



R A D A R

THE CITY OF NEWPORT AIRPORT MASTER PLAN UPDATE

PLEASE JOIN US

PAC Meeting #5 of 5

Wednesday November
2nd, 2016 from 3:00 to
5:00 PM Newport City Hall
169 SW Coast Hwy
Newport, OR 97365

Public Open House #5 of 5

Wednesday November
2nd, 2016 from 5:30 to
6:30PM Newport City Hall
169 SW Coast Hwy
Newport, OR 97365

Welcome to the third of four project newsletters for the City of Newport Airport Master Plan Update

This newsletter provides an overview of the long-term development
alternatives for the Airport

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>

LONG-TERM DEVELOPMENT ALTERNATIVES

Development alternatives have been prepared to address the facility needs of the Newport Municipal Airport through the long-term. These alternatives consider aviation demand and facility improvement needs identified in previous chapters of the Master Plan. Consideration of potential needs in the more distant future is prudent planning; it helps protect the long-term viability of the Airport. This approach ensures other development at and around the Airport does not prevent the Airport from developing in

a manner that best serves the community and its role in the air transportation system. Development alternatives are collectively examined against a set of measuring criteria which include: Environmental Considerations, Fiscal Factors, Planning Principles, and Operational Considerations.

AIRPORT DEVELOPMENT ALTERNATIVES

The development alternatives produced present elements in the alternatives process categorized around two major components of the airport, the (MR) Main Runway (Runway 16-34) and the (CR) Crosswind Runway (Runway 2-20) alternatives.



The resulting eight development alternatives depict potential scenarios for the long-term future use of the airport. In summary, the four main runway alternatives are:

(MR) Main Runway 16-34

- MR1 – Declared Distances
- MR2A – 1000’ Extension of RSA
- MR2B – 600’ Extension of RSA with EMAS
- MR3– Shift Runway South 600’ Feet

The four crosswind runway alternatives are:

(CR) Crosswind Runway 2-20

- CR1 – No Change to Runway 2-20
- CR2 – Shift Runway 1,100 Feet to Northeast
- CR3 – Downgrade Runway to B-I (small) and Shift 200 Feet Southwest
- CR4– Close Runway 2-20

LANDSIDE DEVELOPMENT AREAS

The preferred “CR” alternative will dictate the space available to satisfy landside facility requirements.

General Aviation Development Expansion Areas

- Northwest Development Area
- Southeast Development Area
- South Highway 101 Development Area

Aeronautical and/or Non-Aeronautical Development Areas

- North Highway 101 Development Area
- South Highway 101 Development Area
- Northwest Development Area
- Southeast Development Area
- Oregon Army National Guard Site
- Oregon Coast Guard Expansion Area

PAC MEETING #4

At the fourth PAC Meeting, held on August 17th 2016, the Planning Team presented the eight development alternatives and landside development scenarios to members of the PAC for discussion and selection. At the end of the meeting, the PAC had narrowed their selection to **MR1, MR3, CR2 and CR3.**

MR1 is the least intensive development vision presented for Runway 16-34. The use of declared distances is typically limited to cases where existing site constraints make providing the necessary safety areas and runway protections zones required to satisfy design standards impractical.

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.

CR2 shifts Runway 2-20 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. The non-standard inline portion of Taxiway E will be removed and the geometry of Taxiway A, D, and Runway 2 will be corrected by the relocation of Runway 2 threshold.

CR3 downgrades the runway to B-I (small) and extends 200’ off of Runway 2 threshold. Downgrading the crosswind runway will 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.



PREFERRED ALTERNATIVE

With the alternatives narrowed down to four development options, Newport City Staff will determine the ultimate preferred alternative by selecting one Main Runway alternative, one Cross Wind Runway alternative, and a preferred landside development scenario that will fill in around the MR and CR alternative selection. In order to make this decision, City Staff is conducting additional analysis and examination. It is anticipated that a selection of the preferred alternative will occur on September 9th, 2016. Once the preferred alternative is selected by City Staff, the Chapter Report will be submitted to the PAC for final review and comment. City Staff will present the preferred alternative to City Council with recommended action after the PAC has commented on the report.

WHAT’S NEXT AFTER THE DEVELOPMENT ALTERNATIVES

Once the Newport City Council approves the recommendation from City Staff for a long-term development plan, the remaining elements of the Airport Master Plan Update Study can be completed to include the Environmental Overview, Airport Layout Plan, and Capital Improvement Plan.



For more information about the Airport Master Plan Update Study, please contact: Newport Public Works. Alternatively, you may contact WHPacific’s Project Manager, Rainse Anderson, via phone (503-372-3521) or e-mail (randerson@whpacific.com).