



R A D A R

THE CITY OF NEWPORT AIRPORT MASTER PLAN UPDATE

PLEASE JOIN US

PAC Meeting # 4 of 5

Wednesday, August 3, 2016

from 3:00 to 5:00PM

Newport City Hall

169 SW Coast Hwy

Newport, OR 97365

Public Open House #4 of 5

Wednesday, August 3, 2016

from 5:30 to 6:30PM

Newport City Hall

169 SW Coast Hwy

Newport, OR 97365

Welcome to the second of four project newsletters for
The Newport Municipal Airport Master Plan Update
This newsletter provides a brief review of the forecasts and provides an
overview of the future airport improvement needs

ONGOING PUBLIC OUTREACH

The Public outreach program continues to provide several resources for communication with the public: project newsletters, public open houses, Planning Advisory Committee (PAC) Meetings, and a project website. Public open houses include a presentation by the City and Consultant Team with time allotted for discussion, questions and comments and are held in conjunction with the PAC meetings and the final City Council Briefing. This and other project newsletters will report on study progress and will be emailed to interested parties and posted to the City of Newport's project website:

<http://newportoregon.gov/dept/onp/MasterPlanUpdate2015.asp>

FORECAST REVIEW

Aviation forecasts help determine the size and timing of needed airport improvements. The primary objective of a forecasting effort is to define the magnitude of change in aviation activity expected over time. The Federal Aviation Administration (FAA) is responsible for reviewing and approving all aviation forecasts submitted to their agency in airport planning studies.

Based Aircraft

Today, the Newport Municipal Airport is home to 28 based aircraft, and is forecast to increase by 14 aircraft for a total of 42 by 2035. 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.



Aircraft Operations

Annual aircraft operations are projected to increase. An operation is a takeoff or a landing. Within 20 years, operations are projected to increase from the current operations 19,600 per year, to 31,350 operations per year. This is a annual growth rate of 2.38%.

Critical Aircraft

A runway's design standards are selected based on the characteristics of the critical aircraft, which is the most demanding aircraft using the runway "regularly" or "substantially" (more than 500 annual operations). The current critical aircraft and associated FAA design standards are represented by the family of aircraft similar to the Cessna Citation turbojet. Through discussions and research it is recommended the existing Runway 16-34 Runway Design Code (RDC) remain the same, represented by the Cessna Citation, until eventually replaced by the Gates Learjet 35 after 2025.

FACILITY REQUIREMENTS

The Facility Requirements element of the Airport Master Plan Update translates the projected aviation activity at the Newport Municipal Airport into airport improvements needed over the 20-year planning period.

Runways and Taxiways

In order to meet design standards for the new critical aircraft, changes must be made to existing Runway 16-34. The most demanding changes include: significant increase in the Runway Safety Area width and length, increase in the Runway Object Free Area length, as well as larger Runway Protection Zones.

Source: airliners.net

Currently, the taxiway that runs parallel to Runway 16-34 (Taxiway A) is too close to the runway to meet standards. It is recommended that the taxiway be relocated 10-feet away from Runway 16-34 to meet FAA standard .

Aprons and Aircraft Parking

Visiting aircraft, based aircraft, and commercial passenger and cargo aircraft will use aprons and parking areas. Demand for apron space will increase throughout the planning period. Existing aprons are constrained by the Runway 20 Runway Protection Zone that overlies a portion of apron and parking area. New areas for accommodating future demand outside the RPZ will be needed.

Emergency Services

It is recommended the Airport keep and maintain the current ARFF throughout the duration of the planning period.

Utilities

Several utilities do not fully extend to the developed areas of the airport. Extension of those utilities will be essential to future expansion. It is recommended that water, sewer, power, and communication lines be installed, upgraded and expanded in order to serve future development.

WHAT'S NEXT

The next element in the Airport Master Plan Update Study will be the identification of various long-term airport development alternatives to meet the needs identified, to date. Subsequently, three alternatives will be presented for a comparative evaluation. The PAC may select one of the alternatives or a composite of the alternatives by selecting specific components of each. These components will be combined to establish the "preferred development alternative" to be recommended to the City for approval.

h @
7 h



For more information about the Airport Master Plan Update Study, please contact: Newport Public Works. Alternatively, you may contact WHPacific's Project Manager, Dave Nafie, via phone (503.372.3558) or e-mail (dnafie@whpacific.com).