AIRPORT COMMITTEE AGENDA
Tuesday, May 09, 2017 - 2:00 PM
Conference Room A, City Hall, 169 SW Coast Highway, Newport, Oregon 97365

The meeting location is accessible to persons with disabilities. A request for an interpreter for the hearing impaired, or for other accommodations for persons with disabilities, should be made at least 48 hours in advance of the meeting to Peggy Hawker, City Recorder at 541.574.0613.

The agenda may be amended during the meeting to add or delete items, change the order of agenda items, or discuss any other business deemed necessary at the time of the meeting.

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1. CALL TO ORDER

2. ROLL CALL

3. APPROVAL OF MINUTES

3.A. April 11, 2017 draft minutes
April 11 2017 draft minutes.pdf

4. DISCUSSION/ACTION ITEMS

4.A. Water and sewer service to airport: Discussion

4.B. Fuel Policy: Committee members

4.C. Executive Summary for the Comprehensive Plan
Executive_Summary_4-18-17_for_the_Comprehensive_plan.pdf

5. OPERATIONS REPORT

5.A. April Ops Report
Operations_Report_for_May_Meeting_2017.pdf
The_Other_Port_of_Newport.pdf

5.B. Destination Newport Power Point Presentation

5.C. Alaska Airlines Presentation

6. COMMITTEE COMMENTS

7. PUBLIC COMMENTS

8. DEVELOP NEXT AGENDA

9. ADJOURN

April 11, 2017

2:00 PM

Newport, Oregon

The City of Newport Airport Committee met on the above date in Conference Room A, Newport City Hall. In attendance were: Committee members Susan Reese (acting as chair in Bertuleit's absence), Ralph Busby, Terry Buggenhagen, Jim Shaw, Ken Brown, and Mark Watkins. Also in attendance: City Council liaison Laura Swanson, Airport staff Lance Vanderbeck, and Committee staff Bob Fuller (Public Works). City Manager Spencer Nebel did not attend.

1. The meeting was called to order by acting committee chair Susan Reese at 2:00 PM.

2. Roll Call

3. Approval of Minutes: Motion was made and seconded to approve the draft minutes from the March 17, 2017 meeting. The motion passed on a unanimous voice vote.

4. Discussion/Action Items
   A. Water and sewer service to the airport: Vanderbeck reviewed his memo (included in packet). He noted the project's cost is the biggest issue/challenge.
   B. Draft of fuel policy (included in packet): A lively discussion ensued regarding aspects of developing a fuel policy. Buggenhagen said this is headed in the right direction and noted there is a lot of flexibility for future options. The consensus of the committee is to consider the policy over the next month and have this as an agenda item for the May 2017 meeting. The committee thanked Vanderbeck for his continued work on this matter.

5. Operations report: Vanderbeck reviewed the monthly operations report (included in packet).

6. Committee comments
   a. The committee would like a discussion of fees included in the May 2017 meeting agenda.
   b. Shaw presented concrete drawings for the proposed BBQ pavilion; Vanderbeck will forward these to Dustin Capri, who is doing the architectural plans for the BBQ pavilion.

c. Shaw noted the memorial for Dr. Dean Baumann is scheduled for June 4th at 2 PM at the airport.

7. Public comments: None

8. Develop next agenda: Water and sewer service to the airport-discussion.

9. The meeting was adjourned at 3:10 PM.

INTEROFFICE MEMORANDUM

TO: CITY COUNCIL, AIRPORT COMMITTEE, AND PLANNING ADVISORY COMMITTEE
FROM: MELISSA ROMÁN
SUBJECT: 2017 AIRPORT MASTER PLAN UPDATE EXECUTIVE SUMMARY
DATE: APRIL 18, 2017

As part of the 2017 Master Plan Update process, we will create an Executive Summary to be incorporated into the City of Newport Comprehensive Plan.

There are many processes to integrating the Master Plan into the Comprehensive Plan. The first is to ask the PAC, Airport Committee and City Council to review the DRAFT Executive Summary. This is not a finished document. We will tighten the language and add additional detail as we complete the master planning process. Nonetheless, there is enough here for everyone to review our direction and address any portion of the executive summary they feel needs attention.

Please review the attached document. We will add it to the intricate and comprehensive list of topics to discuss in tomorrow's meetings.

AIRPORT FACILITIES

The Newport Municipal Airport is on 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: Airport Master Plan Update" (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. Existing facilities are described here within three primary categories: 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 facility are outlined in Table # on page ### and illustrated on **Exhibit 2B** from 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). The PAPI at Runway 34 is out of service until vegetation blocking the extended approach path is removed. 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 ¾ statute mile.

Other NAVAIDS.
There is a segmented circle and lighted windsock located mid-field as well as a smaller, supplementary, wind sock 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).
Although as of 2016 there is an Automated Weather Observing System (AWOS) at the Airport, the AWOS will no longer be in service after 2016 due to problems acquiring parts.

Airport Support Facilities

- Emergency Services. Aircraft rescue and firefighting (ARFF) is available through the City of Newport Fire Department, which is located on the northwest end of the airfield, and is stored in a fire station with direct access to the airfield. The ARFF vehicle is a Rosenbauer Airwolf C2 that was 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, Electricity
- Highway Signage. Guidance signs to the Airport Highway 101 maintained by the Oregon Department of Transportation.

Airport Users: Twenty-eight aircraft were based at the Newport Municipal Airport in 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: Runway 16-34 was reconstructed in 2014 and 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 and building structure by the City of Newport in 2007, the City has run the FBO at the Airport. The FBO is staffed seven days a week from 8:00 A.M to 5:00 P.M. Presently. 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 2016 current, one of the FBO's office areas is leased.

The Airport has a separate 2,400-square-foot office building that is currently leased to FedEx.

Table ##
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; nonprecision 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

Aircraft Parking Aprons:

Terminal	Total aircraft apron area at the Airport is estimated at 18,392 square yards, or an estimated 3.8 acres. Eleven (11) tie-downs; Access to Self-Serve Tank.	Good
Overflow	Eight (8) tie-down spots	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	Excellent
Military helipad	Generated by 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.	Unknown

Source: " Newport Municipal Airport: Airport Master Plan Update", Newport. Oregon, 2017 WH Pacific

Recommended Airport Improvement Projects:

Chapters 3 and 4 of the Municipal 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 reach52,175 by the year 2035. From the demand forecasts, airport facility requirements were identified. A municipal airport layout plan, terminal area plan, and airspace, approach, and clear zone plans addressing the facility requirements are established in Chapter 8 of the Airport Master Plan.

Chapter three of the Municipal Airport Master Plan forecasts a transition in air fleet from prop planes to small business jets. The fleet mix of aircraft based at the Airport will likely change over the forecast period, although single engine, piston-powered aircraft will still be predominant. The forecast includes a slight increase in the number of turboprop and turbojet aircraft, and helicopters in the future, which reflects the national trends and would be expected from the effects of in-migration likely to occur in the Newport area. The forecast is based on an extrapolated use trend analysis, correlation analysis of socioeconomic and other aviation activity indicators, market analysis, FAA requirements and forecasts, and professional judgment.

Approach/Airspace:

The Approach and Clear Zone Plan, ~~Drawing 3 of 3~~, illustrates the approach and departure safety concerns relating to adjacent airport development. Acquisition of adjacent property at the north and south ends of Runway 16-34 and the northeast end of Runway 2-20 is recommended to provide additional clear zone.

Airport Users: The Newport Municipal Airport is proposed to be a general utility small business jet airport in accordance with the FAA's Airplane Design Group (ADG) ~~II~~I. It is expected that 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 is currently unused by 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). Many of the potential enplaned passengers could probably be captured by initiation of commuter air carrier service at the airport.

General aviation demand by the year 2035 is forecasted to include approximately 42 based aircraft. These general aviation aircraft are expected to generate approximately 25,550 aircraft operations per year by the year 2035. Therefore, the total number of operations, including Air Taxi and Military, from the Newport Municipal Airport by the year 2035 is expected to reach 31,350.

Structures: Several facility improvements are recommended to accommodate this airport use demand. ~~Table 8 (page 163)~~ outlines the recommended staged development for the Newport Municipal Airport. The recommended facility improvements are illustrated in the Airport Layout Plan and the Terminal Area Plan, Drawings ~~1 of 3 and 2 of 3,~~ respectively. These recommended improvements are briefly discussed in the following.

The first planning period 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.

The second 5-year planning period, or Stage II of the airport development program, will involve separating the runways.

The third 5-year planning period, or Stage III of the airport development program, will include

improvements to accommodate changing requirements as the airport develops into a C-I small jet traffic airport. This activity will include improving the principal runway and key taxiways.

Additional hangars are recommended to meet facility requirements. Although the FAA does not currently fund hangar construction, construction of new hangars could potentially increase airport revenue.

Funding:

Table 8 (page ~~172~~###) identifies potential funding sources for each of the proposed airport improvement projects. The costs indicated for all development items are expressed in 2016 dollars. Chapter 9 of the Airport Master Plan provides a detailed discussion of potential funding sources that are summarized here.

Table 8
Recommended Airport Development

Priority A. Stage I (2017-2021)						
2017		**Local**	**FAA**	**State**	**Other**	**Total**
2017	Storm Pipe Rehab	$23,000	$150,000	$30,000		$203,000
Total 2017		**$23,000**	**$150,000**	**$30,000**		**$203,000**
2018						
2018	Carry Over					
Total 2018		**$0**	**$0**	**$0**	**$0**	**$0**
2019						
2019	Storm Pipe Rehab – Construction	$100,000	$2,250,000	$150,000		$2,500,000
2019	PMP		$20,000			$20,000
Total 2019		**$100,000**	**$2,270,000**	**$150,000**		**$2,520,000**
2020						
2020	Non-Standard Geometry Improvements Pre-Design & Environ Assess	$3,800	$342,000	$34,200		$380,000
Tota1 2020		**$3,800**	**$342,000**	**$34,200**		**$380,000**
2021						
2021	Carry Over					
Tota1 2021		**$0**	**$0**	**$0**	**$0**	**$0**
Total Stage I		**$126,800**	**$3,104,000**	**$214,200**	**$0**	**$3,103,000**

Priority B, Stage II (2222-2226)		Local	FAA	State	Other	Total
2022	Non-Standard Geometry Improvements – Design	$39,450	$355,550			$395,000
2022	PMP		$20,000			$20,000
2023	Non-Standard Geometry Improvements – Construction	$474,000	$4,266,000			$4,740,000
2024	Apron Expansion – Environmental	$16,666	$150,000			$166,666
2025	PMP	$20,000				$20,000
2025	Apron Expansion – Design	$12,000	$108,000			$120,000
2026	Apron Expansion – Construction	$115,000	$1,035,000			$1,150,000
Total Stage II		**$657,116**	**$5,954,550**	**$0**	**$0**	**$6,611,666**

Priority C. Stage III (2227-2237)		Local	FAA	State	Other	Total
2028	PMP		$20,000			$20,000
2029	Design/Construct Apron Expansion - Phase 2	$89,000	$801,000			$890,000
TBD	Design and Construct New Aircraft Cargo Building/Facility				$480,000	$480,000
TBD	Design/Construction – Taxiway A Reconstruction	$134,000	$1,206,000			$1,340,000
TBD	Airport Master Plan	$55,000	$495,000			$550,000
TBD	Environmental Assessment – Runway 16-34 - RDC to C-I	$50,000	$300,000			$350,000
TBD	Environmental, Pre-Design & Design Runway 34 RSA, Reconstruction, and Extension (Phases I, II, and III)	$160,000	$1,450,000			$1,610,000
TBD	Phase I - Runway 34 RSA Construction	$1,820,000	$16,230,000			$1,820,000
Total Stage III		**$2,308,000**	**$20,652,000**	**$0**	**$480,000**	**$23,440,000**

Priority D. Stage IV (Beyond 2036)		Local	FAA	State	Other	Total
TBD	Phase II - Reconstruction of Runway 34 End	$514,000	$4,626,000	$	$	$5,140,000
TBD	Phase III - Construct New Entry Taxiway "E"	$62,000	$558,000	$	$	$620,000
TBD	Environmental, Pre-Design & Design Runway 16 RSA, Reconstruction, & Relocation (Phases I, II, and III)	$138,000	$1,242,000	$	$	$1,380,000
TBD	Site Prep and Access Road Improvements for Northwest Development Area	$31,000	$279,000	$	$	$310,000

TBD	Phase I - Runway 16 RSA Construction	$1,360,000	$12,240,000	$	$	$13,600,000
TBD	Phase II - Reconstruction/ Relocation of Runway 16 End	$597,000	$5,373,000	$	$	$5,970,000
TBD	Phase III - Construct New Entry Taxiway A1	$150,000	$720,000	$	$	$800,000
Total Stage IV		**$2,782,000**	**$25,038,000**	**$0**	**$**	**$27,820,000**
TOTAL ALL STAGES		**$6,088,116**	**$54,406,550**	**$480,000**	**$0**	**$60,974,666**

• Costs based on 2016 dollars with 25% overhead.

Source: " Newport Municipal Airport: Airport Master Plan Update", Newport. Oregon, 2017 WH Pacific

GOALS AND POLICIES
PUBLIC FACILITIES ELEMENT

AIRPORT

Goal 1: Strive to provide for the aviation needs of the City of Newport and Lincoln County.

Policy 1: City will ensure through zoning and subdivision ordinance provisions 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.

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, stay abreast of personnel changes, and network with our aviation engineering consultant to ensure quality relationships with key players in industry, state and federal agencies.

Goal 2: Endeavor to be recognized 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 required 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 would be needed 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 to be recognized an 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.

Implementation Measure 3.2.3: City will 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: Consider impact on 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: Assess all Imaginary Surfaces used for avigation easement to choose appropriate surface for easements; update easements whenever there is a navigation change on the airport adjusting an Imaginary Surface. Address easement needs based on controlling Imaginary Surface.

Policy 2: The 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 testing placed material for structural stability.

Goal 5: Secure Commercial service when economically feasible.

Policy 1: Look for independent commuter service opportunities in the changing commercial air service industry moving away from hub connections to rural airports.

Implementation Measure 5.1.1: Work with Oregon Department of Aviation (ODA) to generate ideas, and capture opportunities, as the State ODA continues exploring strategies for commuter service to rural airports throughout Oregon.

Policy 2: Maintain airfield to safety standards required for commuter service.

Implementation Measure 5.2.1: Complete further study to determine if the 139 Certification is necessary to the Airports success in drawing a commercial airline.

Implementation Measure 5.2.2: 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*: 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 5.3.1: Craft a marketing strategy (three or four key elements; have it reviewed by regional experts from a variety of sectors (business, recreation, personal travelers).

Implementation Measure 5.3.2: Local steering committee will be established to work with 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.

Implementation Measure 5.3.3: Craft a strategy to entice air service providers that answers 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?

Goal 6: Maximize or fully leverage airport footprint for aviation use.

Policy 1: Airport facilities will be upgraded as warranted to maintain a safe and useful airfield.

Implementation Measure 6.1.1: 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 6.2.1: Capital Improvement Projects will upgrade areas of the airfield designed to outdated airport standards to meet current FAA design standards.

Goal 7: Foster community awareness.

Policy 1: Develop an Airport outreach program to demonstrate the advantages available to the community through airport services.

Implementation Measure 7.1.1: 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*: 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 7.2.1: City will create a marketing strategy to promote the use of land and facilities by the appropriate developers utilizing the airport to enhance economic development in Lincoln County.

Implementation Measure 7.2.2: City will review the user friendly services available at the airport and where those services are not in existence, explore implementing new services that fill this vacancy.

Implementation Measure 7.2.3: 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 8: Expand and install utility infrastructure at the airport for aviation and non-aviation development.

Policy 1: City of Newport Buildings and Property used for Municipal and Commercial Development should be served by working utility infrastructure sufficient to meet operating needs and future growth.

Implementation Measure 8.1.1: Install sanitary sewer to the airport and complete the water distribution system.

Implementation Measure 8.1.2: Investigate property purchase or ground easements for sewage system expansion from wastewater treatment plant to the airport.

Implementation Measure 8.1.3: Expand City of Newport water system from existing pipe feeding

water to the ARFF Station to other areas of the airport.

Policy 2: Seek strategic partnerships to leverage public/private funds other than City resources to expand infrastructure to serve new uses.

Implementation Measure 8.2.1: Research potential grant opportunities supporting infrastructure development.

Implementation Measure 8.2.2: City will develop private/public relationship solutions 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 8.2.1: City will develop and implementation plan to tie residential and commercial sewer to the south end of Newport and the airport.

Implementation Measure 8.2.2: City will act on implementation plan to forward sewer and water expansion on the airport.

Goal 9: Develop and maintain a clear distinction between aviation and non-aviation 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 9.1.1: 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 9.1.2: 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 9.1.3: Incorporate agreed upon review procedures into City codes.

Goal 10: Establish and maintain avigation 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 10.1.1: Update existing avigation easements based on current and presently foreseen navigation needs.

Implementation Measure 10.1.2: As new navigation aids are installed at the airport, existing easements will be reviewed to see if any upgrade is needed to maintain new navigation

requirements.

Policy 2: City will establish easements where non exist but are needed for proper maintenance of the Airport.

Implementation Measure 10.2.1: Conduct a survey of all easement needs adjacent to the airport. Periodically review avigation easements to ensure easements are negotiated concurrent with airport development.

Implementation Measure 10.2.2: Negotiate avigation easements where none exist but are required by FAA design standards.

Policy 3: City will assess surrounding airport properties that will benefit aviation in the future for potential purchase

Implementation Measure 10.3.1: Use the 2017 Airport Master Plan, approved FAA Airport Layout Plan, and

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 business jet enplanements 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-1 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-I airport.

Implementation Measure 11.2.2: Base zoning codes, noise contours, and land use policy updates to ensure land around the airport is protected for the future C-I classification.

CHAPTER 14.22 AIRPORT RESTRICTED AREA

14.22.010 **Definitions.** As used in this section, unless the context otherwise requires:

A. Airport means the Newport Municipal Airport.

B. Airport Elevation means 161 feet above mean sea level (with respect to the North American Datum of 1988 (NAVD-88).

C. Airport Reference Point means the point established as the approximate geographic center of the airport landing area and so designated.

D. Approach Surface means a surface longitudinally centered on the extended runway center line, extending outward and upward from ~~the~~ each end of the primary surface and at the same slope as the approach zone height limitation slope set forth in ~~the~~ Section **14.22.030**. In plan, the perimeter of the approach surface coincides with the perimeter of the approach zone. An approach surface is applied to each end of each runway based upon the type of approach available or planned for that runway end.

E. ~~Utility Runway~~ Visual Runway (Runway 2-20) means a runway that is constructed for and intended to be used by propeller-driven aircraft of ~~12,500~~33,000 pounds maximum gross weight and less.

F. Conical Surface means a surface extending outward ad upward from the periphery of the horizontal surface at a slope of ~~10~~ 20 to 1 for a horizontal distance of 4,000 feet.

G. Departure Surface means a surface longitudinally centered on the extended runway center line, extending outward and upward from the end of the primary surface and at the same slope as the departure zone height limitation slope of 40:1 for a horizontal distance of 10,000 feet. In plan, the perimeter of the departure surface coincides with the perimeter of the departure zone.

~~F.~~H. Hazard To Air Navigation means an obstruction determined to have a substantial adverse effect on the safe and efficient utilization of the navigable airspace.

~~G.~~I. Height. For the purpose of determining the height limits in all zones set forth in this Code and shown on the Zoning Map, the datum shall be mean sea level elevation (with respect to

Commented [MR5]: Update to Navd-88 Datum. Elevation may be different.

Commented [MR6]: Look at Flight Information Booklet from FAA for exact elevation information. Match ALP.

Commented [MR7]: Use ODA examples.

Commented [MR8]: According to 5010 data, this isn't referred to as a Utility Runway. It's an A(V)/A(V) for FAR 77

Commented [MR9]: "Departure Surface" Not defined by ODA; colloquial term.

the North American Datum of 1988 (NAVD-88) unless otherwise specified.

~~H.~~J. Horizontal Surface means a horizontal plane 150 feet above the established airport elevation, the perimeter of which in plan coincides with the perimeter of the horizontal zone.

~~I.~~K. Instrument Runway means a runway equipped or to be equipped with electronic or visual air navigation aids adequate to permit the landing of aircraft under restricted visibility conditions.

~~J. Larger Than Utility Runway means a runway that is constructed for an intended to be used by propeller driven aircraft of greater than 12,500 pounds maximum gross weight and jet powered aircraft.~~

Commented [MR10]: According to 5010 data, 34 isn't considered a Larger than Utility Runway. It's a "C" for FAR 77

L. Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR) means a lighting array with approach lights that flash in sequence toward the threshold at the rate of twice per second. All lights are aimed into the approach to the runway and away from the runway threshold. The MALSR requires land that is 1,600 feet long by 400 feet wide for the MALS portion, plus an additional 1,000 feet in length by 25 feet in width for the runway alignment indicator light (RAIL) portion.

Commented [MR11]: Do we need to add this section in order to add a section to the height limitations and permitted uses?

M. Non Precision Runway VORTEC/GPS guided (34)

Commented [MR12]: Develop

~~K.~~N. Obstruction. Any structure, growth, or other object. including a mobile object, that exceeds a limiting height set forth in this section.

~~L.~~O. Precision Instrument Runway (Runway 16) means a runway having an instrument approach procedure utilizing an Instrument Landing System (ILS) or a Precision Approach Radar (PAR). It also means a runway for which a precision approach system is planned and is so indicated on an approved airport layout plan or any other planning document.

~~M.~~P. Primary Surface means a surface longitudinally centered on a runway. When the runway has a specifically prepared hard surface, the primary surface extends 200 feet beyond each end of the runway. For military runways, or when the runway has no specially prepared hard surface (or planned hard surface), the primary surface ends at each end of that

runway. The elevation of any point on the primary surface is the same as the elevation of the nearest point on the runway centerline.

Q. Runway means a defined area on an airport prepared for landing and takeoff of aircraft along is length.

N.R. Runway Protection Zone means an area off the runway end to enhance the protection of people and property on the ground.

O.S. Structure means an object, including a mobile object, constructed or installed, including but without limitation buildings, towers, cranes, smokestacks, earth formations, and overhead transmission lines.

P.T. Transitional Surfaces. These surfaces extend outward to 90° angles to the runway center line, and the runway centerline extends at a slope of seven (7) feet horizontally for each foot vertically from the sides of the primary and approach surfaces to where they intersect the horizontal and conical surfaces. Transitional surfaces for those portions of the precision approach surfaces, which project through and beyond the limits of the conical surface, extend a distance of 5,000 feet measured horizontally from the edge of the approach surface and at 90° angles to the extended runway centerline.

Q.U. Tree means any object of natural growth.

R.V. Visual Runway (Runway 2-20) means a runway intended solely for the operation of aircraft using visual approach procedures.

14.22.020 **Airport Zones.** In order to carry out the provisions of this Code, there are hereby created and established certain zones that include all of the land lying within the Instrument Approach Zones, Non-Instrument Approach Zones, Transition Zones, Horizontal Zones, Departure Zones and Conical Zones. Such areas and zones are shown on ~~the "Layout Plan" and "Approach and Clear Zone Plan" of the Newport Municipal Airport~~, consisting of ~~three sheets prepared by George M. Baldwin & Associates (dated August 24, 1979), which is made part of this Ordinance~~. An area located in more than one of the following zones is considered to be only in the zone with the more restrictive height limitation. The various zones are hereby established and defined as follows:

Commented [MR13]: Use Surfaces Graphic from AMP for clarity?

~~A. Utility Runway Visual Approach Zones (both ends of Runway 2-20). The inner edge of this approach coincides with the width of the primary surface and is 250 feet wide. The approach zone expands outward uniformly to the width of 1,250 feet at a horizontal distance of 5,000 feet from the primary surface. Its centerline is the continuation of the centerline of the runway.~~

~~B. Runway Larger Than Utility Visual Approach Zone (Runway 34). The inner edge of this approach zone coincides with the width of the primary surface and is 1,000 feet wide. The approach zone expands outward uniformly to a width of 1,500 feet at a horizontal distance of 5,000 feet from the primary surface. Its centerline is the continuation of the runway.~~

A. Precision Instrument Runway Approach Zone (Runway 16-34). The inner edge of this approach zone coincides with the width of the primary surface and is 1,000 feet wide. The approach zone expands outward uniformly to a width of 16,000 feet at a horizontal distance of 50,000 feet from the primary surface. Its centerline is the continuation of the centerline of the runway.

~~C.~~B. Departure Surface Zone (Runway 16-34). The inner edge of this approach zone coincides with the width of the primary surface and is 1,000 feet wide. The approach zone expands outward uniformly to a width of 6,466 feet at a horizontal distance of 10,200 feet from the primary surface. Its centerline is the continuation of the centerline of the runway.

~~D.~~C. Transitional Zones. The transitional zones are the areas beneath the transitional surfaces.

~~E.~~D. Horizontal Zones. The horizontal zone is established by swinging arcs of 5,000 feet radii for all runways designated utility or visual and 10,000 feet for all others from the center of each end of the primary surface of each runway and connecting the adjacent arcs by drawing lines tangent to those arcs. The horizontal zone does not include the approach and transitional zones.

~~F.~~E. Conical Zone. The conical zone is established as the area that commences at the periphery of the horizontal zone and extends outward there from a horizontal distance of 4,000 feet.

Commented [MR14]: Not called Zones; FAA calls them imaginary surfaces

14.22.030 **Airport Zone Height Limitations.** Except as otherwise provided in this Code, no structure shall be erected, altered, or maintained, and no tree shall be allowed to grow in any zone created by this Code to a height in excess of the applicable height herein established for such zone. Such applicable height limitations are hereby established for each of the zones in question as follows:

~~A. Utility Runway Visual Approach Zone (Runway 2-20). Slopes 20 feet outward for each foot upward beginning at the end of and at the same elevation as the primary surface and extending to a horizontal distance of 5,000 feet along the extended runway centerline.~~

~~Runway Larger Than Utility Visual Approach Zone (Runway 34). Slopes 20 feet outward for each foot upward beginning at the end of an at the same elevation as the primary surface and extending to a horizontal distance of 5,000 feet along the extended runway centerline.~~

A. Conical Zone. Slopes 20 feet outward for each foot upward beginning at the periphery of the horizontal zone and at 150 feet above the airport elevation.

B. Excepted Height Limitations. Nothing in this Ordinance shall be construed as prohibiting the construction or maintenance of any structure or growth of any tree to a height up to 35 feet above the surface of the land.

C. Horizontal Zone. Established at 150 feet above the airport elevation or at a height of 311 feet above mean sea level (with respect to the North American Datum of 1988 (NAVD-88).

D. Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR). The primary plane has a total width of 100 feet, 50 feet each side of the runway centerline extended, and a surface that follows the plane of the RAIL System. Beginning at the edge of the primary plane, a secondary plane having a slope of 7:1 extends outward from the edge of the primary plane for a distance of 150 feet. Both primary and secondary planes begin at the last steady-burning lights of the MALSR system and extend 200 feet beyond the last flashing light in the RAIL portion of the MALSR system. An additional secondary plane underlies the 7:1 plane, with a longitudinal slope of 50:1, beginning at the height of the last steady-burning light and extending outward (laterally) to 150 feet from the edge of the primary plane at zero gradient. The surface extends longitudinally to 200 feet

Commented [MR15]: Do we need to add this section just so it's documented?

beyond the last flashing light of the RAIL system. No object shall penetrate either the primary or secondary plane.

~~B.~~E. Precision Approach Path Indicator (PAPI) Zone (Runway 16 – 34). Slopes 30 feet outward for each foot upward beginning at centerline perpendicular to the PAPI system at the center height of the PAPI lights and extending to a horizontal distance of ##### feet along extended runway centerline at point of beginning.

Commented [MR16]: Need the distance.

~~C.~~F. Precision Instrument Runway Approach Zone (Runway 16). Slopes 50 feet outward for each foot upward beginning at the end of and at the same elevation as the primary surface and extending to a horizontal distance of 10,000 feet along the extended runway centerline; thence slopes upward 40 feet horizontally for each foot vertically to an additional horizontal distance of 40,000 feet along the extended runway centerline.

~~D.~~G. Transitional Zones. Slopes seven (7) feet outward for each foot upward beginning at the sides of and at the same elevation as the primary surface and the approach surface and extending to a height of 150 feet above the airport elevation, which is 1~~0~~50 feet above mean sea level (with respect to the North American Datum of 1988 (NAVD-88). In addition to the foregoing, there are established height limits sloping seven (7) feet outward for each foot upward beginning at the sides of and the same elevation as the approach surface and extending to where they intersect the conical surface. Where the precision instrument runway approach zone projects beyond the conical zone, there are established height limits sloping seven (7) feet outward for each foot upward beginning at the sides of and the same elevation as the approach surface and extending a horizontal distance of 5,000 feet at 90° angles to the extended runway centerline.

Commented [MR17]: Check this. I'm not sure that is the correct elevation.

14.22.040 **Use Restriction.** Notwithstanding any other provisions of this Code, no use may be made of land or water within any zone established by this Code in such a manner as to create electrical interference with navigational signals or radio communications between the airport and aircraft, make it difficult for pilots to distinguish between airport lights and others, result in glare in the eyes of pilots using the airport, impair visibility in the vicinity of the airport, create bird strike hazards, or otherwise in any way endanger or interfere with the landing, takeoff, or maneuvering of aircraft intending to use the airport.

Send development proposal to ODA for land use review.

Commented [MR18]: Jeff Caines sending information for additional section.

14.22.050 Nonconforming Uses

A. Regulations Not Retroactive. The regulations prescribed in this Code shall not be construed to require the removal, lowering, or other change or alteration of any structure or tree not conforming to the regulations as of the effective date of this Ordinance, or otherwise interfere with the continuance of a nonconforming use. Nothing contained herein shall require any change in the construction, alteration, or intended use of any structure, the construction or alteration of which has begun prior to the effective date of this Ordinance and is diligently prosecuted.

Commented [MR19]: Do we want to leave this as is considering there have been slope changes based on new navigation aids that we redefine where trees are obstructions?

B. Marking and Lighting. Notwithstanding the preceding provision of this Section, the owner of any existing nonconforming structure or tree is hereby required to permit the installation, operation, and maintenance thereon of such markers and lights as shall be deemed necessary by the City Manager to indicate to the operators of aircraft in the vicinity of the airport and presence of such airport obstruction. Such markers and lights shall be installed, operated, and maintained at the expense of the City of Newport.

14.22.060 Permits

A. Future Uses. Except as specifically provided in paragraphs 1, 2, and 3, no material change shall be made in the use of land, no structure shall be erected or otherwise established, and no tree shall be planted in any zone hereby created unless a permit therefore shall have been applied for and granted. Each application for a permit shall indicate the purpose for which the permit is desired, with sufficient particularity to permit it to be determined whether the resulting use, structure, or tree would conform to the regulations herein prescribed. If such determination is in the affirmative, the permit shall be granted. No permit for a use inconsistent with the provisions of this Ordinance shall be granted unless a variance has been approved in accordance with Section 14.33.001, Adjustments and Variances, and Section 14.43.001, Procedural Requirements.*

1. In the area lying within the limits of the horizontal zone and conical zone, no permit shall be required for any tree or structure less than 50 feet of vertical height above the ground, except when, because of terrain, land contour, or topographic features, such tree or structure would

extend above the height limits prescribed for such zones.

2. In areas lying within the limits of the approach zones but at a horizontal distance of not less than 4,200 feet from each end of the runway, no permit shall be required for any tree or structure less than 50 feet of vertical height above the ground, except when such tree or structure would extend above the height limit prescribed for such approach zones.

3. In the areas lying within the limits of the transition zones beyond the perimeter of the horizontal zone, no permit shall be required for any tree or structure less than 50 feet of vertical height above the ground, except when such tree or structure, because of terrain, land contour, or topographic features, would extend above the height limit prescribed for such transition zones.

4. In the areas lying within the limits of the departure zone beyond the perimeter of the horizontal zone, no permit shall be required for any tree or structure less than 50 feet of vertical height above the ground, except when such tree or structure, because of terrain, land contour, or topographic features, would extend above the height limit prescribed for such departure zones.

Commented [MR20]: Check height for update.

~~3.~~5. In the areas lying within the limits of the MALSR footings no permit will be required for any tree or structure less than 50 feet of vertical height above the ground, except when such tree or structure, because of terrain, land contour, or topographic features, would extend above the height limit prescribed for the MALSR.

Commented [MR21]: Do we need something in here that says it's okay to build a road around the MALSR footings?

Nothing contained in any of the foregoing exceptions shall be construed as permitting or intending to permit any construction, alteration of any structure, or growth of any tree in excess of any of the height limits established by this Ordinance except as set forth in 14.22.030 above.

("Amended by Ordinance No. 1989 (1-1-10).)

B. Existing Uses. No permit shall be granted that would allow the establishment or creation of an obstruction or permit a nonconforming use, structure, or tree to become a greater hazard to air navigation than it was on the effective date of

this Code, or any amendments thereto, or than it is when the application for a permit is made. Except as indicated, all applications for such a permit shall be granted.

C. Nonconforming Uses Abandoned or Destroyed. Wherever the City Manager determines that a nonconforming tree or structure has been abandoned or more than 80% torn down, physically deteriorated, or decayed, no permit shall be granted that would allow such tree or structure to exceed the applicable height limit or otherwise deviate from the zoning regulations.

D. Variances. Any person desiring to erect or increase the height of any structure, or permit the growth of any tree, or use property not in accordance with the regulations prescribed in this Code may apply to the Planning Commission for a variance from such regulations. The application for variance shall be accompanied by a determination from the Federal Aviation Administration as to the effect of the proposal on the operation of air navigation facilities and the safe, efficient use of navigable airspace. Such variances shall be allowed where it is duly found that a literal application or enforcement of the regulations will result in unnecessary hardship, and relief granted will not be contrary to the public interest, will not create a hazard to air navigation, will do substantial justice, and will be in accordance with the spirit of this Code. Variances will be approved in accordance with Section 14.33.001, Adjustments and Variances, and consistent with Section 14.43.001, Procedural Requirements.* Additionally, no application for variance to the requirements of this Code may be considered by the Planning Commission unless a copy of the application has been furnished to the Airport Commission and Airport Manager for advice as to the aeronautical effects of this variance. If the Airport Manager and Airport Commission do not respond to the application within 30 days after receipt, the Planning Commission may act on its own to grant or deny said application.

*(*Sentence added by Ordinance No. 1989 No. 1989 (1-1-10).)*

E. Obstruction Marking and Lighting. Any permit or variance granted may, if such action is deemed advisable to effectuate the purpose of this Code and be reasonable in the circumstances, be so conditioned as to require the owner of the structure or tree in question to install, operate, and maintain, at the owner's expense, such markings and lights as may be necessary. If deemed proper by the City Council,

this condition may be modified to require the owner to permit the City of Newport, at its own expense, to install, operate, and maintain the necessary markings and lights.

14.22.070 **Lane Uses Within Airport Zones.** All structures and uses within the Airport Zones shall conform to the requirements of Federal Aviation Agency Regulation FAR-77, or successor, and to other federal and state laws regulating structural height, smoke, steam, or dust, and other hazards to flight, air navigation, or public health, safety and welfare.

Within the various airport zones, certain uses are compatible and certain uses are not because of possible negative effects on either the airport or the use. Such effects on the airport may include danger to property or life from accident, noise, and vibration. Because of these factors, the various underlying zones have been further restricted by the following airport zones:

14.22.080 **Obstruction Zone.** Includes all areas within conical surface area (14.18.010 to 14.18.060).

14.22.090 **Approach Zone.** To assure safety, uses in the approach safety zone shall not attract large groups of people. Places of public assembly are therefore prohibited. Most residential uses are also prohibited. Where residential development is already in place, low density is preferred. Retirement homes or other residential institutions are prohibited. While manufacturing is generally quite compatible, such uses are subject to the issuance of a conditional use permit in accordance with the provisions of Section 14.33.001, Conditional Uses, and Section 14.43.001, Procedural Requirements, and shall be reviewed for potential operations hazards, electrical interference, high intensity lighting, bird attractions, smoke, glare, or other interferences.* Transportation uses are generally compatible as are communications (except radio and television transmission) and utilities (except petroleum storage, electric power plants and lines, and solid waste disposal). Industrial and wholesale uses are generally compatible; however, retail establishments such as restaurants and concentrated retail commercial developments which attract large numbers of people are prohibited. Offices and services are compatible, except rest homes and hospitals. Recreational uses are allowed subject to the issuance of a conditional use permit in accordance with the provisions of Section 14.33.001, Conditional Uses, and Section 14.43.001, Procedural Requirements, (excluding public assembly and other high intensity uses, which are prohibited).** Resource production, including agriculture and undeveloped land, is

generally compatible. (Aggregate extraction—if it will result in ponding and other uses posing a bird strike hazard—is excluded.)

*(*Sentence Amended by Ordinance No. 1989 (1-1-10).*
***Sentence Amended by Ordinance No. 1989 (1-1-10).)*

14.22.100 **Clear Zones.** Clear zones are to be kept clear with no development. Agriculture that does not attract birds is compatible, but no structures are allowed. Above ground power lines are prohibited. Most other uses are excluded. Wherever possible, the clear zone should be free of any construction or obstacle and should be minimally used by people.

14.22.110 **Moderate Noise Impact (Ldn 55-65) Zones.** Schools, hospitals, nursing homes, theaters, auditoriums, residential developments, and other places of public assembly shall have noise insulation in accordance with the State of Oregon's Department of Environmental Quality (DEQ) standards and recommendations. Orientation of housing, screening with fences or berms, or other treatment shall be used to reduce awareness of the airport.*

14.22.120 **Substantial Noise Impact (Ldn 65+) Zones.** Retail, office, or service uses shall not be developed in this substantially impacted area except by conditional use where it can be shown that adequate noise insulation shall be provided and the use is necessary in that location. While motels or other transient lodging with appropriate insulation can be excluded in this zone, single and multi-family housing and mobile home parks are excluded. Schools, libraries, churches, hospitals, nursing homes, and other noise sensitive uses are also to be excluded. Though many recreational uses are compatible, these uses are conditional and shall be reviewed for noise sensitivity and appropriate measures taken. Non-noise sensitive industry, manufacturing, wholesaling, and warehousing, retailing, agriculture, forestry, fishing, mining, and open spaces are allowed uses. Uses mentioned as conditional in this section are allowed subject to the issuance of a conditional use permit in accordance with the provisions of Section 14.33.001, Conditional Uses, and Section 14.43.001, Procedural Requirements.

*(**Amended by Ordinance No. 1344 (11-7-83)*
Sentence Added by Ordinance No. 1989 (1-1-10).)

14.22.130 **Airport Development Zone**

A. Purpose. The airport development zone is different from the other zones presented. The land in the immediate vicinity of

the airport may be impacted by noise, safety hazards, pollution (not only from the aircraft but from autos accessing the facility), congestion, etc. The combination of these factors and others produce an environment that resembles an industrial setting. An airport requires an area for the growth of the facility, and many types of industry can receive considerable travel and transportation advantage if they are located in close proximity to the airport. The Newport Municipal Airport property is, therefore, set aside and designated as an "airport development zone" to serve these purposes.

B. If the airport development zone grows over time, it should expand in areas impacted by the airport rather than expanding perpendicular to the runway along access routes or other features. It should serve as an airport buffer and include areas receiving severe noise impacts.

C. Residential uses other than transient lodging and recreational uses including high concentrations of people are excluded from this zone. Other uses which are acceptable, providing they do not violate any other zones, are airport-related uses and include appropriate sound reduction measures. Conditional Uses under "E" of this section shall follow the provisions of Section 14.33.001, Conditional Uses, and shall be decided using the appropriate Land Use Action decision process as provided by Section 14.43.001, Procedural Requirements.

*(*Sentence Added by Ordinance No. 1909 (1-1-10).)*

D. Permitted Uses.

1. Accessory buildings and uses whose immediate presence is necessary to the property's aviation function.

2. Aircraft runways and taxiways.

3. Aircraft hangars, storage and tiedown areas.

4. Aircraft sales, repair, and service facilities.

5. Air control facilities.

6. Fuel storage facilities.

7. Parking facilities.

8. Open land for aviation clear zone.

9. Agriculture, excluding the commercial raising of animals that would be adversely affected by aircraft passing overhead.

10. Landscape nurseries, cemeteries, or recreation areas which do not include buildings or structures.

11. Roadways, parking areas, and storage yards located in such a manner that vehicle light will not make it difficult for pilots to distinguish between landing lights and vehicle lights, or result in glare, or in any other way impair visibility in the vicinity of the landing approach.

12. Water impoundment (no closer than 5,000 feet from the airport).

13. Pipeline.

14. Underground utility wire.

E. Conditional Uses.

1. A structure or building accessory for a permitted use.

2. A single-family dwelling, or a commercial or industrial use if permitted in the primary zoning district (subject to Subsection F Limitations).

3. Buildings and uses of public works, public service, or utility nature (subject to Subsection F Limitations).

4. Game preserve or reservation.

5. Airport dependent or related industrial or commercial uses. *

~~4.~~6. Non-Aeronautical commercial and industrial uses. [FLESH OUT SECTION]

Commented [MR22]: Need to develop this section. Check with Jeff Caines ODA.

*(*Added by Ordinance No. 1603 (6-17-91).)*

F. Limitations.

1. No place of public assembly shall be permitted in an airport approach district.

2. The height of any structure shall be limited by requirements prescribed by the Planning Commission or by any other local ordinance or regulation.

3. Whenever there is a conflict in height limitations prescribed by this Code or another pertinent ordinance, the lowest height limitation fixed shall govern. Provided, however, that the height of other limitations and restrictions here imposed shall not apply to such structures or uses customarily employed for aeronautical purposes.

4. Notwithstanding any other provisions of this Code, no use may be made of land or water within any zone established by this Code in such a manner as to create electrical interference with navigational signals or radio communication between the airport and aircraft, make it difficult for pilots to distinguish between airport lights and others, result in glare in the eyes of pilots using the airport, impair visibility in the vicinity of the airport, create bird strike hazards, or otherwise in any way endanger or interfere with the landing, takeoff, or maneuvering of aircraft intending to use the airport.

Still preparing for Life Flight's arrival. Offices have been cleaned out the offices, doors have been switched out, walls have been painted. The common area has been re-organized to accommodate Life flight's arrival too. Life Signs are up at the main entrance and they will begin moving in mid-May.

The lock smith has order everything needed for re-keying the FBO.

I attended the 2nd Oregon Regional Commercial Air Service Roundtable. Ben Brookman, Director of Network Planning for Alaska Airlines was the guest speaker. He talked about Alaska growth in the market and were they are headed in the future. I have attached his power point presentation.

I was not able to attended Aprils Oregon Department of Aviation Board meeting. I was giving a presentation to the Destination Newport Committee about the opportunities the airport can provide to tourism and asked for help coming up with more ideas for marketing the airport.

Lorna with the chamber arranged an interview with Phil Sollers of Kingfisher Writing, LLC. to write an article on the other port of Newport. I have attached it for you to read.

Bob Guere, Range Operations Lead, Dryden Aeronautical Test Range, NASA Armstrong Flight Research Center on a scouting tripped stopped in. NASA is looking for a spot to park the media trailer for the upcoming Solar Eclipse. If selected, they would be here for a week. They will be communicating with an aircraft that will be flying at 40,000 feet filming the event and broad casting to the nationwide media outlets.

One of hangar tenants talked with me about maybe building a set of Executive hangars. The party is looking into pricing of doing so.

Connect Oregon Grant update. Shelly White-Robinson, Acting Special Program Coordinator with ODOT came and took pictures of the new Ground-Link and Ceilometer to start the close out of the Grant.

The pavilion is still in the drafting phase. We have had the septic tank and the lines located and confirmed the old generator was disconnected.

I provide a tour of the airfield to Ed and Janet of the budget committee. They had a great time and really enjoyed seeing everything we have to take care of.

Operations Equipment – We have moved some of the operations equipment out of the hangar to the Quonset hut until the tuff shed is built for storage of the Zero turn, ATV, and golf cart. No issues with any operations equipment yet this month.

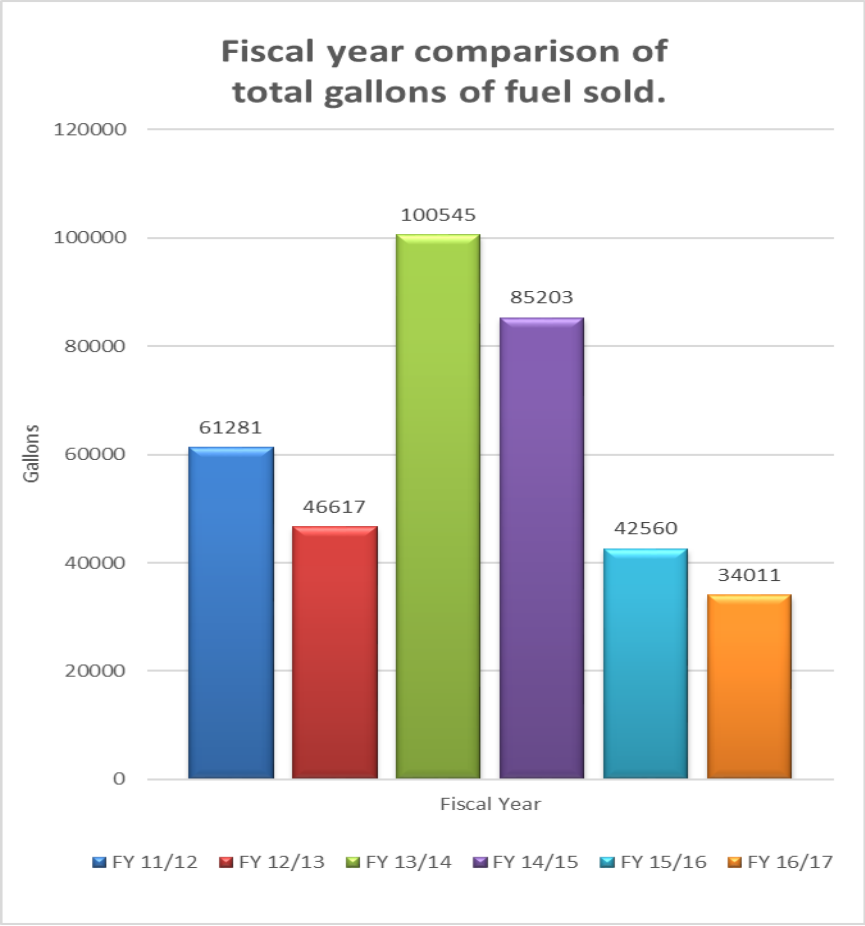
The Kubota tractor and Land pride 20-foot mowing deck have made it back and not minute to soon the grass is really tall.

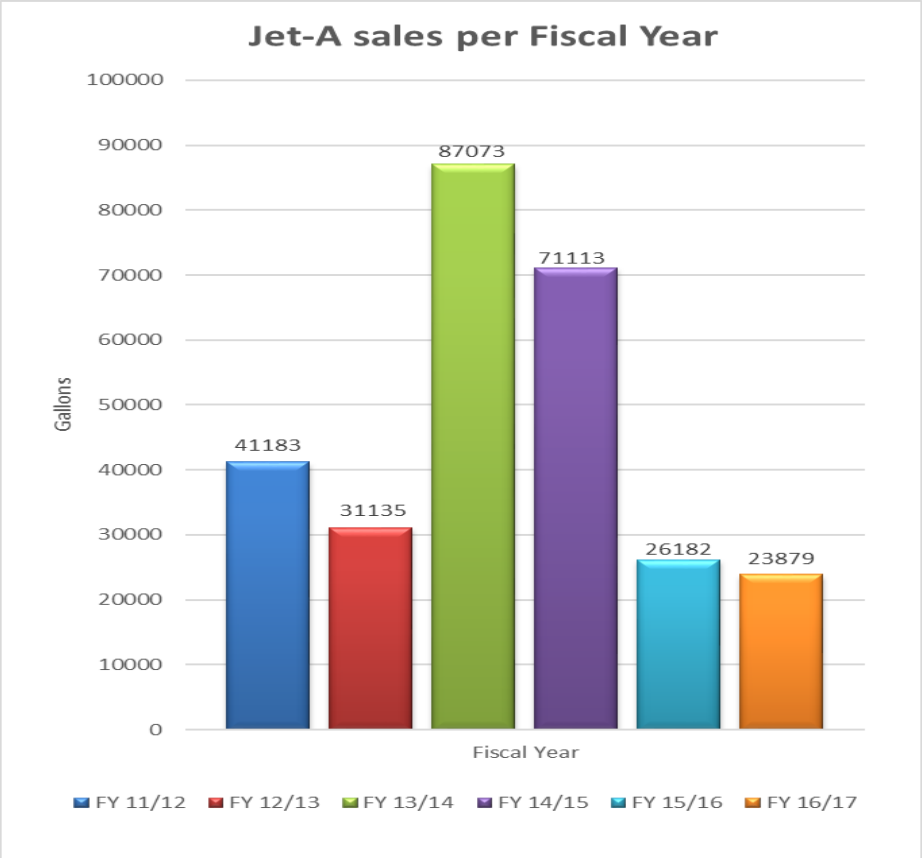
No update on the Runway 34 PAPI's at this time. The last flight check came back finding trees in the RPZ. We are contesting their findings and have request the FAA engineering department come down and do their own ground survey. They have agreed and will be here in late March to do their own ground survey of the RPZ end of runway 34. The FAA engineering department was down and shoot the approach from the ground and they did not find any trees. So there is an internal discussion between the FAA engineering department and FAA Flight Check.

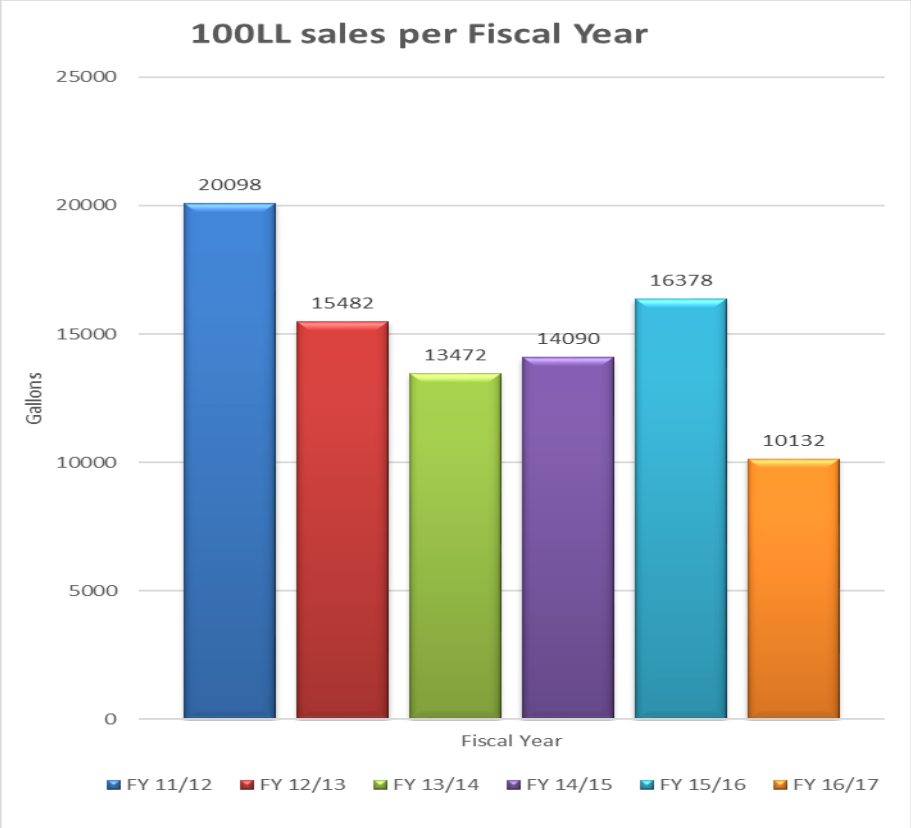
We hosted 150 kindergarteners for an airport tour! Teacher and parents called us brave.

Following is how we finished the month of April 2017.

Aircraft Quantity				Fuel Consumption			
Month	IN	OUT	Tot.A.O	Jet A	Av Gas	Self Serve	Total
July	430	429	859	6869	841	840	8549
Aug	332	334	666	3231	1062	1271	5564
Sept	327	325	652	2298	722	979	3999
Oct	297	293	590	1720	140	452	2312
Nov	235	241	476	1706	155	429	2290
Dec	240	242	482	3009	76	546	3631
Jan	264	269	533	1678	113	432	2223
Feb	274	279	553	1208	196	289	1693
Mar	217	220	437	609	224	543	1376
Apr	315	316	631	1521	286	537	2344
May	32	29	61	30	0		30
Jun			0				0
Cur. FY	2963	2977	5940	23879	3814	6318	34011
FY 15/16	4263	4234	8497	26182	7854	8524	42560
FY 14/15	3686	3572	7258	71113	5985	8103	85201
FY 13/14	3199	2914	6113	87073	4098	9374	100546
FY 12/13	3121	3083	6204	31135	4430	11049	46614
FY 12/11	3219	3181	6400	41183	4275	15823	61281
FY 10/11	3023	3085	6108	73458	4119	12004	89581
Average	3419	3345	6763	55024	5127	10813	70964




Jet-A sales per Fiscal Year
100000
90000
80000
70000
60000
50000
40000
30000
20000
10000
0
Gallons
41183
31135
87073
71113
26182
23879
Fiscal Year
FY 11/12
FY 12/13
FY 13/14
FY 14/15
FY 15/16
FY 16/17


100LL sales per Fiscal Year
25000
20000
15000
10000
5000
0
Gallons
20098
15482
13472
14090
16378
10132
Fiscal Year
FY 11/12
FY 12/13
FY 13/14
FY 14/15
FY 15/16
FY 16/17

Rental Cars					
CY	2013	2014	2015	2016	2017
JAN	2	2	11	4	2
FEB	5	4	8	4	23
MAR	9	5	7	4	14
APR	4	5	10	7	25
MAY	14	9	8	4	3
JUN	9	12	28	8	
JUL	22	16	30	16	
AUG	24	3	25	10	
SEP	14	10	14	16	
OCT	8	5	13	9	
NOV	14	2	11	3	
DEC	1	1	4	7	
Total	126	74	169	92	67

Courtesy Cars Loaned Out						
	2012	2013	2014	2015	2016	2017
JAN	0	0	33	23	28	21
FEB	2	0	16	17	23	21
MAR	2	0	29	41	25	32
APR	2	0	28	36	42	26
MAY	9	0	29	20	45	7
JUN	14	0	19	43	48	
JUL	10	28	39	41	52	
AUG	0	27	19	38	43	
SEP	0	25	25	32	31	
OCT	0	35	12	22	14	
NOV	0	22	19	29	22	
DEC	0	8	10	16	17	
Total	39	145	278	358	390	107

I have attached our local area's fuel prices for Jet-A and 100LL.

Jet-A prices within 65 miles of Newport, OR 97365

Jet A
$3.20—$4.79
Average $3.71

KONP Newport Municipal Airport Newport, OR
Newport Municipal Airport Phillips 66 FS $3.90

KCVO Corvallis Municipal Airport Corvallis, OR
Corvallis Aero Service EPIC FS $3.70

6S2 Florence Municipal Airport Florence, OR
Florence Airport Volunteer Group SS $3.20

KEUG Mahlon Sweet Field Airport Eugene, OR
Atlantic Aviation
EPIC FS $4.79

KSLE McNary Field Airport Salem, OR
Salem Aviation Fueling @ Salem Air Center
EPIC FS $4.49

KTMK Tillamook Airport Tillamook, OR
Tillamook Airport Phillips 66 PS $3.39

KMMV Mc Minnville Municipal Airport Mc Minnville, OR
Cirrus Aviation
Epic $3.50

77S Hobby Field Airport Creswell, OR
Creswell Airport Phillips 66 SS $3.20

17S Chehalem Airpark Newberg, OR
Precision Helicopters PS $3.89

2S6 Sportsman Airpark Newberg, OR
Sportsman Airpark independent FS $3.45

100LL Avgas prices within 55 miles of Newport, OR 97365

100LL
$3.99—$5.77
Average $4.83

KONP Newport Municipal Airport Newport, OR
Newport Municipal Airport Phillips 66 SS $5.00 or with pre-paid fuel card. $4.50 FS $5.10

KCVO Corvallis Municipal Airport Corvallis, OR
Corvallis Aero Service EPIC SS $4.85 FS $5.35

6S2 Florence Municipal Airport Florence, OR
Florence Airport Volunteer Group SS $4.60

7S5 Independence State Airport Independence, OR
Nutsch Aviation Phillips 66 SS $3.99
Independence Aviation LLC SS $4.19

S12 Albany Municipal Airport Albany, OR
Infinite Air Center, LLC EPIC SS $4.39

KEUG Mahlon Sweet Field Airport Eugene, OR
Atlantic Aviation EPIC SS $4.42 FS $5.77

S30 Lebanon State Airport Lebanon, OR
LebanAir Aviation independent SS $4.95

KSLE McNary Field Airport Salem, OR
Salem Aviation Fueling @ Salem Air Center
EPIC SS $4.85 FS $5.37

KTMK Tillamook Airport Tillamook, OR
Tillamook Airport Phillips 66 SS $4.85

KMMV Mc Minnville Municipal Airport Mc Minnville, OR
Cirrus Aviation
Epic SS $4.60 FS $4.95

I have included some pictures from March.

The Other Port of Newport

Fly into Newport for the day or stay for the weekend

Undoubtedly, you know that many people drive to Newport on Highway 101 and Highway 20, and that some folks even sail or boat into the Yaquina Bay from the Pacific Ocean, but did you know that your favorite coastal destination is also easily accessible from the air? That's right! The Newport Municipal Airport is a full-service, general aviation airfield that provides access to the Newport area without the time spent traveling.

Built by the US government in the early 1940s for aviation training and as a fueling station during WWII, the Newport Municipal Airport was transferred to the City of Newport after the war. Since then, the airport has provided essential air service to the city while remaining a vital airfield for military and life-saving aircraft and crew. Both the US Coast Guard's rescue helicopter and Life Flight Emergency Air Ambulance Service use the airfield for their invaluable rapid-response missions, and military planes often stop to refuel between flights to and from airbases in Washington and Texas.

The Newport Municipal Airport is perfectly equipped for private planes and rentals. As a fixed-base operator (FBO), the airport furnishes aeronautical services such as fueling, hangar space, tie-down and parking, aircraft rental, aircraft maintenance, and flight instruction. In addition, the airport has available crew cars for pilots to use for several hours, and also offers on-site car rentals from Hertz, and car rental deliveries from Enterprise.

The Newport Municipal Airport also caters to chartered flights, and although commercial flights are not currently available, they may be added in the future. Netjets Aviation is one of a variety of companies that administer chartered flights to and from Newport, and McMinnville-based Konect Aviation offers scenic air tours during the summer months and operates chartered flights to and from the airport as well.

The Newport Municipal Airport is the perfect transportation hub for visitors who want to experience all of Newport's amazing attractions, but don't want to spend the hours driving to and from the coast. Imagine a direct flight to Newport in a fraction of the time that ground-based travel takes to enjoy the Historic Bayfront, the Oregon Coast Aquarium, sport fishing, the lighthouses, or a stop at Nye Beach, and then a short flight back home on the same day? Or better yet, fly in after work to spend the weekend experiencing all of those things and more, and then fly back home without the weekend traffic.

Check out the Newport Municipal Airport on the web or visit their facebook page for additional information of services available. Take to the skies and see why Newport is the Edge of a Continent, the Start of an Adventure, because we're sure that you'll be glad you did!