CHAPTER ONE: INTRODUCTION

NEWPORT MUNICIPAL AIRPORT

AIRPORT MASTER PLAN UPDATE

WORKING DRAFT – FEBRUARY 2016

WHPacific

Master Plan Update

The purpose of this Master Plan Update is to provide a 20-year roadmap that identifies the necessary airport improvements to serve current and projected aviation demand, comply with Federal Aviation Administration (FAA) design standards, and address airport issues identified by the City of Newport (the Airport Sponsor), airport users, and other community stakeholders. As an update to the existing 2004 Newport Municipal Airport Layout Plan Report, the new narrative will reflect the numerous changes that have occurred in aviation and at the Airport. The City of Newport obtained and matched a grant from the FAA to fund this study.

The City of Newport (City) has organized a Planning Advisory Committee (PAC), representing Airport users and community stakeholders, to participate in the planning process. In addition to five PAC meetings, public involvement in the Master Plan Update includes: a website that will be used to disseminate information as well as receive comments and questions, project newsletters, City Council / Newport Airport Advisory Committee (NAC) briefings, and six open houses for the general public. A survey was also sent to PAC members, Airport users, and citizens of Newport to gather input.

The purpose of this first chapter of the Airport Master Plan Update (Plan) is threefold:

- Outline the planning process
- Identify goals for the planning process and summarize major issues that the Plan should address
- Determine the Airport's current and future role within the national and regional system of airports

Planning Process

The planning process and documentation will follow FAA Advisory Circular 150/5070 6B, *Airport Master Plans*. As this is a technical-style study, a list of FAA terms and acronyms is included as **Appendix A** for reference. The Master Plan Update study involves several tasks to be undertaken in an estimated 18-month timeframe. A copy of this schedule, the study's Scope of Work, as well as other FAA correspondence is included in **Appendix B**.

Within this study, the following chapters will be prepared:

1. Introduction
2. Inventory and Data Collection
3. Aeronautical Activity Forecast
4. Facility Requirements
5. Airport Development Alternatives
6. Compliance Review
7. Recycling and Solid Waste Management Plan
8. Airport Layout Plan and Associated Drawings
9. Capital Improvement and Financial Plans

These chapters will be published in draft for review and comment throughout the planning process. Once review comments are incorporated into all draft chapters, a comprehensive report will be published for the City's and FAA's review and approval[1], with Final Report incorporation into the Comprehensive Plan.

Goals and Issues

A successful master planning process includes the early identification of airport goals and issues derived from discussions with a broad range of stakeholders including City staff, airport users, area businesses, and other interested parties. Involving diverse perspectives in the identification of goals and issues ensures that a more comprehensive list of topics is discussed. Further, communicating issues for discussion with stakeholders in the early stages helps establish working relationships that will benefit the study process and, ultimately, the developed plans.

Goals

Goals for the Master Plan Update were discussed at the first PAC meeting held October 23, 2015. The common themes noted in PAC members' comments have been synthesized and are presented below. A copy of all PAC meeting summaries can be found in **Appendix C**.

- Attain recognition by the Oregon Department of Aviation (ODA) as the coastal lifeline in emergency / disaster situations.
- Develop a plan to finance strategies for airport improvements.
- Gain a clear understanding of the impact on land use adjacent to Airport, such as noise, surface transportation, height restrictions, and others.
- Complete a commercial service trend analysis.
- Commercial Air Service preparedness – including apron redesign and load bearing capacities of Taxiway A.
- Show Newport citizens (taxpayers) the importance of the Airport.

In Chapter 5, when it is time to evaluate alternative layouts for airport development, these goals will be a component of the evaluation criteria.

Issues

The following issues were identified at the first PAC meeting.

- US 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
- The Airport should be fully evaluated for regional emergency response

[1] While the FAA reviews all components of the Master Plan, the FAA only approves the Aeronautical Activity Forecasts and the Airport Layout Plan Drawings.

- Wolf Tree Resort and future development near the Airport
- Environmental considerations
- Compliance with FAA Grant Assurances

To expand, confirm, and refine the above list of issues, a questionnaire was distributed in the Fall/Winter of 2015. To date, 17 completed surveys have been received. The most frequent comment suggested more community-friendly attractions (*i.e.*, restaurants, charter flights, skydiving trips) at the Airport. All survey comments are listed in **Appendix D**.

Airport Role Analysis

This section identifies the current role of the Airport and analyzes whether or not that role should change in the future. First, the current role assignment for the Airport within the national and state system of airports is described. Then the Airport's role within the regional system of airports is examined in depth, including analysis of other airports in the region. Finally, the appropriate future role of the Airport is recommended.

National System Role

The Airport is identified by the FAA as one of 2,553 General Aviation (GA) facilities nationwide (2014) and is included within the National Plan of Integrated Airport Systems (NPIAS). There are several criteria allowing an airport to be included in the NPIAS; however, the general criteria are that the airport has at least 10 based aircraft and is located at least 20 miles (30-minute drive time) from another NPIAS airport. With 28 based aircraft, the Airport is well over the based aircraft threshold. Additionally, the closest NPIAS airport is Corvallis Municipal Airport, which is approximately 59 road miles east with a drive time of approximately one hour 15 minutes (see **Exhibit 1A**). In both cases the NPIAS criteria are met for the Newport Municipal Airport. GA airports do not have scheduled passenger service.

Since the Airport is part of the NPIAS, ONP is eligible to receive Federal grants under the Airport Improvement Program (AIP). Under the current AIP, Federal grants cover up to 90% of Airport eligible costs. Eligible costs include planning, development, and noise compatibility projects that are in the approved Master Plan and on the Airport Layout Plan. As a condition of receiving AIP grants, the City of Newport must accept all conditions and obligations stipulated under the FAA grant assurances. In general, such assurances require the City to operate and maintain the Airport in a safe and serviceable condition, not grant exclusive rights, mitigate hazards to airspace, and use airport revenue properly.

State System Role

The *Oregon Aviation Plan 2007* (*OAP 2007*) classifies the Airport as a Category II, Urban General Aviation Airport. A Category II airport supports all general aviation aircraft, including helicopters and business jets, and other general aviation activity. Key performance criteria associated with these airports are an FAA Airport Reference Code (ARC) of at least C-II, minimum runway size of 5,000 feet by 100 feet, a precision

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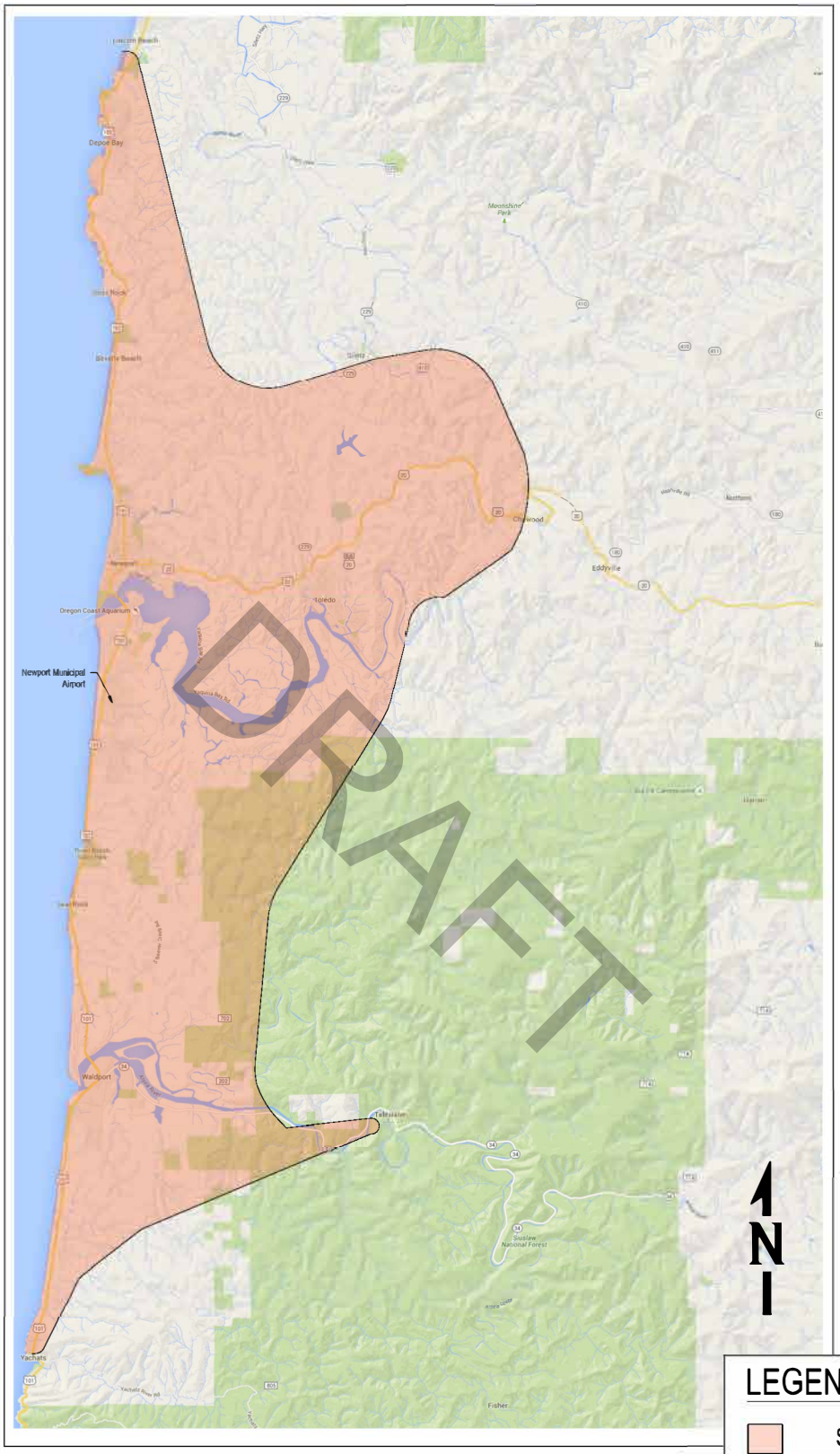

LEGEND:

Service Area
(30 Minute Drive Time)

NEWPORT MUNICIPAL AIRPORT
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Maximum Service Area

Exhibit 1A

instrument approach, and full service FBO(s)[2]. The Newport Municipal Airport meets and/or exceeds these minimum standards to qualify as an Urban GA Airport.

Regional System Role

The Airport serves an important role in the region by accommodating 28 based aircraft and an estimated 19,600 operations. **Table 1A** provides a comparison of the facilities and services at the Newport Municipal Airport in comparison to other area airports within approximately 45 nautical miles. As the table indicates, the Newport Municipal Airport serves a functional service along the Oregon Coast, as airports of similar or greater capabilities are located farther inland.

The Airport also has the potential to serve as a critical emergency response facility. Further analysis is required to know if the Airport will survive a catastrophic-level earthquake. It was evident at the PAC kick-off meeting there is an interest to pursue additional study of the Airport for this reason, and this report will also discuss potential actions to better understand the Airport's role in such an event.

The local economy already benefits from the Airport in many ways, as is reported in the *OAP 2014 Update*. It is estimated the direct and in-direct impact at the Airport and off-Airport visitor spending is approximately $16.7 million. Based on this report, the Airport is an important economic generator for the local region.

Airport Role Conclusions and Recommendations

The Newport Municipal Airport's facilities, services, and activity align with its current designated role in the *OAP 2007* as an Urban GA Airport. Activity by small, single engine and some multi-engine aircraft represents a consistent, year-round presence at the Airport. United States Coast Guard activity occurs on a semi-frequent basis at the Airport as well. Operations by large multi-engine aircraft, including piston, turboprop, and turbojet also occur, and the Airport has limited facilities and services to accommodate those aircraft. Subsequent chapters will further describe the projected aviation growth and future improvement needed to better serve the demand.

Based on the information presented above, the recommendation is to maintain the current role designation of Urban GA Airport at Newport Municipal Airport.

[2] A full-service FBO is a business that provides a wide range of services, such as fuel sales, aircraft repair and maintenance, hangar and tiedown rentals, aircraft charters and rentals, flight training, and amenities for pilots and passengers.

Table 1A. Newport Municipal Airport Area Airports within 45 Nautical Miles

Airport, *Location*	Oregon Aviation Plan Role (Category)	Distance from ONP	Paved Runways	Lighting, Navaids	Services	Based Aircraft & Operations
Newport Municipal *Newport, OR*	Urban GA (II)	-	Rwy 16-34 (5,398' x 100') Rwy 2-20 (3,001' x 75')	PAPI, MALSR, REIL, HIRL, MIRL, RNAV, VOR	AvGas, Jet A, AWOS	28 aircraft 19,600 ops
Corvallis Municipal *Corvallis, OR*	Urban GA (II)	33 nm E	Rwy 17-35 (5,900' x 150') Rwy 9-27 (3,545' x 75')	PAPI, VASI, MALSR, REIL, VOR/DME, RNAV, MIRL	AvGas, Jet A, AWOS, Major A&P, Aircraft Rental, Flight Training	162 aircraft 52,000 ops
Florence Municipal *Florence, OR*	Local GA (IV)	36 nm S	Rwy 15-33 (3,000' x 60')	PAPI, MIRL	AvGas, Jet A, AWOS	12 aircraft 7,500 ops
Albany Municipal *Albany, OR*	Local GA (IV)	43 nm E	Rwy 16-34 (3,004' x 75')	VASI, MIRL, REIL	AvGas, Restaurant, Aircraft Rental, Flight Training	51 aircraft 23,000 ops
Mahlon Sweet Field *Eugene, OR*	Commercial Service (I)	45 nm SE	Rwy 16R-34L (8,009' x 150') Rwy 16L-34R (6,000' x 150')	PAPI, HIRL, MIRL, REIL, ODALS, MALSR, VOR/DME, ALSF, RNAV	AvGas, Jet A, Major A&P, ATCT, ASOS, Aircraft Rental, Flight Training	185 aircraft 62,000 ops

A&P - Airframe & Powerplant Mechanic
ALSF - Approach Lighting System with Sequenced Flashing Light
ATCT - Air Traffic Control Tower
AWOS - Automated Weather Observing System
DME - Distance Measuring Equipment
GPS - Global Positioning System
HIRL/MIRL - High/Medium Intensity Runway Lighting
MALSR - Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights
ODAL - Omnidirectional Approach Lighting
Operation - Takeoff or Landing
PAPI - Precision Approach Path Indicator
REIL - Runway End Identifier Lights
RNAV - Area Navigation
VASI - Visual Approach Slope Indicator
VOR - Very High Frequency Omnidirectional Range Station

Source: WHPacific, Inc.