very high frequency navigation signals, 360 degrees in azimuth, oriented from



magnetic north. Used as the basis for navigation in the national airspace system. The VOR periodically identifies itself by Morse code and may have an additional voice identification feature.

**VERY HIGH FREQUENCY OMNIDIRECTIONAL RANGE STATION / TACTICAL AIR NAVIGATION (VORTAC).**

A navigation aid providing VOR azimuth, TACAN azimuth and TACAN distance-measuring equipment (DME) at one site.

**VICTOR AIRWAY.** A control area or portion thereof established in the form of a corridor, the centerline of which is defined by radio navigational aids.

**VISUAL APPROACH.** An approach wherein an aircraft on an IFR flight plan, operating in VFR conditions under the control on an air traffic control facility and having an air traffic control authorization, may proceed to the airport of destination in VFR conditions.

**VISUAL APPROACH SLOPE INDICATOR (VASI).** An airport lighting facility providing vertical visual approach slope guidance to aircraft during approach to landing by radiating a directional pattern of high-intensity red and white focused light beams, which indicate to the pilot whether or he or she is on path. Some airports serving large aircraft have three-bar VASIs that provide two visual guide paths to the same runway.

**VISUAL FLIGHT RULES (VFR).** Rules that govern the procedures for conducting flight under visual conditions. The term VFR is also used in the United States to indicate weather conditions that are equal to or greater than minimum VFR requirement. In addition, it is used by pilots and controllers to indicate type of flight plan.

**VISUAL METEOROLOGICAL CONDITIONS.** Meteorological conditions expressed in terms of specific visibility and ceiling conditions which are equal to or greater than the threshold values for instrument meteorological conditions.

**WARNING AREA.** See special-use airspace.

**WIDE AREA AUGMENTATION SYSTEM (WAAS).** The Wide Area Augmentation System (WAAS) uses a system of ground stations to provide necessary augmentations to the GPS Standard Positioning Service (SPS) navigation signal. A network of precisely surveyed ground reference stations is strategically positioned across the country to collect GPS satellite data. Using this information, a message is developed to correct any signal errors.

**WINGSPAN.** The maximum horizontal distance from one wingtip to the other wingtip, including the horizontal component of any extensions such as winglets or raked wingtips.

## ACRONYMS / ABBREVIATIONS

**AC.** Advisory circular

**ADF.** Automatic direction finder

**ADG.** Airplane design group

**AFSS.** Automated flight service station

**AGL.** Above ground level

**AIA.** Annual instrument approach

**AIP.** Airport improvement program

**ALS.** Approach lighting system

**ALSF-1.** Standard 2,400-foot high-intensity approach lighting system with sequenced flashers (Cat I configuration)

**ALSF-2.** Standard 2,400-foot high-intensity approach lighting system with sequenced flashers (Cat II configuration)

**APV.** Instrument approach procedure with vertical guidance

**ARC.** Airport reference code

**ARFF.** Aircraft rescue and firefighting

**ARP.** Airport reference point

**ARTCC.** Air route traffic control center

**ASDA.** Accelerate-stop distance available

**ASR.** Airport surveillance radar

**ASOS.** Automated surface observation station

**ATCT.** Air traffic control tower

**ATIS.** Automated terminal information service

**AVGAS.** Aviation gasoline (typically 100 low lead (LL))

**AWOS.** Automated weather observation station

**BRL.** Building restriction line

- CFR.** Code of Federal Regulations
- CIP.** Capital improvement program
- CPO.** Community Planning Organization
- DME.** Distance measuring equipment
- DNL.** Day-night noise level
- DWL.** Runway weight bearing capacity for aircraft with dual wheels per strut
- DTWL.** Runway weight bearing capacity for aircraft with dual-tandem type landing gear
- EAA.** Experimental Aircraft Association
- FAA.** Federal Aviation Administration
- FAM.** Financial Aid to Municipalities
- FAR.** Federal Aviation Regulation
- FBO.** Fixed base operator
- FY.** Fiscal year
- GA.** General Aviation
- GPS.** Global positioning system
- GS.** Glide slope
- HIRL.** High-intensity runway edge lighting
- IFR.** Instrument flight rules
- ILS.** Instrument landing system
- IM.** Inner marker
- LDA.** Landing distance available
- LIRL.** Low-intensity runway edge lighting
- LMM.** Compass locator at middle marker
- LOC.** ILS localizer
- LOM.** Compass locator at ILS outer marker
- LORAN.** Long range navigation

- MALS.** Medium-intensity approach lighting system
- MALSR.** Medium-intensity approach lighting system with runway alignment indicator lights
- MIRL.** Medium-intensity runway edge lighting
- MITL.** Medium-intensity taxiway edge lighting
- MLS.** Microwave landing system
- MM.** Middle marker
- MOA.** Military operations area
- MSL.** Mean sea level
- NAVAID.** Navigational aid
- NDB.** Nondirectional radio beacon
- NM.** Nautical mile (6,076.1 feet)
- NOTAM.** Notice to airmen
- NPIAS.** National plan of integrated airport systems
- NPRM.** Notice of proposed rulemaking
- ODA.** Oregon Department of Aviation
- ODALS.** Omnidirectional approach lighting system
- OFA.** Object free area
- OFZ.** Object free zone
- OM.** Outer marker
- ONP.** Newport Municipal Airport
- OPA.** Oregon Pilots Association
- PAC.** Project Advisory Committee
- PAPI.** Precision approach path indicator
- PFC.** Passenger facility charge
- PCL.** Pilot-controlled lighting
- PLASI.** Pulsating visual approach slope indicator

- PMP.** Pavement Maintenance Program
- POFA.** Precision object free area
- PVASI.** Pulsating/steady visual approach slope indicator
- RCO.** Remote communications outlet
- RDG.** Runway design group
- REIL.** Runway end identifier lights
- RNAV.** Area navigation
- RPZ.** Runway protection zone
- RTR.** Remote transmitter/receiver
- RVR.** Runway visibility range
- RVZ.** Runway visibility zone
- SALS.** Short approach lighting system
- SASP.** State Aviation System Plan
- SEL.** Sound exposure level
- SID.** Standard instrument departure
- SM.** Statute mile (5,280 feet)
- SRE.** Snow removal equipment
- SSALF.** Simplified short approach lighting system with sequenced flashers
- SSALR.** Simplified short approach lighting system with runway alignment indicator lights
- STAR.** Standard terminal arrival route
- SWL.** Runway weight bearing capacity for aircraft with single-wheel type landing gear
- STWL.** Runway weight bearing capacity for aircraft with single-wheel tandem type landing gear
- TACAN.** Tactical air navigation
- TDG.** Taxiway design group
- TDZ.** Touchdown zone
- TDZE.** Touchdown zone elevation

**TAF.** Terminal Area Forecast

**TODA.** Takeoff distance available

**TORA.** Takeoff run available

**TRACON.** Terminal radar approach control

**VASI.** Visual approach slope indicator

**VFR.** Visual flight rules

**VHF.** Very high frequency

**VOR.** Very high frequency omnidirectional range

**VORTAC.** VOR and TACAN collocated

**WAAS.** Wide Area Augmentation System

APPENDIX B:  
SCHEDULE, SCOPE OF WORK,  
& FAA CORRESPONDENCE

**NEWPORT MUNICIPAL AIRPORT**

Airport Master Plan Update

Exhibit A

## SCOPE OF WORK

# Newport Municipal Airport (KONP) Master Plan & Airport Layout Plan Update

*Prepared by*

WHPacific, Inc.

**WHPacific**

*Prepared for*

City of Newport, OR



June 23, 2015



## Overview

The objective of this project is to update the 2004 Newport Municipal Airport Master Plan. The existing Master Plan needs updating to reflect new facilities, current projections of airport activity, relevant regulatory constraints, planning for an appropriate mix of land uses to support projected needs and development of the long-term financial health of the Newport Municipal Airport (Airport).

The updated Master Plan will select appropriate patterns of land use on Airport and adjoining properties and help the City of Newport (SPONSOR) determine needed airside and landside improvements. This analysis will be based on updated demand forecasts for aviation services such as hangars, tiedowns, aircraft services, etc. Also under review will be the Airport's current Federal Aviation Regulation (FAR) Part 139 Certification and its impact on the Airport from an operations and financial standpoint. Obsolete elements of the existing Airport Layout Plan (ALP) will be corrected. A new capital improvement plan (CIP) and financial plan will allow SPONSOR to make strategic investments in needed capital projects, including availability of utilities to the Airport.

This document establishes the project Scope of Work. The project will be guided by Federal Aviation Administration (FAA) Advisory Circulars 150/5070-6B, *Airport Master Plans*, 150/5300-13A, *Airport Design*, other relevant FAA Advisory Circulars and Orders, Federal Aviation Regulations, Transportation Security Administration (TSA), and other aviation industry publications, using versions current as of the date SPONSOR authorizes WHPacific, Inc. (WHP) to proceed with project. The new Airport Master Plan shall be designed in concurrence with OAR Chapter 660, Division 11 "Public Facilities Planning," OAR Chapter 660, Division 13 "Airport Planning," and Oregon Revised Statutes (ORS) 836.600 to 836.630 "Local Government Airport Regulation."

## TASK 0 – Scope of Work Development

### 0.1 Objective:

Under this task the Scope of Work, which customizes master planning tasks for the Airport, will be developed to provide a work plan (Plan) for the project.

### 0.2 Approach:

WHP will work with SPONSOR and the FAA to define the scope, schedule, and budget needed for successful completion of the project. Relevant issues, assumptions regarding level of effort, existing resources, decision-making milestones, and SPONSOR/WHP/FAA roles in the project will be determined. The number and sequence of public meetings will also be established at this stage to include meetings with the standing Newport Airport Committee (NAC), a project-specific Planning Advisory Committee (PAC), and the Newport City Council.

### 0.3 Product:

A scope of work, schedule, and budget for the project.

### 0.4 WHP Assumptions:

Minor changes to the Plan that do not alter the substance of the contract may be incorporated because of the initial PAC meeting.

### 0.5 SPONSOR Responsibilities:

SPONSOR will provide comments on draft scope of work, schedule, and budget.

## TASK 1 – Introduction (*Identify Issues and Establish Goals*)

### 1.1 Objective:

The objective of Task 1 is to introduce the Master Planning process, to identify issues specific to the Airport, and to establish goals of the Plan. Additionally, an analysis of alternative roles the Airport plays within the State of Oregon and the Coastal area system of airports will be conducted, with a recommendation as to what that role should be. The suggested role will guide and be incorporated into a vision statement for the Airport. This vision statement, which will evolve during the early elements of the study, should have a broad base of understanding and support. The completed Master Plan will be incorporated in the City of Newport's Comprehensive Plan.

### 1.2 Approach:

A questionnaire will be distributed at the Airport and other local airports during WHP's first visit. Copies of the questionnaire will be given to NAC / PAC members, aviators, and others who might help distribute questionnaire to other members of the public. The detailed questionnaire will be used to gather information on types of aircraft, issues at the Airport, issues of facility requirements (*i.e.*, runway length, aircraft storage, maintenance, services), and to help determine the role of the Airport. Issues of specific interest include:

- **Evaluation of the Newport City Council Adopted Goals for the Airport.** The Goals, developed by the NAC and forwarded to the Newport City Council, will be considered throughout the Master Planning process (see memo from City Manager Nebel to NAC dated 6 Feb 2015). The top five priorities were:
  - Expand of water and sewer utility lines
  - Pursuit of commercial and/or private for-hire air service
  - Increase revenue
  - Review overall organization and management of airport operations
  - Possible construction of additional T-hangars
- **Review of Federal Aviation Administration FAR Part 139 Airport Certification.** The Master Plan Update will review the existing FAR Part 139 Airport Certification for its impact on operations, finances, and staffing structure. Alternatives will be presented for review by the PAC.
- **Airline Service Feasibility.** Identify demand for airline service, whether it be commercial or private charter, and how such service might be implemented based on current airline business models and local development opportunities.
- **Maintain and Expand Existing Facilities.** SPONSOR understands that existing facilities must be maintained and that new ones must be constructed. From our conversations and preliminary onsite visit, we understand these projects, among others, are critical to the SPONSOR's roadmap:
  - Reconfiguration of Taxiway A and D intersections with Runway 2
  - Runway visibility zone compliance
  - T-hangar construction
  - Cargo facilities
  - Aircraft maintenance facilities
  - Perimeter road terrain and fencing conflicts

- Drainage issues
- Fuel farm development and maintenance
- **Utilities.** Several utilities, primarily water and sewer lines, need to be installed, upgraded, and expanded in order to service any future development. The Master Plan will consider these utility needs and delineate where utilities should be located, as well as their Airport Improvement Program (AIP) grant funding eligibility.
- **Cohesion with Adjacent Properties and Land Uses.** To the north, easements need to be acquired for the approach lighting system. South of the Airport, the Wolf Tree Development area poses potential compatibility issues that will be addressed within the Plan.
- **Environmental Considerations.** There are many environmental considerations at the Airport, including delineated wetlands. Any potential conflicts with future development will be reviewed as they pertain to Plan development in the master planning process, using FAA National Environmental Policy Act (NEPA) checklist as guidance.
- **Maintain and/or Gain Compliance with FAA Grant Assurances.** The FAA has a rigorous set of compliance standards tied to their funding. This Master Plan will include a Compliance Review to determine if there are any existing or potential issues with Grant Assurances.
- **Airport Management.** SPONSOR recently received several letters of interest regarding private operation and maintenance of the Airport. This Master Plan will incorporate developments of this ongoing effort.
- **Wise Growth Management.** Airport growth should be reasonable and justified by Aeronautical Activity Forecasts, and airport planning should optimize current conditions to identify a sustainable path forward to maintenance and possible airport growth. To assist in this effort to become financially self-sufficient and stable, the Plan will include a financial review, that incorporates a review of current fees and lease rates, to determine if SPONSOR is receiving an appropriate return.
- **City Comprehensive Master Plan.** The executive summary created during the Master Plan update will be incorporated into the City of Newport's Comprehensive Plan.
- **Broad Based Financial Support of the Airport.** While the City of Newport operates and financially supports the Airport, the airport benefits other cities in the region who do not directly contribute to its financial support. A study is under way (Spring 2015) to examine ways in which broader financial support might be solicited from surrounding cities and counties. The Master Plan will monitor and support that effort.

In addition to a robust conversation relating to Airport Goals and Issues, the first PAC meeting will include a brief overview of the Airport's general inventory, as well as discussions relating to aeronautical forecast background data. This would include information regarding pilot population, the existing aircraft fleet, current status of aircraft manufacturing, and relevant statewide aviation trends. Airport goals, aviation trends, and recurring themes identified in the questionnaire responses will be considered in the preparation of the Airport vision statement.

The goals and issues identified in Task One will be reflected upon during subsequent Tasks, and used as a guide for Plan development.

### 1.3 Product:

All data will be presented in narrative, graphic, and tabular form as appropriate at the completion of this task. Presentation will be in the form of a chapter for the Master Plan Update Report. PAC meeting #1 and Open House #1, as detailed in Task 10, will be conducted after SPONSOR review of Task 1.

### 1.4 WHP Assumptions:

The questionnaire is not intended to be a comprehensive survey of airport users or a statistically valid sampling of airport users. It is simply a way to encourage participation beyond those who attend the public or committee meetings. WHP will not conduct any follow-up to solicit a better response or to fill out questionnaires by telephone.

### 1.5 SPONSOR Responsibilities:

SPONSOR will assist by requesting, if necessary, data from businesses and aircraft owners. SPONSOR will provide comments on draft chapter within two weeks of WHP's initial submittal, and again after submittal of revised draft that incorporates PAC comments.

## TASK 2 – Inventory and Data Collection

### 2.1 Objective:

The objective of the inventory task is to collect and map baseline data regarding airport facilities and aviation activity.

### 2.2 Approach:

An on-site inspection of airport facilities will be conducted to determine current conditions, capacity, use, and ability to expand. Aviation activity data will be collected and synthesized for use in subsequent tasks. Airport facilities include those facilities within the Airport property boundary.

Specific categories in which data will be collected include the following:

#### Background Data

- Airport location and access
- Area topography
- Climate
- Community and Airport history

#### Existing Facilities

- Airport aerial mapping. Subconsultant, Precision Approach Engineering, Inc. (PAE), will provide data, as further outlined in **Attachment 1**. Specifically, PAE will provide relevant data and coordination regarding the simultaneous Airports Geographic Information System (AGIS) efforts being conducted for the Runway 16-34 Rehabilitation project so that results from that study can be dovetailed into the Master Plan Update. The AGIS will provide an updated aerial map, obstruction analysis, and building locations (vertical data may be limited).
- Airfield Facilities. Includes pavement conditions described in the Pavement Condition Index (PCI) report and Pavement Classification Number (PCN).

- Runways, taxiways and taxilanes, aprons and aircraft parking, airfield lighting, airport navigational aids and instrument approach aids
- Landside Facilities
  - Hangars, other buildings, aviation services, airport access, and vehicle parking.
  - Airport buildings will be visually inspected and a general condition determined, as well as a future remaining life.
- Airport Support Facilities
  - Emergency services, airport maintenance, airport fencing, utilities, and airport signage.

### Airspace

- Airways, airport traffic patterns, FAR Part 77 imaginary surfaces and obstructions, visual procedures, and obstruction clearance approaches per AC 150/5300-13A, *Airport Design*.

### Land Use Planning and Zoning

- Existing on-airport zoning and land use, surrounding area land use and zoning, protection of airport airspace, ownership/control of runway protection zones.
- Any pending developments near the airport will also be identified and addressed.

### Environmental Inventory

- Identification of issues which may affect the future operation or development of the Airport (such as, potential or known wetland locations, special habitat considerations, flood plain levels, and storm water runoff).
- The status of any environmental permitting (i.e., NPDES storm water runoff permits, etc.) will be examined.
- Environmental issues identified in this task will be factored into the alternatives analysis.
- Order 5050.4B National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions and Order 1050.1E Environmental Impacts: Policies and Procedures will serve as a guide to resource categories in need of review.
- Data to model base year noise contours.

**Aviation Activity Data** - Existing information on historical aviation activity at the Airport will be collected and reviewed. Information of this type that is available in existing reports (previous Master Plan Updates, Oregon Department of Aviation's (ODA) System Plan and FAA 5010 Records) will be utilized to the maximum extent possible. Supplemental data collection will be undertaken as required to obtain information on:

- Volume and type of aircraft operations
  - We understand there is a discrepancy between SPONSOR's operations estimates and those reported by FAA. WHP will work with SPONSOR to determine the most appropriate base year data, knowing that no estimate is 100% accurate for non-towered airports.
- Number of based aircraft by type, including aircraft N-numbers, as available
- Total volume of traffic (annual and peak)
- Training activities, such as percent touch-and-goes
- Records of instrument flight rule (IFR) arrivals and departures (to be acquired from GCR, Inc.)
- Records of fuel sales

### Airport Financial Data

- Historic and estimated future airport Operating Revenues and Expenses
- Rates and Charges
- Leases and Policies
- Airport Economic Impact Study results from ODA's Oregon Aviation Plan (OAP), 2007 and 2014 Update, will be presented to include the statewide totals for all airports, Coastal region airports, and the Newport Municipal Airport.

### FAR Part 139 Airport Certification

- Collect information on the current FAR Part 139 Certification

## 2.3 Product:

All inventory data will be presented in narrative, graphic, and tabular form as appropriate at the completion of this task. This presentation will be in the form of a chapter for the Master Plan Update Report.

## 2.4 WHP Assumptions:

Task 2 does not directly include destructive or nondestructive testing, mapping, surveying, measuring or other detailed fieldwork. Facility condition will be determined by visual observation and interviews with maintenance personnel. Buildings will be assessed from the exterior and building sizes will be estimated from aerial photos, interviews, and available drawings. Elevations and other survey data will be taken from the concurrent AGIS study being conducted by PAE, as available. Off-airport land use will be determined from a windshield tour of the airport vicinity and documents obtained from local government. Baseline environmental conditions will be primarily determined by literature search and a site investigation.

## 2.5 SPONSOR Responsibilities:

SPONSOR will escort or facilitate access to the airfield and will provide WHP copies or access to records and documents relevant to the task. SPONSOR personnel involved in the management, operation, maintenance, and capital improvement of the airport will participate in interviews conducted by WHP, as necessary, to provide an adequate inventory of existing conditions. SPONSOR will update Airport's National Based Aircraft Inventory on basedaircraft.com, if needed. SPONSOR will provide comments on draft chapter within two weeks of WHP's initial submittal, and again after submittal of revised draft that incorporates PAC comments.

## TASK 3 – Aeronautical Activity Forecast

### 3.1 Objective:

The Aeronautical Activity Forecast section is intended to provide an indication of the types and levels of activity expected at the Airport during the forecast period 2015 through 2035. The base year of historic operations/activity data will be 2014. The measures of activity will serve as input data for the facility requirements analysis that follows. This information will play a role in determining the need and timing of airport development and, subsequently, the impact of this development on the Airport environs.

### 3.2 Approach:

The approved strategic role of the Airport will provide framework for the forecasts. Further, national, regional, and local aviation trends will be discussed. Data pertaining to forecasts of population and employment activity, and the impact of Airport certification under FAR Part 139 will be utilized to develop future growth scenarios. This work task will include interviews with tenants and key users regarding their current use of the Airport and their plans for future use. Forecasts will be made for 2020, 2025, and 2035 (5-, 10- and 20- years in the future). The base year will reflect the best estimate of current annual activity available, which will be coordinated with the FAA in advance of the forecasting effort. Forecasts by the FAA, State, and others, along with detailed industry data compiled by the General Aviation Manufacturers Association (GAMA), will be presented and more than one forecasting model may be examined to provide a range of forecasts. For each forecast component and milestone year, however, only one forecast will be recommended and used for Task 4 analysis.

Forecasts will be made for the following activity categories:

**Critical Aircraft:** The existing and future critical aircraft will be defined along with an airport reference code. The critical aircraft(s) must conduct, or be projected to conduct, at least 500 annual itinerant operations.

**Based Aircraft:** A forecast will be developed for the total number of based aircraft by classification consistent with the Federal Aviation Administration (FAA) categorizations.

**Operations Forecast:** A forecast of operations will be made for the following classifications:

- Total annual operations, subdivided by air carrier, air taxi, general aviation and military
- Peak period (month, day, hour)
- Operations by the critical aircraft
- Percent local vs. itinerant operations for general aviation and military
- Instrument operations

**Commercial Air Service Analysis.** Subconsultant, CDM Smith, will review the long range potential for the development of scheduled commercial airline service. This will include an estimate of the possible number of enplanements that could be attracted based on the likely catchments area; and the potential aircraft types that might be used in the market, and an evaluation of potential terminal facility requirements. Existing terminal facilities will be evaluated.

**Air Cargo Analysis.** CDM Smith will evaluate the potential for expanded air cargo services at the Airport. This will include a review of neighboring competitive facilities and an overview of potential opportunities for expanded air cargo activity at the Airport. The air cargo analysis will include the following items:

- Air Cargo Overview – A brief overview of the air cargo industry will be provided. Types of air cargo, air cargo aircraft, and air cargo carriers will be discussed as well as how the logistics industry functions in the global economy.
- Summarize Air Cargo Trends – National and regional air cargo trends will be summarized. Trends that may impact the potential for improved facilities at Newport Municipal Airport will be identified.

- Market Area Identification – The general market area for air cargo will be identified. Competing airports and existing air cargo facilities will be discussed relative to their impact on future development at Newport Municipal Airport.

### 3.3 Product:

Forecast of aviation demand for the Airport will be documented in narrative, tabular, and graphic form for use as a chapter in the Master Plan Update Report. The FAA's spreadsheet for comparing forecasts to the Terminal Area Forecast will be submitted. Because this data will become the basis of airport demand/capacity and facility requirements analysis, it will be reviewed and accepted by the FAA prior to initiation of those tasks. PAC meeting #2 and Open House #2, as detailed in Task 10, will be conducted after SPONSOR review of Tasks 2 and 3.

### 3.4 WHP Assumptions:

Task 3 will include interviewing up to 20 people regarding future activity at the Airport. Interviews with Chamber of Commerce representatives, local/regional economic development agencies, and similar organizations will be conducted to discuss economic development efforts and growth and its existing and potential influence on the Newport Municipal Airport aviation activity and trends. WHP will use population and economic forecasts prepared by governmental entities, such as US Census Bureau, Bureau of Labor and Statistics, Oregon Office of Economic Analysis, Portland State University Database and ODA System Plan, rather than prepare socioeconomic forecasts.

### 3.5 SPONSOR Responsibilities:

SPONSOR and FAA's Airports District Office will approve the results of Task 3 prior to WHP commencing Task 4. SPONSOR will provide comments on draft chapter within two weeks of WHP's initial submittal, and again after submittal of revised draft that incorporates PAC comments.

## TASK 4 – Facility Requirements

### 4.1 Objective:

The objective of Task Four is to determine the ability of both the airside and landside facilities to accommodate forecast activity levels (based upon the Task 1 strategic role recommendation) and to outline what additional facilities will be required and when they should be anticipated. Included in this task will be an evaluation of compatibility of existing facilities with the consensus recommendation, to be developed during the process of updating this Plan, on continuation of the existing FAR Part 139 Airport Certification.

### 4.2 Approach:

The capacity of the following components will be analyzed using quantitative techniques developed by the FAA as outlined in Advisory Circular 150/5060.5 or by other accepted methodologies:

**Airfield Requirements**, including runways (Runway Design Codes (RDCs), update windrose to show crosswind coverage), taxiways, apron areas, lighting and markings, navigational aids, and support areas. Note: If a determination is made that current or forecast activity by one or more critical design airplanes will require a runway extension, additional research and documentation will be prepared to identify constrained or precluded operations for these aircraft using the



existing length; this research and documentation will support or disprove the justification for an extension during the 20-year planning period.

**Approach Area Requirements**, including runway protection zones, obstacle clearance approach surfaces per AC 150/5300-13A, FAR Part 77 *Imaginary Surfaces*, and airspace.

**Landside Requirements**, including hangars and tiedowns, fixed base operator (FBO) facilities, cargo facilities, security features, automobile parking areas, and other facilities.

**Other Building Areas and Land Uses**, including commercial, industrial, industrial airpark, and fuel storage.

**Utility Requirements**, including water, sewer, storm sewer, power, and telecommunications.

**Commercial Air Service Analysis**. If the potential for air service is determined to exist, potential airside/landside development scenarios will be identified.

**Air Cargo Analysis**. Potential for short, medium, and long range air cargo facility development needs will be assessed.

Airport facility requirements will be developed to meet anticipated need for 5-, 10- and 20-year increments. In addition to capacity deficiencies, assessment will include the following: facility needs that result from security requirements; facilities that are in outdated condition, arrangement or functionality; facility deficiencies compared to FAA design standards; needs identified by SPONSOR and airport users; needs related to the strategic role of the Airport.

#### 4.3 Product:

The facility requirements analysis for the Airport will be documented and presented in graphic, tabular, and narrative form, as a chapter for the Master Plan Update Report. PAC meeting #3 will be conducted after SPONSOR review of Task 4; Public Open House #3 will be held concurrently, as detailed in Task 10.

#### 4.4 WHP Assumptions:

WHP will start Task 4 once the Forecast from Task 3 is approved by SPONSOR and FAA.

#### 4.5 SPONSOR Responsibilities:

SPONSOR will provide comments on draft chapter within two weeks of WHP's initial submittal, and again after submittal of revised draft that incorporates PAC comments.

## TASK 5 – Airport Development Alternatives

### 5.1 Objective:

Based upon the facility requirements identified in Task 4, and the forecast critical aircraft/airport reference code – to include Runway and Taxiway Design Groups – **three alternatives** to meet future demand will be developed, graphically depicted, and analyzed, and recommended alternatives selected for the various types of facilities analyzed. The No Action alternative will also be evaluated. The alternatives chapter will address the criteria outlined by FAA guidance and include special attention for the following:

- Airport reference code

- Runway length
- Pavement strength
- Instrument approach capabilities
- Terminal and cargo area layouts and development
- Utilities
- Airport lease areas for development of private/corporate/SPONSOR hangar facilities
- Commercial development

## 5.2 Approach:

The alternatives will consider the development needs of the Airport to meet projected facility requirements. Conceptual descriptions of the alternatives will be submitted to the SPONSOR prior to full development of the alternatives. WHP will meet with SPONSOR, at SPONSOR offices, to review conceptual alternatives concurrent with the PAC Meeting #3 and Open House #3 trip.

The physical configuration of each alternative will be presented in graphic form on the base drawings created for the Airport Layout Plan. The drawings will depict existing and future facilities in sufficient detail to determine facility functional relationship, impacts on existing facilities, and potential service requirements (*i.e.*, utility extensions, etc.). The preliminary alternatives will include order of magnitude cost data, which will be used in the screening of the alternatives. The alternatives evaluation will focus on seeking the best approach in meeting the Airport's facility needs over the twenty-year planning period. The desirability and/or feasibility of each alternative will be judged on several factors including functionality, ease of implementation, potential environmental impacts, and development cost.

Subconsultant, Elesco, Ltd., will identify and evaluate development opportunities at the Airport, with a focus on developing commercial uses on land that is not required for aviation operations. These include aviation-dependent or related uses that do not need apron or taxiway access, but also include compatible non-aviation uses that will add value to the airport. That value can take the form of increasing revenues from land leases, increasing employment and demand for airport services, increasing general aviation and commercial activity at the airport, and increasing the overall tax base to the City of Newport. The approach is as follows:

- Perform a comprehensive evaluation of the land available for development and determine its suitability for potential commercial uses. The identified parcels will be categorized in a range of low-value / high-value properties so they can be matched to low-value / high-value uses.
- Identify regional growth patterns and projections: update the Lincoln County growth patterns and projections developed for the Port of Alsea project in 2014.
- Provide a matrix of projected employment growth by sectors and highlight those that have potential for development at the Airport.
- Assess opportunities to attract and/or develop commercial businesses that are not currently part of the overall forecasts but have locational characteristics that are compatible with the Airport.
- Relate the demand analysis to the advantages / disadvantages of location at the Airport compared to other locations in the region, and outline elements of marketing strategies to attract them.

- Provide siting criteria for future development in terms of compatibility, location, and size (acreage).
- Assess lease rates and revenue potentials, along with projected land absorption rates by types of use.
- Develop an economic benefit model for our recommendations to show the impacts of alternative development scenarios.

The airport development alternatives will be presented to the PAC and the public for their evaluation.

### 5.3 Product:

The alternatives analysis for the Airport will be documented and presented in graphic, tabular, and narrative form, as a chapter for the Master Plan Update Report. An environmental review of the alternatives will be prepared, following the general requirements of the FAA Northwest Mountain Region Environmental Checklist, and will be used as a guide for alternative analysis. A Preferred Alternative will be prepared based on stakeholder input (SPONSOR, FAA, PAC, and public). Briefing with Newport City Council will be conducted to present the alternatives development and selection of Preferred Alternative.

### 5.4 WHP Assumptions:

The alternatives will address the major 20-year needs of the Airport. The preferred alternative will likely be a composite of features from the analyzed alternatives developed from comments made during evaluation by the SPONSOR, FAA, PAC, and public.

### 5.5 SPONSOR Responsibilities:

SPONSOR will review the conceptual descriptions of the alternatives, so that WHP does not develop options that the SPONSOR might consider fatally flawed or fail to analyze options important to the SPONSOR. SPONSOR will approve preferred alternative before WHP completes Task 8. SPONSOR will provide comments on draft chapter within two weeks of WHP's initial submittal, and again after submittal of revised draft that incorporates PAC comments.

## TASK 6 – Compliance Review

### 6.1 Objective:

Applying for and receiving AIP grant funding contractually obligates SPONSOR to comply with the Assurances contained in the application package. FAA makes continual efforts to educate sponsors in general about their grant obligations, but much of FAA's compliance efforts with individual sponsors is reactive, in that violations come to FAA's attention and require correction. The objective of this task is to take a proactive - even preemptive - approach to achieving compliance and avoiding noncompliance at the specific airport with its unique circumstances by examining existing and potential compliance issues as part of this planning project.

### 6.2 Approach:

WHP will conduct a thorough review of the most recently approved ALP (2004), Exhibit 'A' Property Map, Airport Ordinance (if any), Zoning Ordinance, Rules and Regulations, Minimum Standards, airport fund/budget, leases, easements, permits and any other pertinent governing documents to ascertain consistency with the Assurances. WHP will provide samples/templates for Rules &

Regulations and Minimum Standards to SPONSOR to guide updates for these documents, as needed. A common-sense “look-around” will also take place for the following:

- Incompatible land uses in the airport environs and/or an absence of appropriate airport-compatibility zoning
- Review “through-the-fence” (TTF) access for businesses, aircraft based off airport property, and/or possible future requests for same (including residential airparks) to include TTF applications
- Review SPONSOR Conditions, Covenants and Restrictions (CC&Rs)
- Review SPONSOR’s Minimums Standards
- Revenue diversion (including improper use of airport property)
- On-airport residential use (sometimes called “crew quarters”)
- Non-aeronautical local events closing the airport or a runway
- Review aviation easements, existing and potential
- Unabated wildlife attractants
- Trees or structures (possibly unstudied/uncharted) obstructing the Airport’s airspace
- Anything else in conflict with the FAA Grant Assurances or sound operation of the Airport

### 6.3 Product:

WHP will list and describe each existing and potential compliance issue, referenced to the specific Assurance or other obligation involved. For existing violations, remedies will be recommended, as well as time frames for achieving compliance. For potential violations, recommended strategies to avoid noncompliance (i.e., new ordinance, etc.) will be presented. A strategy/program to educate SPONSOR’s decision-makers and the general public on the components and importance of compliance will be developed. Educational materials for officials and citizenry on Federal and State requirements, and the development of tools for understanding Grant Assurances, are a component of this Task. PAC meeting #4 will be conducted after SPONSOR review of Tasks 5 and 6; Public Open House #4 will be held concurrently, as detailed in Task 10.

### 6.4 WHP Assumptions:

Implementation of the proposed program to correct any identified compliance issues is not included in this Task.

### 6.5 SPONSOR Responsibilities:

SPONSOR will provide documents listed in Section 6.2 to WHP by date arranged during planning process. SPONSOR will provide comments on draft chapter within two weeks of WHP’s initial submittal, and again after submittal of revised draft that incorporates PAC comments.

## TASK 7 – Recycling and Solid Waste Management Plan

### 7.1 Objective:

The FAA Modernization and Reform Act of 2012 (FMRA) extended the FAA Airport Improvement Program through 2015. Along with the reauthorization of the program, FMRA included a number of changes to the AIP program. One such change is the requirement of airport sponsors to develop a recycling and solid waste management plan. The specific guidance is included in Program Guidance Letter 12-08 (PGL 12-08) and is as follows:

*“Develop a plan for recycling and minimizing the generation of airport solid waste. The scope must be consistent with applicable State and local recycling laws and must include the following:*

- 1. A waste audit;*
- 2. The feasibility of solid waste recycling at the airport;*
- 3. Minimizing the generation of solid waste at the airport;*
- 4. Operation and maintenance requirements;*
- 5. The review of waste management contracts; and*
- 6. The potential for cost savings or the generation of revenue.”*

The following work task is intended to meet this requirement.

## 7.2 Approach:

WHP will conduct the following tasks:

### 7.2.1. Waste Audit

WHP will perform a waste audit of all current sources of waste material currently generated on the Airport. The audit will summarize material source, amount, current disposal protocol, and applicable State and Federal requirements for disposal, if any. This will include waste material generated from standard annual operations at the airfield and a basic summary of construction waste material generated through airfield improvement projects.

The waste audit will catalog waste sources including hangar tenants, maintenance activities, annual event wastes, deplaned waste, routine airport infield maintenance waste (yard debris), and construction waste generated through projects identified on the 5-year CIP. The waste audit will summarize waste over the busiest summer month and also include estimates for any annual events. The audit will also include estimates for construction projects and anticipated maintenance included in the 5-year CIP to determine anticipated construction and demolition (C&D) waste. Based on the nature of the project, types of anticipated C&D waste will be estimated with a summary of how these materials are typically handled for recycling and disposal. The “ownership” and responsibility for recycling or disposal of each waste source will be identified in the audit.

### 7.2.2. Recycling Feasibility

WHP will review the waste material identified in the waste audit and evaluate recycling feasibility for each constituent. A table with a list of waste materials with recommendations for recycling options for each, if applicable, will be prepared.

This task will include contacting local waste management and recycling vendors to understand the availability of recycling for each waste stream and a review of logistical requirements, local ordinances, state requirements, hauler and landfill requirements, and associated costs. The findings of this review will be summarized to identify current practices, opportunities, and barriers to recycling at the airport.

### 7.2.3. Plan to Minimize Solid Waste Generation

WHP will work with SPONSOR to develop a plan to minimize solid waste generation on the Airport. WHP will utilize the list of solid waste constituents generated in the waste audit and provide

recommendations for waste reduction opportunities for each, as applicable. The plan will include the following elements:

- Waste reduction policy and goals statement;
- Waste tracking protocols, recycling effectiveness, and reporting;
- Summary of lease requirements, local ordinances, and development specifications related to waste reductions, and purchasing policies;
- Summary of physical constraints and requirements for recycling best practices;

#### 7.2.4. Operational and Maintenance Requirements

WHP will review operational and maintenance activities that produce waste materials and evaluate opportunities to reduce, reuse, or recycle materials generated from these activities. A summary will be provided that includes each category of waste and who is responsible for the costs, maintenance of equipment, and overall implementation of the plan for each type of waste.

#### 7.2.5. Review Waste Management Contracts

WHP will review existing waste management contracts for the Airport and airport users and tenants to identify cost saving and recycling opportunities for waste materials generated at the Airport. This will include a review of current contracts including janitorial contracts, tenant leases, and standard contract specifications for all maintenance and development projects. It will also include a review of current contracts for waste management including hauling contracts, and land fill contracts to identify opportunities for recycling through existing and other locally available providers.

#### 7.2.6. Potential for Cost Savings or Revenue Generation

WHP will review the generation, reuse, recycling, and disposal of all waste materials generated on the Airport. The results of that review will be used to evaluate the potential to reduce costs through reduction of the waste stream or reuse it to generate new revenue.

### 7.3 Product:

The recycling and solid waste management plan for the Airport will be documented in narrative, tabular, and graphic form for use as a chapter in the Master Plan Update Report.

### 7.4 WHP Assumptions:

Task 7 will prepare a draft plan and submit it to SPONSOR for review prior to including in the final Master Plan report.

### 7.5 SPONSOR Responsibilities:

SPONSOR will provide WHP with recycling the solid waste information, as requested. SPONSOR will provide comments on draft chapter within two weeks of WHP's initial submittal, and again after submittal of revised draft that incorporates PAC comments.

## TASK 8 – Airport Layout Plan and Associated Drawings

### 8.1 Objective:

The objective of this element is to update the existing Airport Layout Plan to establish proposed configuration of runways, taxiways, aprons, structures, navigational aids, and other airport facilities for the selected development plan at the Airport.

### 8.2 Approach:

The Airport Layout Plan package will be prepared using the current FAA Airport Layout Plan (ALP) checklist (Standard Operating Procedures (SOP) 2.00 and 3.00, or current) and will consist of the following drawings:

#### Cover sheet

This drawing will include a location map, vicinity map, and the sheet index.

#### Airport Layout Plan Drawing - *two sheets to include the Airport Data sheet and the ALP*

This drawing will depict the existing airport facilities and graphically show the recommended improvements in the following areas:

- Airfield facilities, including runways, taxiways, aprons, buildings, navigational aids, surface vehicle roadways and automobile parking.
- Aviation and related development areas, which include general aviation, operations, maintenance, and service areas.
- Runway object free areas, runway safety areas, runway protection zones, approach areas and building restriction lines.
- Property lines.
- Runway and airfield data tables.
- Wind data and source. The wind-rose will be updated as part of this project (data source: NOAA) using 10 years of the best available data.
- Electronic and visual navigational aids.
- Nonstandard Conditions Table. A table listing those areas where current facilities do not meet the applicable FAA design standards pertaining to the recommended Airport Reference Code (ARC), Runway Design Code (RDC), and/or Taxiway Design Group (TDG) and the recommended disposition of those deviations will be prepared and listed on the Airport Layout Plan.
- A table that lists existing and future declared distances available on the runways.

#### Airport Airspace Drawing

These drawings will illustrate the 14 CFR Part 77 Airspace for the Airport and will include a listing of obstructions with an obstruction removal plan as required.

#### Inner Portion of Approach Surface Drawing

These drawings will illustrate a full length plan view and profile view of existing and future Part 77 approaches, the obstacle clearance approaches per AC 150/5300-13A and the runway protection zones. Also included will be an obstruction table, which will identify obstructions to either of the approaches listed above. Also shown will be:

- Airport property lines, whether owned in fee simple or easement.

- Obstruction elevations and clearances for each approach.
- Elevations of roads within and/or bordering the RPZs and extended runway centerlines.
- An obstruction clearance plan will be provided with a brief analysis of the cost of removal of the obstructions identified.
- Ground contour elevations for the area under existing and future approach surfaces based on available US Geographical Survey (USGS) topo maps; Part 77 imaginary surfaces depicted with a minimum of 50-foot slope contour interval.
- Part 77 Approaches will be shown full length without cut lines or truncation in plan, profile, and isometric views.

### Terminal Area Drawing

This drawing will present a large-scale plan view of areas where aprons, building, hangars, and parking lots are or will be located.

### Land Use and Noise Contour Drawing

Updated noise contours (55 – 75DNL) will be developed using current FAA-approved computer modeling. Contour maps will be developed illustrating existing conditions and expected conditions 5 years into the future. Contours will not be created until after forecasts are approved by FAA and SPONSOR and after SPONSOR has selected the preferred alternative.

Noise contours will be overlaid on base maps showing land use and zoning. The base mapping selected will be USGS 7.5 or 15-minute topographical maps or a suitable alternative. The area of coverage (*i.e.*, scale) will depend on the size of the largest noise contour depicted. City of Newport zoning boundaries will be incorporated into the drawing using electronic files, where available, or transferring from existing mapping.

### Runway Departure Surfaces Drawing

Large-scale plan, profile, and isometric views of departure surfaces for each runway end that is designated primarily for instrument departures.

### Airport Property Map-Exhibit “A”

The ALP drawing set will include the Airport’s current Exhibit A property map, which will be updated to reflect future property and/or aviation easement acquisition, if identified in the ALP, using SOP 3.00 or current.

### Utility Drawings

Existing and future utility lines will be shown that include water, sewer, storm sewer, electrical and telecommunications, per as-built drawings provided by PAE, Inc.

### Airport Access Drawings

Existing and future, as required for identified development, vehicular access points will be delineated.

## 8.3 Product:

A set of Airport Layout Plan drawings will be prepared in accordance with the requirements set forth in FAA AC 150/5070-6B and with design standards as set forth in the current FAA ALP checklist. A chapter will be included in the Master Plan Report with reduced size copies of the drawings, along with an explanation of them.



## 8.4 WHP Assumptions:

WHP will begin the ALP set, defining existing conditions, during Task 2.

On-site surveys are not required for identification of FAR Part 77 obstructions, for identifying top of building elevations, or providing other elevation information. Pertinent information from the AGIS project will be incorporated, as available, to supplement elevation data.

## 8.5 SPONSOR Responsibilities:

SPONSOR will provide comments on draft chapter within two weeks of WHP's initial submittal, and again after submittal of revised draft that incorporates PAC comments.

# TASK 9 – Capital Improvement and Financial Plans

## 9.1 Objective:

The objective of this phase is to evaluate the financial feasibility of proposed improvements both as individual projects and in the aggregate as planned phases of future development. The planned phases are in the 5-, 10- and 20-year periods, consistent with the forecasts.

## 9.2 Approach:

All development proposed in the Master Plan Update will be separated into specific itemized construction projects. The level of detail will be sufficient to make accurate preliminary cost estimates possible. Projects will generally be listed according to the sequence in which they are recommended for construction and in priority order for FAA Funding. Costs will be estimated for each project in 2015 dollars.

The Financial Plan expenses will be presented along with forecasted airport revenues (to include leases, fuel flowage, federal entitlements/grants, etc.) to help SPONSOR identify funding for proposed projects. Funding sources for capital improvements will consider the issuance of revenue bonds if costs appear to exceed AIP and excess cash flow, and if SPONSOR wants to consider bonds.

SPONSOR's rates and charges, will be analyzed in the CIP. Recommendations for changes will be provided based on SPONSOR and FAA input.

Opportunities for revenue enhancement regarding aviation and aviation-related development will be identified.

## 9.3 Product:

All projects, together with estimated costs, will be itemized. An accompanying narrative will describe supporting data. Unit cost data used in developing total costs will be documented. A staged 20-year development plan will show the airport improvements, by priority, on a first 5-year, second 5-year and final 10-year basis. The improvements recommended during the first five years will be listed by year in sufficient detail to serve as the airport's 5-year capital improvement program (including all funding sources), and will identify potential environmental or land use clearances associated with each improvement.

A 20-year Capital Improvement/Financial Plan will be prepared for the Airport. This will be in tabular, graphic, and narrative form as well as in an electronic form (computer spreadsheet). The staged development plan, which will illustrate the CIP for planning periods, will suggest funding sources for

each project. The final product will satisfy the FAA/ODA requirements to produce a 5-year capital improvement program and will be presented in the FAA/ODA CIP format. PAC meeting #5 will be conducted after SPONSOR review of Tasks 7, 8 and 9; Public Open House #5 will be held concurrently, as detailed in Task 10.

#### 9.4 WHP Assumptions:

WHP will prepare project costs based on actual projects that have recently occurred in Oregon. Cost estimates will be adjusted to 2015 dollars.

#### 9.5 SPONSOR Responsibilities:

SPONSOR will provide necessary financial data to WHP, as requested. SPONSOR will provide comments on draft chapter within two weeks of WHP's initial submittal, and again after submittal of revised draft that incorporates PAC comments.

## TASK 10 – Citizen, Airport User, Airport Tenant, and Agency Involvement

### 10.1 Objective:

The purpose of this task is to provide a mechanism for ongoing communication between SPONSOR and the airport tenants, users, local citizens, the standing Newport Airport Committee (NAC), and local agency officials, through the creation of a Planning Advisory Committee (PAC). During meetings of the PAC, and project open houses, all groups will be informed of the study's progress.

### 10.2 Approach:

**PAC Meetings** – Five meetings are planned with the PAC, which will include a PowerPoint presentation on study progress and key findings associated with each Task. Electronic copies of the PowerPoint presentation will be provided to SPONSOR for tailoring and use in presentations to other community leaders, stakeholders, and other interested parties. The topics at the meetings will be:

*Meeting #1:* Kick-Off Meeting: background of the Master Plan Update process and airport development needs; identification of Issues and Goals; and discussion of aviation industry trends that will impact future airport development (Task 1). *Staff attending: Project Manager, Sr. Planner and 2-Aviation Planners also 1 Staff member from PAE.*

*Meeting #2:* Inventory (Task 2) and Aeronautical Forecast (Task 3). *Staff attending: Project Manager and 1-Aviation Planner.*

*Meeting #3:* Facility Requirements (Task 4) and Identification of Possible Alternatives (in preparation of Task 5). *Project Manager, Sr. Aviation Planner and 2-Aviation Planners.*

*Meeting #4:* Airport Alternatives Evaluation (Task 5) and Compliance Review (Task 6). *Project Manager and 2-Aviation Planners.*

*Meeting #5:* Recycling and Solid Waste Management Plan (Task 7), Airport Layout Plan drawings (Task 8), and Capital Improvement Plan (Task 9). *Project Manager and 1-Aviation Planner.*

**Newport City Council and NAC Briefings** – Four briefings will be scheduled with the Newport City Council and NAC. The timing of these briefings will be: 1) project kick-off, 2) forecast development (Task 3), 3) alternatives development (Task 5), and 4) project closeout. *Staff attending will be the same as listed for each PAC meeting. PAE staff member will attend NAC #1, #3 and #4*

**Final Report Briefing to Newport City Council** – Final Report presentation to the Newport City Council, with NAC and PAC member attendance, with an open house for the general public to follow. This briefing will be held once a Final Draft Master Plan has been submitted to and reviewed by SPONSOR and FAA. *Staff attending: Project Manager, Sr. Planner and 2-Aviation Planners.*

**Public Open Houses** – Six public open houses are planned to receive citizen input on plan development and products. Five of the Open Houses will be held on the same day and address the same topics as the PAC meetings and Council Briefing. The sixth will be held in conjunction with or after the Final Report presentation to the Newport City Council. *Staff attending will be the same as listed for each PAC meeting.*

**Project Website** – A project website, linked from SPONSOR’s website, will be developed and maintained by WHP to keep the public informed. Information on the website would include contact information, scope of work, project schedule, meeting materials, and draft chapters (after they are reviewed by SPONSOR, FAA and PAC). There will be a two week public comment opportunity after each PAC meeting and Newport City Council briefing.

**Project Newsletters**– Four project newsletters will be developed during the planning project and posted to the Project Website. Newsletter dissemination will coincide with project kick-off/introduction, forecasting and alternatives development, ALP and CIP preparation, and Final Draft.

### 10.3 Product:

Five PAC meetings, four City Council / NAC briefings, final report briefing to the City Council, six public open houses, project website, and project newsletters to encourage community involvement.

### 10.4 WHP Assumptions:

The PAC and public open houses will be held on the same day to minimize travel costs. WHP will prepare agendas, sign-in sheets, presentation boards, handouts and minutes for the meetings. (WHP will provide up to 50 copies of agendas, handouts, and meeting summary.) WHP will also prepare text for media advertisements that will be posted on the project website and printed in the local newspaper. Three-ring binders will be provided to each PAC member with pertinent project information and for their use to organize draft documents.

### 10.5 SPONSOR Responsibilities:

SPONSOR will formulate the PAC, arrange meeting places for PAC and public meetings, and notify PAC committee members of meetings.

## TASK 11 – Report Preparation

### 11.1 Objective:

Draft chapter reports will be distributed to SPONSOR and FAA at the following stages of the Master Plan Update process: after Task 1, after Tasks 2 and 3, after Task 4, after Task 5 and 6, after Tasks 7, 8 and 9, and after the chapters are compiled in the draft report. The final report shall also include an Executive Summary that highlights the Airport facilities, services, and future plans.

### 11.2 Approach:

The material developed for the tasks will be presented to SPONSOR and FAA in draft form for comments and will form the basis of the chapters in the Master Plan Update report. The FAA checklist will be used in the development of the ALP.

### 11.3 Product:

Draft chapters will be provided to SPONSOR and FAA for review and comment. In addition to the report text, the appropriate section of the FAA Terminal Area Forecast (TAF) Comparison spreadsheet and ALP Update Checklist will be provided to FAA for their review along with draft chapters. Upon completion of all tasks, a Final Draft of the completed Master Plan Update Report will be assembled and distributed for final review by SPONSOR and FAA Project Planner. In addition to the draft report, the FAA Project Planner will be provided with the Draft ALP Set for review. Once the FAA's Project Planner reviews and comments on Final Draft report and drawing set, six (6) full-sized copies of the Final Draft ALP Set will be sent to the FAA for Divisional Review. Based upon comments from all parties, the Final Report will be prepared and printed. The Executive Summary shall be structured in a format suitable for inclusion in the City of Newport's Comprehensive Plan; summary will not exceed four pages.

### 11.4 Deliverables:

Final copies of the report will be delivered in 3-ring binders. Electronic files will be delivered in Word and other Microsoft Office software, along with a single file PDF formatted document. An unbound, camera-ready hard copy of the final report and Executive Summary will also be delivered.

Airport Layout Plan drawings (22-inch by 34-inch) will be delivered in both hard copy and electronic format files (AutoCAD and PDF).

The following products in the quantities specified below will be delivered:

	SPONSOR	FAA	ODA
<b>Draft Chapters / Draft Report</b> ( <i>PDF and hard copy</i> )	35*	1	-
<b>Final Report / Executive Summary</b> ( <i>PDF and hard copy</i> )	35	1	1
<b>Draft ALP Set</b> ( <i>hard copy</i> )	10	6	-
<b>Final ALP Set</b> ( <i>hard copy</i> )	2	3	-
<b>Final ALP Set</b> ( <i>CADD &amp; PDF files</i> )	1 Each	1	1 (PDF only)

\* Copies sent to all PAC members

### 11.5 WHP Assumptions:

WHP will prepare written responses to comments received from SPONSOR, FAA, and others.

WHP will recommend resolution for conflicting comments. In the comment responses, any disagreement by WHP will be noted with an explanation provided for the disagreement; such comments will be resolved through discussion with SPONSOR.

#### 11.6 SPONSOR Responsibilities:

SPONSOR will be the clearinghouse for all review comments received from the PAC, public, SPONSOR personnel, and the FAA. Review comments will be documented in writing or email. SPONSOR will provide comments within two weeks of notification and will adjudicate conflicting review comments.

Proposed Project Schedule for Newport Municipal Airport Master Plan Update

Scope Task #	Master Plan Update Task Description	Public Involvement, Meetings	Schedule*
0	<b>Scope Development &amp; Project Management</b> Study Design - Draft & Revised Scope, Budget / Fee, Schedule Project Management Monthly Progress Reports		Study Design up to Notice to Proceed (NTP) Proj Mgt Ongoing
1	<b>Introduction (Identify Issues and Establish Goals)</b> Prepare & distribute questionnaire, Interview FBOs Analyze questionnaire / interview responses Vision statement Purchase / analyze IFR flight data Prepare draft Chapter #1	PAC Meeting #1 Public Open House #1 City Council / NAC Briefing #1 <b>Oct 2015</b>	Following NTP Months 1-2 Nov-Dec 2015
2	<b>Inventory and Data Collection</b> On-site inspection of facilities Gather aviation activity data, socioeconomic data Gather airport financial data Gather Part 139 Certification data Conduct environmental inventory Prepare draft Chapter #2		Months 1-3 Nov 2015 - Jan 2016
3	<b>Aeronautical Activity Forecast</b> Identify critical aircraft Based aircraft forecast Operations forecast, including ARC Commercial air service analysis Air cargo analysis Prepare draft Chapter #3	PAC Meeting #2 Public Open House #2 City Council / NAC Briefing #2 <b>Mar 2016</b>	Months 3-5 Jan - Mar 2016 (Includes FAA approval process for Forecasts)
4	<b>Facility Requirements</b> Airfield requirements Approach area requirements Landside requirements Support facility / utility requirements Commercial air service analysis Air cargo analysis Prepare draft Chapter #4	PAC Meeting #3 Public Open House #3 <b>May 2016</b>	Months 5-7 Mar - May 2016
5	<b>Airport Development Alternatives</b> Identify development opportunities/challenges Identify/coordinate conceptual alternatives Define evaluation criteria Evaluate alternatives Prepare Preferred Alternative Prepare draft Chapter #5	City Council / NAC Briefing #3 <b>Aug 2016</b>  (Sponsor meeting to select Preferred Alternative)	Months 8-10 Jun - Aug 2016
6	<b>Compliance Review</b> Review/Evaluate Documents Remedy Strategies Compliance Program Prepare draft Chapter #6	PAC Meeting #4 Public Open House #4 (Review Preferred Alt) <b>Aug 2016</b>	Months 6-10 Apr - Aug 2016
7	<b>Recycling and Solid Waste Management Plan</b> Solid Waste Audit Recycling Feasibility Solid Waste Generation Minimization Plan Operational and Maintenance Requirements Review Waste Mngmt Contracts Cost Savings Plan Prepare draft Chapter #7		Months 6-10 Apr - Aug 2016
8	<b>Airport Layout Plan Drawings</b> Airport Layout Plan drawings-2 plus cover Airport Airspace drawing Inner Portion of the Approach Surface drawing Terminal Area drawing Land Use & Noise Contour drawings-2ea Runway Departure Surfaces drawings Airport Property Map drawing Utility Drawings-4 ea Airport Access drawing Prepare draft Chapter #8, ALP Checklist		Months 11-13 Sep - Nov 2016  (Includes submittal to FAA for ALP approval)
9	<b>Capital Improvement Plan</b> Identify CIP projects CIP cost estimating Analyze revenues/expenses, cash flow Analyze project funding sources Analyze airport rates and charges Prepare draft Chapter #9	PAC Meeting #5 Public Open House #5 City Council / NAC Briefing #4 <b>Dec 2016</b>	Months 12-14 Oct - Dec 2016
10	<b>Public Involvement (Project Website and Newsletters)</b>		Ongoing
11	<b>Report Preparation</b> Final Draft of Master Plan Update Final Master Plan Update Report Executive Summary Obtain Master Plan approvals - up to day 90 day FAA review	City Council Final Briefing & Open House <b>April 2017+E40</b> (Sponsor meeting to Approve & Adopt Plan)	Months 15-18 Closeout Process Jan - Apr 2017

\*Schedule is contingent on timely review/comment periods, FAA forecast approval, preferred alternative selection, and PAC meeting/Open House schedules.

## Comparison of Airport Planning and FAA TAF Forecasts

AIRPORT NAME/LOCATION ID: **Newport Municipal, Oregon (KONP)**  
 Date: **4/4/2016**

	<u>Year</u>	<u>Airport Forecast</u>	<u>FAA TAF</u>	<u>AF/TAF (% Difference)</u>	
<b>Passenger Enplanements</b>					
Base yr.	2015	0	0	#DIV/0!	
Base yr. + 5yrs.	2020	0	0	#DIV/0!	
Base yr. + 10yrs.	2025	0	0	#DIV/0!	
Base yr. + 15yrs.	2030	0	0	#DIV/0!	
<b>Commercial Operations</b>					
Base yr.	2015	1,400	2,166	-35.4%	Air Taxi / Commuter Operations
Base yr. + 5yrs.	2020	1,500	2,337	-35.8%	
Base yr. + 10yrs.	2025	1,600	2,521	-36.5%	
Base yr. + 15yrs.	2030	1,700	2,721	-37.5%	
<b>Total Operations</b>					
Base yr.	2015	19,600	24,822	-21.0%	
Base yr. + 5yrs.	2020	22,538	26,746	-15.7%	
Base yr. + 10yrs.	2025	25,475	28,835	-11.7%	
Base yr. + 15yrs.	2030	28,413	31,109	-8.7%	

**NOTE: TAF data is on a U.S. Government fiscal year basis**

## Summary of Documentation for Airport Planning Forecast

**AIRPORT NAME/LOCATION ID:** Newport Municipal, Oregon (KONP)

**Date:** 4/4/2016

### A. Forecast Levels and Growth Rates

**Base year:**

2015

						<u>Average Annual Compound Growth Rates</u>			
	<u>2015</u>	<u>2015</u>	<u>2020</u>	<u>2025</u>	<u>2030</u>	<u>2015</u>	<u>2020</u>	<u>2025</u>	<u>2030</u>
<b>Passenger Enplanements</b>									
Air Carrier	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Commuter	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>
<b>Operations</b>									
<u>Itinerant</u>									
Air carrier	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Commuter/air taxi	1,400	1,400	1,500	1,600	1,700	0.0%	1.4%	1.3%	1.3%
<b>Total Commercial Operations</b>	<b>1,400</b>	<b>1,400</b>	<b>1,500</b>	<b>1,600</b>	<b>1,700</b>	<b>0.0%</b>	<b>1.4%</b>	<b>1.3%</b>	<b>1.3%</b>
General aviation	10,950	10,950	13,268	15,375	17,613	0.0%	3.9%	3.5%	3.2%
Military	3,600	3,600	3,700	3,800	3,900	0.0%	0.5%	0.5%	0.5%
<u>Local</u>									
General aviation	3,650	3,650	4,070	4,700	5,200	0.0%	2.2%	2.6%	2.4%
Military	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
<b>TOTAL OPERATIONS</b>	<b>19,600</b>	<b>19,600</b>	<b>22,538</b>	<b>25,475</b>	<b>28,413</b>	<b>0.0%</b>	<b>2.8%</b>	<b>2.7%</b>	<b>2.5%</b>
<b>Instrument Operations</b>	7,190	7,190	7,801	8,411	9,022	0.0%	1.6%	1.6%	1.5%
<b>Peak Hour Operations</b>	14	14	16	18	21	0.0%	2.7%	2.5%	2.7%
<b>Cargo/mail (enplaned+deplaned tons)</b>	468	468	530	599	683	0.0%	2.5%	2.5%	2.6%
<b>Based Aircraft</b>									
Single Engine (Nonjet)	23	23	24	25	25	0.0%	0.9%	0.8%	0.6%
Multi Engine (Nonjet)	4	4	4	4	4	0.0%	0.0%	0.0%	0.0%
Jet Engine (Turbofan & Turboprop)	1	1	3	5	8	0.0%	24.6%	17.5%	14.9%
Helicopter	0	0	1	1	2	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Other	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
<b>TOTAL</b>	<b>28</b>	<b>28</b>	<b>32</b>	<b>35</b>	<b>39</b>	<b>0.0%</b>	<b>2.7%</b>	<b>2.3%</b>	<b>2.2%</b>

### B. Operational Factors

	<u>2015</u>	<u>2015</u>	<u>2020</u>	<u>2025</u>	<u>2030</u>
<b>Average aircraft size (seats)</b>					
Air carrier	0.0	0.0	0.0	0.0	0.0
Commuter	0.0	0.0	0.0	0.0	0.0
<b>Average enplaning load factor</b>					
Air carrier	0.0%	0.0%	0.0%	0.0%	0.0%
Commuter	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
<b>GA operations per based aircraft</b>	<b>521</b>	<b>521</b>	<b>542</b>	<b>574</b>	<b>585</b>

**Note:** Show base plus one year if forecast was done.  
If planning effort did not include all forecast years shown interpolate years as needed, using average annual compound growth rates.



# APPENDIX C: PAC MEETING SUMMARIES

## **NEWPORT MUNICIPAL AIRPORT**

Airport Master Plan Update

# Newport Municipal Airport Master Plan Update Planning Advisory Committee (PAC) Meeting #1

October 28, 2015

5:30 – 7:00 p.m.

with Public Open House from 7:00 – 8:00 p.m.

## -Meeting Summary-

Attendees:

**Newport Municipal Airport:** Melissa Román, Lance Vanderbeck

**WHPacific, Inc:** Rainse Anderson, Sarah Lucas, Chris Corich, Holly Williams

**Planning Advisory Committee Members:** Jason Center, Jim Shaw, Lance Vanderbeck, Rob Oberbillig, Dean Bauman, Carrie Lewis, Maryann Bozza, Lt. Matthew Poore, Jenny Demaris, Lt. Curtis Landers, Onno Husing, Derrick Tokos, Joe Bishop, Susan Reese Painter, Jeff Bertuliet

**Public Attendees:** Spencer Nebel, Geoff Vaughn, Mark Watkins, Ralph Busby

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### Welcome and Introductions

Melissa Román opened the meeting at 5:34 pm, with an explanation of why the Master Plan is being updated. The last Master Plan was completed in 2004. The Update will provide a relevant development guide for the airport, along with prioritization for funding.

Rainse Anderson, WHPacific's Project Manager, gave an introduction of WHPacific team members as well as the Federal Aviation Administration (FAA) and Oregon Department of Aviation (ODA) representatives. Rainse then asked all PAC attendees introduced themselves. A detailed list of PAC members, and what interests they represent, is summarized below. Following introductions, Rainse went over the agenda for the meeting as well as the roles and responsibilities of the PAC members.

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### Purpose of the Master Plan Update

The Master Plan is a 20-year planning document to guide the Newport Municipal Airport's (Airport's) maintenance and development, as was explained by WHPacific's Holly Williams. Projects that receive federal funding are required to be on the approved Airport Layout Plan, which is a component of the Master Plan. The Master Plan will be prepared in accordance with FAA's Advisory Circulars and guidelines.

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### Project Components

The Master Plan consists of nine chapters. A brief overview was given of each chapter by Project Planner Holly Williams.

#### *Chapter 1 – Airport Issues and Goals*

- Identify issues and establish goals of the planning process.

#### *Chapter 2 – Airport Inventory*

- On-site inspection of airport facilities, to include airfield, landside, and airport support facilities.

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- Airspace
  - Land Use Planning and Zoning
  - Environmental Inventory
  - Aviation Activity Data
  - Airport Financial Data
  - Part 139 Certification Data

#### *Chapter 3 – Aeronautical Activity Forecast*

- Forecasts to be approved by the FAA
- Three forecasts prepared: critical aircraft, based aircraft, and annual operations.
- Analysis of commercial air service potential and air cargo

#### *Chapter 4 – Facility Requirements*

- Identify the ability of the airport facilities to meet forecasted demand and other needs.

#### *Chapter 5 – Airport Alternatives*

- Three built alternatives, in addition to the no build alternative (for comparative purposes), will be developed to address the needs identified in Chapter 4. The preferred alternative will likely be a composite of the three alternatives.

#### *Chapter 6 – Compliance Review*

- Takes a proactive approach to achieving compliance and avoiding noncompliance with FAA grant assurances by examining existing and potential compliance issues and recommending a corrective action plan.

#### *Chapter 7 – Recycling and Solid Waste Management Plan*

- This is a new master planning component to develop a plan for recycling and minimizing the generation of airport solid waste.

#### *Chapter 8 – Airport Layout Plan (ALP) and Associated Drawings*

- The ALP drawings are the backbone of the Master Planning process, and are a pictorial culmination of the information gathered in the preceding chapters.
- The drawing list includes: Cover Sheet, Airport Layout Plan, Airport Airspace Drawings, Inner Portion of the Approach Surface Drawing, Terminal Area Drawing, Land Use and Noise Contour Drawing, Runway Departure Surfaces Drawing, Airport Property Map, and Utilities Drawings.
- The FAA must formally approve the ALP drawing.

#### *Chapter 9 – Capital Improvement Plan (CIP)*

- The CIP will identify the cost associated with the ALP improvements, as well as potential funding sources for the projects.

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### **Master Plan Process and Schedule**

As draft chapters are prepared, they will be submitted to the City, FAA and PAC members for review and comment. The PAC meetings are designed to gather input from the members and community at large. Holly Williams explained once the final draft is prepared it will be presented to the City of Newport for approval and submittal to the FAA. At this point, the City will request the Plan be adopted into the City's Comprehensive Plan.

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Project completion is expected in approximately 18 months, depending on various factors such as FAA review. Over those 18 months, the PAC will meet five times. The remaining meetings are anticipated in, March, May, August, and December 2016. FAA approval of forecasts is expected in March 2016, with the City selecting a preferred alternative in August. The comprehensive draft should be complete in December 2016, with a Final Master Plan ready for City adoption in April 2017.

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### **PAC Formation and Roles**

PAC membership was by invitation from City of Newport Mayor Sandra Roumagoux. Those invited were asked because they represent varied interests of people and groups affected by and involved with the Airport. Membership is as follows:

#### *Airport Users / Tenants*

- Jason Center, *FedEx Operations Manager*
- Jim Shaw, *Local Flight Club*
- Lance Vanderbeck, *Airport Operations Manager*
- Rob Oberbillig, *Airport User*
- Dean Bauman, *Airport User*
- Jeff Bertuliet, *Props, Inc. and Newport Airport Committee Representative*

#### *Local Business*

- Carrie Lewis, *Oregon Coast Aquarium*
- Bob Cowen, *OSU Hatfield*

#### *Local Agencies*

- Lt. Matthew Poore, *USCG Contingency Planner*
- Jenny Demaris, *Lincoln County Sheriff's Office, Emergency Manager*
- Lt. Curtis Landers, *Lincoln County, Sheriff*
- Onno Husing, *Lincoln County Planning & Development*
- Derrick Tokos, *Community Development Director*
- Joe Bishop, *NOAA Marine Operations Center, Executive Officer*
- Susan Reese Painter, *Regional Task Force*
- Kevin Greenwood, *Port of Newport Attorney*

#### *Oregon Dept. of Aviation (ODA)*

- Heather Peck, *Planning & Projects Manager*

#### *Federal Aviation Administration*

- Jason Ritchie, *Community Planner*

The PAC is an advisory committee to the City; the City has final authority over the Master Plan. Members are asked to provide input to help produce a plan that balances a wide range of airport stakeholder needs and concerns, bring forward comments and concerns of those they represent, help disseminate accurate information about the Plan, attend PAC meetings.

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## Master Plan Goals & Issues

The following goals and issues were suggested by the Planning Team:

### *Goals:*

- Expansion of water and sewer utility lines
- Pursuit of commercial and/or private for-hire air service
- Increased revenue
- Review overall organization and management of Airport operations
- Possible construction of T-hangars

### *Issues:*

- FAR Part 139 Airport Certification, airline service feasibility
- Maintenance and expansion of existing facilities
- Land use compatibility with adjacent properties
- Environmental considerations
- Compliance with FAA Grant Assurances
- Airport management
- Sustainable growth management
- Broad based financial support
- Easements

During the discussions that followed, these items were suggested by the PAC membership as additional goals and issues to be addressed

### *Goals:*

- ODA recognition of Newport Airport as the coastal lifeline in emergency/disaster situations
- Finance actual strategies for airport improvements
- Clear understanding of impact to adjacent land use
- Commercial service trend analysis
- Apron redesign – to serve commercial air service and match load bearing capacities of Runway 16-34
- Show Newport citizens (taxpayers) importance of the Airport

### *Issues:*

- U.S Coast Guard views the Airport as asset but has few facilities there
- Utility upgrades and expansion are needed for any potential airport development
- Negative cash flow
- Has the Airport been fully evaluated for regional emergency response?
- Wolf Tree Resort and future development near the Airport

These issues, as well as any other issues that arise, will be addressed in the Master Plan Update.

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**Next Steps and Wrap Up**

The Planning team will next complete Draft Chapters 1 – 3 for City and PAC review. It was discussed that the second and fourth Wednesdays of each month are ideal meeting dates for most PAC members.

*PAC #2 is tentatively set for March 9, 2016.*

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**Public Open House**

No additional members of the public attended the Open House beyond those in attendance at the PAC meeting. After the PAC meeting, the Planning Team visited with them, as well as PAC members who had follow-up questions.

# Newport Municipal Airport Master Plan Update Planning Advisory Committee (PAC) Meeting #2

March 9, 2016

3:00 – 5:00 p.m.

*with Public Open House from 5:30 – 6:30 p.m.*

## **-Meeting Summary-**

Attendees:

**Newport Municipal Airport:** Melissa Román

**WHPacific, Inc:** Dave Nafie, Sarah Lucas, Chris Corich

**Elesco:** Lee Smith

**Planning Advisory Committee Members:** Commander Rob Workman, Jayson Buchholz, Onno Husing, Jim Shaw, Derrick Tokos, Lt. Curtis Landers, Susan Reese-Painter, Jenny Demaris, Maryann Bozza, Joe Bishop, Heather Peck, and Jason Ritchie

**Public Attendees:** Spencer Nebel, Corley MacFarland, Ralph Busby

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### **Welcome and Introductions**

Dave Nafie opened the meeting at 3:10 pm, and gave an introduction of WHPacific and Elesco team members. Dave then reviewed the meeting agenda, which focused on the draft Chapters 1 and 2 and preparation of the aeronautical activity forecasts. The floor was then given to Susan Reese-Painter for her briefing of the Regional Airport Review Task Force.

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### **Regional Airport Review Task Force**

The purpose of the Task Force was to review the role of the Newport Municipal Airport (Airport) on the central coast by looking at various options for the long-term support and development of the Airport. Ms. Reese-Painter said the Task Force was authorized in 2014, with membership appointment in 2015. Work on the report was through July 2015 to February 2016. The group of diverse members met monthly and the resulting report focused on five specific areas, with 27 recommendations for addressing issues established through their research/discussions. The full Task Force Report will be included in the Master Plan as an appendix.

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### **Master Plan Goals & Issues**

As a follow-up from the first PAC meeting, the Goals and Issues for the Master Plan were presented by Sarah Lucas.

*Goals:*

- Research Federal Emergency Management Agency (FEMA), the Oregon Department of Aviation (ODA), and other government agencies to understand the process of making ONP a coastal lifeline in emergency/disaster situations.

- 
- Develop finance strategies for airport improvements.
  - Gain a clear understanding of land use impacts adjacent to Airport.
  - Complete a commercial service trend analysis.
  - Commercial Air Service preparedness – including apron redesign and load bearing capacities of Taxiway Alpha.
  - Educate Lincoln County citizens and Newport taxpayers on the importance of the Airport.

*Issues:*

- US Coast Guard views the Airport as an asset but has few facilities there.
- Utility upgrade and expansion are needed for any potential airport development.
- Negative cash flow.
- The Airport should be evaluated for regional emergency response.
- Wolf Tree Resort and future development near the Airport.
- Environmental considerations.
- Compliance with FAA Grant Assurances.

The Goals will be used as guides to help develop a sound planning document that fits the community's needs. The issues stated above, as well as any other issues that arise, will be addressed in the Master Plan Update.

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### **Review of Airport System Role**

A snapshot of the Airport's role in relation to the national, state, and local system was presented. The FAA categorizes the Airport as a Local / Basic General Aviation (GA) airport, which means the Airport provides access to intrastate and some interstate markets, along with linking the local community with the national system. The State of Oregon, through the *2007 Oregon Aviation Plan (OAP)*, categorizes the Airport as an Urban GA airport, supporting all GA aircraft to include corporate aviation. After the meeting, Heather Peck with ODA said the OAP will now be updated more frequently, and the Airport's classification is changing to Regional GA from Urban GA to reflect the Airport's importance in the region for connection to the GA system of airports. ODA also prepared an economic report for the Airport in 2014. According to that report, the Airport provides \$16.7 million in direct and in-direct visitor spending benefits to the community.

Jason Ritchie, FAA Project Planner, noted that FAA concurrence with these existing and changing roles at this point in the Master Plan may be premature, as we will have a better understanding of the Airport's impact as we progress in the project.

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### **Draft Chapters 1 and 2**

Draft Chapters 1 and 2 are the *Introduction* and *Inventory*, respectively. Chapter 1 topics are discussed above with Goals/Issues and System Role. Chapter 2 review was a high-level discussion of the Airport's facilities. A PAC member requested that vehicular access points be included in the mapping, which will be added. Also, ODA has more recent Pavement Condition Index (PCI) data from 2015 and they will send it to the Planning Team for the updated information to be incorporated into the chapter.

Mr. Tokos, City Community Development Director, asked about the approach lighting system. Two of the supports for the lighting system are on private property, and there is a road right-of-way under the



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end segment of the system. Mr. Tokos inquired what impacts there would be to the Airport when the road is developed. The Master Plan will include the area as needed for future easement acquisition. The FAA agrees with developing roads located under this type of lighting system. Mr. Tokos will work with the Planning Team on required right-of-way clearances so the issue can be addressed more directly within the Master Plan.

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### **Preliminary Forecast Data**

The forecasts are divided into various categories: GA activity, air cargo, and air service.

Sarah Lucas presented information on development of the GA activity forecasts, which are based aircraft, annual aircraft operations, and critical aircraft. Forecasts are prepared by researching national, state, and local trends, along with interviewing local airport operators and businesses/organizations. Industry-accepted guidance for preparation of forecasts is also utilized. Once data and forecasting models are gathered, they are analyzed against the local indicators to determine if there is any correlation.

Base-year data for the Airport is 2015, with 28 based aircraft and 19,600 annual operations. Refer to the presentation for specific data discussed.

PAC questions about the GA forecast preparation included cause of discrepancy between forecasting models, fuel sales, and hangar wait list. Ms. Lucas clarified the discrepancy in forecasting models; some federal models are developed in a top-down method by different organization so there can be a silo effect on the forecasts. Mr. Vanderbeck will provide the Planning Team with additional fuel sales records so that US Coast Guard purchases can be separated from the GA sales. Last, the Planning Team will get the hangar wait list to determine if those users are still interested in hangars at the Airport.

The last Master Plan determined the critical aircraft to be a B-II for both the instrument landing system (ILS) and the crosswind runways (please reference presentation for further context of B-II designation). Once specific forecasting models are selected, the designation will be further analyzed to determine whether or not that classification remains relevant today.

Chris Corich presented information relating to cargo and air service forecasting, which also included a detailed discussion of FAA Part 139 Certificate requirements.

Currently, the Airport is serviced by Ameriflight and Empire Airlines and the majority of cargo is inbound. A 2.5% average annual growth rate is recommended for use in the forecast. Mr. Nebel recommended the cargo carriers be consulted again before selecting that as the preferred forecast. There was a question regarding the potential for noise if carriers need to increase frequency or up-gauge to a larger aircraft. Mr. Corich was very sensitive to this question, as he has extensive experience with noise concerns at PDX, and reiterated noise is perceived differently by everyone. That said, there is little noise impact if changes occur and some of the larger aircraft are even quieter than what's currently operating.

An in-depth review of air service forecasting, particularly impacts to the Part 139 Certificate, can be found in the presentation. Simply stated, the most likely market for air service is in a nine-seat aircraft similar to the Cessna Caravan. Part 139 Certification is not required for Airports with that level of air service. Mr. Corich demonstrated that the most significant cost with Part 139 Certification is the Aircraft Rescue and Fire Fighting (ARFF) requirement; however, Mr. Ritchie thought it may be salary for employees needed to keep up with all the requirements. At Newport, only one person oversees the requirements (normally it takes two employees), so salary may not be an issue as it could be elsewhere. The discussion of whether Newport should maintain their Part 139 Certificate was left on the table; the PAC will consider the issue further as we proceed with the Master Plan.

The potential for air service was discussed extensively, with reference to operators like Cape Air. There

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is zoning for a destination report south of the Airport, with potential for additional resort development within Lincoln County. At this point, Lee Smith presented the potential to designate some areas of the Airport not needed for aviation-use as developable for aviation-compatible development. Doing so may make the Airport more attractive to development by companies that rely on the GA.

---

### **Next Steps and Wrap Up**

Dave Nafie closed the meeting shortly after 5:00 pm. The Planning Team will next complete Draft Chapters 3 and 4 for City and PAC review. Chapter 3 will be submitted in two weeks' time.

*PAC #3 is tentatively set for May 11, 2016. Location is TBD.*

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### **Public Open House**

One additional member of the public attended the Open House beyond those in attendance at the PAC meeting. The Planning Team discussed the project and answered questions from the public and PAC members.

# Newport Municipal Airport Master Plan Update Planning Advisory Committee (PAC) Meeting #3

May 11, 2016

3:00 – 5:00 p.m.

with Public Open House from 5:30 – 6:30 p.m.

## -Meeting Summary-

Attendees:

**Newport Municipal Airport:** Melissa Román

**WHPacific, Inc:** Dave Nafie, Sarah Lucas, and Mike Dane

**Planning Advisory Committee Members:** Lance Vanderbeck, Onno Husing, Jim Shaw, Derrick Tokos, Lt. Curtis Landers, Susan Reese-Painter, Maryann Bozza, Rob Oberling, and Ralph Busby

**Public Attendees:** Spencer Nebel, Geoff Vaughn

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### Welcome and Introductions

Dave Nafie opened the meeting at 3:05 pm, and gave an introduction of WHPacific team members. Dave then reviewed the meeting agenda, which focused on draft Chapter 4, *Facility Requirements*, and preparation of the development alternatives. The full presentation is attached to this summary for reference.

---

### Facility Requirements

Findings from Chapter 4 were presented by Sarah Lucas. The purpose of the analysis is to identify existing Airport facility functionality, condition, and compliance with design standards. For those facilities not adequate to meet existing or forecasted demand, the analysis recommends improvements.

The basis for many of the facility requirements is the Airport Reference Code (ARC), which is represented by the critical aircraft – or grouping of aircraft – operating (taking off or landing) at the Airport at least 500 times a year. The current ARC at the Airport is B-II, but is forecasted to change to C-I over the forecast period. A complete description of the ARC is detailed in Chapter 3 of the Master Plan.

Highlights of the recommended facility upgrades are listed below. Refer to Chapter 4 for complete information.

- Maintain runway length
- Relocate Taxiway A to meet design standards
- Install runway end identifier lights (REILs) to Runway 2-20
- Investigate installing Automatic Dependent Surveillance – Broadcast (ADS-B) transmitter
- Investigate potential for additional and/or improved instrument approaches
- Install supplemental wind indicator near Runway 2
- Upgrade weather reporting station
- Ensure suitable sites are available for additional T-hangars and box hangars, as demand dictates

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- Expand current general aviation and cargo aprons
  - Identify location for potential second fixed base operator (FBO)
  - Provide area for potential US Coast Guard expansion
  - Maintain Aircraft Rescue and Fire Fighting (ARFF) capabilities
  - To increase security, enforce community watch and passenger identification procedures
  - Conduct a study regarding Airport's seismic resiliency
  - Replace existing Airport maintenance Quonset hut
  - Replace and relocate fuel facility
  - Upgrade and/or expand all utilities

During this discussion, Mr. Busby asked why the Airport lost capability for ½ statute mile (sm) visibility instrument approaches. After discussion, it appears some developments may have occurred in the past with the potential of ½ sm approaches, but that the Airport never had that capability.

Mr. Nebel brought it to the PAC's attention that the US National Guard has had high-level discussions about moving their base to the Airport. The Guard unit is currently not an aviation unit, but regardless, it may be wise to set aside an area for the potential of the Guard unit relocating to the Airport.

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### **Development Alternatives – Interactive Alternatives Assessment**

In order to gauge the community's tolerance to different ways of meeting the forecasted demand and resulting facility requirements, the planning team prepared four display boards with a variety of guiding statements for the PAC to vote on. The theme of the boards were: Operational Considerations, Environmental Considerations, Planning Principles / Land Use, and Fiscal Factors. Each member of the PAC was able to vote on a sliding scale. The results of this voting is attached to this summary.

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### **Roundtable Discussion**

While reading and voting on the guiding statements, the planning team was available to answer PAC member questions. Once regrouped, specific questions asked of the planning team consisted of the following:

Ms. Bozza inquired to project funding sources. Mr. Nafie explained the majority of the projects are eligible for federal funding, through the Federal Aviation Administration (FAA). Currently, the FAA matches 90% of eligible projects costs. The Aviation Trust fund has multiple sources of funding, including the Non-primary Entitlement Fund, State Apportionment Funds, and Discretionary Funds.

Mr. Tokos asked if alternatives would show all off-airport impacts. Mr. Nafie and Ms. Román said the alternatives would reflect both on- and off-airport impacts and City land use maps would be updated to reflect development proposed in the Master Plan.

Mr. Shaw reiterated the term "destination resort" should be used rather than Wolf Tree, as Wolf Tree is no longer a viable proposal.

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### **Next Steps and Wrap Up**

Dave Nafie closed the meeting shortly at 5:00 pm. The Planning Team will prepare Development Alternatives for City and PAC review prior to the next PAC meeting. Memembers should expect to receive printed copies of the chapter by July 22<sup>nd</sup>.

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*PAC #4 is set for August 3, 2016 in the City Council Chambers.*

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**Public Open House**

Several members of the public attended the Open House beyond those in attendance at the PAC meeting. The Planning Team discussed the project and answered questions from the public and PAC members, while leading them through the voting display boards. Members of the public were encouraged to provide their votes on the guiding statements.

# Newport Municipal Airport Master Plan Update Planning Advisory Committee (PAC) Meeting #4

August 17, 2016

3:00 – 5:00 p.m.

with Public Open House from 5:30 – 6:30 p.m.

## -Meeting Summary-

Attendees:

**Newport Municipal Airport:** Melissa Román

**WHPacific, Inc:** Dave Nafie, Mike Dane, and Holly Williams

**Federal Aviation Administration:** Jason Ritchie, Valerie Thorson

**Planning Advisory Committee Members:** Lance Vanderbeck, Jim Shaw, Derrick Tokos, Lt. Curtis Landers, Rob Oberling, and Ralph Busby

**Public Attendees:** Spencer Nebel, Geoff Vaughn

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### Welcome and Introductions

Dave Nafie opened the meeting at 3:09 pm, and gave an introduction of WHPacific team members. Dave then gave a project update and reviewed the meeting agenda, which focused on draft Chapter 5, *Alternatives*, and a review of Facility Requirements. The full presentation is attached to this summary for reference.

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### Facility Requirements Review

Dave Nafie presented a review of Chapter 4 Facility Requirements with a focus on newly incorporated information including Runway 2-20, Non-Standard Geometry, Taxiway A, Apron Area and Cargo Apron.

Dave explained that the Federal Aviation Administration (FAA) has encouraged the Airport to address the non-standard geometry at the Runway 2 end. Dave told the PAC that the Planning Team had created four alternatives to address this issue with the Crosswind Runway. He explained that addressing this issue could also mitigate problems with the existing Runway Protection Zone (RPZ) which lays over the apron and hangar area. Dave finished the Facility Requirements summary by reviewing the support facility requirements.

### Land Demand Forecast (Elesco Limited)

Lee Smith of Elesco Limited presented his findings on the Land Demand Forecast. He discussed land supply availability for commercial and industrial land parcels, land supply lot size, and an overview of these lots on and around airport property. His forecast projected the need for large, commercial parcels in the Newport area. He noted that several parcels on airport property could be used to serve this need. He felt that there could be economic benefit for the Airport by selling or leasing said areas.

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A member of the public commented that Mr. Smith had overstated the future of commercial development in Newport and her experience was that the commercial market was very slow.

### **Development Alternatives**

Mike Dane presented the Development Alternatives Process and explained to the PAC how the Planning Team's process resulted in 4 Main Runway Alternatives and 4 Crosswind Runway Alternatives, leaving the PAC 8 total alternatives to review. He discussed primary and secondary elements and their role in the alternatives.

Mike told the PAC that the Crosswind Runway (Runway 2-20) alternatives would be presented first, followed by a discussion of GA and non-aeronautical development areas, then Main Runway (Runway 16-34) alternatives would be discussed followed finally by utility options at the Airport. Mike explained to the PAC how they would be selecting two development alternatives (one crosswind and one main runway) over the course of the meeting.

Mike then told the PAC about the impacts of Runway 2-20 on the GA Development areas. He explained that the alternative they select for the Crosswind Runway will dictate if other GA development areas will need to be considered to satisfy future demand.

### **Crosswind Runway Alternative Presentation**

Alternatives for Crosswind Runway were presented by Mike Dane and Holly Williams. Holly provided an overview of each alternative and discussed the primary and secondary elements. Mike then discussed Operational Considerations, Environmental Considerations, Planning Principles and Land Use, and Fiscal Factors. The PAC was invited to ask questions after each alternative was presented.

Highlights of the development alternatives are listed below. Refer to Chapter 5 for complete information.

*Crosswind Runway Alternative 1 (CR1):* This Runway 2-20 alternative is the "do-nothing" scenario and is depicted to demonstrate the current deficiencies associated with the RPZ and RSA in connection with the non-standard inline Taxiway E. In this alternative the runway thresholds will remain as they are and the existing runway pavements are depicted to remain as they are.

However, to fully implement this alternative, and still meet FAA design standards, several other non-standard issues and important features necessary for the facility to satisfy existing and future demand will need to be addressed and redesigned. Most notably, the non-standard portions of Taxiway A, D, E, and Runway 2 that create a unique geometry and inefficient operating environment for aircraft are addressed.

*Crosswind Runway Alternative 2 (CR2):* CR2 seeks to address the insufficiencies associated with Runway 2-20 by shifting the runway 1,100 feet to the northeast. A shift to the northeast will allow Runway 2-20 to maintain B-II status while also mitigating RPZ and taxiway intersection issues. To meet FAA design standards, the non-standard inline portion of Taxiway E will be removed and the geometry of Taxiway A, D, and Runway 2 will be corrected. This alternative allows for the construction of a full parallel Taxiway

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A. Shifting Runway 2-20 will also remove the Runway 2 RPZ from the apron and hangar area. This allows the existing hangar building to remain and provides room for future GA development.

*Crosswind Runway Alternative 3 (CR3):* CR3 seeks to address the insufficiencies associated with Runway 2-20 by downgrading the runway to B-I (small) and extending 200' off of Runway 2 threshold. Downgrading the crosswind runway will mitigate RPZ and taxiway intersection issues and allow for a full parallel Taxiway A. To meet FAA design standards, the non-standard inline portion of Taxiway E will be removed and the geometry of Taxiway A, D, and Runway 2 will be corrected. A change to B-I (small) will reduce the size of the RPZ over the apron and hangar area. While existing facilities can remain, future apron expansion will be limited.

*Crosswind Runway Alternative 4 (CR4):* CR4 seeks to solve Runway 2-20 issues by eliminating the runway entirely. Closing Runway 2-20 will allow for correction of non-standard geometry of Taxiway A, D, and Runway 2 while mitigating RPZ issues and meeting the needs of future GA growth. Closing Runway 2-20 does not satisfy user needs or conform to the Sponsor's strategic vision. It does however meet FAA design standards and allow for forecasted growth. This alternative allows for a full parallel Taxiway A.

### **Crosswind Runway Open Floor Discussion**

After all four CR Alternatives were presented, the floor was opened to the PAC for discussion and selection.

City Councilor Busby preferred CR2 because it increases safety to disconnect the runways.

Mr. Tokos liked CR3 because it is the least costly way to put the project together.

Mr. Vanderbeck liked CR3 because the RPZ, even a small one, would impact jet parking and those pilots wouldn't come back after finding out there wasn't a place to park.

Mr. Vanderbeck also indicated that lower minimums are essential, which won't happen without the relocation of Taxiway A.

Mr. Ritchie asked if the Planning Team had considered extending the runway to the west end of pavement. A team member informed him that yes, it puts the Runway Object Free Area (ROFA) over most of the apron areas and creates a direct apron-to-runway issue.

Mr. Ritchie asked if the Planning Team had looked at moving the runway over (to the south) in addition to extending back to the west. A team member informed him that no, that option wasn't explored – but looking at it, the RSA on the south side of the runway would need to be widened into the gully along most of the runway's length.

Mr. Busby asked if the Planning Team had approached the Oregon National Guard about leasing space from the airport. The discussion revealed that nobody had been talking to them.

Discussion on commercial/industrial real estate development included the statement that getting utilities extended to the south helps economic development.



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- Other comments in the exchange centered on the shortage of large parcels and that the lack of marketable inventory was worse than existing plans are reflecting.
  - Airport parcels should be very valuable.
  - Mr. Vanderbeck said that nobody's been knocking on the door, so not sure where the demand is. Just don't block commercial development opportunities with other development.
  - Mr. Nebel said that we need to identify the land that is needed for aeronautical purposes and then decide how much of the remainder we should recommend be developed or sold.
  - The Northwest Development parcel should be expanded along HWY 101 to the north, larger than what is shown.
  - Mr. Smith recommended a Recreational-Commercial use, like a track for the southeast area.

CR2 and CR3 were both still viable options at the end of the discussion. The PAC requested the Planning Team to provide more understanding on impacts versus costs.

### **Main Runway Alternative Presentation**

Alternatives for Crosswind Runway were presented by Dave Nafie and Holly Williams. Holly provided an overview of each alternative and discussed the primary and secondary elements. Dave then discussed Operational Considerations, Environmental Considerations, Planning Principles and Land Use, and Fiscal Factors. The PAC was invited to ask questions after each alternative was presented.

*Main Runway Alternative 1 (MR1):* MR1 is the least intensive development vision presented. The utilization of declared distances is essentially a new paint job on the existing runway pavements in an effort to maximize the existing runway pavement lengths available while still satisfying the future facility upgrade to C-I standards. The use of declared distances is typically limited to cases where existing site constraints make providing the necessary safety areas and runway protection zones required to satisfy design standards impractical.

*Main Runway Alternative 2A (MR2A):* Alternatives MR2A and MR2B are very similar in their approach to providing the expanded RSA for the upgraded C-I category on Runway 16-34 and have therefore been grouped together. In alternative MR2A the RSA is extended out from the end of the runway pavement to the standard 1000' distance required for the category C-I RSA beyond runway ends. Alternative MR2B, on the other hand, extends the RSA out only 600' from the end of the runway pavement and includes Engineered Material Arrestor Systems (EMAS) to allow for the reduced RSA distances beyond runway ends.

*Main Runway Alternative 2B (MR2B):* Similar to Alternative MR2A, Alternative MR2B is centered on the two primary elements that involve the expansion of the RSA from B-II to C-I and the relevant construction of the RSA required to meet the upgraded standards with the inclusion of Engineered Material Arrestor Systems (EMAS). This alternative also depicts the reconstruction of the southern and northern end of Runway 16-34 in concurrence with the associated taxiway entrances to satisfy runway longitudinal grade

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requirements

*Main Runway Alternative 3 (MR3):* Alternative MR3 shifts Runway 16-34 south 600' and requires construction of embankments, installation of drainage facilities, and mitigating environmental impacts such as wetlands on the south end to meet dimensional criteria for the larger Runway Design Code C-I Runway Safety Area. Existing MALSRS towers can be adjusted vertically by their stanchion base to meet a new RSA grade. Second, the 600' shift south contains the required 1,000' RSA on the north end to fit within existing site constraints. This option alleviates the need for additional construction of embankments on the north end and maintains the existing access roads.

### **Main Runway Open Floor Discussion**

After all four MR Alternatives were presented, the floor was opened to the PAC for discussion and selection.

A PAC member asked what are the impacts to 62<sup>nd</sup> Street becoming a public Right of Way.

Mr. Ritchie said that FAA does not approve MR1 (Declared Distances) unless there are no viable options, mainly because it's confusing to even professional pilots. This prevents there from being an equivalent level of safety.

MR2A, 2B and 3 caused concerns over aircraft getting lower when aircraft approach the runway, if runway shifted south. Explanation clarified that MR2A and MR2B do not change the runway location, but would be 6 – 10 feet lower because of the runway grade correction.

Better mapping was requested for areas north and south of the airport. A Planning Team member explained this will be included in the ALP set.

There was a comment made requesting The City do a better job on community relations.

MR3 was the only alternative that found support. However, more analysis was requested especially as it relates to impacts to property owners to the south.

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### **Next Steps and Wrap Up**

Dave Nafie closed the meeting at 5:20 pm. The Planning Team will prepare Compliance Review, ALP, and CIP for City and PAC review prior to the next PAC meeting. Members should expect to receive printed copies of the chapter by November 2<sup>nd</sup>, 2016.

*PAC #5 is anticipated to occur in November, 2016 and an exact date will be set at a later time.*

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### **Public Open House**

Several members of the public attended the Open House beyond those in attendance at the PAC meeting. The Planning Team discussed the project and answered questions from the public and PAC members, while leading them through the alternative display boards. Members of the public were encouraged to

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provide their opinion on the development alternatives.



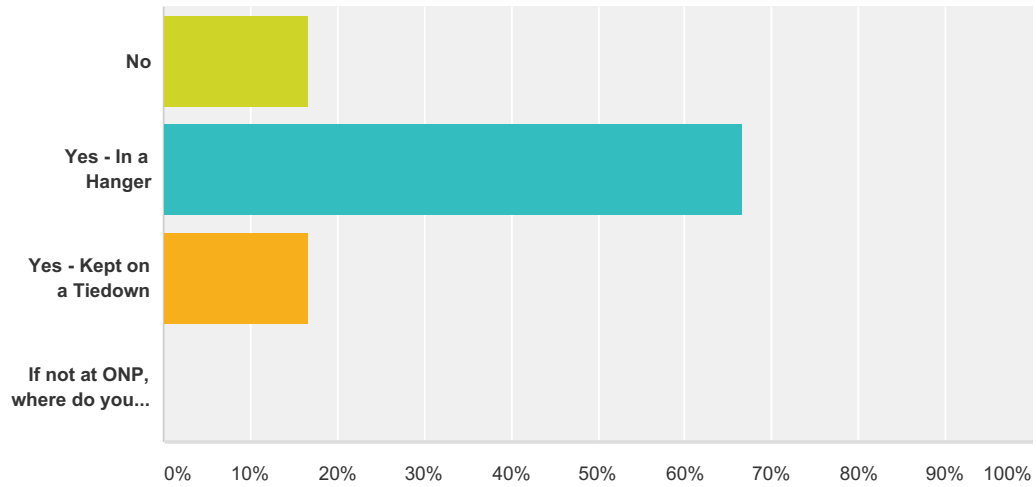
# APPENDIX D: QUESTIONNAIRE RESPONSES

## **NEWPORT MUNICIPAL AIRPORT**

Airport Master Plan Update

# Q1 Do you base an aircraft (or helicopter) at ONP?

Answered: 6 Skipped: 0

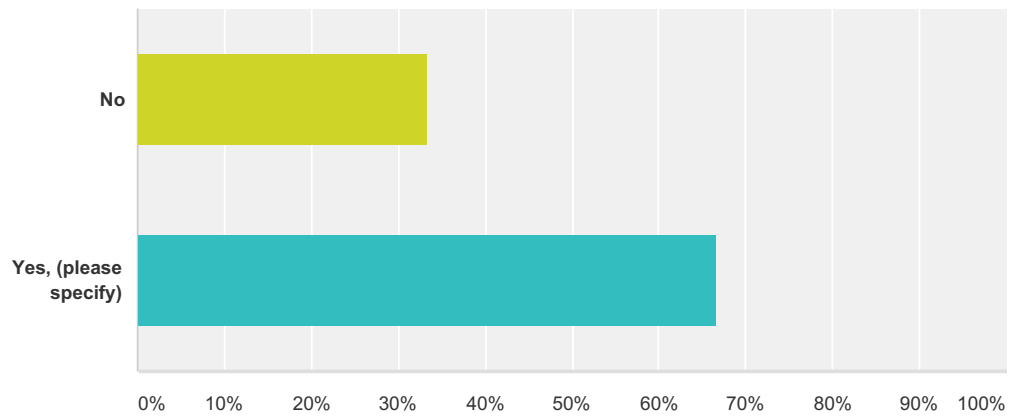


Answer Choices	Responses
No	16.67% 1
Yes - In a Hanger	66.67% 4
Yes - Kept on a Tiedown	16.67% 1
If not at ONP, where do you currently base?	0.00% 0
<b>Total</b>	<b>6</b>

#	If not at ONP, where do you currently base?	Date
	There are no responses.	

## Q2 Would you base at ONP if additional facilities were available?

Answered: 3 Skipped: 3

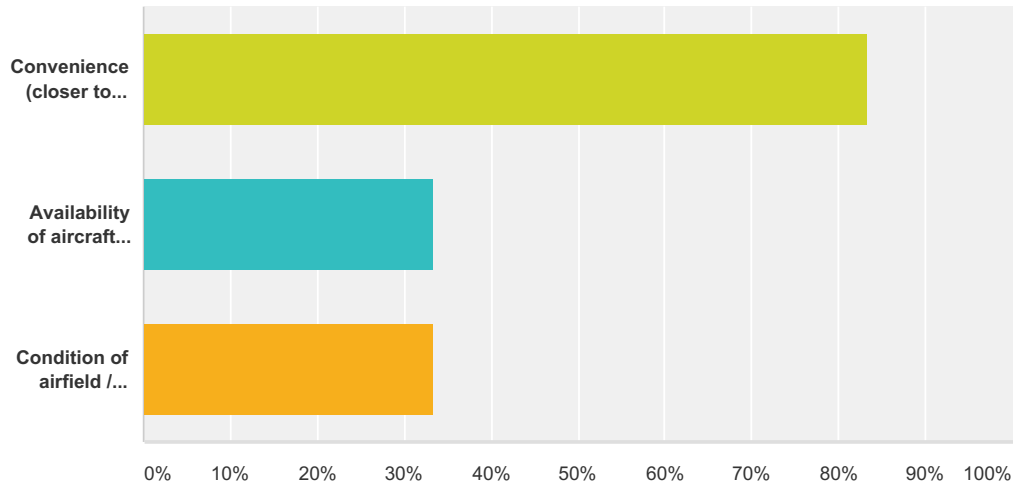


Answer Choices	Responses
No	33.33% 1
Yes, (please specify)	66.67% 2
<b>Total</b>	<b>3</b>

#	Yes, (please specify)	Date
1	I hope to purchase another aircraft and base at ONP. More hangars needed.	12/5/2015 7:55 AM
2	and if I had an aircraft	12/3/2015 2:25 PM

### Q3 Please note your reasons for basing at ONP. Select all that apply.

Answered: 6 Skipped: 0



Answer Choices	Responses
Convenience (closer to where I live or work)	83.33% 5
Availability of aircraft hangar facilities or tiedowns	33.33% 2
Condition of airfield / navigational aids	33.33% 2
<b>Total Respondents: 6</b>	

#	Other (please specify)	Date
1	Airport base of operations for central coast - FedEx	12/2/2015 5:40 PM



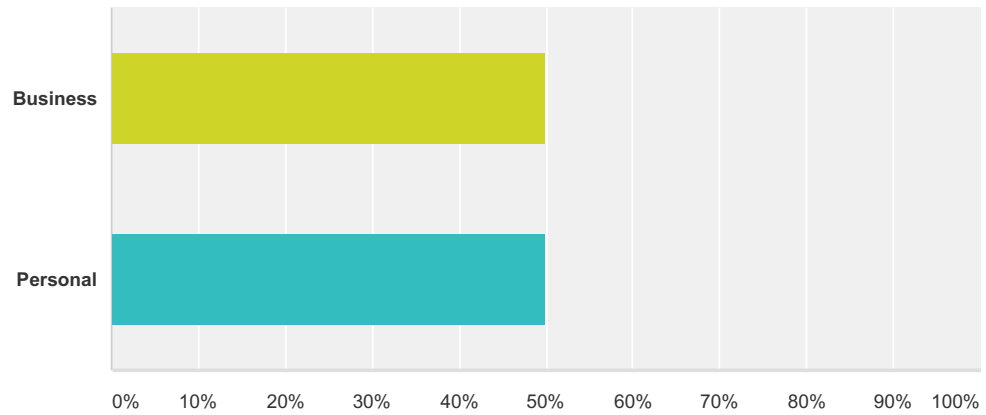
## Q4 Please list any specific improvements that you believe are needed at ONP.

Answered: 6 Skipped: 0

#	Responses	Date
1	Ground communication with ZSE	12/14/2015 6:02 PM
2	Business space, long term parking, corporate hanger space.	12/14/2015 5:25 PM
3	More tee hangars. City owned Tee hangars need to be policed and used for certificated licensed airworthy aircraft, and not storage of household items, boats or cars. If hangar used for storage of an aircraft under construction, construction period should not be more than one year.	12/5/2015 7:55 AM
4	Effective management	12/4/2015 6:36 AM
5	AWOS update to ASOS, lowering landing minimums to 1/2 mile, Re-zone land by HWY 101 to develop a business park, sewer, fuel farm update/ restoration, new fueling equipment, moving the fence line and adding a dig fence barrier, Seismic survey, minimum standards, airport rules and regulations, a realistic fee schedule that will not kill local pilots but bring a few bucks from pilots abroad, apron redesign, taxiway redesign, tree and brush removal equipment rather than one man, one chainsaw. buying all land need to protect our RPZ on all runways. Identify and prepare ready to build hangar areas that will accommodate large executive hangars. lining the 48" under the airport, leaving out VOR line, look into providing space to rent for grow operations in Quonset hut, or tear down and build new operations facility. Finding the right mix to get an airline in, flight school, FBO, proper advertising for the airfield- what is going to draw people in, FEMA hangars full of emergency supplies,	12/3/2015 2:25 PM
6	FedEx ramp facilities are outstanding.	12/2/2015 5:40 PM

### Q5 Is your usage of ONP for business or personal recreation? Please enter the Zip code of your business / residence.

Answered: 6 Skipped: 0



Answer Choices	Responses
Business	50.00% 3
Personal	50.00% 3
<b>Total</b>	<b>6</b>

## Q6 What type of aircraft (or helicopter) do you currently operate?

Answered: 5 Skipped: 1

Answer Choices	Responses
Make	100.00% 5
Model	80.00% 4
Year	80.00% 4
N-Number	80.00% 4
If more than one type, please list additional	20.00% 1

#	Make	Date
1	Beechcraft	12/14/2015 6:02 PM

2	looking to buy one.	12/14/2015 5:25 PM
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3	Cessna	12/5/2015 7:55 AM
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4	cessna	12/4/2015 6:36 AM
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5	Cessna	12/2/2015 5:40 PM
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#	Model	Date
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1	BE95	12/14/2015 6:02 PM
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2	C-150	12/5/2015 7:55 AM
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3	172	12/4/2015 6:36 AM
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4	C208	12/2/2015 5:40 PM
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#	Year	Date
---	------	------

1	1960	12/14/2015 6:02 PM
---	------	--------------------

2	1967	12/5/2015 7:55 AM
---	------	-------------------

3	67	12/4/2015 6:36 AM
---	----	-------------------

4	N/A- Multiple a/c operate	12/2/2015 5:40 PM
---	---------------------------	-------------------

#	N-Number	Date
---	----------	------

1	529RB	12/14/2015 6:02 PM
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2	2752S	12/5/2015 7:55 AM
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3	N19HR	12/4/2015 6:36 AM
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4	Various	12/2/2015 5:40 PM
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#	If more than one type, please list additional	Date
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1	This aircraft is no longer owned by me nor based at ONP	12/5/2015 7:55 AM
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## Q7 Indicate your operations at ONP

Answered: 5 Skipped: 1

Answer Choices	Responses
Approximately how many operations per month do you average ONP (a takeoff is one operation, landing is another operation)?	100.00% 5
Approximately what percentage of operations have no landings at another airport (stay within the local pattern)?	100.00% 5
Are your operations seasonal or year-round? Please elaborate.	100.00% 5

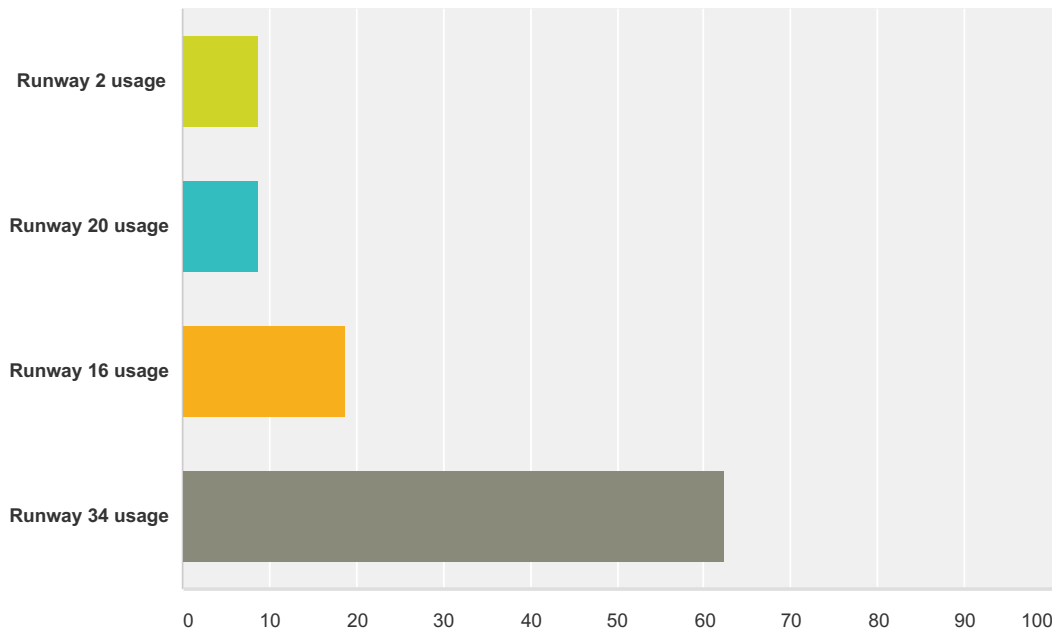
#	Approximately how many operations per month do you average ONP (a takeoff is one operation, landing is another operation)?	Date
1	12	12/14/2015 6:02 PM
2	4	12/14/2015 5:25 PM
3	When I owned a plane, maybe 20.	12/5/2015 7:55 AM
4	6	12/4/2015 6:36 AM
5	approx 40	12/2/2015 5:40 PM

#	Approximately what percentage of operations have no landings at another airport (stay within the local pattern)?	Date
1	40%	12/14/2015 6:02 PM
2	2	12/14/2015 5:25 PM
3	When I owned plane about 10-20%	12/5/2015 7:55 AM
4	80	12/4/2015 6:36 AM
5	0%	12/2/2015 5:40 PM

#	Are your operations seasonal or year-round? Please elaborate.	Date
1	Year around	12/14/2015 6:02 PM
2	VFR	12/14/2015 5:25 PM
3	When I owned plane, flew year round	12/5/2015 7:55 AM
4	year round	12/4/2015 6:36 AM
5	Year round. Mon-Fri (Sat During holiday operations)	12/2/2015 5:40 PM

## Q8 Indicate your percentage of annual runway use at ONP.

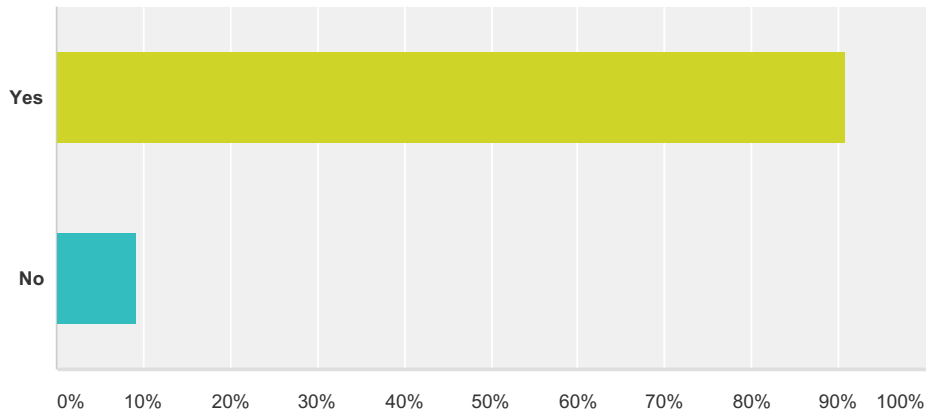
Answered: 4 Skipped: 2



Answer Choices	Average Number	Total Number	Responses
Runway 2 usage	9	35	4
Runway 20 usage	9	35	4
Runway 16 usage	19	75	4
Runway 34 usage	63	250	4
<b>Total Respondents: 4</b>			

### Q1 Have you ever been to Newport Municipal Airport?

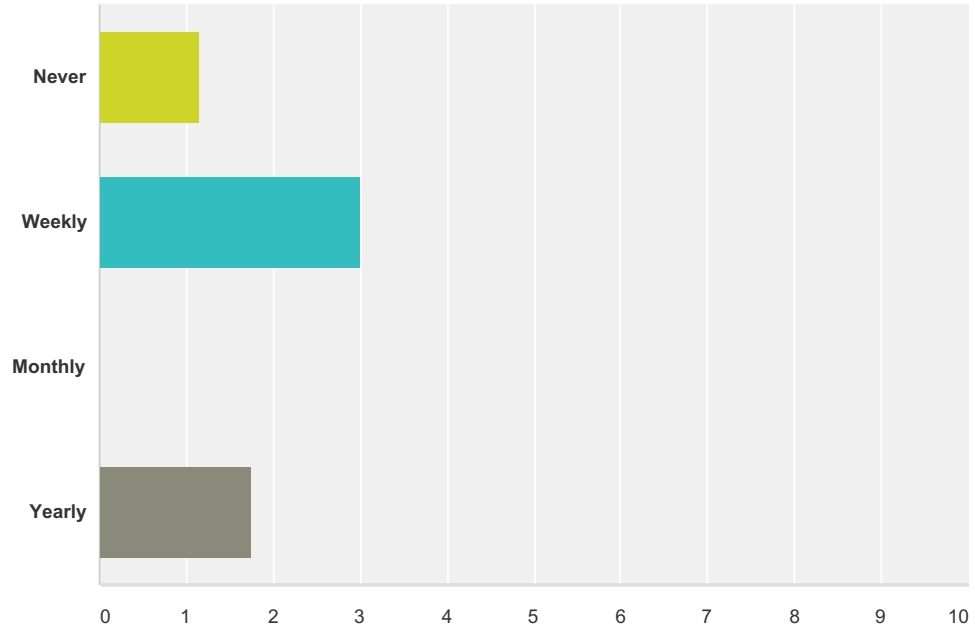
Answered: 11 Skipped: 0



Answer Choices	Responses	
Yes	90.91%	10
No	9.09%	1
<b>Total</b>		<b>11</b>

## Q2 How often do you use ONP– Please select one time-frame (weekly, monthly, yearly)

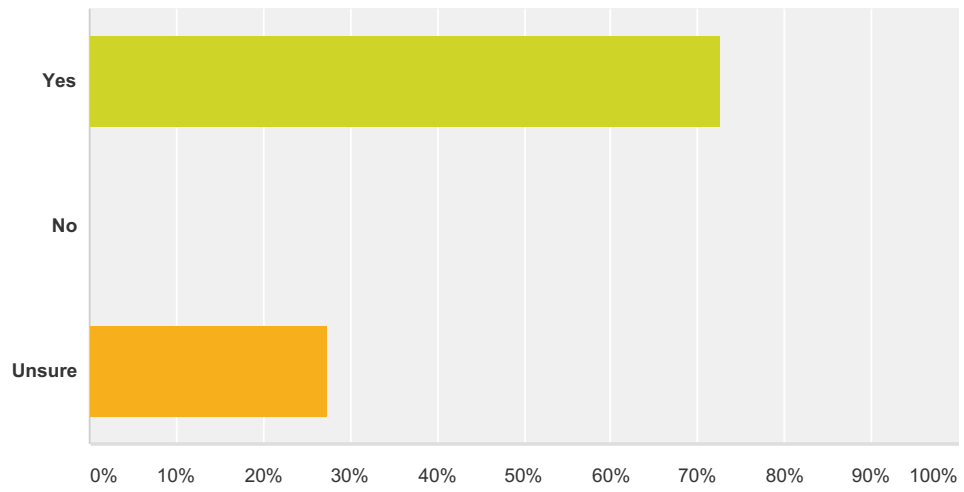
Answered: 11 Skipped: 0



	Never	1-5 Times	5-10 Times	More than 10 Times	Total	Weighted Average
Never	85.71% 6	14.29% 1	0.00% 0	0.00% 0	7	1.14
Weekly	0.00% 0	0.00% 0	100.00% 1	0.00% 0	1	3.00
Monthly	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0	0.00
Yearly	25.00% 1	75.00% 3	0.00% 0	0.00% 0	4	1.75

### Q3 Would you use commercial air service if available at ONP?

Answered: 11 Skipped: 0



Answer Choices	Responses	
Yes	72.73%	8
No	0.00%	0
Unsure	27.27%	3
<b>Total</b>		<b>11</b>



**Q4 Are there any additional services that the Airport should provide to better serve you or other members of public community? (i.e. de-icing facility, vending machines, restaurant, commercial air service, charter flights, etc.)**

Answered: 9 Skipped: 2

#	Responses	Date
1	Commercial Air Service	12/15/2015 11:10 AM
2	commercial and/or charter air service	12/15/2015 9:57 AM
3	commercial air service or charter flights	12/4/2015 3:59 PM
4	vending machines, charter flights, private plane.	12/4/2015 10:23 AM
5	None for me as a business person who has travel outside of Oregon, just the commercial air service. Please note that when SeaPort was in Newport, I flew on 17 flights.	12/2/2015 9:23 PM
6	commercial air service	12/2/2015 7:32 PM
7	Hmmm?	12/2/2015 7:01 PM
8	Sky diving events, air shows	12/2/2015 5:43 PM
9	Cost effective commercial air service	12/2/2015 5:12 PM



APPENDIX E:  
*OREGON AVIATION PLAN (2007 & 2014)*  
*REPORT EXCERPTS*

**NEWPORT MUNICIPAL AIRPORT**

Airport Master Plan Update

## Chapter 1 Introduction

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The state of Oregon has an extensive aviation system spread throughout the state, providing valuable transportation options for the public which range from small emergency use airports in remote regions to the extensive passenger enplanements at Portland International. Managing such a large and diverse system of airports can be a daunting task if a comprehensive plan isn't in place to serve as a guide. In addition, with the ever increasing demands for project funding, it is imperative that the Oregon Department of Aviation (ODA) have a solid inventory, understanding of need, and plan for development for the entire state aviation system to meet the needs of existing and future development.

This report is a combination of three studies which will guide the development of the aviation system in Oregon for years to come. This document is organized into three distinct sections. *Chapter Two* summarizes the overall study goals, roles, and methodologies used to develop the study. *Chapter Three* is a summary of the various inventory efforts associated with the individual airport facilities. *Chapter Four* contains specific roles, recommendations, and funding options for the airport. This report will provide each community with information which can guide the development of each facility in an orderly, economic, and environmentally friendly manner.

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## Chapter 2

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The growing aviation demand in Oregon has prompted the Oregon Department of Aviation (ODA) to update the previous State Aviation System Plan published in 2000 and develop economic impact assessments that gauge the benefits of aviation to the state. Oregon is currently experiencing an unprecedented growth in population as well as aircraft operations. In order for the state to continue to provide a safe and efficient aviation system while accommodating growth, it is important to evaluate what facilities and capabilities are here today and what will be needed for tomorrow.

This chapter is organized into the following sections:

- 2.1 *Oregon Aviation Plan 2007 (OAP 2007)* Study Components
- 2.2 Overall Study Goals & Objectives
- 2.3 Airport Functional Roles
- 2.4 Performance Measures
- 2.5 Summary

### **2.1 *Oregon Aviation Plan 2007 (OAP 2007)* Study Components**

Three unique studies were originally undertaken which resulted in the development of the *OAP 2007*. This included a traditional state aviation system plan update which was developed to meet Federal Aviation Administration (FAA) requirements. An economic impact study was completed to assess the economic value of the aviation system at the state and local levels. The state aviation master plan component evaluated airports not included within the traditional state system plan criteria, as well as evaluating additional areas of interest or special consideration topics. The aforementioned goals were originally distributed over these three separate studies as outlined above, however, since there were numerous commonalities between the studies, they were combined into a single report for greater ease of use. Additional detail on each of these three studies is listed below. The information contained in the *OAP 2007* is the compilation of information, findings, and recommendations for all three studies.

#### **2.1.a State Aviation System Plan**

The *OAP 2007* addresses many different issues related to each individual airport and regional and state aviation system components. It is important to have a comprehensive understanding of the existing facilities, the need for future facilities, and the feasibility of reaching future goals. A state aviation system plan update is based upon sound evaluation of existing facilities, coupled with a clear understanding of the state and nation aviation interests, as well as the needs of the general public. The methodology used to evaluate the state system is consistent with that advocated for use by the FAA in Advisory Circular (AC) 150/5070-7 — *The Airport System*

*Planning Process*, issued November 10, 2004. All 97 public-use airports are listed in **Table 2.1 – Public-Use Airports in Oregon**. Their associated city, FAA classification, and their type of ownership are noted within the table.

The *OAP 2007* includes 66 public-use airports, which are part of the National Plan of Integrated Airport Systems (NPIAS). The study group of airports was based upon extensive coordination with the ODA and the FAA. The study group includes the 57 airports currently listed on the NPIAS, eight state-owned airports which serve either a recreational/tourism base or have more than two based aircraft, and one privately owned airport, which serves a significant number of based aircraft.

### **2.1.b State Aviation Master Plan**

The state aviation master plan element of the *OAP 2007* was included to ensure a comprehensive evaluation of all public-use airports within Oregon and was funded independently by the ODA. There are an additional 31 public-use airports in Oregon that were not included in the federally funded state aviation system plan component (NPIAS). These airports were evaluated using the same methodology of the state aviation system plan to provide the ODA a complete inventory of the state's aviation system resources. In addition to the evaluation of individual airports, the state aviation master plan was designed to evaluate broader, more conceptual issues related to the entire state aviation system. The evaluation of these issues will help the ODA better manage and improve the state system of airports.

### **2.1.c State Aviation Economic Impact Study**

With the movement towards a global economy, it is now recognized that airports are no longer just another mode of transportation. Airports are vital components of the economic engine that drives the state, regional, and local economic climate and it is essential the state system of airports support these economies by providing adequate facilities and services. This study will provide the ODA, individual communities, airports and governmental agencies, and politicians the opportunity to assess the economic value of the aviation system as a whole as well as each individual airport. All 97 public-use airports, as shown in **Table 2.1**, are included in the analysis.

**Table 2.1 Public-Use Airports in Oregon**

<i>Associated City</i>	<i>Airport Name</i>	<i>NPIAS Status</i>	<i>Ownership</i>
Albany	Albany Municipal Airport	Yes	Publicly Owned
Alkali Lake	Alkali Lake State Airport	No	Publicly Owned
Arlington	Arlington Municipal Airport	No	Publicly Owned
Ashland	Ashland Municipal Airport - Sumner Parker Field	Yes	Publicly Owned
Astoria	Astoria Regional Airport	Yes	Publicly Owned
Aurora	Aurora State Airport	Yes	Publicly Owned
Baker City	Baker City Municipal Airport	Yes	Publicly Owned
Bandon	Bandon State Airport	Yes	Publicly Owned
Beaver Marsh	Beaver Marsh Airport	No	Privately Owned
Bend	Bend Municipal Airport	Yes	Publicly Owned
Boardman	Boardman Airport	Yes	Publicly Owned
Brookings	Brookings Airport	Yes	Publicly Owned
Burns	Burns Municipal Airport	Yes	Publicly Owned
Cascade Locks	Cascade Locks State Airport	No	Publicly Owned
Cave Junction	Illinois Valley Airport	Yes	Publicly Owned
Chiloquin	Chiloquin State Airport	Yes	Publicly Owned
Christmas Valley	Christmas Valley Airport	Yes	Publicly Owned
Clearwater	Toketee State Airport	No	Publicly Owned
Condon	Condon State Airport – Pauling Field	Yes	Publicly Owned
Cornelius	Skyport Airport	No	Privately Owned
Corvallis	Corvallis Municipal Airport	Yes	Publicly Owned
Cottage Grove	Cottage Grove State Airport – Jim Wright Field	Yes	Publicly Owned
Crescent Lake	Crescent Lake State Airport	No	Publicly Owned
Creswell	Creswell Hobby Field	Yes	Publicly Owned
Culver	Lake Billy Chinook Airport	No	Privately Owned
Denmark	Cape Blanco State Airport	No	Publicly Owned
Enterprise	Enterprise Municipal Airport	No	Publicly Owned
Estacada	Valley View Airport	No	Privately Owned
Eugene	Eugene Mahlon Sweet Field	Yes	Publicly Owned
Florence	Florence Municipal Airport	Yes	Publicly Owned
Florence	Lake Woahink Seaplane Base - <i>closed</i>	No	Privately Owned
Gates	Davis Field	No	Privately Owned



**Table 2.1 Public-Use Airports in Oregon (Continued)**

<i>Associated City</i>	<i>Airport Name</i>	<i>NPIAS Status</i>	<i>Ownership</i>
Gleneden Beach	Siletz Bay State Airport	Yes	Publicly Owned
Gold Beach	Gold Beach Municipal Airport	Yes	Publicly Owned
Grants Pass	Grants Pass Airport	Yes	Publicly Owned
Hermiston	Hermiston Municipal Airport	Yes	Publicly Owned
Hillsboro	Stark's Twin Oaks Airpark	No	Privately Owned
Hood River	Ken Jernstedt Airfield	Yes	Publicly Owned
Hubbard	Lenhardt Airpark	No	Privately Owned
Imnaha	Memaloose Airport (USFS)	No	Publicly Owned
Independence	Independence State Airport	Yes	Publicly Owned
John Day	Grant County Regional Airport – Ogilvie Field	Yes	Publicly Owned
Joseph	Joseph State Airport	Yes	Publicly Owned
Klamath Falls	Klamath Falls Airport	Yes	Publicly Owned
La Grande	La Grande / Union County Airport	Yes	Publicly Owned
Lakeside	Lakeside Municipal Airport	No	Publicly Owned
Lakeview	Lake County Airport	Yes	Publicly Owned
Lebanon	Lebanon State Airport	Yes	Publicly Owned
Lexington	Lexington Airport	Yes	Publicly Owned
Madras	Madras City - County Airport	Yes	Publicly Owned
Malin	Malin Airport	No	Publicly Owned
Manzanita	Nehalem Bay State Airport	No	Publicly Owned
McDermitt	McDermitt State Airport	Yes	Publicly Owned
McKenzie Bridge	McKenzie Bridge State Airport	No	Publicly Owned
McMinnville	McMinnville Municipal Airport	Yes	Publicly Owned
Medford	Rogue Valley International – Medford Airport	Yes	Publicly Owned
Monument	Monument Municipal Airport	No	Publicly Owned
Myrtle Creek	Myrtle Creek Municipal Airport	Yes	Publicly Owned
Newberg	Chehalem Airpark	No	Privately Owned
Newberg	Sportsman Airpark	Yes	Privately Owned
Newport	Newport Municipal Airport	Yes	Publicly Owned
North Bend	Southwest Oregon Regional Airport	Yes	Publicly Owned
Oakridge	Oakridge State Airport	No	Publicly Owned
Ontario	Ontario Municipal Airport	Yes	Publicly Owned
Owyhee	Owyhee Reservoir State Airport	No	Publicly Owned

**Table 2.1 Public-Use Airports in Oregon (Continued)**

<i>Associated City</i>	<i>Airport Name</i>	<i>NPIAS Status</i>	<i>Ownership</i>
Pacific City	Pacific City State Airport	No	Publicly Owned
Paisley	Paisley Airport	No	Publicly Owned
Pendleton	Eastern Oregon Regional Airport at Pendleton	Yes	Publicly Owned
Pinehurst	Pinehurst State Airport	No	Publicly Owned
Portland	Portland Downtown Heliport	Yes	Publicly Owned
Portland	Portland International Airport	Yes	Publicly Owned
Portland	Portland Hillsboro Airport	Yes	Publicly Owned
Portland	Portland Mulino Airport	Yes	Publicly Owned
Portland	Portland Troutdale Airport	Yes	Publicly Owned
Powers	Powers Hayes Field	No	Publicly Owned
Prineville	Prineville Airport	Yes	Publicly Owned
Prospect	Prospect State Airport	No	Publicly Owned
Redmond	Redmond Municipal Airport - Roberts Field	Yes	Publicly Owned
Rome	Rome State Airport	No	Publicly Owned
Roseburg	Roseburg Regional Airport	Yes	Publicly Owned
Roseburg	George Felt Airport	No	Privately Owned
Salem	Salem McNary Field	Yes	Publicly Owned
Sandy	Country Squire Airpark	No	Privately Owned
Sandy	Sandy River Airport	No	Privately Owned
Santiam Junction	Santiam Junction State Airport	No	Publicly Owned
Scappoose	Scappoose Industrial Airpark	Yes	Publicly Owned
Seaside	Seaside Municipal Airport	Yes	Publicly Owned
Silver Lake	Silver Lake Strip (USFS)	No	Publicly Owned
Sisters	Sisters Eagle Air Airport	No	Privately Owned
Sunriver	Sunriver Airport	Yes	Privately Owned
The Dalles	Columbia Gorge Regional Airport – The Dalles Municipal Airport	Yes	Publicly Owned
Tillamook	Tillamook Airport	Yes	Publicly Owned
Toledo	Toledo State Airport	No	Publicly Owned
Vale	Miller Memorial Airpark	No	Publicly Owned
Vernonia	Vernonia Municipal Airport	No	Publicly Owned
Waldport	Wakonda Beach State Airport	No	Publicly Owned
Wasco	Wasco State Airport	Yes	Publicly Owned

## **2.2 Overall Study Goals & Objectives**

The primary goal of the three studies is to provide a comprehensive plan which addresses all public-use airports in the state of Oregon and which identifies how to improve individual airports as part of the larger state system, to meet the needs of tourism, economic development, and transportation services for each community and the state as a whole.

This information provides the framework that supports informed decisions related to planning and developing the Oregon aviation system. The objectives of these studies are to:

- Assess aviation facilities: including airside, landside, and ground facilities and services, and general aviation needs
- Assess the economic value of airport facilities to the host community as well as the overall importance to the state
- Provide guidance for the development of the Oregon system of airports to meet the state's future aviation needs to ensure the safety and efficiency of the state aviation system
- Enhance communication opportunities among ODA, airport sponsors, local government, other state and federal agencies, and airport users so that the future development of the state aviation system can be more readily accomplished
- Provide each airport the direction to develop their airport to meet the needs of the state aviation system and local community as well as promote the airport for the purposes of economic development and tourism

Each of these individual studies is a portion of the overall process necessary to create a systematic approach to meeting the improvements which are identified, as well as proposing development strategies. This report provides a summary of the results of three planning studies undertaken by ODA to assess the condition of the existing aviation infrastructure, the economic benefit of the aviation industry, and the passenger demands for air service.

## **2.3 Airport Functional Roles**

Each airport in the state impacts the overall operational capacity and efficiency of the state aviation system by supporting different types and levels of aviation activity. The types of facilities and services that should be provided at each category of airport were determined throughout the development of this plan. Airport functional roles have been broken out into five categories and the following criteria were utilized to classify the airports:

- Current airport infrastructure, facilities, and services
- Aviation activity levels and type of aviation demand served
- Ability to accommodate future growth
- Accessibility and geographic service area

The five airport functional roles are defined on the following page.

### **Category I – Commercial Service Airports**

These airports support some level of scheduled commercial airline service in addition to a full range of general aviation aircraft. This includes both domestic and international destinations.

### **Category II – Urban General Aviation Airports**

These airports support all general aviation aircraft and accommodate corporate aviation activity, including business jets, helicopters, and other general aviation activity. These airports' primary users are business related and service a large geographic region or they experience high levels of general aviation activity.

### **Category III – Regional General Aviation Airports**

These airports support most twin- and single-engine aircraft and may also accommodate occasional business jets. These airports support a regional transportation need.

### **Category IV – Local General Aviation Airports**

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.

### **Category V – RAES (Remote Access/Emergency Service) Airports**

These airports support primarily single-engine, general aviation aircraft, special use aviation activities, and access to remote areas or provide emergency service access.

Volume I of the *OAP 2007* displays all airports within their various categories.

## **2.4 Performance Measures**

Airport performance measures were developed for the functional roles. These objectives were developed in cooperation with ODA and the state aviation system plan and master plan Advisory Committee. The purpose of the performance measures is to compare existing airport facilities to the minimum and desired facility criteria for each functional role. The performance measures should not be considered a requirement for development standards and any development would require additional support and justification through the airport master planning process as well as environmental documentation.

The performance measures for each functional role are defined below. Many airports have multiple runways; therefore, the primary runway for each airport was used to evaluate the facility against the performance measures.

**Category I – Commercial Service Airports**

These airports support some level of scheduled commercial airline service in addition to a full range of general aviation aircraft. This includes both domestic and international destinations.

Performance criteria were evaluated by analyzing each airport's primary runway. A complete description of airport facilities is located below.

<b><u>Airside Facilities</u></b>	<b><u>Minimum Criteria</u></b>	<b><u>Desired Criteria</u></b>
FAA - ARC	C-II	Varies
NPIAS	Yes	Yes
Based Aircraft	Not an Objective	Not an Objective
Runway Orientation	Varies by Airport	Varies by Airport
Runway Length	6,000 feet	Varies by Aircraft
Runway Width	100 feet	Varies by Aircraft
Runway Pavement Type	Bituminous, Concrete	Bituminous, Concrete
Runway Pavement Strength	Varies by Airport	Varies by Airport
Runway Pavement PCI	Varies by Airport	Varies by Airport
Taxiways	Full Parallel	Full Parallel/High Speed Exits
Approach Type	Precision	Precision
Visual Approach Aids	Both Runway Ends	Both Runway Ends
Instrument Approach Aids	One Runway End	Both Runway Ends
Runway Lighting	MIRL/HIRL	MIRL/HIRL
Taxiway Lighting	MITL/HITL	MITL/HIT
<b><u>General Facilities</u></b>	<b><u>Minimum Criteria</u></b>	<b><u>Desired Criteria</u></b>
Rotating Beacon	Yes	Yes
Lighted Wind Indicator	Yes	Yes
Weather Reporting	AWOS/ASOS	AWOS/ASOS
Hangared Aircraft Storage	75% of Based Aircraft	100% of Based Aircraft
Apron Parking/Storage	75% of Daily Transient	100% of Daily Transient
Terminal Building	Yes	Yes, Gates and Covered Walkways
Auto Parking	Moderate	Adequate
Fencing	Perimeter	Perimeter
Cargo	Small Handling Facility w/ Apron	Handling Facility w/ Apron
Deicing Facility	Yes	Yes, 24 hour
<b><u>Services</u></b>	<b><u>Minimum Criteria</u></b>	<b><u>Desired Criteria</u></b>
Fuel	100 LL & Jet A	100 LL & Jet A, 24 hour service
FBO	Full Service, 24 hour service	Full Service, 24 hour service
Ground Transportation	Rental Car, Taxi, or Other	Rental Car, Taxi, or Other
Food Service	Coffee Shop/Deli & Cold Foods	Restaurant
Restrooms	Yes	Yes
Pilot Lounge	Yes w/ Weather Reporting Station	Yes w/ Weather Reporting Station
Snow Removal	Yes	Yes
Telephone	Yes	Yes

**Category II – Urban General Aviation**

These airports support all general aviation aircraft and accommodate corporate aviation activity, including business jets, helicopters, and other general aviation activity. These airports' primary users are business related and service a large geographic region or they experience high levels of general aviation activity.

Performance criteria were evaluated by analyzing each airport's primary runway. A complete description of airport facilities is located below.

<b><u>Airside Facilities</u></b>	<b><u>Minimum Criteria</u></b>	<b><u>Desired Criteria</u></b>
FAA - ARC	C-II	Varies
NPIAS	Yes	Yes
Based Aircraft	Not an Objective	Not an Objective
Runway Orientation	Varies by Airport	Varies by Airport
Runway Length	5,000 feet	Varies by Aircraft
Runway Width	100 feet	Varies by Aircraft
Runway Pavement Type	Bituminous, Concrete	Bituminous, Concrete
Runway Pavement Strength	Varies by Airport	Varies by Airport
Runway Pavement PCI	Varies by Airport	Varies by Airport
Taxiways	Full Parallel	Full Parallel/High Speed Exit
Approach Type	Precision	Precision
Visual Approach Aids	One Runway End	Both Runway Ends
Instrument Approach Aids	Not an Objective	One Runway End
Runway Lighting	MIRL/HIRL	MIRL/HIRL
Taxiway Lighting	MITL/HITL	MITL/HITL
<b><u>General Facilities</u></b>	<b><u>Minimum Criteria</u></b>	<b><u>Desired Criteria</u></b>
Rotating Beacon	Yes	Yes
Lighted Wind Indicator	Yes	Yes
Weather Reporting	AWOS/ASOS	AWOS/ASOS
Hangared Aircraft Storage	75% of Based Aircraft	100% of Based Aircraft
Apron Parking/Storage	75% of Daily Transient	100% of Daily Transient
Terminal Building	Yes	Yes
Auto Parking	Moderate	Adequate
Fencing	Perimeter	Perimeter
Cargo	Designated Apron Area	Small Handling Facility w/ Apron
Deicing Facility	Not an Objective	Yes
<b><u>Services</u></b>	<b><u>Minimum Criteria</u></b>	<b><u>Desired Criteria</u></b>
Fuel	100 LL & Jet A	100 LL & Jet A, 24 hour service
FBO	Full Service	Full Service, 24 hour service
Ground Transportation	Offsite Rental Car, Taxi, or Other	Rental Car, Taxi, or Other
Food Service	Vending	Coffee Shop/Deli & Cold Foods
Restrooms	Yes	Yes
Pilot Lounge	Yes w/ Weather Reporting Station	Yes w/ Weather Reporting Station
Snow Removal	Yes	Yes
Telephone	Yes	Yes

**Category III – Regional General Aviation**

These airports support most twin- and single-engine aircraft and may also accommodate occasional business jets. These airports support a regional transportation need.

Performance criteria were evaluated by analyzing each airport's primary runway. A complete description of airport facilities is located below.

<b><u>Airside Facilities</u></b>	<b><u>Minimum Criteria</u></b>	<b><u>Desired Criteria</u></b>
FAA - ARC	B-II	Varies
NPIAS	Not an Objective	Not an Objective
Based Aircraft	Not an Objective	Not an Objective
Runway Orientation	Varies by Airport	Varies by Airport
Runway Length	4,000 feet	Varies by Aircraft
Runway Width	75 feet	Varies by Aircraft
Runway Pavement Type	Bituminous, Concrete	Bituminous, Concrete
Runway Pavement Strength	Varies by Airport	Varies by Airport
Runway Pavement PCI	Varies by Airport	Varies by Airport
Taxiways	Partial or Turnarounds	Full Parallel
Approach Type	Non-Precision	Precision
Visual Approach Aids	One Runway End	Both Runway Ends
Instrument Approach Aids	Not an Objective	Not an Objective
Runway Lighting	MIRL	MIRL/HIRL
Taxiway Lighting	MITL	MITL/HITL
<b><u>General Facilities</u></b>	<b><u>Minimum Criteria</u></b>	<b><u>Desired Criteria</u></b>
Rotating Beacon	Yes	Yes
Lighted Wind Indicator	Yes	Yes
Weather Reporting	AWOS/ASOS	AWOS/ASOS
Hangared Aircraft Storage	75% of Based Aircraft	100% of Based Aircraft
Apron Parking/Storage	30% of Daily Transient	50% of Daily Transient
Terminal Building	Small Meeting Area	Yes
Auto Parking	Minimal	Moderate
Fencing	Terminal Area	Perimeter
Cargo	Space on Existing Apron	Designated Apron Area
Deicing Facility	Not an Objective	Not an Objective
<b><u>Services</u></b>	<b><u>Minimum Criteria</u></b>	<b><u>Desired Criteria</u></b>
Fuel	100 LL & Jet A	100 LL & Jet A, 24 hour service
FBO	Full Service	Full Service, 24 hour service
Ground Transportation	Courtesy Car / Offsite Rental Car	Rental Car, Taxi, or Other
Food Service	Vending	Vending
Restrooms	Yes	Yes
Pilot Lounge	Yes w/ Weather Reporting Station	Yes w/ Weather Reporting Station
Snow Removal	Yes	Yes
Telephone	Yes	Yes

**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.

Performance criteria were evaluated by analyzing each airport's primary runway. A complete description of airport facilities is located below.

<b><u>Airside Facilities</u></b>	<b><u>Minimum Criteria</u></b>	<b><u>Desired Criteria</u></b>
FAA - ARC	B-I	B-II
NPIAS	Not an Objective	Not an Objective
Based Aircraft	Not an Objective	Not an Objective
Runway Orientation	Varies by Airport	Varies by Airport
Runway Length	3,000 feet Paved; 2,500 feet Turf	Varies by Aircraft
Runway Width	60 feet Paved; 120 feet Turf	Varies by Aircraft
Runway Pavement Type	Bituminous, Concrete, Turf	Bituminous, Concrete
Runway Pavement Strength	Varies by Airport	Varies by Airport
Runway Pavement PCI	Varies by Airport	Varies by Airport
Taxiways	Exits Needed	Partial or Turnarounds
Approach Type	Visual	Non-Precision
Visual Approach Aids	Not an Objective	One Runway End
Instrument Approach Aids	Not an Objective	Not an Objective
Runway Lighting	LIRL	MIRL
Taxiway Lighting	LITL	MITL
<b><u>General Facilities</u></b>	<b><u>Minimum Criteria</u></b>	<b><u>Desired Criteria</u></b>
Rotating Beacon	Yes	Yes
Lighted Wind Indicator	Yes	Yes
Weather Reporting	Not an Objective	AWOS/ASOS
Hangared Aircraft Storage	75% of Based Aircraft	100% of Based Aircraft
Apron Parking/Storage	30% of Daily Transient	50% of Daily Transient
Terminal Building	Not an Objective	Small Meeting Area
Auto Parking	Minimal	Minimal
Fencing	Not an Objective	Terminal Area
Cargo	Not an Objective	Not an Objective
Deicing Facility	Not an Objective	Not an Objective
<b><u>Services</u></b>	<b><u>Minimum Criteria</u></b>	<b><u>Desired Criteria</u></b>
Fuel	100 LL	100 LL & Jet A
FBO	Not an Objective	Limited
Ground Transportation	Not an Objective	Courtesy Car/Offsite Rental Car
Food Service	Not an Objective	Vending
Restrooms	Yes	Yes
Pilot Lounge	Not an Objective	Yes w/ Weather Reporting Station
Snow Removal	Yes	Yes
Telephone	Not an Objective	Yes



**Category V – RAES (Remote Access/Emergency Services)**

These airports support primarily single-engine general aviation aircraft, special use aviation activities, access to remote areas, or provide emergency service access.

Performance criteria were evaluated by analyzing each airport's primary runway. A complete description of airport facilities is located below.

<b><u>Airside Facilities</u></b>	<b><u>Minimum Criteria</u></b>	<b><u>Desired Criteria</u></b>
FAA - ARC	A-I	B-I
NPIAS	Not an Objective	Not an Objective
Based Aircraft	Not an Objective	Not an Objective
Runway Orientation	Varies by Airport	Varies by Airport
Runway Length	2,500 feet Turf	3,000 feet Paved; 2,500 feet Turf
Runway Width	60 feet Turf	60 feet Paved; 120 feet Turf
Runway Pavement Type	Turf, Gravel	Bituminous, Concrete
Runway Pavement Strength	Varies by Airport	Varies by Airport
Runway Pavement PCI	Varies by Airport	Varies by Airport
Taxiways	Not an Objective	Exits Needed to an apron
Approach Type	Visual	NPIA
Visual Approach Aids	Not an Objective	One Runway End
Instrument Approach Aids	Not an Objective	One Runway End
Runway Lighting	Not an Objective	LIRL
Taxiway Lighting	Not an Objective	LITL
<b><u>General Facilities</u></b>	<b><u>Minimum Criteria</u></b>	<b><u>Desired Criteria</u></b>
Rotating Beacon	Not an Objective	Yes
Lighted Wind Indicator	Not an Objective	Yes
Weather Reporting	Not an Objective	AWOS/ASOS
Hangared Aircraft Storage	Not an Objective	75% of Based Aircraft
Apron Parking/Storage	Not an Objective	100 X 100 foot Apron
Terminal Building	Not an Objective	Small Meeting Area
Auto Parking	Not an Objective	Minimal
Fencing	Not an Objective	Limited
Cargo	Not an Objective	Not an Objective
Deicing Facility	Not an Objective	Not an Objective
<b><u>Services</u></b>	<b><u>Minimum Criteria</u></b>	<b><u>Desired Criteria</u></b>
Fuel	Not an Objective	100 LL
FBO	Not an Objective	Not an Objective
Ground Transportation	Not an Objective	On-Call Service
Food Service	Not an Objective	Not an Objective
Restrooms	Not an Objective	Yes
Pilot Lounge	Not an Objective	Yes
Snow Removal	Not an Objective	Yes
Telephone	Not an Objective	Yes

**Table 2.2 OAP 2007 Recommended Airport Classification**

<u>Category I – Commercial Service Airports</u>	<u>Category IV – (Continued)</u>
Eastern Oregon Regional Airport at Pendleton	Lexington Airport
Eugene Airport - Mahlon Sweet Field	Madras/City-County Airport
Klamath Falls International Airport	Myrtle Creek Municipal Airport
Portland International Airport	Portland - Mulino Airport
Redmond Municipal Airport - Roberts Field	Prineville Airport
Rogue Valley International - Medford Airport	Seaside Municipal Airport
Salem McNary Field	Siletz Bay State Airport
Southwest Oregon Regional Airport	Sisters Eagle Air Airport
	Sportsman Airpark
	Sunriver Airport
	Wasco State Airport
<u>Category II – Urban General Aviation Airports</u>	<u>Category V – Remote Access/Emergency Service Airports</u>
Astoria Regional Airport	Alkali Lake State
Aurora State Airport	Arlington Municipal
Bend Municipal Airport	Beaver Marsh
Corvallis Municipal Airport	Cape Blanco State Airport
McMinnville Municipal Airport	Cascade Locks State Airport
Newport Municipal Airport	Chiloquin State Airport
Portland Downtown Heliport	Country Squire Airpark
Portland - Hillsboro Airport	Crescent Lake State Airport
Portland - Troutdale Airport	Davis Field
Scappoose Industrial Airpark	Enterprise Municipal
	George Felt
<u>Category III – Regional General Aviation Airports</u>	Lake Billy Chinook
Ashland Municipal Airport - Sumner Parker Field	Lake Woahink Seaplane Base - <i>Closed</i>
Baker City Municipal Airport	Lakeside Municipal Airport
Bandon State Airport	Malin
Burns Municipal Airport	McDermitt State Airport
Columbia Gorge Regional - The Dalles	McKenzie Bridge State
Grant County Regional Airport	Memaloose (USFS)
Grants Pass Airport	Miller Memorial Airpark
Hermiston Municipal Airport	Monument Municipal
La Grande / Union County Airport	Nehalem Bay State Airport
Lake County Airport	Oakridge State
Ontario Municipal Airport	Owyhee Reservoir State
Roseburg Regional Airport	Pacific City State Airport
Tillamook Airport	Paisley
	Pinehurst State Airport
<u>Category IV – Local General Aviation Airports</u>	Powers Hayes Field
Albany Municipal Airport	Prospect State Airport
Boardman Airport	Rome State
Brookings Airport	Sandy River
Chehalem Airpark	Santiam Junction State
Christmas Valley Airport	Silver Lake Strip (USFS)
Condon State Airport - Pauling Field	Skyport Airport
Cottage Grove State Airport - Jim Wright Field	Stark's Twin Oaks Airpark
Creswell Hobby Field Airport	Toketee State
Florence Municipal Airport	Toledo State Airport
Gold Beach Municipal Airport	Valley View
Illinois Valley Airport	Vernonia Municipal Airport
Independence State Airport	Wakonda Beach State
Joseph State Airport	
Ken Jernstedt Airfield	
Lebanon State Airport	
Lenhardt Airpark	

Source: Mead & Hunt, Inc.

## **2.5 Summary**

Each of these study efforts will provide valuable information to the state as well as the individual airports as stand alone documents. Combined together, these studies provide a comprehensive resource for airport development throughout the entire state.

## Chapter 3

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As outlined in the Federal Aviation Administration (FAA) Advisory Circular 150/5070-7, *The Airport System Planning Process*, the process of system planning for aviation is based upon the collection and evaluation of information about each airport within the overall system and the area they serve. The inventory task is accomplished through physical inspection of the facilities, field interviews and surveys, telephone conversations, and review of previous studies.

The objective of the inventory task is to document existing conditions, thereby providing the background information essential to the development and recommendations for the *Oregon Aviation Plan 2007 (OAP 2007)*. The inventory information covers a broad spectrum and includes information on the following elements of the Airport:

- Airside and landside facilities and their uses
- Navigational aids
- Auxiliary support facilities and services
- Environmental observations
- Air traffic activity data
- Survey analyses

A large volume of data was collected, reviewed, and analyzed during the inventory effort. This chapter presents an overall summary of this information and is organized in the following sections:

- 3.1 General Airport Description and Location
- 3.2 Existing Airport Facilities
- 3.3 Current and Forecast Demand
- 3.4 Survey Responses

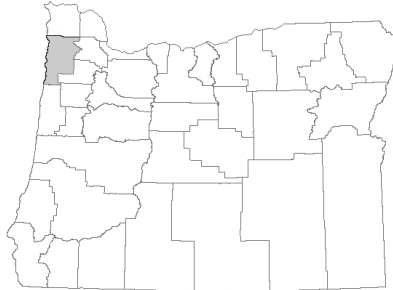
### 3.1 General Airport Description and Location

Newport Municipal Airport is located three miles south of the city of Newport, within Lincoln County (**Figure 3.1**). The city of Newport is located in northern coastal Oregon and is 50 miles north of Florence and 90 miles southwest of Salem. Lincoln County is bounded by Tillamook County to the north, Polk and Benton Counties to the east, Lane County to the south, and the Pacific Ocean to the west. Access to the Airport is provided by US Route 101 which serves as a critical transportation link from coastal Oregon to the rest of the state.

According to the State of Oregon Office of Economic Analysis, Lincoln County contained 45,994 residents in 2005, up 3.4 percent from 44,479 in 2000. Oregon has grown from 3,436,750

residents in 2000 to 3,618,200 residents in 2005, up 5.3 percent. This indicates that Lincoln County is growing at a slower pace than the state as a whole.

**Figure 2.1**  
**Lincoln County Location Map**



The Airport is owned and operated by the city of Newport and is included in the National Plan of Integrated Airport Systems (NPIAS), making this airport eligible for federal funding. Newport Municipal Airport, designated by the airport code ONP, occupies approximately 700 acres of land.

## **3.2 Existing Airport Facilities**

Existing airport facilities are presented in three categories: airside, landside, and support facilities. The airside facilities include such areas as the runways, taxiways, aprons, aircraft parking and storage areas, airfield lighting, and navigational aids. The landside facilities include items such as the airport terminal building, vehicular access, auto parking, and support facilities. The support facilities may include fuel facilities, aircraft rescue and firefighting (ARFF) facilities, airport maintenance, snow removal equipment (SRE) and facilities, and utilities. The existing airside, landside, and support facilities are detailed below.

### **3.2.a Airside Facilities**

The airfield consists of many components that are required to accommodate safe aircraft operations. This consists of runways, taxiways, and an apron network; the visual and electronic navigational aids associated with runways; runway protection zones; and general aviation facilities.

**Runways.** Newport Municipal Airport has two intersecting runways. The primary runway, Runway 16-34, is 5,698 feet long and 150 feet wide. The secondary runway, Runway 02-20, is 3,001 feet long and 75 feet wide. Both runways have a bituminous surface. The Airport currently has an Airport Reference Code (ARC) of B-II. Additional runway information such as pavement strength and condition are located in **Section 4.2, Definition of Airport System Role.**

**Taxiways.** The existing taxiway system at the Airport consists of parallel, connecting, access, and entrance/exit taxiways. Runway 16-34 has a partial parallel taxiway with a length of 3,020

feet. There is also a connecting taxiway which extends from the apron area to the end of Runway 34. In addition, a connecting taxiway is located approximately 2,000 feet from the end of Runway 16 and extends perpendicular from Runway 16-34 to Runway 02-20.

**Aprons.** There are three apron areas at the Airport located south of Runway 02. The northern apron is approximately 190,000 square feet, with a bituminous surface, and provides parking for ten aircraft. The central apron is approximately 14,700 square feet, with a bituminous surface, and provides parking for eight aircraft. The southern apron, owned by the United States Coast Guard is approximately 24,000 square feet and has a concrete surface.

**Lighting and Navigational Aids.** The Airport lighting and navigational systems extend the Airport's usefulness into night and/or poor visibility conditions.

Pavement edge lighting consists of light fixtures located near the edge of the runway/taxiway to define the lateral limits of the pavement. This lighting is essential for the safe and efficient movement of aircraft during periods of darkness or poor visibility. Runway 16-34 is equipped with high intensity runway lighting (HIRL) and Runway 02-20 is equipped with medium intensity runway lighting (MIRL). All taxiways at the Airport are equipped reflectors.

Runway end identifier lights (REILs) consist of two synchronized flashing lights located near the runway threshold which provide rapid and positive identification of the approach end of a runway. REILs help pilots identify the end of a runway especially when other light sources obscure other runway lighting. REILs are installed on the end of Runway 34.

A four-light precision approach path indicator (PAPI) is installed on the approach end of Runway 34. A PAPI is a system of either two or four identical light units that provide pilots with either red, white, or a combination of red/white lights which indicate whether a pilot is below, above, or on the glide path to the runway.

A four-light visual approach slope indicator (VASI) is installed on the approach ends of Runway 16. A VASI system provides the pilot with a red, red/white, or white signal that indicates if the pilot is below, above, or on the glide path to the runway.

The Airport also provides navigational systems which provide the pilots of properly equipped aircraft with point-to-point guidance and position information. The systems available to pilots using the Airport include the very high frequency omnidirectional range (VOR) facility, nondirectional beacon (NDB), Instrument Landing System (ILS), and global positioning system (GPS).

The approach end of Runway 16 is equipped with a Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR). The MALSR consists of a medium intensity approach lighting system (MAL) and runway alignment indicator lights (RAIL). The MAL portion consists of a threshold bar and nine other five-light bars; the RAIL portion consists of five

sequenced flashers. The RAIL lights flash in sequence toward the runway threshold at the rate of twice per second, providing visual guidance to landing aircraft.

The VOR provides azimuth readings to pilots of properly equipped aircraft by transmitting a radio signal at every degree to provide 360 individual navigational courses. Frequently, distance measuring equipment (DME) is combined with a VOR facility (VOR/DME) to provide distance, as well as direction information to the pilot. In addition, military TACAN and civil VORs are commonly combined to form a VORTAC. A VORTAC provides distance and direction information to civil and military pilots. A VOR/DME approach has been established to both ends of Runway 16-34.

The NDB transmits nondirectional radio signals whereby the pilot of properly equipped aircraft can determine the bearing to or from the NDB facility and then track to or from the station. GPS uses satellites placed in orbit around the earth to transmit electronic signals, which properly equipped aircraft use to determine altitude, speed, and position information. GPS allows pilots to navigate to any airport in the country, and they are not required to navigate using a specific navigational facility.

At Newport Municipal Airport there are six published instrument approaches which utilize the navigational aids noted above. The instrument approaches include:

- ILS approach to Runway 16
- GPS approach to Runway 16
- GPS approach to Runway 34
- VOR/DME approach to Runway 16
- VOR/DME approach to Runway 34
- VOR-A to the entire Airport with a circling approach

Approaches to Runway 16 are considered precision approaches, which provide vertical descent information as well as course guidance information due to the ILS.

In addition to lighting and navigational aids, the Airport is also equipped with an automated weather observation system (AWOS). The AWOS provides automated aviation weather observations 24-hours a day. This system updates weather observations every minute, continually reporting significant weather changes as they occur. This system also reports cloud ceiling, visibility, temperature, dew point, wind direction, wind speed, altimeter setting, and density altitude (airfield elevation corrected for temperature).

The Airport also has a wind indicator.

### 3.2.b Landside Facilities

**General Aviation Facilities.** General aviation services at the Airport are provided by one fixed based operator (FBO): Newport Municipal Airport Central Oregon Coast Air Services (COCAS). COCAS provides numerous services, including aircraft maintenance, aircraft parking (ramp and tie-down), hangar rental, rental car and hotel reservations, catering, aircraft rental, flight instruction, scenic flights, photography flights, pilot supplies, and fueling.

Hangar space at the Airport is comprised of box hangars, and open and enclosed T-Hangars. There are approximately 19 hangar facilities at the Airport.

### 3.2.c Support Facilities

**Parking.** The Airport has moderate automobile parking.

**Fuel Facilities.** The Airport has 100 LL and Jet A fuel provided by COCAS.

### Newport Municipal Airport



Source: City of Newport

## 3.3 Current and Forecast Demand

This element of the report provides projections of future aviation demand at the Airport. Projections of short-, intermediate-, and long-term activity at the Airport are based on 5-, 10-, and 20-year milestones, using 2005 as the base year of analysis as it is the most recent year for which a full year of activity data is currently available.



Projections of aviation demand are an important element of the system planning process as they provide the basis for several key analyses, including:

- Determining the role of the Airport with respect to the type of aircraft to be accommodated in the future
- Evaluating the capacity of existing airport facilities and their ability to accommodate projected aviation demand
- Estimating the extent of airside and landside improvements required in future years to accommodate projected demand

This analysis uses the most recent aircraft activity available to project future levels of aviation demand through the year 2025. The forecast analysis contained in this section includes methodologies based on historical aviation trends at the Airport, as well as other socioeconomic trends related to the state of Oregon. National projections of aviation activity developed by the FAA were also reviewed within the context of this forecast analysis, where available.

This section provides discussions of the methodologies and findings used for projecting passenger enplanements, aircraft operations, and based aircraft at the Airport. The projections of aviation demand are documented below in **Table 3.1**.

### **3.3.a Forecasting Approach**

There are a number of different forecasting techniques available for use in the projection of aviation activity, ranging from subjective judgment to sophisticated mathematical modeling. Due to the fact that a large number of variables affect a facility plan, it is important that each variable be considered in the context of its use in the plan. For variables that significantly affect the nature and extent of facilities, redundancy has been achieved through the utilization of several forecasting techniques so as to minimize the uncertainty associated with the range of the forecast variable.

The analysis includes the assessment of historical trends on aviation activity data at the local, regional, and national level. Aviation activity statistics on such items as passenger enplanements, aircraft operations, and based aircraft are collected, reviewed, and analyzed. Similarly, socioeconomic factors such as population and income are analyzed for the effect they may have on aviation growth. The comparison of relationships among these various indicators provides the initial step in the development of realistic forecasts of aviation demand.

The following general methodologies were used in projecting various components of aviation demand at the Airport.

**Time Series Methodology.** Historical trend lines and linear extrapolation are some of the most widely used methods for forecasting. These techniques utilize time-series types of data and are most useful for a pattern of demand that demonstrates a historical relationship with time. In

utilizing this technique, an assumption is made that the same factors that have influenced demand will continue to affect future demand. While this is a rather broad assumption, it often provides a reliable benchmark for comparing the results of other analyses. Linear extrapolation established a linear trend by fitting a straight line using the least squares method to known historical data. Historic trend lines, as utilized in these analyses, examine historic compounded annual growth rates and extrapolate future data values by assuming a similar compounded annual growth rate in the future.

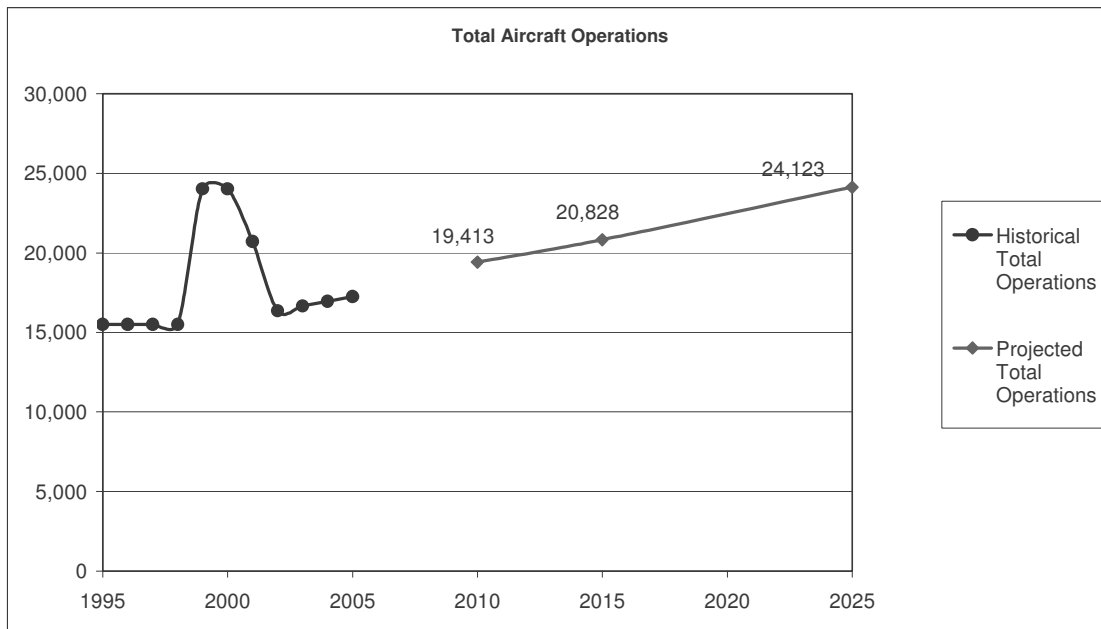
**Market Share Methodology.** Market share, ratio, or top-down models are utilized to scale large-scale aviation activity down to a local level. Inherent to the use of such a method is the demonstration that the proportion of the large-scale activity that can be assigned to the local level is a regular and predictable quantity. This method has been used extensively in the aviation industry for aviation demand forecasting at the local level. Its most common use is in the determination of the share of total national traffic activity that will be captured by a particular region or airport. Historical data is examined to determine the ration of local airport traffic to total national traffic. From outside data sources, in this case the FAA, projected levels of national activity are determined and then proportioned to the Airport based upon the observed and projected trends.

**Socioeconomic Methodology.** Socioeconomic or correlation analysis examines the direct relationship between two or more sets of historical data. In this case, socioeconomic analyses have been performed, relating historical aviation activity to historical population levels within the Airport region. Based upon the observed and projected correlation between historical aviation activity and the socioeconomic data sets, future aviation activity projections are developed based upon the projected socioeconomic data sets. In this case, projected population levels were obtained from Woods & Poole Economics, Inc. (W&P), an independent firm that specializes in long-term economic and demographic projections. This forecasting methodology is subject to how accurately an airport's activity reflects local demographic makeup.

**Table 3.1 Summary of Aviation Projections**

Newport Municipal Airport (ONP)

Year	Enplanements	Operations			Total	Based Aircraft
		Commercial Air Carrier	General Aviation	Military		
<b>Historical:</b>						
1995	0	1,300	11,200	3,000	15,500	25
1996	0	1,300	11,200	3,000	15,500	25
1997	0	1,300	11,200	3,000	15,500	26
1998	788	1,300	11,200	3,000	15,500	26
1999	2,618	2,002	19,025	3,000	24,027	27
2000	1,388	2,002	19,025	3,000	24,027	27
2001	238	3,413	13,907	3,400	20,720	25
2002	238	970	13,329	2,060	16,359	24
2003	238	988	13,610	2,060	16,658	24
2004	0	1,006	13,888	2,060	16,954	30
2005	238	1,025	14,171	2,060	17,256	30
<b>Projected:</b>						
2010	238	910	16,443	2,060	19,413	33
2015	238	808	17,959	2,060	20,828	35
2025	238	637	21,425	2,060	24,123	39
<i>CAGR (2005-2025)</i>	0.00%	-2.35%	2.09%	0.00%	1.69%	1.27%



Source: Historical Enplanements, Operations - FAA Terminal Area Forecast System (TAF)  
 Historical Based Aircraft - FAA Terminal Area Forecast System (TAF)  
 Projections - Mead & Hunt, Inc.

### **3.4 Survey Responses**

As previously discussed, surveys were a critical part of the data collection effort. Below is a summary of the surveys and staff interviews that provide the context that surrounds the *OAP 2007*. Surveys were sent to state, local, and county government officials, businesses, airport managers, pilots, chamber of commerce members, and host communities to solicit input of the state aviation system from diverse interests groups.

#### **3.4.a Community Information**

Currently, tourism is noted as the primary industry in the Newport area. The Airport is perceived by survey respondents to be a valuable economic asset to the community. If there was no longer an airport available, respondents believe the public would use the next closest airport or move to a new location. Airport expansion was noted as the main citizen concern.

#### **3.4.b Economic Development**

The importance of aviation for growth from an economic perspective is ranked high in survey results. Respondents noted that airport upgrades would increase economic growth for the surrounding communities. It was identified that the most important item that Newport Municipal Airport could do to promote economic growth is to add commercial service. Respondents also perceived that the impact to the economy would be negative if the Airport was no longer available. Businesses would substitute with other transportation modes. Respondents were unsure if the city of Newport and Lincoln County would be supportive of a funding mechanism to finance future airport developments.

#### **3.4.c Airport Development and Use**

The airport users for Newport Municipal Airport are recreation, tourism, out-of-town business, and local business. Surrounding communities rely on the Airport for delivery of mail/cargo.

There are perceived operational limitations which include:

- Terminal amenities
- Availability of fuel

#### **3.4.d Air Shuttle**

Upon the request of ODA, the feasibility of a state operated and subsidized air shuttle service is being investigated. This air shuttle service would link various communities within the state. Traditionally, air shuttle services do not compete with regular commercial service, their intent is to commute between smaller local communities instead of large regional airports; therefore, they are

viewed as a supplement to air service for airports. The air shuttle concept is not intended to compete with scheduled air service.

Survey respondents noted that some form of an air shuttle service would fulfill a community need and would likely promote economic growth for communities. Businesses, health services, higher education, government services, and transportation of cargo are a few of the segments that may benefit from the air shuttle service. The order of importance of issues for travelers is listed in survey results as schedule, reliability, cost, comfort, and type of aircraft. Three of the destinations within the state that users are expected to want to travel to include Portland, Eugene, and Redmond. Providing service on a daily basis is desired, with a preferred arrival time at the destination of 8:00 a.m. and a desired departure time from the destination of 8:00 p.m. The city of Newport and Lincoln County would be willing to “guarantee” seats for their community on the air shuttle service. If they were to invest in the air shuttle service, they would be willing to spend between \$0 and \$100 and would expect users to pay between \$101 and \$150 per seat, with a potential of 16 and 20 users per flight.

### **3.5 Summary**

Providing a comprehensive summary of the existing airport facility is an essential part of the planning process. The information contained in this chapter provides the foundation for the recommendations found in *Chapter Four*.

## Chapter 4

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As discussed, the inventory and forecasts provide a basis from which recommendations can be made for future development. The recommendations illustrated within the *Oregon Aviation Plan 2007 (OAP 2007)* reflect the Oregon Department of Aviation's (ODA) desire to create a comprehensive aviation system that adequately services the aviation needs of the state and the various interest groups associated with this resource. This chapter is organized in the following sections:

- 4.1 Airport Facility and Service Needs
- 4.2 Definition of Airport System Role
- 4.3 Economic Impact Analysis

### 4.1 Airport Facility and Service Needs

A primary focus of this report is to identify and evaluate airside, landside, and other general facility needs and deficiencies at the Airport utilizing information collected through the physical inspection of the facility, field interviews and surveys, telephone conversations, review of previous studies, and review of appropriate airport records. The following section presents the recommended airport facility and service needs identified during the study process.

#### 4.1.b General Observations and Recommendations

The Newport Municipal Airport has been classified as a *Category II – Urban General Aviation* airport and should provide appropriate facilities and services commensurate with its system role. The existing airport facilities were compared to the minimum and desired criteria for a Category II airport which identified the following airport facility and service needs:

- Construct full parallel taxiway to Runway 16/34
- Install medium intensity taxiway lighting
- Expand aircraft apron
- Construct hangars

#### 4.1.c Airport Capital Improvement Program

The Airport Capital Improvement Program (ACIP) is the primary planning tool the FAA utilizes to identify, prioritize, and assign funds to capital airport development and associated capital needs for all NPIAS airports. The 2006 ACIP for Newport Municipal Airport includes the following projects:

- Acquire land for approach protection
- Construct building
- Acquire aircraft rescue and fire fighting vehicle
- Rehabilitate taxiway

#### **4.1.d Other Potential Improvements for Consideration**

No other airport improvement projects were being considered at the time of publication.

## **4.2 Definition of Airport System Role**

### **Category II – Urban General Aviation**

These airports support all general aviation aircraft and accommodate corporate aviation activity, including business jets, helicopters, and other general aviation activity. These airports' primary users are business related and service a large geographic region or they experience high levels of general aviation activity.

Performance criteria were evaluated by analyzing each airport's primary runway. A complete description of airport facilities is located in **Section 3.2, Existing Airport Facilities**.

<b><u>Airside Facilities</u></b>	<b><u>Existing Facilities</u></b>	<b><u>Minimum Criteria</u></b>	<b><u>Desired Criteria</u></b>
FAA - ARC	B-II	C-II	Varies
NPIAS	Yes	Yes	Yes
Based Aircraft	397	Not an Objective	Not an Objective
Runway Orientation	17/35	Not an Objective	Not an Objective
Runway Length	5,004 feet	5,000 feet	Varies by Aircraft
Runway Width	100 feet	100 feet	Varies by Aircraft
Runway Pavement Type	Bituminous	Bituminous, Concrete	Bituminous, Concrete
Runway Strength	30,000 (SW)	Not an Objective	Not an Objective
Runway Pavement PCI	84	Not an Objective	Not an Objective
Taxiways	Full Parallel	Full Parallel	Full Parallel/High Speed Exit
Approach Type	Non - Precision	Precision	Precision
Visual Approach Aids	V4R (17) V4L (35)	One Runway End	Both Runway Ends
Instrument Approach Aids	ODALS, LOC (17) GPS (17/35)	Not an Objective	One Runway End
Runway Lighting	MIRL	MIRL/HIRL	MIRL/HIRL
Taxiway Lighting	Reflectors	MITL/HITL	MITL/HITL
<b><u>General Facilities</u></b>	<b><u>Existing Facilities</u></b>	<b><u>Minimum Criteria</u></b>	<b><u>Desired Criteria</u></b>
Rotating Beacon	Yes	Yes	Yes
Lighted Wind Indicator	Yes	Yes	Yes
Weather Reporting	ASOS	AWOS/ASOS	AWOS/ASOS
Hangared Aircraft Storage	275	75% of Based Aircraft	100% of Based Aircraft
Apron Parking/Storage	70	75% of Daily Transient	100% of Daily Transient
Terminal Building	Yes	Yes	Yes
Auto Parking	Moderate	Moderate	Adequate
Fencing	Perimeter	Perimeter	Perimeter
Cargo	Non-Designated Apron	Designated Apron Area	Small Handling Facility w/ Apron
Deicing Facility	No	Not an Objective	Yes
<b><u>Services</u></b>	<b><u>Existing Facilities</u></b>	<b><u>Minimum Criteria</u></b>	<b><u>Desired Criteria</u></b>
Fuel	100 LL & Jet A	100 LL & Jet A	100 LL & Jet A, 24-hour service
FBO	Full Service (3)	Full Service	Full Service, 24-hour service
Ground Transportation	Rental Car, Taxi	Offsite Rental Car, Taxi	Rental Car, Taxi, or Other
Food Service	Vending, Coffee Shop	Vending	Coffee Shop/Deli & Cold Foods
Restrooms	Yes	Yes	Yes
Pilot Lounge	Yes w/Weather Reporting	Yes w/ Weather Reporting	Yes w/ Weather Reporting
Snow Removal	Yes	Yes	Yes
Telephone	Yes	Yes	Yes



### 4.3 Economic Impact Analysis

The economic impact analysis of airports in Oregon was developed for each airport, measuring economic impacts of airport facilities, within regions and throughout the state. Airports that are part of the Port of Portland were not part of this study, except for the regional-based analysis of aviation dependent businesses. This study used the five regions of *ConnectOregon* to measure local/regional economic impacts of airports and for dependent non-aviation businesses. The regions are shown by the accompanying map.

Total economic impacts are the sum of on-airport economic activities, off-airport spending by visitors who arrive by air, and spin-off impacts (multiplier effect). Airport impacts are provided by region and state to show the contribution of each airport to the regional and state economies. In addition, aviation dependent impacts are provided by region to show the importance of airports in each region to non-aviation businesses. All impacts reported represent a base year of 2005. Each type of impact is defined in the following paragraphs.

On-Airport direct impacts represent economic activities that occur on airport grounds. By separating aviation related activities from non-aviation activities, The *OAP 2007* illustrates the regional economic contribution of aviation by airport in the regional and state economies, as well as the overall impact of each airport as a facility. Aviation related activities are those that would not occur without the airport, such as airlines, fixed base operators (FBO), government, and other tenants located at the airport or directly dependent on the airport. This category also includes airport management and other individuals employed directly by the airport, as well as retail and service operations for passengers, pilots, and other airport employees. In some cases, airports provide land or building space for companies that are not affiliated with aviation. These tenants are not related to the aviation mission of the airport, but are using the facility as a convenient and affordable business or industrial parks.

Off-Airport visitor spending (Direct Impacts) are expenditures made by air travelers who are visiting from outside the region, and occurs off the airport-in the regional economy. Visitor spending includes lodging, food, entertainment, retail purchases and ground transportation (retail purchases and on-airport car rentals are captured by on-airport impacts). Visitor spending is analyzed for commercial passengers as well as for general aviation pilots and passengers. Visitors flying into Oregon from another state or nation contribute to the airport's regional economy as well as to the state. However, passengers flying within Oregon, from one region to another, contribute to the region of their destination airport, but are not bringing additional money into Oregon. Therefore, in regions with air carrier airports, the direct impact of visitor spending for the region is higher than the impact of visitor spending for the state.

Airport dependent impacts represent area businesses that are dependent on an airport for incoming and outgoing, and for business travel. These businesses may relocate or suffer substantial loss if the airport were not available. This impact is not included in traditional economic impact methodology and is analyzed and reported by region for this study. Thus the

economic dependence of a region on aviation represents the cumulative impacts of all airports within a region. The analysis is provided as an indicator of the importance of airports to regional economies.

Spin-off impacts (Multiplier Affect) are calculated using impact multipliers, which are used to reflect the recycling of dollars through both the regional and state economy. A dollar spent in the economy does not disappear; rather, it continues to move through the local economy in successive rounds until it is incrementally exported from the community. As the expenditures described above are released into the economy, they circulate among other industry sectors, creating successive waves of additional economic benefit in the form of jobs, payroll, and output (expenditures). These successive rounds of spending are known as spin-off impacts, and help to represent the full impact of each dollar spent in a region. An example would be an airport employee spending his or her salary for housing, food, and other services. Spending occurring outside the area is considered economic leakage and is not reflected in the multiplier. Spin-off impacts are often reported as indirect and induced impacts. Indirect impacts reflect the purchase of goods and services by businesses. Induced impacts reflect worker making consumer purchases.

The project team analyzed the economic contributions of 91 airports under the jurisdiction of the Oregon Department of Aviation (ODA). In addition, the Port of Portland commissioned a separate economic impact studies of Portland International Airport, Portland Hillsboro Airport and Portland Troutdale Airport, which are administered by the Port. The sum of economic impacts derived from the OAP 2007 and the Port of Portland studies account for economic impacts generated by all public use airports in Oregon.

#### **4.3.a Contribution of Airports to the Economy of Oregon**

As shown in **Table 4.1**, Oregon public-use airports contributed a total economic impact of \$8.3 billion to the state economy, including \$3 billion from ODA airports and more than \$5 billion from Port of Portland airports. Following Table 4.1 is a summary entitled *Airport Role in Economy*, which illustrates the individual airport economic impact.

Additional study highlights include:

- Oregon ODA public-use airports, including airport tenants, directly employ 7,000 people for aviation related activities and expend \$259 million in wages
- Oregon ODA public-use airport employees and tenants earned an average annual salary of \$36,000 per year for aviation activities and \$35,000 per worker, when including non-aviation jobs
- Off-airport visitor industry employees earn an average annual salary of \$15,000 per year

**Table 4.1 Economic Contribution of Airports to the Oregon Economy**

	<b>Jobs</b>	<b>Wages</b>	<b>Business Sales</b>
<b>Direct Effects of ODA On-Airport Aviation Activities and Visitor Spending</b>			
On-Airport, including FBO & air related tenants	7,273	\$262,147,000	\$827,475,000
Off-Airport: visitor spending	6,762	\$101,641,000	\$324,097,000
Subtotal of Direct Effects From ODA Airports	14,035	\$363,788,000	\$1,151,572,000
<b>ODA Spin-off Effects of Supplier and Income Re-spending</b>			
Due to On-Airport Aviation	12,029	\$305,851,000	\$883,988,000
Due to Visitor Spending	3,558	\$94,459,000	\$310,756,000
Subtotal of Spin-off Effects	15,587	\$400,310,000	\$1,194,744,000
Total ODA Airport Aviation Related Impacts	29,621	\$764,098,000	\$2,346,316,000
<b>ODA Airport Generated Impacts of Non-Aviation Activities</b>			
On Airport Non-Aviation Activities	2,177	\$67,294,000	\$320,530,000
Spin-offs due to Non-Aviation Activities	3,374	\$96,239,000	\$332,084,000
Total ODA Airport Non-Aviation Impacts	5,551	\$163,533,000	\$652,614,000
ODA Airports Total Aviation and Non-Aviation Related	35,172	\$927,631,000	\$2,998,930,000
<b>Port of Portland Totals*</b>			
Airport Generated	20,005	\$941,244,000	\$3,533,456,000
Visitor Generated	39,418	\$907,718,000	\$1,740,344,000
Total Impact Port of Portland Airports	59,423	\$1,848,862,000	\$5,273,800,000
Grand Total – All Airports	94,595	\$2,776,493,000	\$8,272,630,000

Source: Airport and Tenant Surveys, EDR Group and Mead & Hunt Analyses, IMPLAN econometric package.

Note: Numbers may not add due to rounding.

\*Port of Portland Airports include Portland International Airport, Portland Hillsboro Airport and Portland Troutdale Airport. Data for the Port of Portland airports was provided by the Port.

## Oregon Aviation Plan 2007

Version OR 2.1 5/22/07

### Airport Role in Economy

Airport: Newport Municipal  
Airport Code: KONP

County: Lincoln

Region: Willamette Valley and Coast

Evaluated for Year: 2005

#### Activity Data

Total Commercial Operations:	0
Total Commercial Emplancements:	0
Total Commercial Visitors:	0
Total GA Operations:	24,027
Total GA Passengers:	48,054
Total GA Visitors:	14,025
Total Military Operations:	0

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#### On-going Contribution to the Regional and State Economies

	Jobs		Wages		Business Sales	
	Local	State	Local	State	Local	State
<b>Direct Effects of On Airport Activities and Visitor Spending</b>						
<b>1. On Airport (incl. FBO and air related tenants)</b>	146	146	\$4,187,000	\$4,187,000	\$12,749,000	\$12,749,000
<b>2. Off-Airport: Visitor Spending</b>	29	29	\$415,000	\$415,000	\$1,364,000	\$1,364,000
<b>Total Direct</b>	175	175	\$4,602,000	\$4,602,000	\$14,113,000	\$14,113,000
<b>Spin-off Effects: Supplier and Income Re-spending</b>						
<b>3. Due to On Airport Aviation</b>	118	128	\$3,111,000	\$3,736,000	\$9,697,000	\$11,825,000
<b>4. Due to Visitor Spending</b>	13	15	\$345,000	\$399,000	\$1,128,000	\$1,355,000
<b>Total Spin-off</b>	131	143	\$3,456,000	\$4,135,000	\$10,825,000	\$13,180,000
<b>Total Airport Aviation Related Impacts</b>	306	319	\$8,058,000	\$8,737,000	\$24,938,000	\$27,293,000
<b>Total Airport Generated Impacts - Not Aviation</b>						
<b>5. On Airport Non-aviation Activities</b>	220	220	\$5,259,000	\$5,259,000	\$20,921,000	\$20,921,000
<b>6. Spin-offs due to Non-aviation Activities</b>	173	213	\$4,462,000	\$5,412,000	\$13,988,000	\$17,418,000
<b>Total Airport Non-aviation Impacts</b>	393	433	\$9,721,000	\$10,671,000	\$34,909,000	\$38,339,000
<b>Total Aviation and Non-aviation Related</b>	700	751	\$17,779,000	\$19,408,000	\$59,847,000	\$65,632,000
<b>Regional Off-Airport Aviation Dependent Business Activity</b>						
<b>7. Direct Business Activity</b>	8,061	8,061	\$368,349,000	\$368,349,000	\$2,142,913,000	\$2,142,913,000
<b>8. Spin-offs due to Dependent Activity</b>	14,509	17,423	\$425,253,000	\$518,828,000	\$1,468,166,000	\$1,788,387,000
<b>Total Off-airport Aviation Dependent Activity</b>	22,570	25,484	\$793,602,000	\$887,177,000	\$3,611,079,000	\$3,931,300,000

*Note: Regional Off-airport Aviation Dependent Business Activities account for business activity in the region that rely on aviation for business travel and cargo, and do not reflect a specific airport.*

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## Economic Impact Analysis

The 2014 Update focuses on the Economic Impact Study that was completed as part of the Oregon Aviation Plan 2007. The Economic Impact Study Update (Update) was conducted to determine the value of the Oregon Aviation System. The Update includes fifty-seven Oregon airports listed in the National Plan of Integrated Airport Systems (NPAIS). The economic impact analysis of airports in Oregon was developed for each airport, measuring economic impacts of airport facilities, within regions and throughout the state. This study used the five regions of *ConnectOregon* to measure local/regional economic impacts of airports and for dependent non-aviation businesses.

Total economic impacts are the sum of on-airport economic activities, off-airport spending by visitors who arrive by air, and spin-off impacts (multiplier effect). Airport impacts are provided by region and state to show the contribution of each airport to the regional and state economies. In addition, aviation dependent impacts are provided by region to show the importance of airports in each region to non-aviation businesses. All impacts reported represent a base year of 2012. Each type of impact is defined in the following paragraphs.

On-Airport direct impacts represent economic activities that occur on airport grounds. Aviation related activities are those that would not occur without the airport, such as airlines, fixed base operators (FBO), government, and other tenants located at the airport or directly dependent on the airport. This category also includes airport management and other individuals employed directly by the airport, as well as retail and service operations for passengers, pilots, and other airport employees. In some cases, airports provide land or building space for companies that are not affiliated with aviation. These tenants are not related to the aviation mission of the airport, but are using the facility as a convenient and affordable business or industrial parks.

Off-Airport visitor spending (Direct Impacts) are expenditures made by air travelers who are visiting from outside the region, and occurs off the airport, in the regional economy. Visitor spending includes lodging, food, entertainment, retail purchases and ground transportation (retail purchases and on-airport car rentals are captured by on-airport impacts). Visitor spending is analyzed for commercial passengers as well as for general aviation pilots and passengers. Visitors flying into Oregon from another state or nation contribute to the airport's regional economy as well as to the state. However, passengers flying within Oregon, from one region to another, contribute to the region of their destination airport, but are not bringing additional money into Oregon. Therefore, in regions with air carrier airports, the direct impact of visitor spending for the region is higher than the impact of visitor spending for the state.

Airport dependent impacts represent area businesses that are dependent on an airport for incoming and outgoing, and for business travel. These businesses may relocate or suffer substantial loss if the airport were not available. This impact is not included in traditional economic impact methodology and is analyzed and reported by region for this study. Thus the economic dependence of a region on aviation represents the cumulative impacts of all airports within a region. The analysis is provided as an indicator of the importance of airports to regional economies.

Spin-off impacts (Multiplier Affect) are calculated using impact multipliers, which are used to reflect the recycling of dollars through both the regional and state economy. A dollar spent in the economy does not disappear; rather, it continues to move through the local economy in successive rounds until it is incrementally exported from the community. As the expenditures described above are released into the economy, they circulate among other industry sectors, creating successive waves of additional economic benefit in the form of jobs, payroll, and output (expenditures). These successive rounds of spending are known as spin-off impacts, and help to represent the full impact of each dollar spent in a region. An example would be an airport employee spending his or her salary for housing, food, and other services. Spending occurring outside the area is considered economic leakage and is not reflected in the multiplier. Spin-off impacts are often reported as indirect and induced impacts. Indirect impacts reflect the purchase of goods and services by businesses. Induced impacts reflect worker making consumer purchases.

The project team analyzed the economic contributions of 57 airports under the jurisdiction of the Oregon Department of Aviation (ODA) that are part of the NPIAS. The Port of Portland commissioned a separate economic impact study of Portland International Airport which is included by reference. The sum of economic impacts derived from the 2012 Update and the 2011 Port of Portland study account for economic impacts generated by the NPIAS airports in Oregon.

### **Contribution of Airports to the Economy of Oregon**

As shown in **Table 1**, NPIAS airports in Oregon contributed a total economic impact of \$9.1 billion to the state economy, including \$3.6 billion from NPIAS airports and \$5.5 billion from Portland International Airport.

Additional study highlights include:

- Oregon's NPIAS airports (excluding PDX), including airport tenants, directly employ 7,700 people for aviation related activities and expend \$495 million in wages. PDX supports an additional 16,300 jobs and \$922 million in wages.
- Oregon's NPIAS airports' (excluding PDX) employees and tenants earned an average annual salary \$64,500 per year for aviation activities, including jobs related to administrating and maintaining airport facilities, servicing air carriers and GA aircraft, and providing terminal services to passengers, as well as to air crews and other employees.
- 5,000 jobs across the state are directly attributed to visitor spending at Oregon's NPIAS airports (excluding PDX).
- Air cargo and business travel services directly contribute \$8 billion to the state economy by enabling long distance business sales of goods and services produced in Oregon. The value of instate productivity supported by aviation supports more than 23,700 jobs to State residents.

**Table 1 2012 Economic Contribution of Airports to the Oregon Economy**

	<b>Jobs</b>	<b>Wages</b>	<b>Business Sales</b>
<b>Direct Effects of ODA On-Airport Aviation Activities and Visitor Spending</b>			
On-Airport, including aviation-related tenants	7,677	\$494,920,000	\$1,680,058,000
Off-Airport: visitor spending	4,938	\$102,187,000	\$342,540,000
Subtotal of Direct Effects From ODA Airports	12,615	\$597,107,000	\$2,022,598,000
<b>ODA Spin-off Effects of Supplier and Income Re-spending</b>			
Due to On-Airport Aviation	11,193	\$365,742,000	\$1,351,803,000
Due to Visitor Spending	2,054	\$80,250,000	\$250,918,000
Subtotal of Spin-off Effects	13,247	\$445,992,000	\$1,602,721,000
Total ODA Airport Aviation Related Impacts	25,862	\$1,043,099,000	\$3,625,319,000
<b>Portland International Airport Totals</b>			
Airport Generated	16,308	\$922,000,000	\$3,725,000,000
Visitor Generated	35,963	\$1,020,400,000	\$1,752,700,000
Total Impact Portland International Airport	52,271	\$1,942,500,000	\$5,477,700,000
<b>Grand Total – NPIAS Airports</b>	<b>76,711</b>	<b>\$2,811,790,000</b>	<b>\$8,721,948,000</b>

Source: Airport and Tenant Surveys, EDR Group and Mead & Hunt Analyses, IMPLAN econometric package.

Note: Numbers may not add due to rounding.



## Comparisons of 2007 and 2012 Studies

The 2007 and 2012 studies bracketed the severe national downturn that began in late 2008, and for which the effects are still being felt in states and communities across the United States. From 2007-2012 the Oregon gross state product increased in real terms by 15% but worker earnings fell by 2% and the number of jobs fell by 3%. Together, these data indicate that productivity per job of Oregon workers has increased, meaning on average it takes more economic activity to create a job and generate wages to those who are working.

Significant economic changes are also seen in air cargo. The International Trade Administration of the U.S. Census Bureau traces annual value and metric tonnage of international air exports from point of origin as well as by airport. (Unfortunately, no such data set is available for domestic cargo shipments.) Tonnage has decreased by 27% for goods produced in Oregon and shipped from Oregon airports (primarily Portland International Airport), while the value of Oregon generated goods has increased by 63% in constant value. Thus, less production is needed to sustain overall value across commodities. For domestic cargo shipments, PDX reported 127,890 tons enplaned in 2007 and 91,480 tons in 2012, a decrease of 28%.

The scopes of the 2007 and 2012 studies have two major differences. The first difference is in the airports that are covered by the two studies. The 2007 study encompassed all 93 public use airports in the state of Oregon, other than those operated by the Port of Portland. In contrast the 2012 study is limited to 56 NPIAS airports (National Plan for Integrated Air Service; NPIAS designation is by the Federal Aviation Administration). Three airports, Wasco State Airport, Hillsboro Airport and Troutdale airport are part of the 2012 study but were not included in the 2007 effort. Thus, 53 airports are in common in the two studies.

The second difference is that on-airport impacts counted in the 2007 studies included both aviation related and non-aviation related tenants, although these were separated when impacts were reported. The 2012 study is limited to aviation related tenants. A comparison of the 2007 and 2012 studies is shown in **Table 2**.

**Table 2 Aviation impact comparison: 2007 vs. 2012 (in 2012 dollars) for 53 NPIAS airports**

Impact Type	Jobs		Wages (thousands)		Business Sales (thousands)	
	2007	2012	2007	2012	2007	2012
On Airport tenants	7,287	6,774	\$301,970	\$417,349	\$953,175	\$1,445,103
Off Airport Visitor Spending	6,945	4,434	\$120,299	\$89,221	\$377,978	\$304,029
Subtotal Direct Contribution	14,232	11,208	\$422,269	\$422,269	\$1,331,153	\$1,749,132
Tenant Spin Off	12,033	9,836	\$352,319	\$309,185	\$1,018,264	\$1,173,627
Visitor Spending Spin Off	3,153	1,845	\$92,081	\$70,353	\$357,883	\$223,355
Subtotal Spin Off	15,186	11,681	\$444,400	\$379,538	\$1,376,148	\$1,396,982
Total Aviation Impacts	29,418	22,889	\$866,669	\$886,108	\$2,707,300	\$3,146,114
<b>Reliant/Dependent Impacts</b>	<b>91,645</b>	<b>75,984</b>	<b>\$4,211,110</b>	<b>\$4,680,386</b>	<b>\$17,446,481</b>	<b>\$15,500,260</b>

As shown in **Table 3**, it took 49% more business sales to generate a job in 2012 than in 2007, and workers were paid 31% more for the increase in productivity. For economic activities reliant on Oregon's NPIAS airports, labor productivity rose by 7% and wages were 34% higher, but as discussed above less cargo was moved and value per ton increased. Following **Table 3** is a summary entitled *Airport Role in Economy*, which illustrates the individual airport economic impact.

**Table 3 Productivity analysis-change in wage and sales per job 2007 vs. 2012 (in 2012 dollars)**

Impact Type	Wages per Job		Output per Job		% Change Wage	% Change Output
	2007	2012	2007	2012		
Total Aviation Related Impacts	\$29,461	\$38,713	\$92,029	\$137,451	31%	49%
Air Reliant/Dependent impacts	\$45,950	\$61,597	\$190,371	\$203,994	34%	7%

## Oregon Aviation Plan 2014

Version OR 3.1 4/10/14

### Airport Role in Economy

Airport: Newport Municipal  
 Airport Code: ONP

Evaluated for Year: 2012

County: Lincoln

Region: Willamette Valley and Coast

#### Activity Data

Total Commercial Operations:	0
Total Commercial Enplanements:	0
Total Commercial Visitors:	0
Total GA Operations:	10,500
Total GA Passengers:	15,750
Total GA Visitors:	15,750
Total Military Operations:	0

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#### On-going Contribution to the Regional and State Economies

	Jobs		Wages		Business Sales	
	Local	State	Local	State	Local	State
<b>Direct Effects of On Airport Activities and Visitor Spending</b>						
1. On Airport (incl. FBO and air related tenants)	67	67	\$5,433,000	\$5,433,000	\$8,007,000	\$8,007,000
2. Off-Airport: Visitor Spending	14	14	\$283,000	\$283,000	\$929,000	\$929,000
<b>Total Direct</b>	<b>81</b>	<b>81</b>	<b>\$5,716,000</b>	<b>\$5,716,000</b>	<b>\$8,936,000</b>	<b>\$8,936,000</b>
<b>Spin-off Effects: Supplier and Income Re-spending</b>						
3. Due to On Airport Aviation	48	73	\$1,476,000	\$2,507,000	\$5,170,000	\$7,132,000
4. Due to Visitor Spending	5	6	\$161,000	\$213,000	\$494,000	\$677,000
<b>Total Spin-off</b>	<b>53</b>	<b>79</b>	<b>\$1,637,000</b>	<b>\$2,720,000</b>	<b>\$5,664,000</b>	<b>\$7,809,000</b>
<b>Total Airport Aviation Related Impacts</b>	<b>134</b>	<b>160</b>	<b>\$7,353,000</b>	<b>\$8,436,000</b>	<b>\$14,600,000</b>	<b>\$16,745,000</b>
<b>Total Airport Generated Impacts - Not Aviation</b>						
5. On Airport Non-aviation Activities	0	0	\$0	\$0	\$0	\$0
6. Spin-offs due to Non-aviation Activities	0	0	\$0	\$0	\$0	\$0
<b>Total Airport Non-aviation Impacts</b>	<b>0</b>	<b>0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Total Aviation and Non-aviation Related</b>	<b>134</b>	<b>160</b>	<b>\$7,353,000</b>	<b>\$8,436,000</b>	<b>\$14,600,000</b>	<b>\$16,745,000</b>
<b>Regional Off-Airport Aviation Dependent Business Activity</b>						
7. Direct Business Activity	4,717	4,717	\$310,238,000	\$310,238,000	\$1,319,304,000	\$1,319,304,000
8. Spin-offs due to Dependent Activity	5,586	7,552	\$222,057,000	\$352,528,000	\$629,692,000	\$991,227,000
<b>Total Off-airport Aviation Dependent Activity</b>	<b>10,303</b>	<b>12,270</b>	<b>\$532,295,000</b>	<b>\$662,766,000</b>	<b>\$1,948,996,000</b>	<b>\$2,310,531,000</b>

*Note: Regional Off-airport Aviation Dependent Business Activities account for business activity in the region that rely on aviation for business travel and cargo, and do not reflect a specific airport.*

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APPENDIX F:  
*PART 139 CERTIFICATION  
SURVEILLANCE REPORT*

**NEWPORT MUNICIPAL AIRPORT**

Airport Master Plan Update

## SECTION 1. LETTER OF CORRECTION, FAA FORM 5280-6



### Letter of Correction

U.S. Department  
of Transportation

Federal Aviation Administration

1. Airport Manager City Of Newport		4. FAA Airport Certification Inspector Rick Schoder	
2. Airport Name Newport Muni	Site No. 19538.*A	5. FAA Office Northwest Mountain	Region ANM
3. Address 169 Sw Coast Hwy Newport, OR 97365		6. FAA Address Airports Division, Safety & Standards Branch 1601 Lind Ave, S.W., Suite 315 Renton, WA 98057-3356	

7. Type of Operating Certificate <input checked="" type="checkbox"/> Airport Operating Certificate <input type="checkbox"/> Time-Limited Operating Certificate		8. Certification Date 11/01/1975
9. Index <input checked="" type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E		10. Class <input type="checkbox"/> I <input type="checkbox"/> II <input type="checkbox"/> III <input checked="" type="checkbox"/> IV
11. Type of Airport Certification Inspection <input type="checkbox"/> Periodic <input checked="" type="checkbox"/> Surveillance		8. Inspection Date 06/25/2015
13. FAA Contact Rick Schoder		14. EIR Number 2015NM800055

Inspection of the above named airport has revealed that it is not in compliance with all of the requirements of Title 14 CFR Part 139, the Airport Certification Manual, and the Airport Operating Certificate.

We have given consideration to all available facts and conclude that this matter does not warrant legal enforcement action; however, if the airport does not take the appropriate actions to correct the discrepancies in a timely manner, other enforcement action may be necessary. In lieu of such action, we are issuing this letter, which will be made a matter of record. We will expect your future compliance with the regulations. Please advise, by return of this form, when discrepancies are corrected.

The individual identified in item #13 must be notified if corrections are not completed by the agreed upon date.


15. Part 139 Discrepancies Noted	16. Discrepancies Corrected (Completed by Airport Personnel)
----------------------------------	---

a. Part 139 Reference	b. Discrepancy	c. Planned Correction Date	a. Date	b. By (Initials)
201B1	Airport Certification Manual: General Requirements. Directional sign on airfield does not match sign plan. (TWY B).	09/30/2015 <i>Will be replaced by PAE</i>		
303D	Operations: Personnel. Dates of training not provided.	08/01/2015		
311B1ii	Operations: Marking, Signs, and Lighting. Mandatory instruction signs at four locations not installed per standard. (NOTAMS were not issued for non-standard items).	12/31/2015 <i>Signs being relocated next week</i>		

**Check if Comments/Recommendations attached** - Comments and recommendations about airport safety that are not required by Part 139, are noted on attached sheet.

By signature below, assurance is given that discrepancies noted above will be corrected by the dates indicated and a copy of the letter returned by 15 calendar days following the completion of all discrepancy corrections.

Date Jul 6, 2015	Signature of Authorized Airport Official	Signature of FAA Certification Safety Inspector 
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311D	Operations: Marking, Signs, and Lighting. Enhance markings per 150/5340-1. Lead on/off marking at RWY 34 not installed per 150/5340-1.	06/25/2015 Not Consistent with what Lynn agreed to		
311D	Operations: Marking, Signs, and Lighting. In-pavement lighting set too low.	09/30/2015 Project Punch List Item		
311D	Operations: Marking, Signs, and Lighting. Directional/Outbound Destination Signs placed between Mandatory Instruction and runway environment.	12/31/2015 Signs being relocated next week		
311D	Operations: Marking, Signs, and Lighting. Chevrons on sign/markings plan at RWY 20 not being maintained. Paint. Use a NOTAM in interim for non-standard situation.	12/31/2015 Not Consistent with what Lynn advised		
323A	Operations: Traffic and Wind Direction Indicators. Verify siting requirements are met for RWY 34 supplemental wind cone. Not Project Related	12/31/2015		
329B	Operations: Pedestrians and Ground Vehicles. Two vehicle service roads, constructed of millings installed in Runway Safety Areas. Inconsistent with Part 139, 150-5300-13, and best practices for ensuring a sterile runway environment. Roads are also a violation of 309(b)1 due to lack of grading and chunks of asphalt. Additionally, the roads are not signed per 150/5340-18. Short term correction is to sign these roads per Advisory Circular guidance, or remove. Permanent correction is to remove the roads.	12/31/2015 Disagreement in Standards Application Sign Plan Update will show Stop Signs		
331	Operations: Obstructions. Survey, develop a plan, and remove as necessary the trees in the approaches to RWY 16, 34 and 20. Additionally, it appears trees are the reason PAPIs to RWY 16 and 34 are INDEF OTS.	12/31/2015 Initial Maps Are In Adj Maps 7/17/15		
<input checked="" type="checkbox"/> <b>Check if Comments/Recommendations attached</b> - Comments and recommendations about airport safety that are not required by Far Part 139, are noted on attached sheet.				
By signature below, assurance is given that discrepancies noted above will be corrected by the dates indicated and a copy of the letter returned by 15 calendar days following the completion of all discrepancy corrections.				
Date	Jul 6, 2015	Signature of Authorized Airport Official	Signature of FAA Certification Safety Inspector	
				

**RECOMMENDATIONS/COMMENTS**  
**AIRPORT CERTIFICATION INSPECTION**

**Newport Muni**

**06/25/2015**

The following recommendations/comments are provided as a result of the Airport Certification Inspection.

→ RUNWAY 2 INBOUND THRESHOLD LIGHT

- Airport Employee indicates runway light obscuration is occurring with short lights. Verify this is not the case, and rectify as appropriate.
- Correct non-standard threshold lighting at RWY 20. Define Non-Standard; Lights match @ Ends
- Develop a plan to correct non-standard geometries at TWY B/RWY 16 and TWY D/A at the crossing of two runways. Plan Already Exists
- Excessively large stencils used on 35' wide taxiways. These surface painted signs should have only been 6' tall. Upon replacement, install standard sized Surface Painted Hold Position Signs. - Will be resolved w/ Delta Redesign
- Consult a Wildlife Biologist to determine course of action, and if insertion into the Wildlife Hazard Management Plan as necessary the 'Affluent Fluid' operation. It appears USFS and FAA appear to have both strongly recommended this operation be suspended due to wildlife concerns. ? Not Required
- 'APRON' sign redundancies should have been addressed in the recent project. Complete a review of signage per Advisory Circular guidance. (IE: RWY 2 Outbound destination sign on TWY E). Not a Violation

Letter from Cody

Cody + Shaun will address specifically in their report and update the WHAP 7/14/15



July 14, 2015

Rick Schoder  
Certification Inspector  
Airports Division, Safety & Standards Branch  
1601 Lind Ave, SW, Suite 315  
Renton, WA 98057-3356

**Re: Newport Municipal Airport-Master Plan Update**

Dear Rick,

During a conversation with Melissa Roman with the City of Newport, she mentioned the FAA Compliance Surveillance completed on June 25<sup>th</sup>, 2015 that brought up several areas of concern as it related to meeting design standards within the Airport's Part 139 certification.

To assist the City/Airport staff answer questions related to the Certification we have included the following task within the scope of the Airport Master Plan Update that is scheduled to begin in August: *"The Master Plan Update will review the existing FAR Part 139 Airport Certification for its impact on operations, finances, and staffing structure. Alternatives will be presented for review by the PAC"*. This information will then be used to make a decision on the continuation of maintaining the Certification.

We have also be invited to assist the City with review of the finding of the Surveillance visit and also during the scheduled conference call on July 17<sup>th</sup>.

Please let me know if you have any questions,

Regards.



**Rainse Anderson, PE** | Director, Aviation  
**WHPacific, Inc.** | 9755 SW Barnes Rd, Ste 300, Portland, OR 97225  
Direct 503.372.3521 | Mobile 971.235.3818 | Fax 503.526.0775 | [randerson@whpacific.com](mailto:randerson@whpacific.com)

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APPENDIX G:  
*INSTRUMENT APPROACH &  
DEPARTURE PROCEDURES*

**NEWPORT MUNICIPAL AIRPORT**


Airport Master Plan Update

LOC I-ONP <b>111.5</b>	APP CRS <b>158°</b>	Rwy Idg TDZE Apt Elev	<b>5398</b> <b>151</b> <b>160</b>
---------------------------	------------------------	-----------------------------	---

# ILS or LOC RWY 16

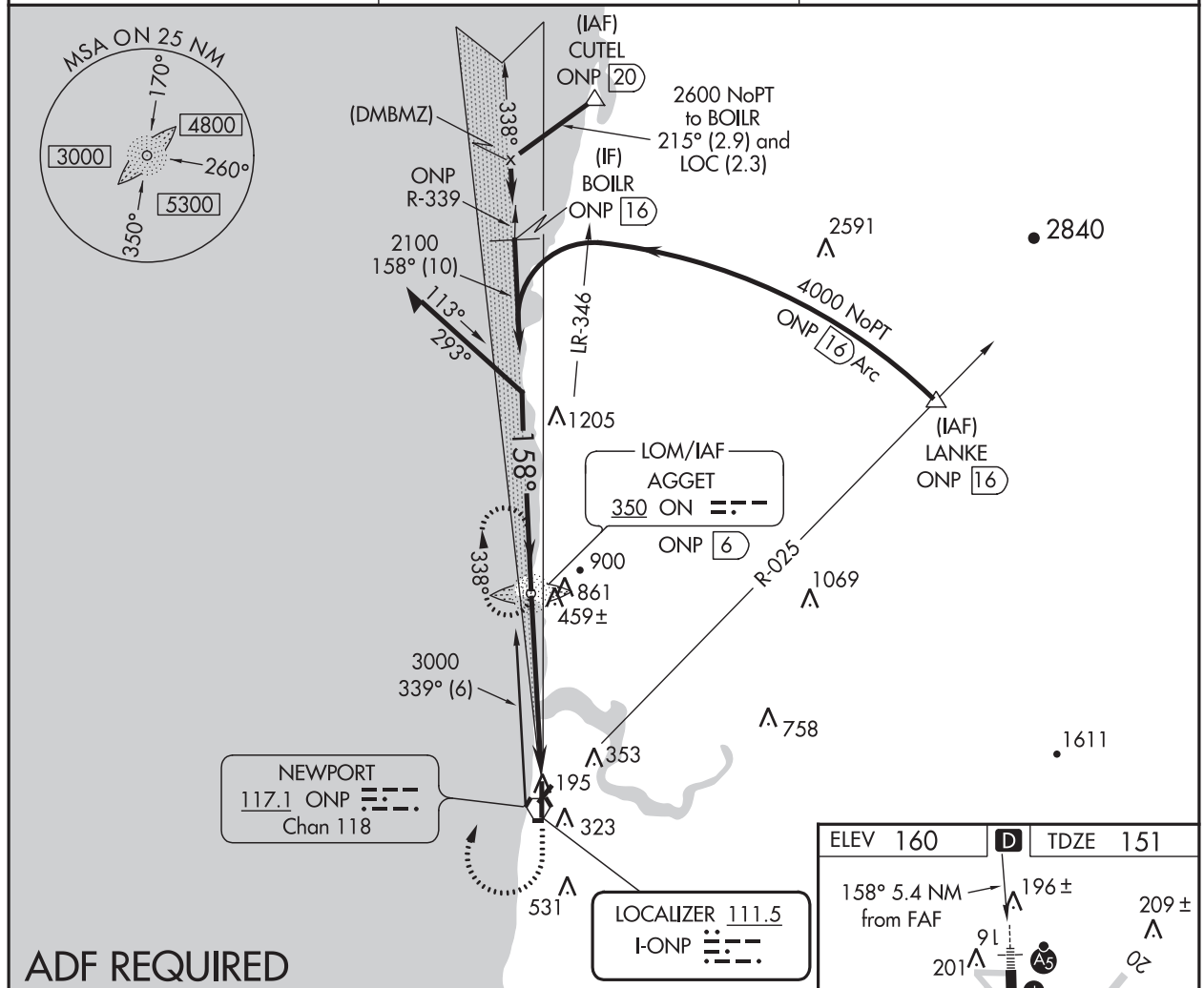
NEWPORT MUNI (ONP)

**▼** Helicopter visibility reduction below 3/4 SM NA. Inoperative table  
**▲** NA does not apply to S-ILS 16 all Cats, and S-LOC 16 Cat C and D.  
 For inoperative MALSR increase S-LOC 16 Cat A and B visibility to 1.

**MALSR** 

**MISSED APPROACH:** Climb to 600 then climbing right turn to 3000 direct AGGET LOM/ONP 6 DME and hold.

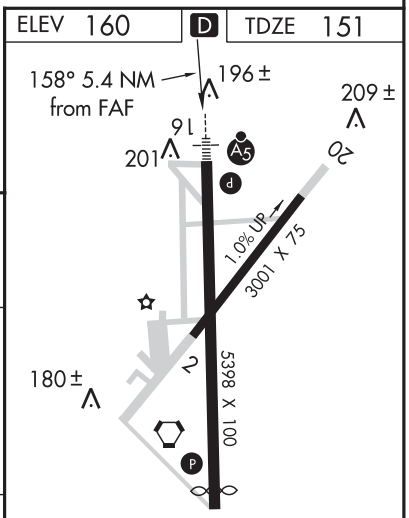
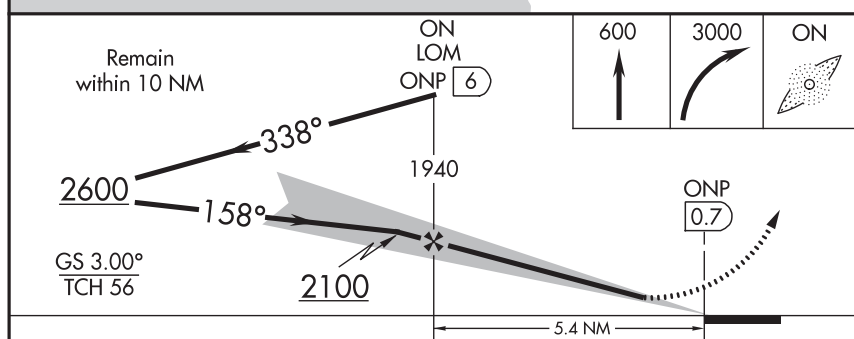
AWOS-3 <b>133.9</b>	SEATTLE CENTER <b>125.8 291.7</b>	UNICOM <b>122.8 (CTAF)</b> 
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NW-1, 07 JAN 2016 to 04 FEB 2016

NW-1, 07 JAN 2016 to 04 FEB 2016

**ADF REQUIRED**



CATEGORY	A	B	C	D
S-ILS 16	401-3/4 250 (300-3/4)			
S-LOC 16	720-3/4 569 (600-3/4)	720-1 569 (600-1)	720-1 1/2 569 (600-1 1/2)	720-1 3/4 569 (600-1 3/4)
CIRCLING	880-1 720 (800-1)	880-2 720 (800-2)	880-2 720 (800-2)	960-2 1/2 800 (800-2 1/2)

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48


APP CRS	Rwy Idg	<b>5398</b>
<b>158°</b>	TDZE	<b>151</b>
	Apt Elev	<b>160</b>

# RNAV (GPS) RWY 16


NEWPORT MUNI (ONP)

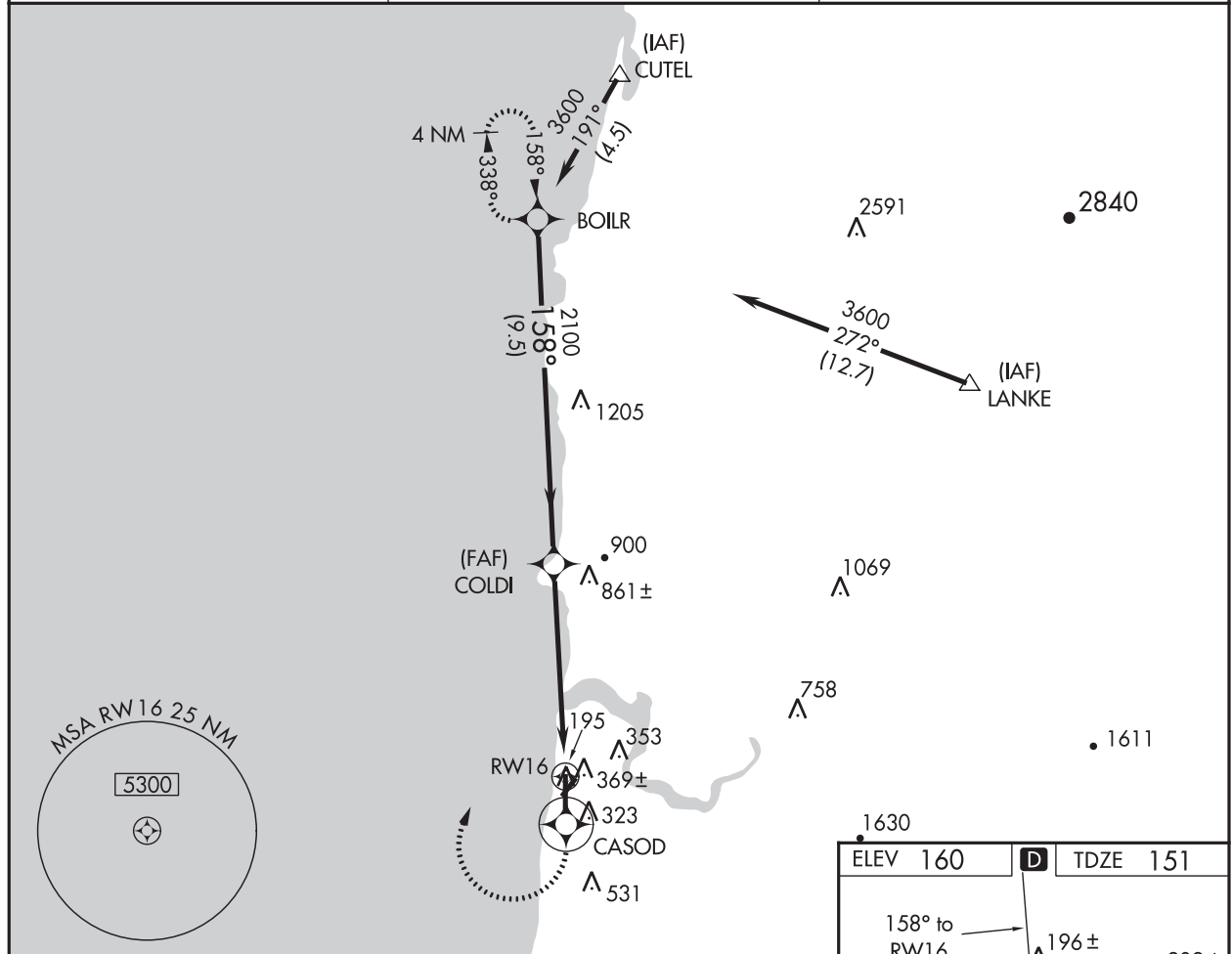
**▼** Inoperative table does not apply to LNAV/VNAV all Cats and LNAV Cats C/D. DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F). For inoperative MALSRL increase LNAV Cat A/B visibility to 1. Helicopter visibility reduction below 3/4 SM NA.

**▲ NA**

**MALSRL** 




**MISSED APPROACH:** Climb to 800 via 158° course to CASOD WP then climbing right turn to 3600 direct BOILR WP and hold.

AWOS-3 <b>133.9</b>	SEATTLE CENTER <b>125.8 291.7</b>	UNICOM <b>122.8 (CTAF) </b>
------------------------	--------------------------------------	---



NW-1, 07 JAN 2016 to 04 FEB 2016

NW-1, 07 JAN 2016 to 04 FEB 2016

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 51).		800	CASOD	3600	BOILR
BOILR		↑			
Procedure Turn NA		158° crs			
GP 3.00° TCH 56					
3600		158°			
COLDI		2100			
RW16					
9.5 NM			5.8 NM		
CATEGORY	A	B	C	D	
GLS PA DA	NA				
LNAV/VNAV DA	620-1½		469 (500-1½)		
LNAV MDA	720-¾ 569 (600-¾)		720-1½ 569 (600-1½)		720-1¾ 569 (600-1¾)
CIRCLING	880-1 720 (800-1)		880-2 720 (800-2)		960-2½ 800 (800-2½)

ELEV 160 **D** TDZE 151

158° to RW16

196±

201

91

AS

209±


180±


1.0% UP


3001 X 75

5398 X 100

34

REIL Rwy 34 

MIRL Rwys 2-20 

HIRL Rwys 16-34 

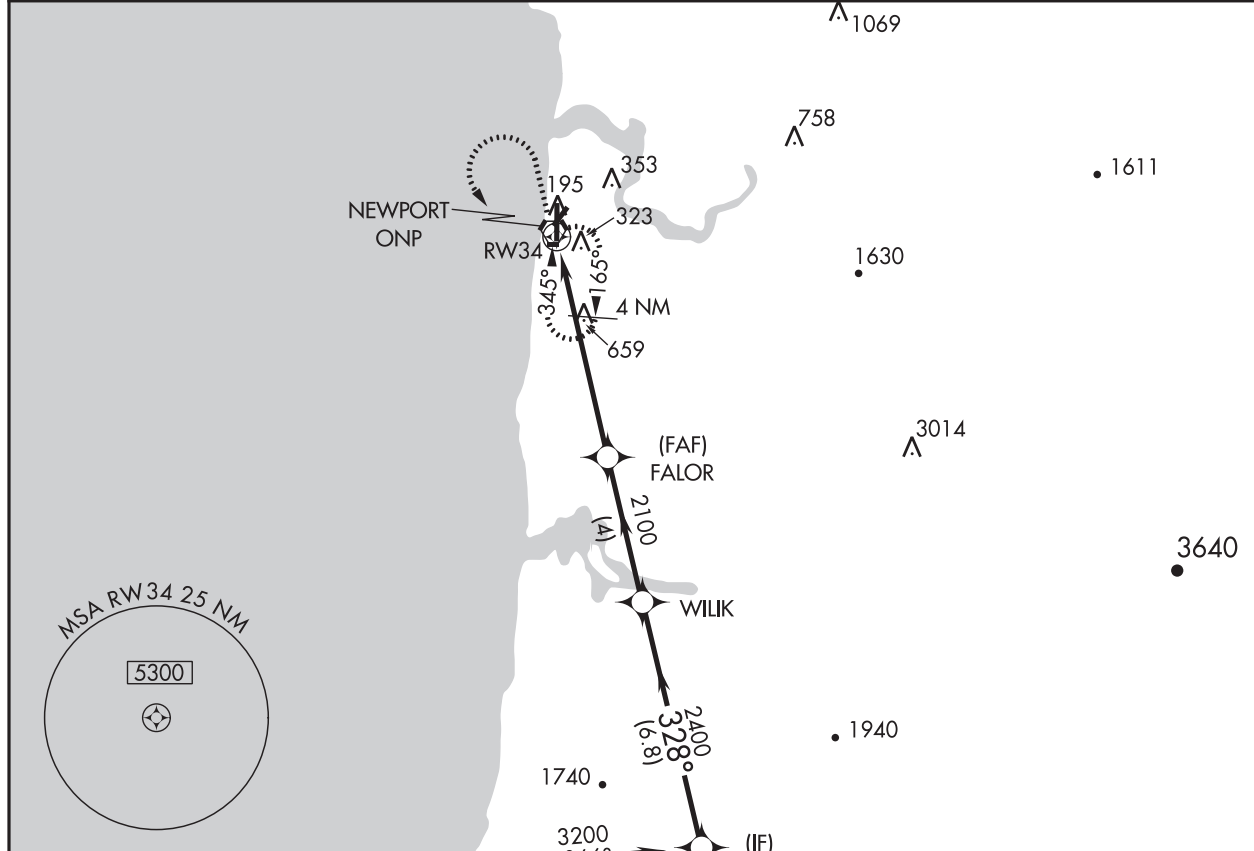
APP CRS	Rwy Idg	<b>5098</b>
<b>328°</b>	TDZE	<b>158</b>
	Apt Elev	<b>160</b>

# RNAV (GPS) RWY 34

NEWPORT MUNI (ONP)

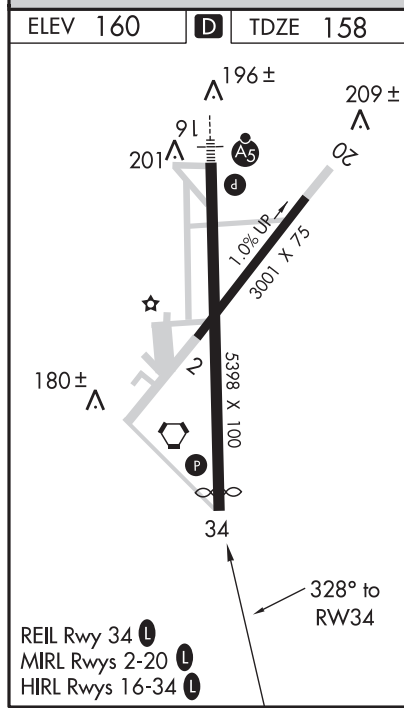
<p><b>▽</b> DME/DME RNP-0.3 NA.</p> <p><b>△</b> NA Helicopter visibility below 3/4 SM NA.</p>	<p>MISSED APPROACH: Climb to 2500 then climbing left turn to 4000 direct ONP VORTAC and hold.</p>
---	---

<p>AWOS-3</p> <p><b>133.9</b></p>	<p>SEATTLE CENTER</p> <p><b>125.8 291.7</b></p>	<p>UNICOM</p> <p><b>122.8 (CTAF)</b> <b>Ⓛ</b></p>
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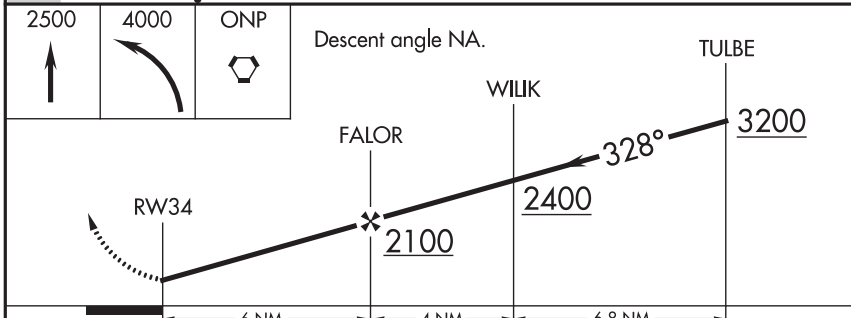


NW-1, 07 JAN 2016 to 04 FEB 2016

NW-1, 07 JAN 2016 to 04 FEB 2016



ELEV 160	<b>D</b>	TDZE 158
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	A	B	C	D
CATEGORY	A	B	C	D
LNAV MDA	920-1 762 (800-1)	920-1¼ 762 (800-1¼)	920-2¼ 762 (800-2¼)	920-2½ 762 (800-2½)
CIRCLING	920-1 760 (800-1)	920-1¼ 760 (800-1¼)	920-2¼ 760 (800-2¼)	960-2½ 800 (800-2½)

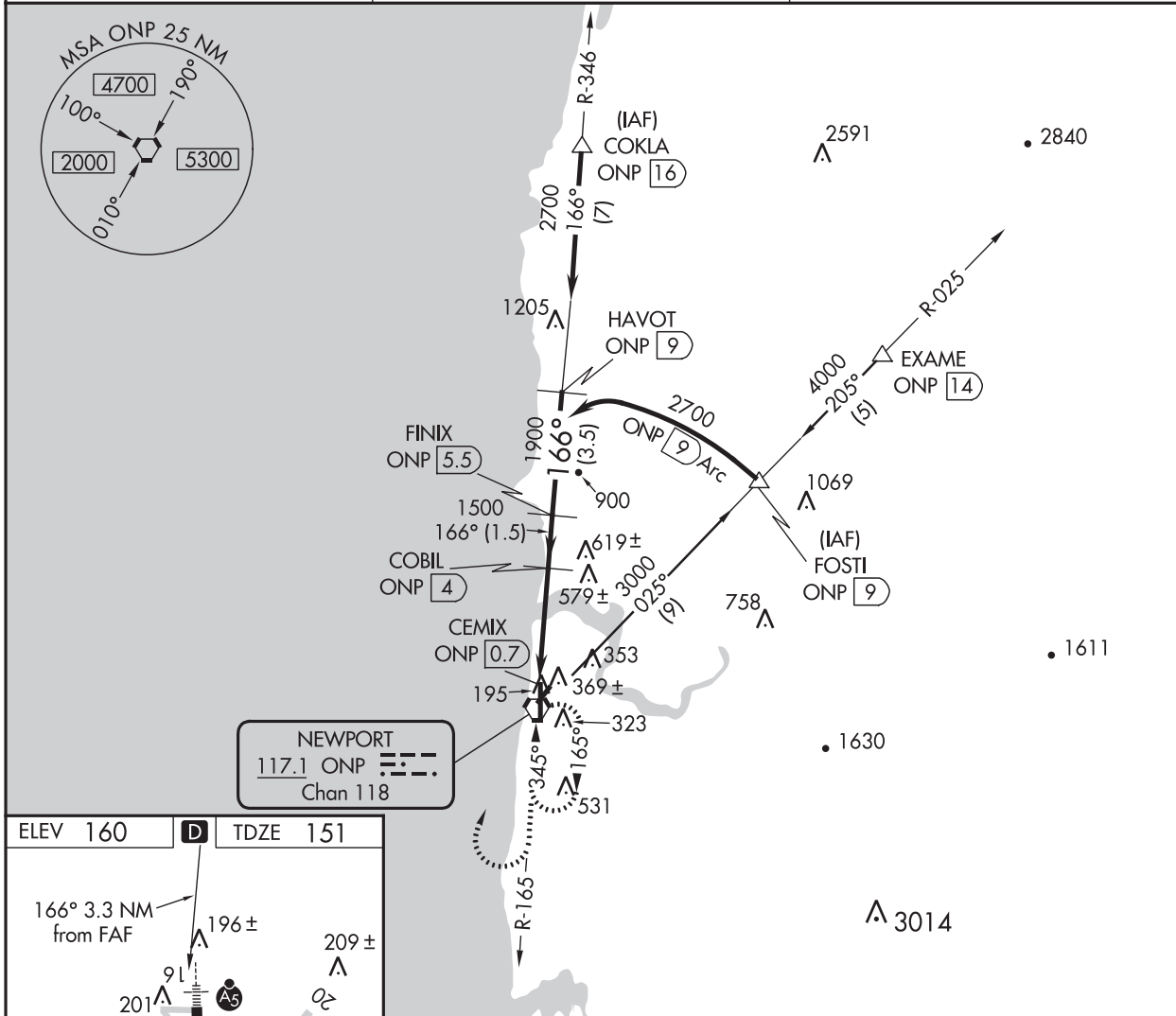
VORTAC ONP <b>117.1</b> Chan <b>118</b>	APP CRS <b>166°</b>	Rwy Idg TDZE <b>151</b> Apt Elev <b>160</b>	<b>5398</b>
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# VOR/DME RWY 16

NEWPORT MUNI (ONP)

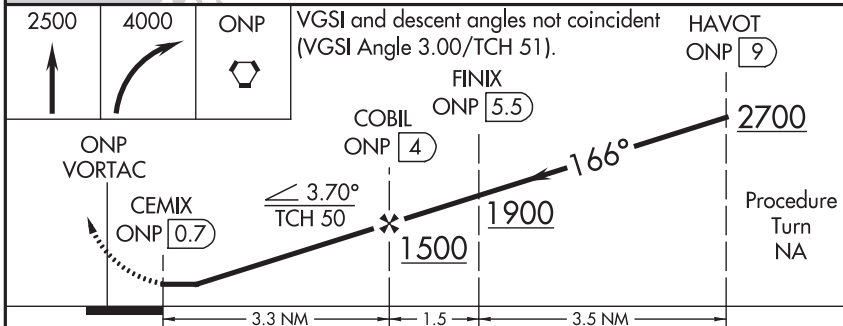
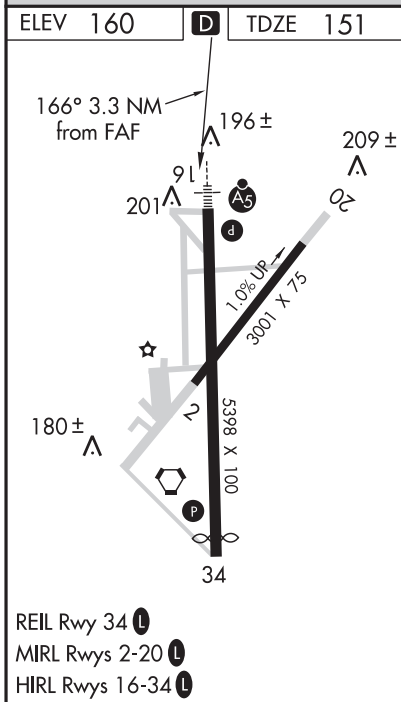
<p><b>NA</b> Inoperative table does not apply. Helicopter visibility reduction below 3/4 SM NA.</p>	<p>MALSR <b>A5</b></p>	<p>MISSED APPROACH: Climb to 2500, then climbing right turn to 4000, direct ONP VORTAC and hold.</p>
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AWOS-3 <b>133.9</b>	SEATTLE CENTER <b>125.8 291.7</b>	UNICOM <b>122.8 (CTAF)</b>
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NW-1, 07 JAN 2016 to 04 FEB 2016

NW-1, 07 JAN 2016 to 04 FEB 2016



CATEGORY	A	B	C	D
S-16	700-1 549 (600-1)		700-1¼ 549 (600-1¼)	NA
CIRCLING	880-1 720 (800-1)		880-2 720 (800-2)	960-2½ 800 (800-2½)

VORTAC ONP <b>117.1</b> Chan <b>118</b>	APP CRS <b>327°</b>	Rwy Idg TDZE Apt Elev	<b>5098</b> <b>155</b> <b>160</b>
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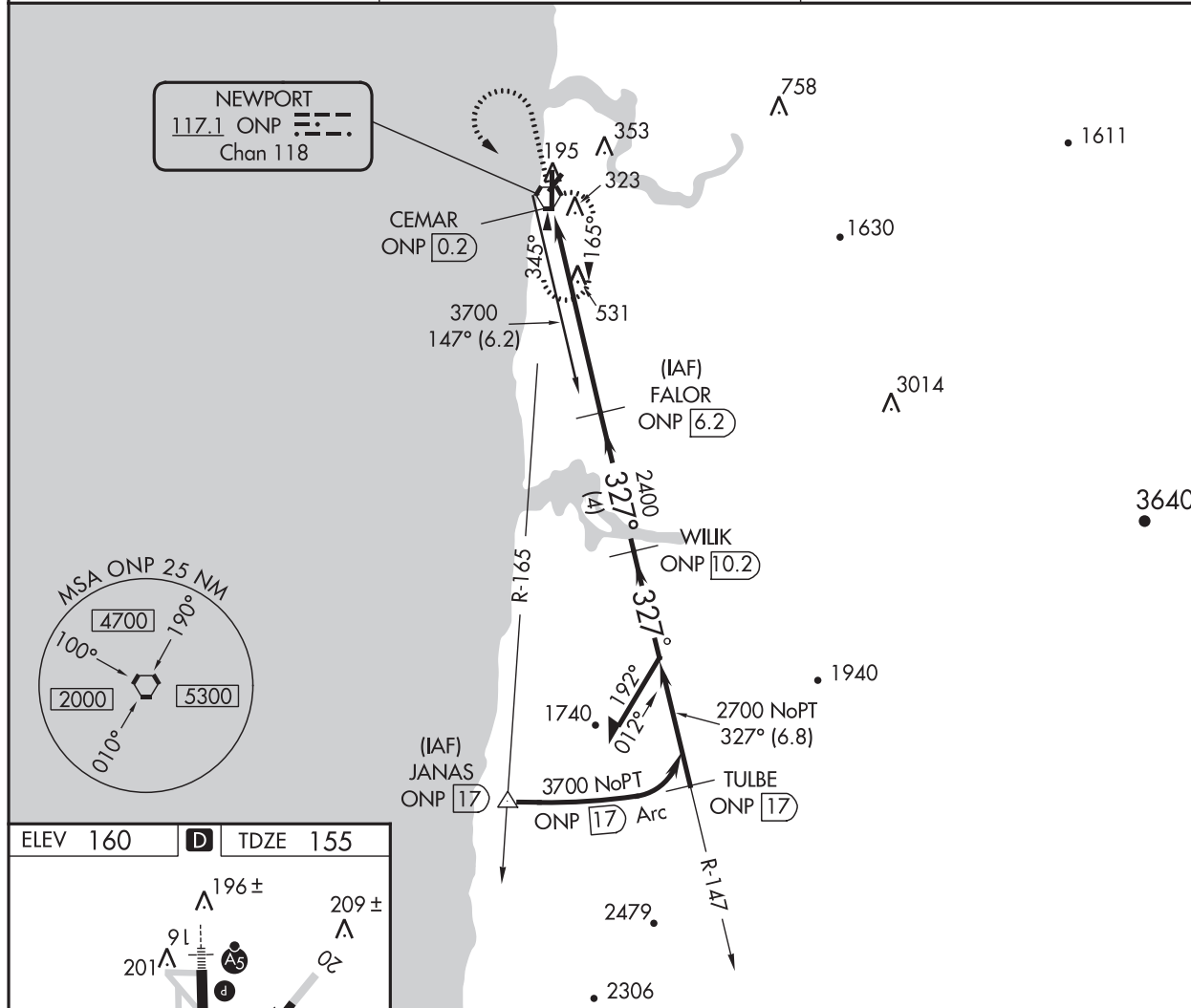
# VOR/DME RWY 34

NEWPORT MUNI (ONP)

**NA** Helicopter visibility reduction below 3/4 SM NA. Inoperative table does not apply.

MISSED APPROACH: Climb to 2500 then climbing left turn to 4000 direct ONP VORTAC and hold.

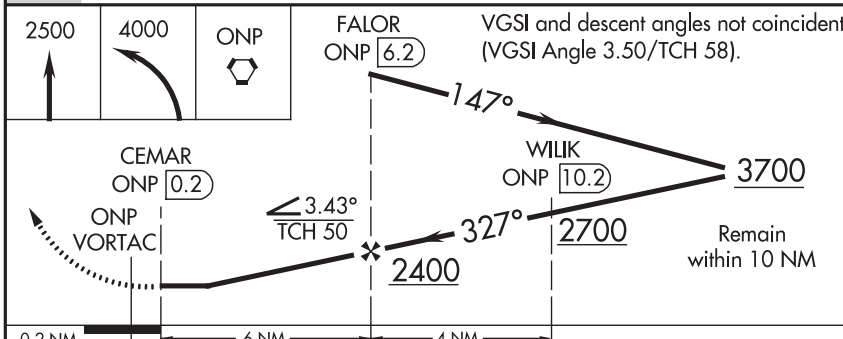
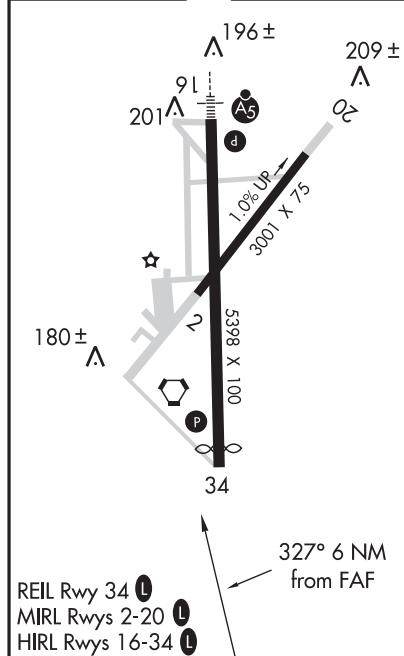
AWOS-3 <b>133.9</b>	SEATTLE CENTER <b>125.8 291.7</b>	UNICOM <b>122.8 (CTAF)</b>
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NW-1, 07 JAN 2016 to 04 FEB 2016

NW-1, 07 JAN 2016 to 04 FEB 2016

ELEV 160 **D** TDZE 155



CATEGORY	A	B	C	D
S-34	920-1 765 (800-1)	920-1¼ 765 (800-1¼)	920-2¼ 765 (800-2¼)	920-2½ 765 (800-2½)
CIRCLING	920-1 760 (800-1)	920-1¼ 760 (800-1¼)	920-2¼ 760 (800-2¼)	960-2½ 800 (800-2½)



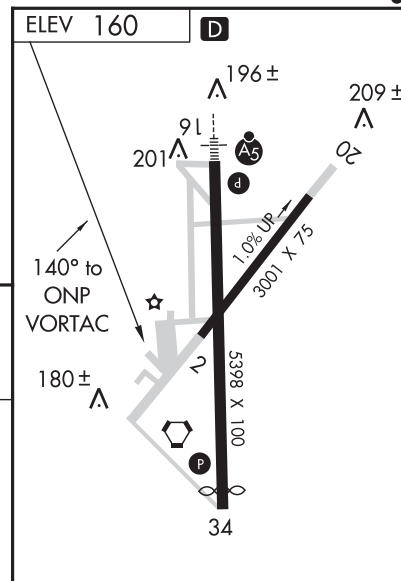
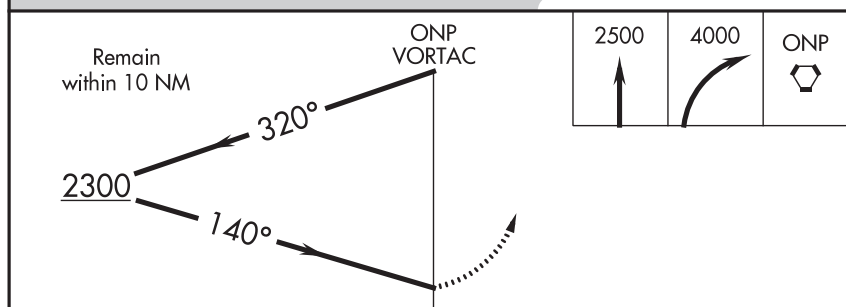
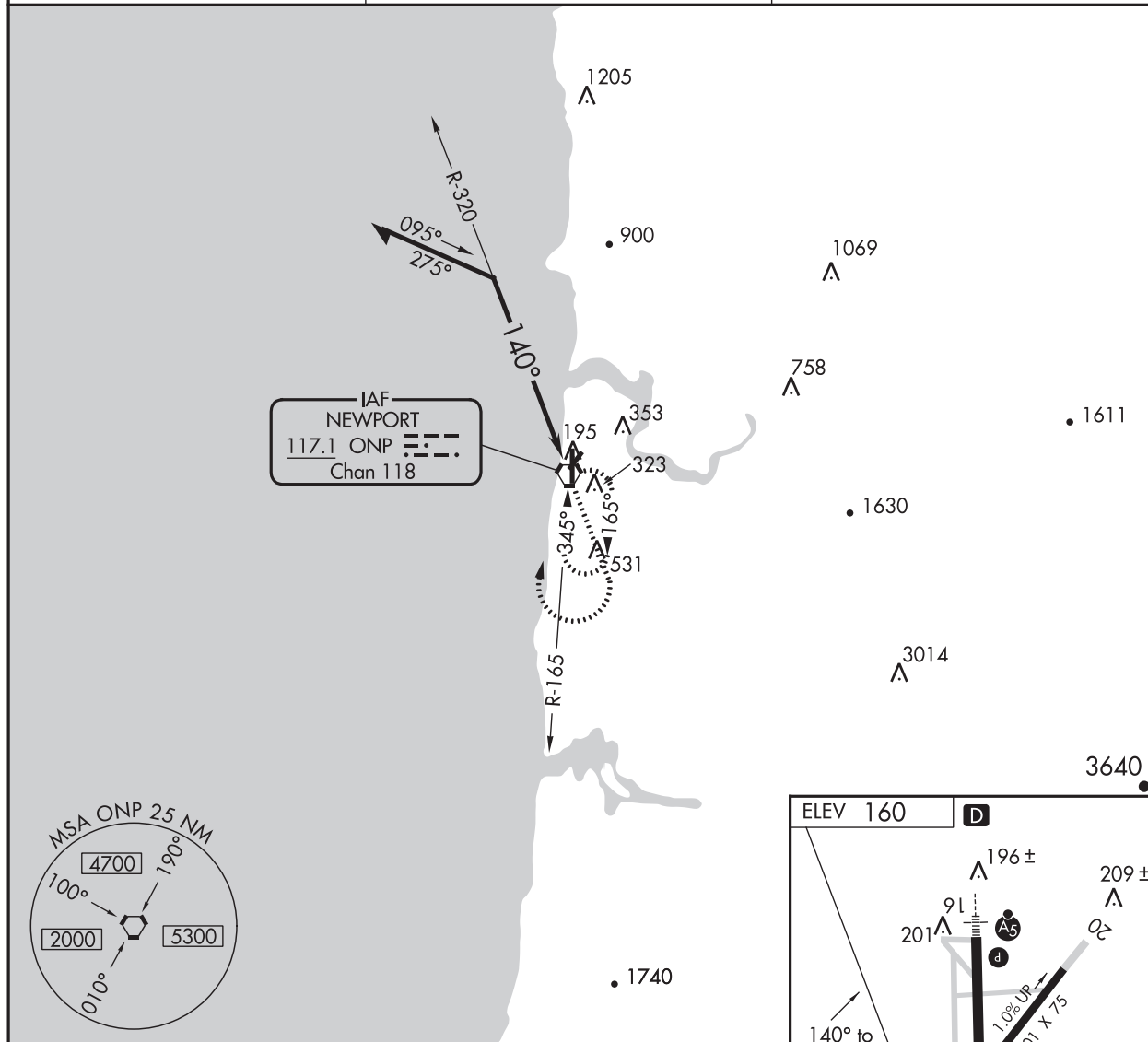
VORTAC ONP <b>117.1</b> Chan <b>118</b>	APP CRS <b>140°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>160</b>
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# VOR-A

NEWPORT MUNI (ONP)

**NA** MISSED APPROACH: Climb to 2500, then climbing right turn to 4000, direct ONP VORTAC and hold.

AWOS-3 <b>133.9</b>	SEATTLE CENTER <b>125.8 291.7</b>	UNICOM <b>122.8 (CTAF)</b>
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CATEGORY	A	B	C	D
CIRCLING	1160-1¼ 1000 (1000-1¼)	1160-1½ 1000 (1000-1½)	1160-3	1000 (1000-3)

REIL Rwy 34  
MIRL Rwy 2-20  
HIRL Rwy 16-34

NW-1, 07 JAN 2016 to 04 FEB 2016

NW-1, 07 JAN 2016 to 04 FEB 2016



# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)



15344

## NEWCASTLE, WY

### MONDELL FIELD (ECS)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 4 14233 (FAA)

TAKEOFF MINIMUMS: **Rwy 32**, 200-1½ or std. w/min.  
climb of 265' per NM to 4500.

DEPARTURE PROCEDURE: **Rwy 14**, climb heading  
136° and ECS VOR R-143, until reaching 5500,  
thence...

**Rwy 32**, climbing left turn direct ECS VOR, then on  
ECS VOR R-143 to 5500, thence...

...Climbing right turn to 7500 direct ECS VOR, continue  
climb-in-holding to 7500 (hold SE, left turns, 323°  
inbound) before proceeding on course.

NOTE: **Rwy 14**, obstruction light on antenna 1442' from  
DER, 880' left of centerline, 93' AGL/4244' MSL.  
Terrain 2826' from DER, 1242' right of centerline 4292'  
MSL. **Rwy 32**, ground beginning 59' from DER, 393'  
right of centerline up to 4182' MSL. Railroad 212' from  
DER, 284' right of centerline up to 23' AGL/4205' MSL.  
Fence 247' from DER, 314' right of centerline 12'  
AGL/4175' MSL. Multiple poles beginning 294' from  
DER 236' right of centerline up to 26' AGL/4203' MSL.  
Transmission line tower 294' from DER, 436' right of  
centerline 26' AGL/4203' MSL. Road beginning 426'  
from DER, 238' right of course up to 15' AGL/4194'  
MSL. Ground beginning 5148' from DER, 1085' right  
of centerline 4366' MSL. Bush 6286' from DER, 1440'  
right of centerline 11' AGL/4363' MSL. Road  
beginning 426' from DER, 238' right of centerline, up to  
15' AGL/4195' MSL.

## NEWPORT, OR

### NEWPORT MUNI (ONP)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 2A 14149 (FAA)

TAKEOFF MINIMUMS: **Rwy 2**, NA-Obstacles. **Rwy 16**,  
500-3 or std. w/min. climb of 310' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 16**, turn right. **Rwy 34**,  
turn left.

All Aircraft departing via ONP R-180 CW R-320 depart  
on course. All others continue climbing via ONP R-200  
to 1500 then climbing left turn direct ONP VORTAC.

Cross ONP VORTAC at or above 2200.

NOTE: **Rwy 16**, trees beginning 15' from DER, 326' left of  
centerline, up to 51' AGL/171' MSL. Trees beginning 82'  
from DER, 372' left of centerline, up to 93' AGL/213'  
MSL. Trees, buildings, and poles beginning 137' from  
DER, 261' right of centerline, up to 53' AGL/173' MSL.  
Trees beginning 158' from DER, 87' left of centerline, up  
to 133' AGL/222' MSL. Trees beginning 783' from DER,  
370' right of centerline, up to 118' AGL/238' MSL. Trees  
beginning 1253' from DER, 236' left of centerline, up to  
122' AGL/279' MSL. Trees beginning 1262' from DER,  
706' right of centerline, up to 133' AGL/253' MSL. Trees  
beginning 1476' from DER, 721' left of centerline, up to  
179' AGL/299' MSL. Tree 1581' from DER, 66' right of  
centerline, 119' AGL/239' MSL. Trees beginning 1786'  
from DER, 109' right of centerline, up to 180' AGL/282'  
MSL. Trees beginning 2000' from DER, left and right of  
centerline, up to 300' AGL/459' MSL. Trees beginning  
2378' from DER, 41' left of centerline, up to 150'  
AGL/246' MSL. Trees beginning 3840' from DER, 434'  
left of centerline, up to 142' AGL/262' MSL. Tower and  
trees beginning 1.2 NM from DER, 1398' left of  
centerline, up to 165' AGL/422' MSL. Trees beginning  
1.5 NM from DER, 2247' left of centerline, up to 146'  
AGL/417' MSL. Trees beginning 1.7 NM from DER,  
3260' left of centerline, up to 145' AGL/465' MSL. Trees  
beginning 2.1 NM from DER, 3464' left of centerline, up  
to 125' AGL/575' MSL. **Rwy 20**, generator 5' from DER,  
80' left of centerline, 2' AGL/132' MSL. Buildings  
beginning 312' from DER, 564' right of centerline, up to  
39' AGL/159' MSL. Tree 449' from DER, 494' right of  
centerline, 43' AGL/163' MSL. Bushes beginning 700'  
from DER, 491' left of centerline, up to 33' AGL/153'  
MSL. Trees beginning 2822' from DER, 1160' left of  
centerline, up to 103' AGL/223' MSL. **Rwy 34**, tree 212'  
from DER, 408' left of centerline, 47' AGL/167' MSL.  
Tree 319' from DER, 524' left of centerline, 55' AGL/175'  
MSL. Tree 546' from DER, 242' left of centerline, 55'  
AGL/175' MSL. Tree 965' from DER, 638' left of  
centerline, 109' AGL/189' MSL. Tree 1212' from DER,  
356' left of centerline, 106' AGL/186' MSL. Trees  
beginning 1420' from DER, 571' left of centerline, up to  
122' AGL/202' MSL. Tree 1487' from DER, 186' right of  
centerline, 89' AGL/209' MSL. Trees beginning 1907'  
from DER, 874' right of centerline, up to 87' AGL/234'  
MSL. Trees beginning 2419' from DER, 1120' right of  
centerline, up to 121' AGL/241' MSL.

07 JAN 2016 to 04 FEB 2016

07 JAN 2016 to 04 FEB 2016

15344



# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)



APPENDIX H:  
*RECYCLING & SOLID WASTE  
QUESTIONNAIRE RESPONSES*

**NEWPORT MUNICIPAL AIRPORT**

Airport Master Plan Update

# Newport Municipal Airport - Solid Waste Practices Survey

The Master Plan Update for the Newport Municipal Airport includes a task for developing a recycling and solid waste management plan for the Airport. The completion of this task requires your help in identifying the current waste generators and recycling practices on the Airport. Please take a few minutes to complete the following survey and return at your earliest convenience (*return instructions at bottom of page*). Thank you.

Name/Contact for questions: Greg Herbert

Phone/Email: 541 912 3232 greg.herbert@svn.com

## I - Waste Removal

*Please indicate the following about the waste removal company:*

Name of Waste Removal Company: NA

Telephone Number: —

Contract (if applicable) Expires On: —

**Removal Schedule:** Number of Times — Per (day/week/month)  
Day(s) of Week/Time(s) —

**Waste Removal Charge:** \$ — Per (month/year)

## II - Recycling Bins and Training

How many trash containers do you have at your location/business? 0

How many of these are recycling containers? (If more than one, please specify what each is for)

0

Do your employees (if applicable) receive any recycling related training? Yes /  No NA

If yes please indicate the nature of the training: —

## III - Waste Sort

Using the Waste Sort Form on the *back of this sheet*, please provide your best estimate of the type and quantities of waste generated at your airport location/ airport business.

IV - Please provide any additional information that you would like to share regarding recycling and waste management practices:

—  
—

*At your earliest convenience, please return your survey via email [mdane@whpacific.com](mailto:mdane@whpacific.com) or fax 503.526.0775, or in the enclosed self-addressed stamped envelope to WHPacific, Inc., 9755 SW Barnes Rd, Ste 300, Portland, OR 97225*

## Waste Sort Form

Type	Waste Component	"Estimated" weight of waste generated weekly (in lbs.)
Paper	High-Grade	
	Low-Grade	
	Newsprint	
	Corrugated Cardboard	115
	Magazines/Glossy	100
	Other	50
	<b>Total Component Weight</b>	265
Glass	Clear	
	Green	
	Amber	
	Other	
	<b>Total Component Weight</b>	
Metal	Aluminum	
	Other Non-Ferrous Metal	
	Tin-Coated Steel	
	Other Ferrous Metal	
	Bi-Metal	
	Other	
	<b>Total Component Weight</b>	
Organics	Yard Trimmings	
	Food Scraps	
	Scrap Wood	
	Other	
	<b>Total Component Weight</b>	
Plastics	PET (#1)	
	HDPE (#2)	
	PVC (#3)	
	LDPE (#4)	
	Polypropylene (#5)	
	Polystyrene (#6)	
	Other (#7)	
	<b>Total Component Weight</b>	
Other	Tires	
	Wooden Pallets	
	Rubber	
	Leather	
	Inorganic (e.g., ceramics, mixed materials)	
	Copier Toner Cartridges	
<b>Total</b>		0

At your earliest convenience, please return your survey via email [mdane@whpacific.com](mailto:mdane@whpacific.com) or fax 503.526.0775, or in the enclosed self-addressed stamped envelope to WHPacific, Inc., 9755 SW Barnes Rd, Ste 300, Portland, OR 97225

# Newport Municipal Airport - Solid Waste Practices Survey

The Master Plan Update for the Newport Municipal Airport includes a task for developing a recycling and solid waste management plan. The completion of this task requires your help in identifying the current waste generators and recycling practices. Please take a few minutes to complete the following survey and return at your earliest convenience (*return instructions at bottom of page*). Thank you.

Name/Contact for questions: Lance Vanderbeck

Phone/Email: 541-867-7422 or l.vanderbeck@newportoregon.gov

## I - Waste Removal

*Please indicate the following about the waste removal company:*

Name of Waste Removal Company: Thompsons Sanitary Service

Telephone Number: 541-265-7249

Contract (if applicable) Expires On: N/A

**Removal Schedule:** Number of Times Once Per (day/week/month)  
Day(s) of Week/Time(s) Friday before Noon

**Waste Removal Charge:** \$269.80 Per (month/year)

## II – Recycling Bins and Training

How many trash containers do you have at your location/business? Three

How many of these are recycling containers? (If more than one, please specify what each is for)

Two- plastic, cardboard, paper.

Do your employees (if applicable) receive any recycling related training? Yes/No

If yes please indicate the nature of the training: \_\_\_\_\_

## III – Waste Sort

Using the Waste Sort Form on the back of this sheet, please provide your best estimate of the type and quantities of waste generated at your airport location/ airport business.

**IV – Please provide any additional information that you would like to share regarding recycling and waste management practices:**

Nothing more to add.

*At your earliest convenience, please return your survey via email [mdane@whpacific.com](mailto:mdane@whpacific.com) or fax 503.526.0775, or in the enclosed self-addressed stamped envelope to WHPacific, Inc., 9755 SW Barnes Rd, Ste 300, Portland, OR 97225*

## Waste Sort Form

Type	Waste Component	"Estimated" weight of waste generated weekly (in lbs.)
Paper	High-Grade	
	Low-Grade	5
	Newsprint	2
	Corrugated Cardboard	10
	Magazines/Glossy	2
	Other	
	<b>Total Component Weight</b>	19
Glass	Clear	
	Green	
	Amber	
	Other	
	<b>Total Component Weight</b>	0
Metal	Aluminum	
	Other Non-Ferrous Metal	
	Tin-Coated Steel	
	Other Ferrous Metal	
	Bi-Metal	
	Other	
	<b>Total Component Weight</b>	0
Organics	Yard Trimmings	
	Food Scraps	1
	Scrap Wood	
	Other	1
	<b>Total Component Weight</b>	
Plastics	PET (#1)	
	HDPE (#2)	
	PVC (#3)	
	LDPE (#4)	
	Polypropylene (#5)	
	Polystyrene (#6)	
	Other (#7)	
	<b>Total Component Weight</b>	0
Other	Tires	
	Wooden Pallets	
	Rubber	
	Leather	
	Inorganic (e.g., ceramics, mixed materials)	
	Copier Toner Cartridges	1
<b>Total</b>		21

At your earliest convenience, please return your survey via email [mdane@whpacific.com](mailto:mdane@whpacific.com) or fax 503.526.0775, or in the enclosed self-addressed stamped envelope to WHPacific, Inc., 9755 SW Barnes Rd, Ste 300, Portland, OR 97225





## Waste Sort Form

Type	Waste Component	"Estimated" weight of waste generated weekly (in lbs.)
Paper	High-Grade	
	Low-Grade	
	Newsprint	
	Corrugated Cardboard	
	Magazines/Glossy	
	Other	
	<b>Total Component Weight</b>	
Glass	Clear	
	Green	
	Amber	
	Other	
	<b>Total Component Weight</b>	
Metal	Aluminum	
	Other Non-Ferrous Metal	
	Tin-Coated Steel	
	Other Ferrous Metal	
	Bi-Metal	
	Other	
	<b>Total Component Weight</b>	
Organics	Yard Trimmings	
	Food Scraps	
	Scrap Wood	
	Other	
	<b>Total Component Weight</b>	
Plastics	PET (#1)	
	HDPE (#2)	
	PVC (#3)	
	LDPE (#4)	
	Polypropylene (#5)	
	Polystyrene (#6)	
	Other (#7)	
	<b>Total Component Weight</b>	
Other	Tires	
	Wooden Pallets	
	Rubber	
	Leather	
	Inorganic (e.g., ceramics, mixed materials)	
	Copier Toner Cartridges	
<b>Total</b>		

At your earliest convenience, please return your survey via email [mdane@whpacific.com](mailto:mdane@whpacific.com) or fax 503.526.0775, or in the enclosed self-addressed stamped envelope to WHPacific, Inc., 9755 SW Barnes Rd, Ste 300, Portland, OR 97225

# Newport Municipal Airport - Solid Waste Practices Survey

The Master Plan Update for the Newport Municipal Airport includes a task for developing a recycling and solid waste management plan for the Airport. The completion of this task requires your help in identifying the current waste generators and recycling practices on the Airport. Please take a few minutes to complete the following survey and return at your earliest convenience (*return instructions at bottom of page*). Thank you.

Name/Contact for questions: H.D. BAUMAN

Phone/Email: hossdoc@yahoo.com

## I - Waste Removal

*Please indicate the following about the waste removal company:*

Name of Waste Removal Company: \_\_\_\_\_

Telephone Number: \_\_\_\_\_

Contract (if applicable) Expires On: \_\_\_\_\_

*OVER*

**Removal Schedule:** Number of Times \_\_\_\_\_ Per (day/week/month)  
Day(s) of Week/Time(s) \_\_\_\_\_

**Waste Removal Charge:** \$ \_\_\_\_\_ Per (month/year)

## II - Recycling Bins and Training

How many trash containers do you have at your location/business? \_\_\_\_\_

How many of these are recycling containers? (If more than one, please specify what each is for)

Do your employees (if applicable) receive any recycling related training? Yes / No

If yes please indicate the nature of the training: \_\_\_\_\_

## III - Waste Sort

Using the Waste Sort Form on the back of this sheet, please provide your best estimate of the type and quantities of waste generated at your airport location/ airport business.

IV - Please provide any additional information that you would like to share regarding recycling and waste management practices:

*At your earliest convenience, please return your survey via email [mdane@whpacific.com](mailto:mdane@whpacific.com) or fax 503.526.0775, or in the enclosed self-addressed stamped envelope to WHPacific, Inc., 9755 SW Barnes Rd, Ste 300, Portland, OR 97225*

## Waste Sort Form

Type	Waste Component	"Estimated" weight of waste generated weekly (in lbs.)
Paper	High-Grade	ALL
	Low-Grade	
	Newsprint	
	Corrugated Cardboard	
	Magazines/Glossy	
	Other	
	<b>Total Component Weight</b>	
Glass	Clear	minimal
	Green	
	Amber	
	Other	
	<b>Total Component Weight</b>	
Metal	Aluminum	take home
	Other Non-Ferrous Metal	
	Tin-Coated Steel	
	Other Ferrous Metal	
	Bi-Metal	
	Other	
	<b>Total Component Weight</b>	
Organics	Yard Trimmings	with me - and dispose of with house waste.
	Food Scraps	
	Scrap Wood	
	Other	
	<b>Total Component Weight</b>	
Plastics	PET (#1)	with me - and dispose of with house waste.
	HDPE (#2)	
	PVC (#3)	
	LDPE (#4)	
	Polypropylene (#5)	
	Polystyrene (#6)	
	Other (#7)	
	<b>Total Component Weight</b>	
Other	Tires	with me - and dispose of with house waste.
	Wooden Pallets	
	Rubber	
	Leather	
	Inorganic (e.g., ceramics, mixed materials)	
	Copier Toner Cartridges	
<b>Total</b>		

At your earliest convenience, please return your survey via email [mdane@whpacific.com](mailto:mdane@whpacific.com) or fax 503.526.0775, or in the enclosed self-addressed stamped envelope to WHPacific, Inc., 9755 SW Barnes Rd, Ste 300, Portland, OR 97225

RECEIVED

NOV 04 2016

WHPACIFIC

WH Pacific,

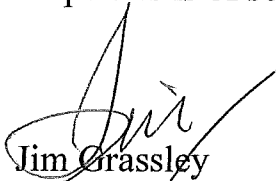
I have received your survey regarding solid waste practices at the Newport municipal Airport.

To accommodate your survey I'm providing the following information:

I do not have and am not aware of any waste pickup services at the airport.

What generated waste I am responsible for is taken home and incorporated with residential material and disposed of or recycled in the manner prescribed for best practices. This includes oils or any other material considered toxic or negative to our environment.

Hope this is of some value.



Jim Grassley  
18734 64<sup>th</sup> Ln. NE.  
Kenmore, WA 98028

October 29, 2016

APPENDIX I:  
*REGIONAL AIRPORT REVIEW*  
*TASK FORCE REPORT*

**NEWPORT MUNICIPAL AIRPORT**

Airport Master Plan Update

# Report from the City of Newport Regional Airport Review Task Force



A.J. Mattila – City of Depoe Bay Mayor

Don Williams- City of Lincoln City Mayor

Doug Hunt - Lincoln County Commissioner

Jamie Rand - at large member

John Lavrakas - representing economic development interests

Kevin Greenwood - Port of Newport General Manager

Lorna Davis –Greater Newport Chamber of Commerce Executive Director

Mark Fisher - at large member

Ralph Grutzmacher - Airport Committee Member

Susan Painter - Airport Committee Member

Ralph Busby - City of Newport Councilor

Sandy Roumagoux – City of Newport Mayor

February 17, 2016

On July 24, 2014, the Newport City Council approved Resolution No. 3689, a resolution establishing a Regional Airport Review Task Force. The purpose of the Task Force was to review the role the Newport Municipal Airport (ONP) plays on the central coast. Furthermore, the City Council requested that the Task Force review various options for the long-term support and development of the airport facility in the best way to serve Lincoln County and the central coast. After the resolution was adopted, the Mayor and Council held off on making appointments to the Regional Airport Review Task Force until 2015. The Task Force consisted of A.J. Mattila, Mayor of Depoe Bay; Don Williams, Mayor of Lincoln City; Doug Hunt, Lincoln County Commissioner; Kevin Greenwood, General Manager of the Port of Newport; John Lavrakas representing economic development interests; Lorna Davis of the Greater Newport Chamber of Commerce; Jamie Rand serving as an at-large member; Mark Fisher serving as an at-large member; Susan Painter from the Airport Committee; Ralph Grutzmacher from the Airport Committee; Ralph Busby, City Councilor; and Sandy Roumagoux, Mayor. Please note that Mark Fisher replaced Dennis Reno who was originally appointed as an at-large member, but resigned from the Task Force when his schedule would not allow him to participate in Task Force meetings.

## **HISTORY OF THE NEWPORT MUNICIPAL AIRPORT**

The Task Force reviewed the history of the Newport Municipal Airport which began on March 27, 1943 when the Civil Aeronautics Administration ordered a contract for the construction of an airport in Newport, Oregon. This work included two runways, each 5,080-feet long and 150-feet wide, and several taxiways each 50-feet wide. In order to build the airport, the contractor had to move 300 million cubic yards of sand and clay with 1.7 million cubic yards brought in as fill. This cut and fill project addressed a canyon that was 140-feet deep by re-grading the high points of the land into the canyon which ultimately led to 94-feet of fill being placed in a canyon over a length of about 1,100 feet. In order to properly drain the site, nine miles of concrete drain tiles were laid and small canyons and gullies were filled to create the necessary runways for the airport. The original contract for clearing and grading was \$1,064,472; the paving contract for the project was \$423,466. The project was plagued by rainy weather, saturated soils, and compaction issues. The aggregate for the project came from the quarry near Agate Beach. The May 1944 edition of the Pacific Builder and Engineer stated that this was ... “one of the hardest builds in airport history” (article from the Don Davis collection).

The Civil Aeronautics Administration constructed the airport on property provided in a land grant from the city. The airport and associated city property was turned back over to city ownership in 1947. Since that time, the airport has been under the city’s jurisdiction.

The next major renovation to the airfield occurred as part of the Airport Master Plan that was adopted in September, 1979 and completed by George Baldwin and Associates. Phase I of the plan called for land acquisition, clearing, road relocation, a runway lighting system, and lighted wind sock. This work was estimated to be \$333,334. Phase II of the project started out at \$1,234,444 and increased to \$1,466,555 and included reducing the NE/SW runway (2-20) from 5,080-feet long and 150-feet wide to 3,000-feet long and 75-feet wide. The north/south runway (16-34) was lengthened and overlaid. Phase III of the project included construction of taxiways utilizing a portion of the property that was formally occupied by the NE/SW runway which was shortened as part of Phase II.

From the 1970's until 2006 the airport was operated by city staff with a Fixed Based Operation providing aircraft services. The FBO agreements included Newport Flying Service, Inc. in 1974, Berteau Aviation in the mid 1980's, Aero Pacific Development, Inc. in 1994 and Central Oregon Coast Air Service, LLC in 1996.

The City of Newport acquired the assets of the fixed based operator on April 16, 2006, for \$250,000.

Since 1946 the Airport has been served at various times by commercial air services and charter services including Newport Air Service, West Coast Airline, Ports of Call, Skyworld Airlines and Harbor Air.

The last commercial passenger service was provided by SeaPort Airlines from March 15, 2009 to July 18, 2011. The City of Newport, jointly with the Port of Astoria, received a ConnectOregon and a USDOT grant to provide commercial air service to both communities. An RFP (Request for Proposals) for commercial air service providers had been issued, and the contract was awarded to SeaPort Airlines. Over a period of two years, SeaPort Airlines provided twice daily flights to and from Portland International Airport (PDX) to Newport (ONP) and Astoria (AST). When the subsidies expired, service continued for approximately six months at which time it was discontinued. Since that time, there has been no commercial air service to Newport. Through most of the airports history since the 1970's, air passage service has been more the exception than the rule in Newport.

Currently, FedEx and UPS provide daily air freight services for the Central Coast at the Newport Airport.

In 2014 and 2015, major reconstruction occurred at the airport costing \$9.7M. This work included a complete rebuild of the ILS Runway 16-34 north and south of the Runway 2-20 intersection. The FAA paid 90% of the costs of the project. A state grant from ConnectOregon also covered approximately half of the city's required local match for these projects.

Runway 16-34 was narrowed by 50 feet, requiring the installation of a new storm drainage system and new runway lights. Part of the reconstruction also included relocating the FAA navigational aids, a task which seems to be a work in progress as we collaborate with various departments of the FAA. The data for this work comes from the Airport Geographical Information Survey conducted as part of the overall project. Smaller project components included: a new emergency generator for the lighting system, relocation of the old emergency generator to support the Fixed Base Operation (FBO) building, a new ARFF (Airport Rescue and Fire Fighting) truck, an update to the Wildlife Hazard Management Plan, and reestablishment of access roads and removal of the old race track.

## **RECENT OPERATIONAL HISTORY OF THE AIRPORT**

Since the purchase of the fixed base operations by the city, the city has operated the FBO and maintenance activities at the airport. The first manager of the FBO and airport was



Dennis Reno. As part of the fixed base operator system, fuel sales, hangar rental, car rental, and various services were provided. Following Dennis Reno, Gene Cossey was hired as Airport Manager. He was responsible for fixed base operations as well as general airport management. Following Gene Cossey's resignation as Airport Manager, City Manager Jim Voetberg elected to divide the Airport Manager position into two separate positions with Terry Durham managing the fixed base operations, and Lance Vanderbeck managing the airport maintenance activities. Both reported directly to the City Manager, Jim Voetberg. A full time lineman also worked for both the FBO Manager and Operations Manager. In addition, temporary employment services were utilized from Barrett Business Services to staff airport operations. During the past two years, Melissa Román, from the Public Works Department, has provided support for budgeting and project services, particularly relating to the major north/south runway reconstruction project as well as associated projects funded by the FAA.

During the past 18 months, the airport has undergone additional personnel changes: lineman Charles Norman left in March of 2014, and Terry Durham left in June of 2014. In addition to Lance, a temporary employee has been hired for the lineman's position and Lance Vanderback has obtained the Fuel Supervisor's Certification and has assumed the FBO responsibilities at the airport during this interim period.

Because of the significant changes that have occurred in staffing at the airport, the Airport Committee, with the blessing of the City Council, explored the possibility of privatizing the operation of the airport and the FBO operations. The Airport Committee issued an RFP and received three proposals for the operation of the airport. After extensive study and a meeting with each of the proposers, the Airport Committee recommended that the City Council reject each of the proposals for the private operation of the FBO and airport operation. The Airport Committee has asked the City Council for direction concerning implementation of the numerous suggestions contained in this report as well as additional review of management and operation decisions for the airport and the FBO. [ Note: this action occurred at a special meeting of the Airport Committee held on February 26, 2016 following the last meeting of the Task Force. Since it is pertinent to this report, this action has been included in the Task Force Report.]

The City Council has also employed WH Pacific to update the Master Plan for the airport. The Master Plan will provide a 20-year road map identifying necessary airport improvements to serve current and projected aviation demand, comply with Federal Aviation Administration (FAA) standards, and address airport issues as identified by the airport users and other stakeholders. This planning process is estimated to be completed in approximately 18 months.

With these significant changes occurring, it was a very appropriate time to bring together a Task Force to review how the airport can best meet regional transportation needs in Lincoln County and the central coast and to help guide these other initiatives that are currently moving forward for the airport.

## CURRENT AIRPORT OPERATIONS

The Newport Municipal Airport currently consists of two runways with 16-34 (N/S) being 5,398-feet long and 100-feet wide and 2-20 NE/SW being 3,001-feet long by 75-feet wide. The airport has a 2,400 square foot office building that is currently rented to FedEx. The FBO has two offices on the main floor, a ticket counter, pilot's lounge with refrigerator and counter space. There are three offices on the second floor, larger conference area, and bar with a small kitchen. In addition to the space rented to FedEx, one office space is rented in the FBO building, and a lease has been provided for a double-wide trailer to FedEx. An aerial view of the airport can be found in Attachment F. Other services currently provided:

- Fuel, Jet-A, Jet-A with additive, AV-Gas (100LL) truck and self-serve;
- Car rentals;
- Courtesy cars 3, plus 1 van;
- Oil for turbine and piston aircraft;
- Charts;
- Current newspaper;
- Catering, utilizing local vendors;
- ONP branded products, including shirts, sweaters, rain jackets, and hats for sale;
- Small selection of concessions - coffee, candy bars, chips, and soda;
- Free WIFI;
- After-hours shelter;
- Fax;
- Computer;
- Pilot lounge area;
- Tie-downs;
- Overnight hangar space, if available;
- Tug/ battery cart for aircraft towing and starting;
- Taxi arrangements;
- Hotel reservations.

Airport staff is also responsible for maintaining the following facilities/operations at ONP (Newport Municipal Airport):

- ILS (Instrument Landing System);
- Two runways and associated taxi ways;
- AWOS (Automated Weather Observation System);
- Lighted wind sock;
- Rotating beacon;
- ARFF (Airport Rescue and Fire Fighting Truck);
- Wildlife hazing;
- Field lighting/sign maintenance;
- Field security/ public security;
- Field maintenance.

The airport receives National Plan of Integrated Airport Systems (NPIAS) funding in the amount of \$150,000 per year. Please note that this money is held in an account by the FAA Airport District Offices and is spent directly for improvements by the FAA. The city does not receive or spend any of these funds. The funding is held for up to five years and can be consolidated on qualified improvements to the airport as determined by the FAA and local airport management.

The airport is certified under FAA regulations as a Part 139 airport. Part 139 prescribes the rules governing operation and maintenance of airports that serve scheduled air carriers utilizing aircraft with more than nine seats, or nonscheduled operators with more than 30 seats. The airport undergoes regular inspections and is provided a list of areas to address as part of that inspection for continued Part 139 certification.

In the 2013/2014 fiscal year, airport employees logged 6,289 operations at the airport. An operation includes a plane landing or taking-off. These counts do not include any landings and take-offs when the airport is not staffed or when the landing and/or take-off is not observed. The FAA estimates annual aircraft operations based on a combination of observed flights (which only occur when the airport is staffed and operation is observed) and an estimate of unobserved flights. The airport currently has two cargo carriers based at this facility, which include Empire and Ameriflight. In addition, the U.S. Coast Guard has a satellite air station at the airport, and recently added is an air tour operation. The current traffic at the airport is made up of corporate, recreational, charter, and military aircraft. Fueling services during the last three fiscal years have been 58,211 gallons of fuel in fiscal year 2011/2012; 49,476 gallons in fiscal year 2012/2013; and 98,226 in fiscal year 2013/2014.

The FBO is staffed seven days a week from 8:00 A.M. to 5:00 P.M., minus three holidays. The airfield is normally open 24 hours a day; seven days a week; 365 days a year.

## **REGIONAL AIRPORT REVIEW TASK FORCE MEETINGS**

The first meeting of the Regional Airport Review Task Force was held on Tuesday, July 28, 2015. The Task Force met monthly after that time, except during the months of September and December, with the last meeting held on February 17, 2016.

During these monthly meetings, the Task Force was given an overview of the operation and history of the airport; elected City Councilor Ralph Busby as Chair of the Task Force; and elected Susan Painter to serve as a representative of the Task Force on the Public Advisory Committee that is being established to oversee the development of a new FAA-funded Airport Master Plan. The Task Force toured the entire airport facility as a group in a bus provided by the Lincoln County Transit Authority. The Task Force met with Mitch Swecker, Director of the Oregon Department of Aviation, to understand the state's perspective on the role that the Newport Municipal Airport plays as part of the state aeronautics system. The Task Force heard a report from Rainse Anderson, PE, Director of Aviation at WH Pacific, Inc., who described the transition of the North Bend Municipal Airport from a facility operated by the Port to one now operated by the Coos County Airport District. After reviewing the airport facilities, overall operations, reviewing the budget, and hearing from a number of other sources regarding the operation of other similar facilities,

the Task Force agreed to form subgroups focusing on five specific areas which have an impact on the long-term operations of the airport. The Task Force created subgroups with the following individuals taking responsibility for coordinating information on the following subject areas: Commercial Air Service - John Lavrakas; Governance - Kevin Greenwood; Financial - Ralph Busby; Marketing - Lorna Davis; Land Uses/ Development - Ralph Grutzmacher.

Task Force members were encouraged to forward information regarding the various subject areas to the appropriate contact persons, with those individuals then preparing a report for the January 26, 2016 Task Force meeting. At that time, the Task Force met as a group to hear the reports on the five areas identified for specific discussion and analysis. As a result of the reports, the Task Force has summarized these findings and makes the following recommendations to the Newport City Council, Airport Committee, and PAC Committee.

## **FINDINGS AND RECOMMENDATIONS**

Over the course of the six meetings, the Task Force had an opportunity to look at a number of issues that are significant to maximizing the impact of the airport on transportation services in the central coast area. The following information summarizes the findings and recommendations of the Task Force to the City Council, Airport Committee, and Public Advisory Committee. The Task Force prioritized each recommendation as high, medium, or low.

### **A. Commercial Air Service**

Commercial air service has been provided at different times during the history of the operation of the airport. Commercial passenger air services were last provided by Seaport Airlines, which received government subsidies to provide that service. Seaport offered twice daily flights from PDX to Newport and Astoria. Once the subsidies expired, the service was discontinued approximately six months later. There has been no commercial air service to Newport since Seaport discontinued service. Currently, the only coastal community receiving commercial passenger service is North Bend.

The Task Force discussed a number of factors that may affect the success of commercial passenger service. The destination golf resorts south of Coos Bay, for example, bring a substantial number of passengers to that airport. In addition, the challenges of traveling to one of the major hubs (i.e. Portland or San Francisco) is much greater for travelers to and from the Coos County area. Furthermore, Coos County has a population of 62,475 compared to 46,446 for Lincoln County. Even in Lincoln County, the value of flying out of Newport may be different for someone in the central or south part of the county from that experienced by those in the north part of the county where driving time to Portland is reduced.

With current security standards for passenger service flights, Newport would need to make significant investments to the terminal building in order to accommodate TSA requirements for passenger screening if passengers traveling from Newport wished to check their bags at Newport and pick them up at their ultimate destination after continuing on an

interconnecting flight. The alternative is for passengers to fly into PDX, collect their bags, and then check in through security at Portland to continue their flight. While this is not as seamless as clearing security at the originating airport, it is a way to accommodate air passenger travel without significantly increased overhead at the Newport airport.

Finally, the impact of other transportation improvements needs to be considered in any analysis of the feasibility of commercial passenger service at the airport. Even improvements such as construction on U.S. 20, which will eliminate a number of the curves and reduce travel time by 10 or 15 minutes, may have an impact on a person’s decision to drive either to Portland or Eugene to catch a flight rather than one that would originate in Newport.

Nevertheless, providing commercial passenger air service into Newport would clearly be a significant tool to continue support of the marine research community, commercial fishing, and tourism economies in Lincoln County. Task Force member John Lavrakas compiled a report including the components that should be included in any air service study completed for the airport. These findings are included in Attachment A.

**Recommendations:**

A.1 The City of Newport should conduct a study to determine the feasibility of implementing commercial passenger air service at the Newport Airport incorporating the guidelines as outlined in attachment A. Furthermore, a local steering committee should be established to work with the consultant selected to perform the feasibility study to assure that the findings are representative of the local community. The results of the study should be summarized and included in a package that could be used with any potential carriers. Priority: High

**B. Governance**

There are five distinct governance types operating airports in the State of Oregon. The 55 major public airports in Oregon are operated as follows:

<b>PUBLIC AIRPORT BY GOVERNANCE TYPE</b>		
City		22
State		12
Special District (ORS 198)		11
	Airport District (ORS 838)	1
	Port of Portland (ORS 778)	3
	Port District (ORS 777)	6
	Park & Rec District (ORS 266)	1
County		7
	County Department	7
	County Service District (451)	0
	Intergovernmental Agreement (ORS 190)	3
<b>TOTAL NUMBER</b>		<b>55</b>

40% of these airports are run by cities with the balance of the airports being operated by the state, counties, port districts, airport districts, a parks and recreation district. Three of the airports are operated through an intergovernmental agreement. Of these three airports, two have governmental entities extending over two states that operate the airport (Columbia River Gorge Airport and Border Coast Airport Authority) with one airport being operated jointly by the City of Prineville and Crook County.

The Newport Municipal Airport is one of the 22 airports that are owned and operated by a city. In reviewing data for Oregon port districts, it should be noted that over a quarter of the port districts operate airports.

There are a number of issues to consider in an analysis of modifying the governance/ownership of the airport. One important factor is to look at who is serviced by the airport and compare that with who is financially supporting the airport. There are obvious advantages from a financial standpoint if the airport is supported by a larger constituency (city versus county as an example). Furthermore, there could be advantages to some type of intergovernmental agreement that divides the governance of the airport among several governmental entities.

Finally, there could be some advantages in conducting a more detailed comparison of the airport with other airports having a similar impact in the state. Data from the 2014 Oregon Airport Aviation Plan Economic Contribution to the Oregon Economy by Airports, reveals that other airports that have a similar impact on the local economies of the regions they serve include Hermiston (city), Columbia Gorge (IGA), Tillamook Bay (port), Ashland (city), and Grants Pass (county). A more detailed review of these facilities may shed additional light on operation/financial and governance opportunities for Newport's airport.

The Task Force also discussed whether there would be any benefit to operating the airport in conjunction with Siletz Bay, Toledo, and Wakonda Beach State Airports. This issue was discussed with the Oregon Department of Aviation Director, Mitch Swecker. Director Swecker indicated that the state would be willing to discuss some sort of arrangement that made sense for the state.

Kevin Greenwood concluded that a specific governance type does not necessarily guarantee a successful airport operation. The issue of governance - or reorganization - boils down to the public's desire to subsidize an operation. With an increased tax base, a reorganization could result in new public tax revenue for capital investments (i.e. extending municipal utility service, new hangars, or leasable buildings) to cover operations or some mixture of both. The successful public airports in Oregon enjoy unique relationships either with private industrial parks or residential development nearby, centralized locations, a pre-arranged public partnership or adequate facilities for recruiting tenants. Some of those characteristics can be replicated in Newport; others will be more difficult. Consolidation of airport facilities may result in decreased operational costs that could make a regional special district, or county service district, an option. The question will be whether the public sees value in a publically operated airport and how a reorganization would result in increased benefits. Greenwood noted, significantly, that passing a struggling asset between local government units with similarly sized service boundaries will not significantly result in leaner operations or increased revenue.

For further information, see attachment B which is the report from Kevin Greenwood to the Task Force.

**Recommendations:**

- B.1 The Task Force recommends that the City of Newport explore discussions with the State of Oregon to see if there are any mutual benefits of collaborating on the operation of all airports in Lincoln County. Priority: High
- B.2 The Task Force recommends that further analysis be conducted of other similar sized airports to evaluate governance and organization issues relating to the operations of those airports. Priority: Medium
- B.3 The Task Force recommends that specific goals be identified for the future of the airport and determine whether any changes in governance/ownership of the airport would help the airport achieve those goals. The Task Force further recommends that continuing discussions occur with the Port of Newport, Lincoln County, or other local entities to determine whether there is any interest in pursuing a change in the governance/ownership of the airport. Priority: Low

**C. Finance**

The City of Newport provides a subsidy to the airport for its operation. While this subsidy varies from year to year, the current subsidy is in excess of \$300,000 which is the single largest source of income for airport operations. In addition to the city General Fund subsidy, the airport has projected fuel sales of up to \$250,000. The airport also obtains revenue from rents and leases of approximately \$52,000, and receives revenue from the sewer fund for disposal of sludge of approximately \$30,000. On the expense side, personnel costs account for approximately 33% of operational costs. Fuel for resale equals approximately 23% of the expenses. The city Budget Committee has established a goal of reducing the subsidy from the General Fund and Room Tax Fund for airport operations over the next three to five-year period. In order to accomplish this reduction, it is important for the city to review increasing revenue opportunities as well as reducing expenditures.

**Recommendations:**

- C.1 The Task Force recommends conducting a review and evaluation of similar sized airports to benchmark the revenues and expenses generated and incurred from the operation of the Newport Municipal Airport. Priority: High
- C.2 The Task Force recommends reviewing opportunities to generate additional revenues by increasing the customer base at the airport. Priority: High
- C.3 The Task Force recommends continuing the pursuit of a private entity to provide all or portions of the operations and FBO services. Priority: High
- C.4 The Task Force recommends reviewing all the fees to determine whether they are fair and adequate to cover expenses without having an adverse impact on consumers purchasing/using those services. Priority: Medium
- C.5 The Task Force recommends placing discussion on changes to the FAA Part 139 certification in “hold” status until the Master Plan evaluation of this issue is completed. Priority: Medium

- C.6 The Task Force recommends reviewing staffing levels to determine whether there are opportunities for savings relating to the operation of the airport. Priority: Low

## **D. Marketing**

The Task Force reviewed opportunities to provide a better marketing of the airport. Certainly one of the benefits that resulted from convening the Task Force is that individuals in leadership positions throughout Lincoln County have gained a better understanding and awareness of the significant transportation infrastructure that is located in the heart of Lincoln County. The initial meeting of the Task Force illustrated a profound lack of understanding about various issues relating to the operation, ownership, and assets of the airport. One member acknowledged that he had not even been aware that Newport had an airport!

The airport has been subject to a number of controversies which dominated the public dialogue relating to these critical operations located in the city. With a number of recent initiatives, the City Council has been able to focus discussion on how the airport can best serve the citizens of Newport as well as the central Oregon coast.

Hand in hand with marketing the airport is the necessity to have user-friendly services available at the airport. It is important to utilize any available resources including websites, social media, and other forums to share what services are available there. Local hotels and other businesses could take opportunities to create packages for airport users. The city might want to consider renaming the airport to focus on its role as a regional airport versus a purely Newport Municipal facility.

One of the limiting factors at the airport is weather. Perhaps a formal relationship with the Toledo Airport could be explored; transportation or other services might be offered there for folks that are unable to fly into Newport as a result of weather conditions. There may be an advantage to the airport in contracting with a person or team to generate marketing information and to promote the use of the airport. There are also potential opportunities to provide additional business at the airport if properties around the airport could be developed for commercial, industrial, or even residential uses tied to the use of the airport. For additional details see the report submitted by Lorna Davis in attachment D.

### **Recommendations:**

- D.1 The Task Force recommends exploring the possibility of contracting with a person/firm, or assigning this task to the Destination Newport Committee, to develop professional marketing information regarding the Newport Municipal Airport. Priority: High
- D.2 The Task Force recommends that once there is a clear understanding of what land, facilities, and amenities could be made available to prospective tenants as a result of the airport master planning process, that marketing information should be developed to promote the use of land and facilities by the appropriate developers utilizing the airport to enhance economic development in Lincoln County. Priority: High



- D.3 The Task Force recommends identifying various air services (i.e. instrument training, aircraft sales, tourist/recreational opportunities such as flightseeing), and develop marketing materials in order to attract services at the airport. Priority: High
- D.4 The Task Force recommends reviewing the user friendly services that are available at the airport and where those services are not in existence, explore implementing those new services. Priority: High
- D.5 The Task Force recommends exploring the possibility of renaming the airport to capture its role as a regional facility, or developing a plan to offer sponsorship-type naming opportunities for the airport. Priority: Low
- D.6 The Task Force recommends developing an operational plan utilizing other airports as back-ups when weather challenges occur. Low

## **E. Land Use Issues**

The Newport Municipal Airport occupies a large land area in the City of Newport south of the Yaquina Bay Bridge. A significant amount of land surrounding the airport is currently undeveloped. The topography surrounding the airport has numerous challenges including a series of deep canyons separating areas of relatively flat land. Water service is available on the west side of the airport. There is no sanitary sewer service available at this time.

It is important that the airport master planning process take a close look at how airport boundaries are currently defined to determine whether boundaries should be adjusted in a way which does not have a negative impact on the airport but would promote development around the airport perimeter. Furthermore, it is important to look at the potential for long-term development around the airport that may relate directly or indirectly to the airport operation. Once the airport plan is completed, it will require review and incorporation into the city's Comprehensive Plan.

Significantly, the large parcels of property located to the south of the airport are zoned to accommodate a destination resort type facility. With the close proximity of the airport, a successful development of this property in the future could have a significant impact on traffic in and out of the airport.

The airport master planning process and a follow-up to the work of the Regional Airport Review Task Force should include connecting the majority of city, county, and regional residents to a recognition of the catalyst that the airport could be for future economic or business development. This will be critical in order to ensure that the appropriate financial resources are available to develop the necessary infrastructure to maximize the economic potential of this facility to the central coast. The airport, city, and its partners need to explore abilities to enter into economic development ventures or partnerships to encourage the development potential in and around the airport. For additional information see attachment E submitted by Ralph Grutzmacher on behalf of the Task Force.

### **Recommendations:**

- E.1 The Task Force recommends providing sanitary sewer to the airport and completing the water distribution system. Priority: High

- E.2 The Task Force recommends that the airport master planning process identify specifically what land, facilities, and amenities could be made available to prospective tenants on and adjacent to the airport. Priority: High
- E.3 The Task Force recommends the master planning process evaluate the current boundaries of the airport to determine whether there are any lands included in the airport boundaries that could be excluded from the airport property in order to make them available for future compatible economic development. Priority: High
- E.4 The Task Force recommends identifying the existing permitted land uses around the airport as part of the airport master plan. Priority: High
- E.5 The Task Force recommends identifying areas within the airport that would be available for long-term leases to allow the construction of commercial or industrial facilities for airport bases to support businesses at the airport as part of the master plan process. Priority: High
- E.6 The Task Force recommends development of economic development incentives for businesses desiring to locate at the airport. Priority: Medium
- E.7 The Task Force recommends promoting the awareness of the destination resort property located at the southern end of the airport to foster development of a project that could generate additional activity at the Newport Airport as well as providing additional jobs in the tourism/service sector in the Lincoln County economy. Priority: Medium
- E.8 The Task Force recommends continuing obtaining buildable fill materials as available. Priority: Medium

## **F. Emergency Services**

The Newport Municipal Airport is the only full services general aviation airport on the Oregon coast located above the tsunami inundation zone. In the event of a natural disaster, the airport could play a critical role in meeting the emergency needs of individuals on the central coast. This will be essential since it is likely that in a Cascadia Subduction Zone event, ground travel may be impossible for a number of weeks. Furthermore, the airport has the opportunity to serve as an emergency staging area, storage area, and a central response area for the central coast. The U.S. Coast Guard already houses a rescue helicopter at the airport. This facility is operated as part of the North Bend Air Station. Significantly, both the North Bend Air Station and the Astoria Air Station are located in tsunami inundation zones.

### **Recommendation:**

- F.1 The Task Force recommends the city urge the U.S. Coast Guard to conduct an evaluation of the air facility hangar at the airport to determine its stability in the event of a major Cascadia event. Priority: Medium
- F.2 The Task Force recommends working with FEMA to establish an emergency supply depot facility. Priority: Medium
- F.3 The Task Force recommends that the master planning process fully evaluate the Newport Municipal Airport for its capabilities to respond to a regional emergency and to determine whether the existing facilities have the ability to withstand a seismic event. Priority: Low

## CONCLUSION

The Regional Airport Review Task Force has completed a review of the role that the airport plays as a regional facility for Lincoln County and the central coast. The report and recommendations reflect the observations and findings of the Task Force developed over the past six months. The Task Force respectfully submits this report to the City Council, the Airport Committee, and the Planning Advisory Committee for the Airport Master Plan update for your information and consideration.

Respectfully submitted,  
The Regional Airport Review Task Force

ATTACHMENT A  
COMMERCIAL AIR SERVICE

**Steps to implement Commercial Passenger Air Service Study for ONP  
ONP Task Force  
Contact: John Lavrakas**

The City of Newport desires to learn what it will take to bring commercial passenger service to its airport (ONP). This document describes the elements that a commercial passenger air service study will contain, providing a way forward. It does not describe an implementation plan, but rather a plan to collect and analyze data and make recommendations. An implementation plan would come later to carry out the recommendations.

Observation: for this study to result in effective and actionable recommendations, it needs to be lead by someone who understands what is needed, and will ensure each phase of the work is done effectively, productively, and efficiently. Without this leadership, the city risks completing a study that is of little value.

Outline:

- Background Define Team
- Identify Current Needs
- Past Experience
- Similar Experience
- Other Investigations
- Analyze the data
- Propose recommendations

Background – explain the value of commercial air service to the central coast and what steps have been taken to date, including previous commercial air services (such as SeaPort) and the work of the Task Force.

Define Team

- Define team to collect the data and conduct the study. Combination of city personnel and volunteers. Tasks include personal contacts, creation and implementation of surveys, collating and analyzing data, and preparing reports. A strong leader needed who understands the purpose of this task, ensures the data collection and analysis are effectively and efficiently done, and will ensure the study results in a set of reasoned and appropriate recommendations.
- Assemble a steering committee of people representing the local community who are committed to the success of this task to oversee the work that is done. Such oversight can include guiding tasks to be performed, assessing the thoroughness of the work performed, and ensuring objectives are being met.

Identify Current needs

- Identify the driving needs (those that are at the top of the list that make the decisions as to whether to drive to Eugene, to PDX, to use one's car, to take a train, or to not travel

- Meet with key players in the region
  - Talk to major players in the central Coast who could use passenger air service. What is their need for air service, either as an organization or by their people? Identify possible usage, such as the number of flights per month from area airports (PDX, EUG), preferred days of week. Players might include NOAA, Hatfield Marine Science Center, Samaritan Hospital and Education Center, Salishan, Chinook Winds, OSU, Community College, etc.). Pay attention to the expansion of OSU to include up to 500 undergraduate students
  - Examine key sectors, including marine science, commercial fishing, tourism, health care, retirement, and any other deemed significant in size and scope
  - Examine reasons for travel, such as attending conferences, going golfing,
  - Survey the public as well
  - Consider travel in both directions. Why outsiders would fly here and why residents would fly to other destinations.
  - Identify current usage of air service by these players
  - Survey critical services (must haves) and beneficial services (desire to have), group into categories, and score each service across the users being interviewed
  - Find out the value of regular flights vs infrequent flights. Perhaps there could be twice weekly, or Mon/Wed./Saturday flights?
  - Survey which airports are used, and why the selections are made
  - Explore the importance of distance, time spent, how the travel costs are funded, what price is being paid for typical flights, how much money is spent for driving to airports and parking (actual costs).
  - Develop accurate enplanement estimates to provide to prospective providers.
  - Talk with other airports to explore the value of connecting ONP with their airports
- When talking with major players in the region, plan on multiple contacts. First to gather data, next to follow up to confirm results and get feedback, finally to confirm approaches. Look at this phase as one in building relationships that will be needed later when implementation begins.

#### Past Experience – examine data from past experience with airline service

- Examine city records, ONP records, News-Times Articles
- Gather up any records of value from prior air service (number of enplanements, flights per month, marketing efforts) and examine them for useful information.
- Retrieve accurate enplanement estimates to provide to prospective providers.

#### Similar Experience – talk with other airports similar in size and circumstance

- Identify other small airports (3-5) offering commercial passenger service and find out who their customer base is, what distinguishing features they provide with their air service, and their profitability
- Identify and contact operators who are currently providing this type of service.

### Other investigations

- Contact flight training companies that might have an interest in co-pilot training in conjunction with a scheduled operator.
- Contact airlines that would consider a regional Central Oregon Coast market. The suggestions at the last meeting to link ONP to hubs other than Portland appears to be a promising idea. Perhaps linking up with Coos Bay/North Bend, Eugene, San Francisco, or Corvallis airports.
- Water and sewer needs to be available to the FBO and to the south end of the airport where an industrial park is waiting to blossom.

### Analyze the Data.

- Examine the data from various perspectives, including over time, over multiple airports, over multiple sectors.
- Create various graphic representations of the data, including word clouds, pie charts, bubble charts, geographic maps. Anything it takes to let people have rapid and quick understanding of the data.

### Propose recommendations

- Craft a marketing strategy (three or four key elements or thrusts, fewer is not enough, more is too many to take in) and have it reviewed by regional experts from a variety of sectors (business, recreation, personal travelers) and listen to their comments.
  - Investigate local businesses to partner, or provide integrated package deals.
  - Document the strategy in a Marketing Plan to be given to the Marketing team to implement
- Craft a strategy to entice air service providers
  - Provide clear answers to key questions
    - What is the return on investment?
    - What risks are there and what is being done to mitigate them?
    - What support can we expect from the city and the community?
  - Consider a contracted private FBO which includes the hangers. Evaluate the rental rates on the hangers and raise the rent amounts in accordance with the going rate with airports similar to ONP's size.
  - Develop a comprehensive package of what ONP will make available to a provider. Then advertise the opportunity.
  - Search for investors interested in this type of endeavor.
  - Research potential freight opportunities that could be linked to passenger service.
  - Create a package of relevant data that can be used by commercial air service providers in evaluating ONP as an airport they would service
  - Creation of a marketing kit for prospective commercial air service providers.

## Deliverables

- ONP Marketing Kit – to be given to prospective commercial air service providers - describes the features and benefits of operating commercial air service out of Newport. Includes market description (types of flyers, key organizations with contact information), key statistics (expected enplanements, preferred days of week), flight and FBO services provided at ONP, and other relevant data necessary to determine suitability of ONP as an airport for their service.
- ONP Marketing Plan – to be used by ONP marketing team – identifies key goals and objectives, actions required to fulfill the goals and objectives with assignees, prioritization and notional timeline of carrying out the actions.



**ATTACHMENT B**

**GOVERNANCE**



# REGIONAL AIRPORT REVIEW TASK FORCE

**DATE:** January 15, 2016  
**FROM:** Kevin Greenwood, Task Force Member  
**TO:** Ralph Busby, Task Force Chair  
**REGARDING:** Governance and Ownership of Public Airports in Oregon

## TASK

- A. **Governance and ownership of the airport.** Identify various ways airports of this size are owned and operated, and which ones run profitably.

## GOVERNANCE

I compiled a spreadsheet of 55 public airports using resources found through the Oregon Aeronautics Division and Wikipedia. Spreadsheet includes the following statistics for all 55 airports: FAA Code and name of facility, the facility's role within the state inventory, and 2013 commercial boardings. Jobs, payroll and business output were pulled from a 2014 OAD report. Governance was obtained from the websites and/or phone interviews.

There are five distinct governance types operating airports in Oregon: cities, state, special districts, multi-governmental units utilizing intergovernmental agreements (IGAs) and counties.

<b>PUBLIC AIRPORT BY GOVERNANCE TYPE</b>	
City	22
State	12
Special District (ORS 198)	11
Airport District (ORS 838)	1
Port of Portland (ORS 778)	3
Port District (ORS 777)	6
Park & Rec District (ORS 266)	1
County	7
County Department	7
County Service District (451)	0
Intergovernmental Agreement (ORS 190)	3
<b>TOTAL NUMBER</b>	<b>55</b>

The county airports are all departments of the county government. The Lake, Union, Grant, Jackson and Josephine airports are budgeted separately using enterprise funds. Grant and Morrow Counties track airport activity using special revenue funds. Oregon counties also have the ability to operate and fund airports using ORS 451.010(1)(h), public transportation service districts, similar to county bus agencies. The county commissions normally preside over special service district units, but variations do exist. There are no airports in Oregon operating through county service district statutes.

Three airports operate via ORS 190 intergovernmental arrangements. Brookings Airport is run by the Border Coast Airport Authority, a unique IGA that includes the City of Brookings, Ore., City of Crescent City, Calif., Del Norte (Calif.) County and the Elk Valley Native American Nation. The Columbia River Gorge Airport is operated through an IGA between the City of the Dalles, Ore. And Klickitat, County, Wash. Operations are centered in Dallesport, Wash. The Prineville Airport is operated jointly by the City of Prineville and Crook County.

It should be noted that there are numerous state facilities not included in this analysis. (ie. Wakonda, Nehalem Bay State Park, Toledo)

Based upon the 2014 Oregon Airport Aviation Plan Economic Contribution to the Oregon Economy by Airport, The City of Newport Airport supports 160 jobs through direct employment and surveys of airport tenants (2014 OAP, Pg. 5). Airports supporting a similar number of jobs include 107 at Hermiston (City), 159 at Columbia Gorge

(IGA), 159 at Tillamook Bay (Port), 172 at Ashland (City) and 215 at Grants Pass (County). Other airports that could be considered based upon payroll and business output would be Corvallis (City) and Independence (State).

## **FINANCES**

Researching budget and financial data was limited to the following airports: Hermiston, Columbia Gorge, Tillamook Bay, Ashland, Grants Pass, Corvallis and Independence. I focused on the operational activities (personal service, materials and service, debt service and contingency) when assessing financial viability. Enterprise Funds are assumed to be self-supporting activities based upon operational income and generally do not rely on property taxes for operations. Special Revenue Funds have a specific revenue source earmarked for activities. The possible revenue sources for special revenue funds are wide ranging and could include specific fees or charges, revenue sharing from the state or operational levy income. General Fund activities are generally considered governmental services and may be reliant upon some subsidy from standing property tax.

Ashland Airport (City). The City of Ashland, which utilizes biennial budgeting, records airport financial reporting through a Special Revenue Fund. The 2015-17 budget shows service fees estimated at \$276,000 with "other financing sources" of \$270,000. Operating expenses (Materials & Service, Debt Service, and Contingency) total \$551,000. It doesn't appear that any transfers or property taxes are directed to this fund. This appears to be a break-even venture, though further inquiry should be made into the origination of the other financing sources. <http://www.ashland.or.us/Files/FINAL%20WEB%20BUDGET%2012-18-15.pdf>

Hermiston Airport (City). The City of Hermiston operates the airport as a department within the General Fund. For 2015-16, operational income is budgeted at \$210,000 and operational expenses is budgeted at \$209,640. Pretty much break even. Historically, however, the airport has been able to place \$20,000-80,000 of positive net operating income into a future capital reserve fund. This appears to be a more than break even operation. <http://www.hermiston.or.us/sites/hermiston.or.us/files/File/FinanceDepartment/1516-adopted-budget.pdf>

Columbia Gorge Airport (IGA). The airport is owned jointly by the City of The Dalles, Oregon, and Klickitat County, Washington. The City is the prime operator of the Airport via a management contract with Aeronautic Management and Gorge Aviation, two separate entities owned and operated by the same two partners. They also have an Airport Board made up of City and County members. The City Manager oversees the contract Airport Managers. All the Airport assets are owned 50% by the City and 50% by the County. They do consider the airport to be successful and future plans look very promising. <http://www.columbiagorgeairport.com/>

Tillamook Bay Airport (Port). The Port of Tillamook Bay (ORS 777) operates their airport as a department of the General Fund. For fiscal year 2014-15, POTB showed \$307,700 in operating revenue and \$422,593 in operating expense (personal services, materials and service, and debt service). This shows a negative net income of \$115,000. Other departmental activity, property tax and/or fund balances make up the operating deficit. [http://www.potb.org/documents/Draft\\_Budget\\_2014-2015.pdf](http://www.potb.org/documents/Draft_Budget_2014-2015.pdf)

Grants Pass Airport (County). Josephine County operates two airports (Grants Pass and Illinois Valley) an enterprise fund to track activity. The 2015-16 budget shows program revenue of \$634,000 and operational expenses of \$699,000 for the Grants Pass Airport. The beginning fund balance is \$150,000 and a budgeted contingency of \$100,000 in the fund that could apply to either airport. <http://www.co.josephine.or.us/SIB/files/Finance/I-Enterprise%20Funds%20Budget%202015-16.pdf>

Corvallis Airport (City). The City of Corvallis uses an Enterprise Fund to account for airport activities. For FY14-15, operational revenue is budgeted at \$500,000 and operational expense is set for \$459,000. Positive net income is transferred into a capital fund for future projects. This is a healthy fund and has cash reserves of over \$620,000. <http://archive.corvallisoregon.gov/0/doc/660859/Electronic.aspx>

Independence Airport (State). 60-acre facility. Matt Maas, airport manager, says that they generate about \$100,000 off “through the fence arrangements” with abutting private homeowners who utilize an easement directly onto the airport. Maas says that arrangement helps make Independence a profitable airport for the state.

## **RESOURCES**

*2014 Oregon Aviation Economic Update*

[http://www.oregon.gov/aviation/docs/system\\_plan/2014\\_Oregon\\_Aviation\\_Economic\\_Update\\_Executive\\_Summary.pdf](http://www.oregon.gov/aviation/docs/system_plan/2014_Oregon_Aviation_Economic_Update_Executive_Summary.pdf)

*2014 Aurora State Airport Report*

[http://www.oregon.gov/aviation/docs/system\\_plan/Airport\\_Reports\\_2014/Aurora\\_State\\_Airport.pdf](http://www.oregon.gov/aviation/docs/system_plan/Airport_Reports_2014/Aurora_State_Airport.pdf)

*Committee Member Input*

Mayor Sandy Roumagoux

Ideas for governance and ownership of the airport: Because I am floundering in waters ( really floundering instead of metaphorically on this stormy day) where I know not what I speak, I will just write what I have thought about. I do see the Port of Newport involved in the ONP. The large amount of acreage available especially at the south end of the airport is where an industrial park could flourish which could help increase the Port's available space. Of course, the catch is that water and sewer infrastructure needs to be available. Also, there would be room to accept the Port's dredgings.

Chair Ralph Busby

1. What are the goals to be accomplished by redesigning the ownership/governance?
2. Perform a cost comparison study of a variety of governance options utilizing existing public entities and/or creating a new one.
3. Look at the effect of combining various existing Lincoln County entities.
4. What would be the benefit of also assuming responsibility for the three state owned airports?
5. What benefits would a combination/restructure of existing organizations provide to other entities beside ONP (Ports, cities, etc.)
6. Identify new revenue sources that could be available with a different governance model
7. What is optimum regional base (County wide or?).
8. What additional leverages could be brought to bear with a regional organization?
9. What governance model best reflects the public's needs in a local airport/port organization?
10. Prepare and execute a survey of 20 or so airports in the NW that are comparable, obtaining ownership, management, lease policies, profitability, unique characteristics, marketing strategies, etc.

*Statewide Input. I contacted the six port managers in Oregon and asked for their qualitative input about the “profitability” of their airport and airports generally. Following are brief summaries of their comments. (No response from the Ports of Gold Beach and Astoria.)*

Gary Neal, Port of Morrow: Our facility has never had much other than a paved runway and rules from FAA that tend to not promote aviation activity. The Port's Airport has never had an FBO or any type of support facilities. FAA funds have not been allowed to be used to further usage, they require us to deal with safety only and the things that might enhance activity are not allowed to be on the list for their funds. We have made a conscious decision over the years to not self-fund the type of activities that might increase aviation activity. Maybe someday we will, but so far we have made investment in other activities. There are general aviation options in the area, 30 minutes away, so we have deferred the general use to that facility which is the City of Hermiston's airport. If you are looking at some successful operations that I think from the outside seem successful, I would contact Port of Benton in Richland Washington. They have two very active Airports, one in Richland and one in Prosser. As you know Mike McElwee has the Hood River Airport, Baker City has a municipal airport that is relatively busy, Pendleton's airport struggles and has always been a challenge. Port of Walla Walla has an active airport that seems to be working OK.

Michele Bradley, Port of Tillamook Bay: Our operations have been mildly successful. We always end up in the black, but not by very much – about \$20,000/year at the most. Some years it is \$5,000. All airport income has to be kept in the airport, so it's a constant struggle not to use it in other areas. We only have an airport office, self-service fuel (both AV gas and 100 LL), and about 35 T-hangars that we lease out, which are almost always full. It pretty much manages itself. We do not have a manned tower, so we get to steer clear of additional oversight by the FAA.

Paula Miranda, Port of St. Helens: Although we try to keep some general tally on our personnel cost on each of our properties/industrial parks, we don't maintain a direct personnel cost inventory that I am aware of. Our HR costs just come out of our general funds, which we use to manage all of our properties. We don't keep any full time employee at the airport. Our maintenance personnel work in all of our properties as needed and our airport manager also wears the hat of property and operations manager.

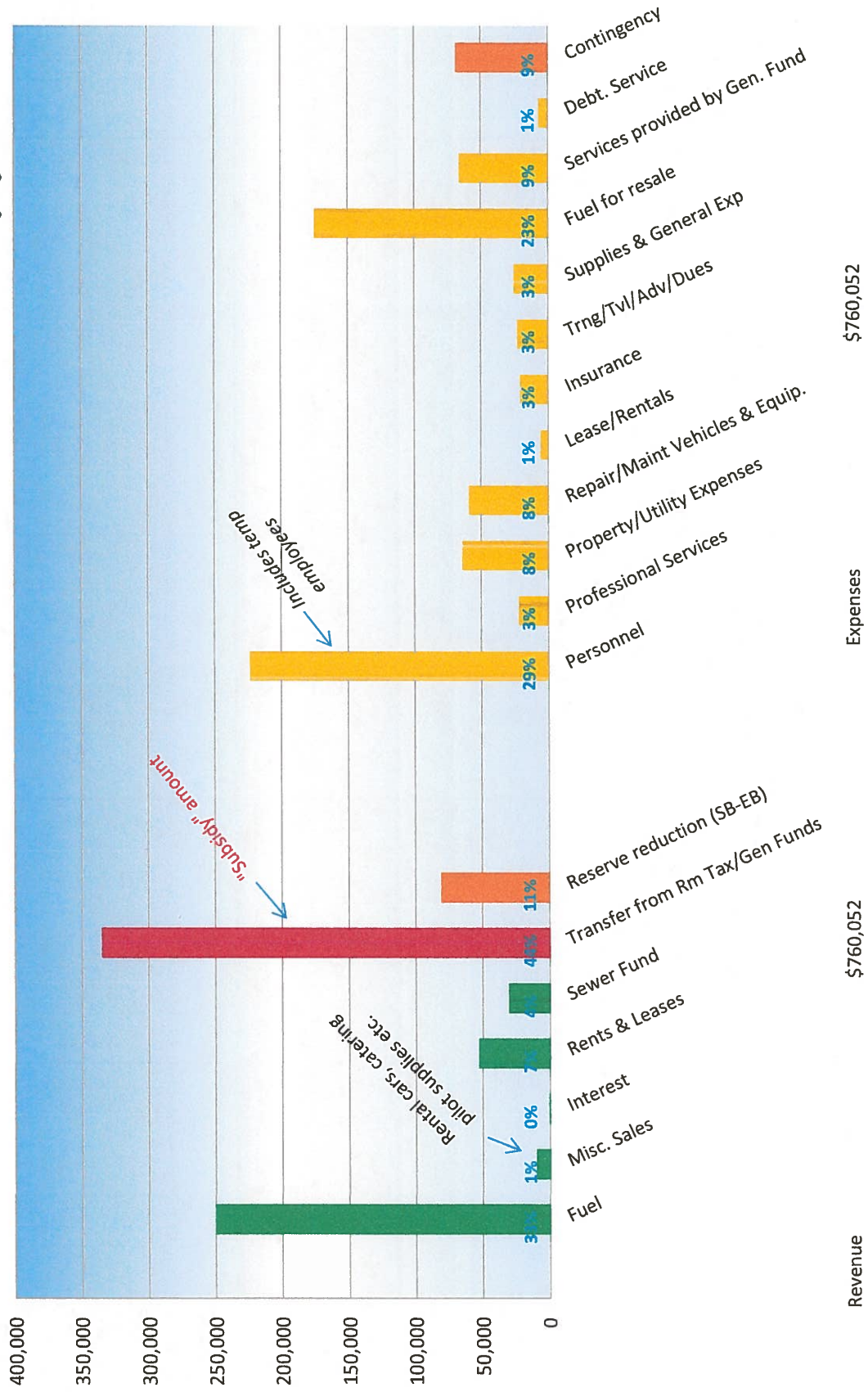
Michael McElwee, Port of Hood River: We've intended to take a good look at the Airport from a more rigorous financial standpoint for over two years. Just haven't gotten to it. We need to better isolate R&E for the Airport and then drive back through maintenance/management expectations to address T-Hangar lease rates to achieve break-even on operations. Just haven't done that yet. Our Airport operates at a small loss, bigger depending on capital spending. We get \$150,000 /yr. from the FAA but it requires a 10% match.

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ATTACHMENT C  
FINANCE

# ONP FY16 Budgeted Revenue & Expenses

(Excludes Capital Projects and Purchases)



**ATTACHMENT D**  
**MARKETING**



- D. **Marketing the use of the airport.** Identify the types of value-added services the airport can provide, determine which have the greatest cost-benefit, and develop an initial set of marketing approaches for those which are likeliest to bear fruit.  
Contact: Lorna Davis

Here are some of the suggestions that were offered regarding this topic

1. Need to identify specifically what land, facilities and amenities could be made available to prospective tenants. This could come out of the master planning process.
2. Emergency services hub, and "side" services that could be attached.
3. Transportation hub, combined ground/air facility.
4. Group tour origination point.
5. Flight training; particularly instrument saturation training. Few airports have the amount of actual instrument weather conditions, coupled with the available instrument approach procedures and light traffic.
6. Aviation component manufacturing.
7. Agricultural use of airport property.
8. Establish a marketing person/team, (paid?).
9. Aircraft sales (advantages of Oregon tax laws)
10. Federal Gov't. opportunities: DOD, NOAA, etc.
11. Work with the State/County/City to create a tax incentive package.
12. Identify developers interested in facilities development on the airport.
13. Redmond, Bend, and Aurora all have aviation manufacturing businesses on their airports. What do they offer that makes them attractive to these companies?
14. Have local hotels and other businesses create packages that could linked to an airline.
15. Rekindled the destination resort plans and the role of the airport within.
16. Museum? We almost got Erickson, there may be other opportunities.
17. Nature trails around the perimeter.
18. Infrastructure in place for development (water and sewer)
19. Have regular scheduled air service that connects to Portland, Eugene, Coos Bay, San Francisco, Vegas.
20. Rename airport Central Coast Regional Airport or something similar.
21. Build more hangars and market to the Bay area or other areas for rental space.
22. Work with Toledo airport if weather related challenges occur.

Here is some insights I came to when doing some research on other regional airports.

- A. Airport should have user friendly services available, ground transportation, Wi-Fi access, meeting space, business center, Coffee/Hot Water/Cups (waiting area) Wall mounted screen or large area to hand large maps or other documents, conference table and chairs.
- B. Food service
- C. Baggage assistance
- D. Have a website developed that is inclusive of Airport information and opportunities. There are too many to name here but Redmond Oregon is a great example:  
<http://www.flyrdm.com/?Terminal-Information>

- E. Contract with or hire someone to assist in marketing rental space, services and other amenities in trade publications, online, via social media and other industry channels.

**ATTACHMENT E**  
**LAND USE ISSUES**

## Newport Airport Land Use Issues

**TASK** Identify land use and economic opportunities for airport property

Thank you to each person who contributed observations and suggestions regarding the non-traditional uses for land at the airport complex. Since several comments contained similar observations or ideas for use of the land, I have consolidated them for ease of consideration. There are opportunities as well as barriers to expanding revenue-producing activities at the airport that are laid out without compromise.

### **OPPORTUNITIES.**

Be prepared to say ‘Yes’ to those who bring proposals for airport uses to the City.

Provide economic development incentives for businesses desiring to locate at the airport.

Explore the availability for Oregon funding of infrastructure (water/sewer/streets/storm drainage) required to accommodate construction of leased and owned buildings.

Master Planning processes should identify the existing permitted land uses around the airport.

Provide for agricultural uses by one or more farmers/ranchers.

Provide for storage of fishing gear (gear shed.)

Provide for storage of recreational vehicles.

Provide for active recreation (tracks and courses) and parks.

Provide for long-term leases to allow for the construction of commercial or industrial facilities (UPS/FedEx/Amazon/Google) that use air shipment of goods or delivery services.

Provide lease space for use by airport based support business (airframe paint shop/aircraft refurbishing/aircraft supply retailers and wholesalers/aircraft maintenance) that do not have walk-in customer traffic.

Improve the existing airport structures and civil engineering facilities to present a well maintained appearance.

Promote the airport’s geographic features (high, dry, stable, cool) to attract pilots and businesses to use and locate at the airport.

## **BARRIERS**

Water and sewer services are not available to support uses throughout the property.

Airport Master Planning and Newport Master Planning processes need to be completed before additional permitted or conditional use activities can take place.

Lack of significant joint venture or partnership business experience by the City for economic development projects.

Low levels of connection by majority of City, County and regional residents with the economic or business success of airport.



APPENDIX J:  
*SUPPLEMENTAL UPDATE TO  
COMPREHENSIVE PLAN*

**NEWPORT MUNICIPAL AIRPORT**

Airport Master Plan Update

# **AIRPORT FACILITIES**

The Newport Municipal Airport is at the southern end of the City of Newport and approximately three miles from the city center. Access to the Airport is provided by Highway 101 which is an essential Coastal link running through California, Oregon, and Washington. Highway 101 connects to other coastal cities, such as Florence to the south and Tillamook to the north.

More detailed information on the historical and background environmental setting of the Newport Municipal Airport can be found in the document entitled, "Newport Municipal Airport: 2017 Airport Master Plan" (hereinafter, the "Airport Master Plan").

## **Existing Municipal Airport Facilities:**

The Airport is at an elevation of 161.1 feet MSL and consists of approximately 700 acres. The three primary categories for existing facilities described here are airfield, landside, and support facilities. Airfield facilities include areas such as runways, taxiways, and aprons. Landside facilities include areas such as hangars, buildings, and auto parking. Support facilities include emergency services, utilities, and miscellaneous facilities that do not logically fall into either airfield or landside facilities. Components of the airport facilities are outlined in **Table 1** (on page 2) and illustrated on **Exhibit 2B** in Chapter 2 of the Airport Master Plan. A brief discussion of the major components of the airport follows.

Approach/Airspace: Both ends of Runway 16-34 have a four-light Precision Approach Path Indicator (PAPI). A PAPI provides glideslope information to pilots on final approach by displaying sequences of different colored lights to maintain a safe glide path for landing.

Included in the Runway 16 precision Instrument Landing System (ILS), is a Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR), a localizer, and a glide slope, with visibility minimums for the approach procedure as low as  $\frac{3}{4}$  statute mile.

## Other NAVAIDS:

There is a segmented circle and lighted windsock located mid-field as well as a smaller, supplementary, windsock located near Runway 34. A rotating beacon is on the west side of Runway 16, and is in good operating condition.

## Automated Weather Observing System (AWOS):

The existing AWOS is aging and reached the end of its service life. The equipment is no longer supported; new parts are difficult to purchase. The 2017 Master Plan shows a replacement listed on the capital improvement list, but full replacement will wait for favorable funding opportunities in future years.

## Airport Support Facilities:

- Emergency Services: Aircraft rescue and firefighting (ARFF) is available through the City of Newport Fire Department. The ARFF station is located on the northwest end of the airfield with direct access to the airfield. The ARFF vehicle is a Rosenbauer Airwolf C2 purchased in 2013.
- Fencing: A full perimeter security fence.
- Ground transportation to and from the Airport: Includes local transit service (on-call), taxi, and rental car service.
- Utilities and Public Services: Water to some areas; sanitary sewer by individual septic systems;



telephone, local franchise companies; power/electricity, local public utility district.

- Highway Signage: Guidance signs to the Airport Highway 101 maintained by the Oregon Department of Transportation.

**Table 1**  
**Existing Airport Facilities**

Facility	Characteristics	Condition
Runway 16-34	5,398 ft. x 100 ft.; VORTAC, PAPIs, ILS, REILS approach aids; HIRL; Precision marking	Excellent
Runway 2-20	3,300 ft. x 75 ft.; VORTAC visual aid; MIRL lighting; non-precision marking	Good
Taxiway A	2,850 ft. x 35 ft. Provides access to Runway 16, Taxiway B, Taxiway C, and Taxiway D.	Good
Taxiway B	Provides access to Runway 16 and Taxiway A.	Excellent
Taxiway C	Provides access to Runway 16, 20 and Taxiway A.	Good to Excellent
Taxiway D	Provides access from the tie down area, FBO, Taxiway A.	Fair to Good
Taxiway E	Provides access to Runway 2, Runway 34, T-hangars, US Coast Guard building, Box hangar, overflow tie down area, Jet Parking, Cargo area, Main Apron, and FBO.	Good
Terminal Apron	Eleven (11) tie-downs; Access to Self-Serve Tank; Approx. 136,000 SF.	Good
Overflow Apron	Eight (8) tie-down spots; Approx. 60,000 SF	Good
Transport / Jet	7,000 square yards, for Lear Jet or One (1) parked Gulfstream G-IV jet or C-130	Good
Cargo	1 Tie-down area; Approx. 28,000 SF	Excellent
Military helipad	U.S. Coast Guard	Very good
Hangars	20 box hangars; 3 executive hangars 10 T-hangars	Fair to Good
Terminal	Approx. 1820 SF with adjacent 4,480 SF hangar.	Very Good
Building	Temporary; 1,681 square ft.	Poor
Public Parking	Twenty-Three (23) total: sixteen (16) adjacent to FBO, seven (7) adjacent to building leased to Fed Ex, 3 Handicap Spaces combined.	Good
Coast Guard	One (1) permanent buildings	Unknown
Fuel Storage	Two (2) above-ground tanks: Jet A tank with a 12,000 gallon capacity; 100 LL tank with a 10,000 gallon capacity. One (1) 2000 gallon above ground self-serve fuel tank.	Fair

Source: "Newport Municipal Airport: Airport Master Plan Update", Newport, Oregon, 2017 WH Pacific

Airport Users: Newport Municipal Airport has twenty-eight (28) based aircraft as of 2016. Twenty-three (23) are single engine piston; four are multi-engine piston; one is a single engine turbine. No commercial air carriers use the airport. The U.S. Coast Guard operates on airport property from a permanent facility

with a temporary crew from which they rotate two helicopters.

Structures: Reconstructed in 2014, Runway 16-34 is in excellent condition; Runway 2-20 is composed of asphalt in good condition. There are five taxiways (A, B, C, D, E).

Since the purchase of the Fixed Base Operations (FBO) and building structure by the City of Newport in 2007, the City has run the FBO at the Airport. Staff presently operate the FBO seven days a week from 8:00 A.M to 5:00 P.M. The FBO building has two offices on the main floor and a pilot lounge with refrigerator and counter space. There are three offices on the second floor, a larger conference space area, and a bar with a small kitchen. As of 2017, Life Flight leases the upper floor for office space and the FBO hangar for their single helicopter.

FedEx currently leases the Airport's separate 2,400-square-foot office building.

### **Recommended Airport Improvement Projects:**

Chapters 3 and 4 of the 2017 Airport Master Plan forecast airport demand and identify airport facility requirements. The population base for the analyses includes the Lincoln County area, which is forecasted to reach 52,175 by the year 2035. Forecast demands identified airport facility requirements. Chapter 8 of the Master Plan contains the Airport Layout Plan (ALP), terminal area plan, airspace, approach, and runway protection zones.

Chapter three of the Municipal Airport Master Plan forecasts a transition consistent with national trends. Based on an extrapolated use trend analysis, the forecast correlates an analysis of socioeconomic and other aviation activity indicators, market analysis, FAA requirements, FAA forecasts, and professional judgment. Planners expect the local air fleet will transition from small piston aircraft to small business jets over the forecast period, although single engine, piston-powered aircraft will still be predominant. Due to the effects of in-migration likely to occur in the Newport area, the forecast includes a slight increase in the number of turboprop, turbojet aircraft, and helicopters in the future, which reflects the national trends.

### Approach/Airspace:

The Approach Obstruction Plan, Sheets 5 and 5.1 of the Master Plan, illustrates the approach and departure safety concerns relating to adjacent airport development. The Master Plan recommends acquisition of adjacent property at the north and south ends of Runway 16-34 and the northeast end of Runway 2-20 to provide additional approach and departure protection.

Airport Users: The Newport Municipal Airport will become a general utility small business jet airport in accordance with the FAA's Airplane Design Group (ADG) II. Most of the airport's general aviation use will involve airplanes with Wingspans less than 49 feet. The commuter fleet would include airplanes with wingspans between 49 and 117 feet. These would probably include 18- to 36-seat commercial airline aircraft.

The Newport Municipal Airport does not presently have commercial passenger air carriers. The current demand for regional commercial commuter air carrier services, which is unmet by airline services to the airport, is approximately 3,000 enplaned passengers per year (based on peak use for 2010). With an effective business plan, a commuter air service could capture many of the potential enplaned passengers.

Forecasts indicate that by the year 2035, General aviation demand will include approximately 42-based aircraft. Also forecasted by the year 2035, general aviation aircraft will generate approximately 25,550 aircraft operations per year. Projections indicate that the total number of operations, including Air Taxi and Military will reach 31,350 by the year 2035.

Structures: The Master Plan analysis recommends several facility improvements to accommodate this airport use demand. **Table 2** on page 5 outlines the recommended staged development for the Newport Municipal Airport. The Airport Layout Plan illustrates the recommended facility improvements. A brief discussion of these recommended improvements follows.

The first planning period, 2017 through 2021, or Stage I of the airport development program, will include lining the 48-inch concrete storm pipe running under the runway intersection from east to west and preliminary/environmental work for separating the runways, removal of obstructions in the approach and depart surfaces, and an environmental assessment.

The second 5-year planning period, or Stage II of the airport development program, will involve separating the runways. This will be a long project phased in over several years in not the majority of the planning period.

The third 5-year planning period, or Stage III of the airport development program will focus on creating a new master plan and analyzing the changes in operation during the previous 15 years. If forecasts are accurate, the next master plan will include improvements to accommodate changing requirements as the airport develops into a C-II small jet traffic airport.

Planners recommended additional hangars to meet facility requirements. Although the FAA does not currently fund hangar construction, construction of new hangars could potentially increase airport revenue.

## **Funding:**

**Table 2** on the following page identifies potential funding sources for each of the proposed airport improvement projects. Expressed in 2016 dollars, **Table 2** indicates costs for all development items. Chapter 9 of the *2017 Airport Master Plan* provides a detailed discussion of potential funding sources. Approximately \$14 million of capital improvements resulted from the new master plan. The sources for funding these improvements, and associated assumptions, are as follows:

- FAA Non-Primary Entitlement (NPE) Grants – It was assumed that the annual \$150,000 FAA NPE grants available to the Airport would continue to be available in the future without any changes. The Airport would rollover NPE amounts as necessary.
- FAA Discretionary Grants – The funds in this category represent FAA discretionary grants. In general, any project judged AIP eligible, and not fully funded by other sources, had its funding fulfilled with FAA discretionary money.
- Local Funds – Assumed funds to be from the City of Newport. A further assumption is that the City will compete for state grant matching opportunities to reduce the local share when possible.
- Other – This funding source constitutes any capital provided from sources other than those listed previously. The most likely source of these funds is private capital.

**Table 2  
Recommended Airport Development**

Year	Map Key #	Project	FAA		Local	Other	Total
			Non-Primary Entitlement	Discretionary/State Apportionment			
<b>Short-Term (2017 - 2021)</b>							
2017	1	Storm Pipe Rehab - Design	\$150,000	\$32,700	\$20,300		\$203,000
2017	-	Avigation Easements*			\$50,000		\$50,000
2018	-	Remove Obstacles in Approach & Departure Surfaces All Runways	\$150,000	\$75,000	\$25,000		\$250,000
2019	1	Storm Pipe Rehab - Construction	\$130,000	\$2,120,000	\$250,000		\$2,500,000
2019	-	PMP	\$20,000				\$20,000
2020	2	Non-Standard Geometry Improvements Pre-Design & Environmental Assessment	\$150,000	\$192,000	\$38,000		\$380,000
2020	3	Operation Building - Phase I - Design*			\$30,000		\$30,000
2021	3	Operation Building - Phase II - Construction/Removal of Quonset Hut*			\$200,000		\$200,000
2021	4	AWOS III P/T	\$150,000		\$17,000		\$167,000
		<b>Short-Term Subtotals</b>	<b>\$750,000</b>	<b>\$2,419,700</b>	<b>\$630,300</b>		<b>\$3,800,000</b>
<b>Mid-Term (2022 - 2026)</b>							
2022	2	Non-Standard Geometry Improvements - Design	\$130,000	\$225,550	\$39,450		\$395,000
2022	-	PMP	\$20,000				\$20,000
2023	2	Non-Standard Geometry Improvements - Construction	\$150,000	\$4,116,000	\$474,000		\$4,740,000
2024	5	Apron Expansion Predesign & Environmental	\$150,000		\$16,666		\$166,666
2024	6	Fuel Tank Refurbishment Phase I - Design / Environmental*			\$100,000		\$100,000
2025	5	Apron Expansion Phase 1 - Design	\$108,000		\$12,000		\$120,000
2025	-	PMP	\$20,000				\$20,000
2025	6	Fuel Tank Refurbishment Phase II - Construction/ Removal of Old Tanks*			\$100,000		\$100,000
2026	5	Apron Expansion Phase 1 - Construction	\$172,000	\$863,000	\$115,000		\$1,150,000
		<b>Mid-Term Subtotals</b>	<b>\$750,000</b>	<b>\$5,204,550</b>	<b>\$857,116</b>		<b>\$6,811,666</b>
<b>Long-Term (2027 - 2036)</b>							
2027	7	FBO Parking Lot - Design & Construction*			\$150,000		\$150,000
2028	-	PMP	\$20,000				\$20,000
2028	8	Design/Construct Apron Expansion - Phase 2	\$430,000	\$371,000	\$89,000		\$890,000
2030	-	Airport Master Plan	\$300,000	\$195,000	\$55,000		\$550,000
2031	9	Design and Construct New Aircraft Cargo Building/Facility				\$480,000	\$480,000
2032	10	Design/Construction - Taxiway A Reconstruction	\$150,000	\$1,056,000	\$134,000		\$1,340,000
		<b>Long-Term Subtotals</b>	<b>\$900,000</b>	<b>\$1,622,000</b>	<b>\$428,000</b>	<b>\$480,000</b>	<b>\$3,430,000</b>
		<b>CIP Totals</b>	<b>\$2,400,000</b>	<b>\$9,246,250</b>	<b>\$1,915,416</b>	<b>\$480,000</b>	<b>\$14,041,666</b>

# GOALS AND POLICIES

## PUBLIC FACILITIES ELEMENT

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### AIRPORT

**Goal 1: Strive to provide for the aviation needs of the City of Newport and Lincoln County.**

Policy 1: City will ensure that the airport will be able to operate safely and efficiently.

Implementation Measure 1.1.1: Periodically review municipal codes and zoning codes to see that they are in line with the needs of the airport.

Implementation Measure 1.1.2: Maintain training and best management operational practices.

Policy 2: City will cooperate with state and federal agencies in the development of the airport.

Implementation Measure 1.2.1: Staff will attend aviation conferences, participate in collaborative meetings, keep abreast of changes in personnel, and network with aviation engineering consultant to ensure quality relationships with key players in industry, state and federal agencies.

Policy 3: City will assess airport neighboring properties that will benefit aviation in the future for potential purchase.

Implementation Measure 1.3.1: Use the 2017 Airport Master Plan, approved FAA Airport Layout Plan, and recommendations from the Planning consultants to determine which areas surrounding the airport should be considered and why and prioritize acquisitions.

**Goal 2: Pursue recognition by the Oregon Department of Aviation (ODA) as the coastal lifeline in emergency/disaster situations.**

Policy 1: City of Newport will assess the seismic stability of the Newport Municipal Airport for readiness to support the region during and after a Cascadia Event.

Implementation Measure 2.1.1: City of Newport shall conduct a seismic stability study of the airport including the financial requirements necessary to upgrade or stabilize any weaknesses discovered during the seismic study.

Implementation Measure 2.1.2: City of Newport will work with regional and national bodies to develop a plan to finance and implement any recommended improvements coming out of the seismic study.

Policy 2: The City of Newport will continue to investigate recommendations listed in Section F of the Report from the City of Newport Regional Airport Review Task Force (17 February 2016, Roumagoux, et al.): In the event of a natural disaster, the airport could play a critical role in meeting the emergency needs of individuals on the central coast.

Implementation Measure 2.2.1: City will work with the Coast Guard to evaluate the USCG airport facility to determine its stability in the event of a major Cascadia event.

Implementation Measure 2.2.2: City will contact FEMA to see what they need to establish an emergency supply depot facility at the airport.

Implementation Measure 2.2.3: City will work with the Oregon Department of Aviation, FEMA, the FAA and other governing agencies for recognition as a regional emergency response facility.

**Goal 3: Achieve financial sustainability.**

Policy 1: Develop a finance strategy for airport improvements.

Implementation Measure 3.1.1: City of Newport will continue to investigate co-partnering with other government bodies to manage the airport.

Policy 2: The City of Newport will continue to investigate recommendations listed in Section C of the Report of the Regional Airport Review Task Force: “The City of Newport provides a subsidy to the airport for its operation....it is important for the city to review increasing revenue opportunities as well as reducing expenditures.”

Implementation Measure 3.2.1: City will assess economical and practical ways of building access to the east side and back area of the airport to allow for commercial development of those properties.

Implementation Measure 3.2.2: City will look for ways to utilize leasing land on the east side of the airport designated for non-aviation Development, and explore ways to facilitate non-aviation development on the west side of the airport in areas designated appropriate for such development.

**Goal 4: Strive for a clear understanding of aviation impacts on land use adjacent to the Airport, such as noise, surface transportation, height restrictions, and others.**

Policy 1: The Airport will work with neighboring property owners to maintain a safe aviation boundary around the airport.

Implementation Measure 4.1.1: Evaluate impact to surrounding private properties when developing airport alternatives.

Implementation Measure 4.1.2: Develop airport facilities and alternatives with adherence to environmental regulations.

Implementation Measure 4.1.3: Balance the needs of airport infrastructure with protection of the environment.

Implementation Measure 4.1.4: City will evaluate impacts to neighboring property owners when establishing or modifying Imaginary Surfaces and update aviation easements whenever there is a navigation change at the airport necessitating changes to Imaginary Surfaces.

Policy 2: City of Newport will continue to investigate recommendations listed in Section E of the Report of the Regional Airport Review Task Force: “The airport, city, and its partners need to explore opportunities to enter into economic development ventures or partnerships that encourage the development potential in and around the airport and act as a catalyst to ensure the airport is positioned for future economic or business development.”

Implementation Measure 4.2.1: City will explore potential economic development incentives for businesses desiring to locate at the airport.

Implementation Measure 4.2.2: City will continue obtaining buildable fill materials as available and test placed material for structural stability.

**Goal 5: Establish and maintain aviation easements to ensure all pertinent FAA Imaginary Surfaces are free of obstacles and supported by appropriate documentation allowing the City to maintain applicable Imaginary Surfaces.**

Policy 1: City of Newport will update current aviation easements surrounding the airport.

Implementation Measure 5.1.1: Update existing aviation easements based on current and presently foreseen navigation needs.

Implementation Measure 5.1.2: With the installation of new navigation aids at the airport, review existing easements for needed upgrade to maintain new navigation requirements.

Policy 2: City will establish easements where needed for proper maintenance of the Airport.

Implementation Measure 5.2.1: Conduct a survey of all easement needs adjacent to the airport. Periodically review aviation easements to ensure easement negotiation happen concurrent with airport development.

Implementation Measure 5.2.2: Negotiate aviation easements where none exist but are required by FAA design standards.

**Goal 6: Secure commercial service when economically feasible.**

Policy 1: Look for independent commuter service opportunities in a changing commercial air service industry moving away from rural airports to hub connections.

Implementation Measure 6.1.1: Collaborate with the Oregon Department of Aviation (ODA) to identify strategies for securing economically feasible commuter service to rural airports throughout Oregon.

Policy 2: Maintain airfield to safety standards required for commuter service.

Implementation Measure 6.2.1: Complete further study to determine if the 139 Certification is necessary to the Airports success in drawing a commercial airline.

Implementation Measure 6.2.2: Retain ARFF facilities & equipment for airport and community safety.

Policy 3: The City of Newport will continue to investigate recommendations listed in Section A of the Report of the Regional Airport Review Task Force, which states that providing commercial passenger air service into Newport would clearly be a significant tool to continue support of the marine research community, commercial fishing, and tourism economies in Lincoln County.

Implementation Measure 6.3.1: Craft a marketing strategy (three or four key elements); have strategy reviewed by regional experts from a variety of sectors (business, recreation, personal travelers).

Implementation Measure 6.3.2: Establish a steering committee to work with a consultant selected to perform a feasibility study. Committee will ensure study findings are representative of the local community. Summarize results of the study and include in a package provided to potential carriers.

Implementation Measure 6.3.3: Craft a strategy to entice air service providers. Include answers key questions: What is the return on investment? What risks are there and what are the actions needed to mitigate that risk? What support can providers expect from the city and the community?



**Goal 7: Maximize or fully leverage airport footprint for aviation use.**

Policy 1: Upgrade Airport facilities as warranted to maintain a safe and useful airfield.

Implementation Measure 7.1.1: Continue to assess airport facilities—including apron redesign and correction of non-standard geometry—for future role of airport.

Policy 2: Future development shall comply with FAA regulations, maintain existing airfield capability and increase resiliency.

Implementation Measure 7.2.1: Partner with FAA Capital Improvement Program to upgrade areas of the airfield currently designed to outdated standards.

**Goal 8: Foster community awareness of how the Airport meets community needs.**

Policy 1: Promote the advantages of having airport services available to the community.

Implementation Measure 8.1.1: Create an Airport Outreach Program adaptable to all ages to educate families as well as business on the benefits of a local airport.

Policy 2: The City of Newport will continue to investigate recommendations listed in Section D of the Report of the Regional Airport Review Task Force, which states it is important the City utilize any available resources including websites, social media, and other forums to share with the community what services are available at the airport.

Implementation Measure 8.2.1: City will pursue strategies to promote the use and development of airport land and facilities to enhance economic conditions in Lincoln County.

Implementation Measure 8.2.2: City will periodically review user-friendly services available at the airport, and supplement identified gaps, to ensure they meet the needs of the aviation community and broader public.

Implementation Measure 8.2.3: City will explore the possibility of contracting with a person/firm, or assigning this task to the Destination Newport Committee, to develop professional marketing information regarding the Newport Municipal Airport.

**Goal 9: Expand and install utility infrastructure at the airport for aviation and nonaviation development.**

Policy 1: Sufficient utility infrastructure should service Airport buildings and meet operating needs as well as future growth.

Implementation Measure 9.1.1: Install sanitary sewer to the airport as usage increases and City infrastructure expands south to serve increased sewer and water demands off the airport.

Implementation Measure 9.1.2: Assess sanitary sewer needs on an individual basis as development occurs on the airport. Utilizing septic tanks until usage demands out-grow septic system limits.

Implementation Measure 9.1.3: Investigate property purchase or ground easements for sewage system expansion from wastewater treatment plant to the airport in preparation of future expansion of City infrastructure south to users both on and off the airport.

Implementation Measure 9.1.4: Expand City of Newport water system from existing service at the ARFF Station to other areas of the airport when usage demands make expansion cost effective.

Policy 2: Seek strategic partnerships to leverage public/private funds other than City resources to expand infrastructure to serve new uses.

Implementation Measure 9.2.1: Research potential grant opportunities supporting infrastructure development.

Implementation Measure 9.2.2: City will seek to develop private/public funding partnerships to expand infrastructure to and on airport property.

Policy 3: City will investigate potential timelines and practices necessary to install sewer and water to the airport.

Implementation Measure 9.2.1: City will develop an implementation plan to provide residential and commercial sewer services within the Newport Urban Growth Boundary, for lands in and around the airport.

Implementation Measure 9.2.2: City will act on its implementation plan to provide sewer and water service to the airport when economically feasible to do so.

**Goal 10: Develop and maintain a clear distinction between aviation and nonaviation development requirements and the role of the FAA in the development review process in both areas.**

Policy 1: Coordinate with FAA to develop separate procedures for review of aviation related and non-aviation related development with an eye towards creating a predictable set of requirements and streamline review timelines particularly for non-aviation related development.

Implementation Measure 10.1.1: Review current version of 5190\_6b FAA Airport Compliance Manual to outline a protocol for addressing the FAA with Aviation and Non-aviation development opportunities.

Implementation Measure 10.1.2: Create a procedure/policy that addresses requirements stated in 5190\_6b FAA Airport Compliance Manual combined with needs of local developers to present to the FAA for review.

Implementation Measure 10.1.3: Incorporate agreed upon review procedures into City codes.

Policy 2: Explore opportunities to leverage non-aviation development areas (including reconfiguring, leasing, or selling), to further aviation/non-aviation development objectives.

**Goal 11: Strive to prepare the airfield for adaptation to changes in the national fleet and local needs in the next 15 to 20 years as design airport operations increase nationally and locally.**

Policy 1: Design airfield improvements to a B-II design craft during the next 10 to 15 years or until a new master plan is conducted or enplanements warrant a change in classification.

Implementation Measure 11.1.1: Use B-II design criteria to a) redesign apron area; b) separate taxiway "E" from RW 2; c) separate intersecting runways; d) install new taxiway between taxiway A and relocated RW 2 threshold; e) correct non-standard geometry at taxiway "A", "D" and RW 2 threshold.

Policy 2: Prepare for future C-II growth.

Implementation Measure 11.2.1: Invest in additional airside land purchases to prepare for the changes in runway protection zones and flight patterns required for a C-II airport.

Implementation Measure 11.2.2: Base zoning codes, noise contours, and land use policy updates to protect land use around the airport for the future C-II classification.

\*Subsection updated by Ordinance No. 2128 (February 5, 2018).