CITY OF NEWPORT

ORDINANCE NO. 2128

AN ORDINANCE AMENDING THE PUBLIC FACILITIES ELEMENT OF THE CITY OF NEWPORT COMPREHENSIVE PLAN TO ESTABLISH NEW GOALS, POLICIES, AND IMPLEMENTATION MEASURES CONSISTENT WITH THE NEW AIRPORT MASTER PLAN (Newport File No. 2-CP-17)

Summary of Findings:

1. On November 27, 2017 the Newport Planning Commission initiated amendments to the Public Facilities element of the Newport Comprehensive Plan to establish new goals, policies and implementation measures that align with the most recent update to the Newport Municipal Airport Master Plan, prepared by WHPacific, dated June 2017.

2. Proposed amendments include a rewrite of the Airport Facilities section of the Plan that describe the condition of existing airport capital assets and identifies recommended improvements. Further, the Goals and Policies section of the Plan has been amended to include a new set of goals, policies, and implementation measures to guide the administration and future development of the airport.

3. The Newport Municipal Airport provides general aviation services to individuals, businesses and organizations within the City of Newport and Lincoln County. It is integrated into the state and national airport system, and provides direct and indirect economic benefits to the region by facilitating passenger, cargo and emergency response services.

4. The Public Facilities element of the Newport Comprehensive Plan, as it relates to the Municipal Airport, was last updated on October 7, 1991 (Ordinance No. 1621) as part of periodic review and is outdated. With the recent completion of a new Airport Master Plan, it is timely to update this section of the Comprehensive Plan.

5. Updating the Airport Facilities section of the Newport Comprehensive Plan ensures that the Municipal Airport's infrastructure priorities are identified in relation to the cities other capital needs.

6. These amendments to the "Public Facilities" element of the Newport Comprehensive Plan are consistent with applicable Statewide Planning Goals in that the changes:

   a. Have been developed and vetted with the Airport Master Plan Advisory Committee, the standing Airport Committee, and the Planning Commission consistent with Statewide Planning Goal 1, Public Involvement; and

   b. Update the Newport Comprehensive Plan's technical inventory with respect to the condition of Airport capital assets, infrastructure investment priorities, and funding strategies that will facilitate fact based land use decision making processes consistent with Statewide Planning Goal 2, Land Use Planning; and

c. Recognize that the Newport Municipal Airport may be a staging area for relief efforts in the event of a nearshore Cascadia earthquake and that planning for this possibility, as envisioned in these amendments, is consistent with Statewide Planning Goal 7, which calls for local governments to coordinate plans with emergency preparedness, response, recovery, and mitigation programs, and

d. Complement economic development strategies contained in the Comprehensive Plan that recognize the Municipal Airport as a strategic component of the City's infrastructure that provides direct and indirect economic benefit to the region through the passenger, cargo and emergency response services that it supports, consistent with Statewide Planning Goal 9; and

e. Provide for the timely, orderly, and efficient arrangement of public facilities and services by ensuring the Airport's infrastructure priorities are identified in conjunction with the City's other capital project needs, as encouraged by Statewide Planning Goal 11.

7. No other Statewide Planning Goals are applicable to the proposed changes to the "Public Facilities" element of the Newport Comprehensive Plan.

8. The Newport Planning Commission reviewed the proposed amendments at a work session on November 27, 2017. The Planning Commission held a public hearing on January 22, 2018 and voted to recommend adoption of the amendments.

9. The City Council held a public hearing on February 5, 2018 regarding the question of the proposed revisions, and voted in favor of their adoption after considering the recommendation of the Planning Commission and evidence and argument in the record.

10. Information in the record, including affidavits of mailing and publication, demonstrate that appropriate public notification was provided for both the Planning Commission and City Council public hearings.

THE CITY OF NEWPORT ORDAINS AS FOLLOWS:

Section 1. Findings. The findings set forth above are hereby adopted in support of the amendments to the Newport Comprehensive Plan adopted by Sections 2 and 3 of this Ordinance.

Section 2. Amendment. The entire Airport Facilities section of the Public Facilities element of the City of Newport Comprehensive Plan is hereby removed and replaced with the text set forth in the attached Exhibit "A".

Section 3. The Goals and Policies section of the Public Facilities element of the City of Newport Comprehensive Plan is amended to replace the existing goal *"To provide for the aviation needs of the City of Newport and Lincoln County"* and its underlying policies, with the goals, policies, and implementation strategies set forth in Exhibit "B".

Section 4. Effective Date. This ordinance shall take effect 30 days after passage.

Date adopted and read by title only: February 5, 2018

Signed by the Mayor on February 6, 2018.

Sandra Roumagoux

Sandra Roumagoux, Mayor

ATTEST:

Margaret M. Hawker

Margaret M. Hawker, City Recorder

AIRPORT FACILITIES

The Newport Municipal Airport is at the southern end of the City of Newport and approximately three miles from the city center. Access to the Airport is provided by Highway 101 which is an essential Coastal link running through California, Oregon, and Washington. Highway 101 connects to other coastal cities, such as Florence to the south and Tillamook to the north.

More detailed information on the historical and background environmental setting of the Newport Municipal Airport can be found in the document entitled, "Newport Municipal Airport: 2017 Airport Master Plan" (hereinafter, the "Airport Master Plan").

Existing Municipal Airport Facilities:
The Airport is at an elevation of 161.1 feet MSL and consists of approximately 700 acres. The three primary categories for existing facilities described here are airfield, landside, and support facilities. Airfield facilities include areas such as runways, taxiways, and aprons. Landside facilities include areas such as hangars, buildings, and auto parking. Support facilities include emergency services, utilities, and miscellaneous facilities that do not logically fall into either airfield or landside facilities. Components of the airport facilities are outlined in **Table 1** (on page 2) and illustrated on **Exhibit 2B** in Chapter 2 of the Airport Master Plan. A brief discussion of the major components of the airport follows.

Approach/Airspace: Both ends of Runway 16-34 have a four-light Precision Approach Path Indicator (PAPI). A PAPI provides glideslope information to pilots on final approach by displaying sequences of different colored lights to maintain a safe glide path for landing.

Included in the Runway 16 precision Instrument Landing System (ILS), is a Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR), a localizer, and a glide slope, with visibility minimums for the approach procedure as low as ¾ statute mile.

Other NAVAIDS:
There is a segmented circle and lighted windsock located mid-field as well as a smaller, supplementary, windsock located near Runway 34. A rotating beacon is on the west side of Runway 16, and is in good operating condition.

Automated Weather Observing System (AWOS):
The existing AWOS is aging and reached the end of its service life. The equipment is no longer supported; new parts are difficult to purchase. The 2017 Master Plan shows a replacement listed on the capital improvement list, but full replacement will wait for favorable funding opportunities in future years.

Airport Support Facilities:

- Emergency Services: Aircraft rescue and firefighting (ARFF) is available through the City of Newport Fire Department. The ARFF station is located on the northwest end of the airfield with direct access to the airfield. The ARFF vehicle is a Rosenbauer Airwolf C2 purchased in 2013.
- Fencing: A full perimeter security fence.
- Ground transportation to and from the Airport: Includes local transit service (on-call), taxi, and rental car service.
- Utilities and Public Services: Water to some areas; sanitary sewer by individual septic systems; telephone, local franchise companies; power/electricity, local public utility district.
- Highway Signage: Guidance signs to the Airport Highway 101 maintained by the Oregon Department of Transportation.

Table 1
Existing Airport Facilities

Facility	Characteristics	Condition
Runway 16-34	5,398 ft. x 100 ft.; VORTAC, PAPIs, ILS, REILS approach aids; HIRL; Precision marking	Excellent
Runway 2-20	3,300 ft. x 75 ft.; VORTAC visual aid; MIRL lighting; non-precision marking	Good
Taxiway A	2,850 ft. x 35 ft. Provides access to Runway 16, Taxiway B, Taxiway C, and Taxiway D.	Good
Taxiway B	Provides access to Runway 16 and Taxiway A.	Excellent
Taxiway C	Provides access to Runway 16, 20 and Taxiway A.	Good to Excellent
Taxiway D	Provides access from the tie down area, FBO, Taxiway A.	Fair to Good
Taxiway E	Provides access to Runway 2, Runway 34, T-hangars, US Coast Guard building, Box hangar, overflow tie down area, Jet Parking, Cargo area, Main Apron, and FBO.	Good
Terminal Apron	Eleven (11) tie-downs; Access to Self-Serve Tank; Approx. 136,000 SF.	Good
Overflow Apron	Eight (8) tie-down spots; Approx. 60,000 SF	Good
Transport / Jet	7,000 square yards, for Lear Jet or One (1) parked Gulfstream G-IV jet or C-130	Good
Cargo	1 Tie-down area; Approx. 28,000 SF	Excellent
Military helipad	U.S. Coast Guard	Very good
Hangars	20 box hangars; 3 executive hangars 10 T-hangars	Fair to Good
Terminal	Approx. 1820 SF with adjacent 4,480 SF hangar.	Very Good
Building	Temporary; 1,681 square ft.	Poor
Public Parking	Twenty-Three (23) total: sixteen (16) adjacent to FBO, seven (7) adjacent to building leased to Fed Ex, 3 Handicap Spaces combined.	Good
Coast Guard	One (1) permanent buildings	Unknown
Fuel Storage	Two (2) above-ground tanks: Jet A tank with a 12,000 gallon capacity; 100 LL tank with a 10,000 gallon capacity. One (1) 2000 gallon above ground self-serve fuel tank.	Fair

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

Airport Users: Newport Municipal Airport has twenty-eight (28) based aircraft as of 2016. Twenty-three (23) are single engine piston; four are multi-engine piston; one is a single engine turbine. No commercial air carriers use the airport. The U.S. Coast Guard operates on airport property from a permanent facility with a temporary crew from which they rotate two helicopters. Life Flight also operates a helicopter based at the airport.

Structures: Reconstructed in 2014, Runway 16-34 is in excellent condition; Runway 2-20 is composed of asphalt in good condition. There are five taxiways (A, B, C, D, E).

Since the purchase of the Fixed Base Operations (FBO) and building structure by the City of Newport in 2007, the City has run the FBO at the Airport. Staff presently operates the FBO seven days a week from 8:00 A.M to 5:00 P.M. The FBO building has two offices on the main floor and a pilot lounge with refrigerator and counter space. There are three offices on the second floor, a larger conference space area, and a bar with a small kitchen. As of 2017, Life Flight leases the upper floor for office space and FBO hangar for their singe helicopter.

FedEx currently leases the Airport's separate 2,400-square-foot office building.

Recommended Airport Improvement Projects:

Chapters 3 and 4 of the 2017 Airport Master Plan forecast airport demand and identify airport facility requirements. The population base for the analyses includes the Lincoln County area, which is forecasted to reach 52,175 by the year 2035. Forecast demands identified airport facility requirements. Chapter 8 of the Master Plan contains the Airport Layout Plan (ALP), terminal area plan, airspace, approach, and runway protection zones.

Chapter three of the Municipal Airport Master Plan forecasts a transition consistent with national trends. Based on an extrapolated use trend analysis, the forecast correlates an analysis of socioeconomic and other aviation activity indicators, market analysis, FAA requirements, FAA forecasts, and professional judgment. Planners expect the local air fleet will transition from small piston aircraft to small business jets over the forecast period, although single engine, piston-powered aircraft will still be predominant. Due to the effects of in-migration likely to occur in the Newport area, the forecast includes a slight increase in the number of turboprop, turbojet aircraft, and helicopters in the future, which reflects the national trends.

Approach/Airspace:

The Approach Obstruction Plan, Sheets 5 and 5.1 of the Master Plan, illustrates the approach and departure safety concerns relating to adjacent airport development. The Master Plan recommends acquisition of adjacent property at the north and south ends of Runway 16-34 and the northeast end of Runway 2-20 to provide additional approach and departure protection.

Airport Users: The Newport Municipal Airport will become a general utility small business jet airport in accordance with the FAA's Airplane Design Group (ADG) II. Most of the airport's general aviation use will involve airplanes with Wingspans less than 49 feet. The commuter fleet would include airplanes with wingspans between 49 and 117 feet. These would probably include 18- to 36-seat commercial airline aircraft.

The Newport Municipal Airport does not presently have commercial passenger air carriers. The current demand for regional commercial commuter air carrier services, which is unmet by airline services to the airport, is approximately 3,000 enplaned passengers per year (based on peak use for 2010). With an effective business plan, a commuter air service could capture many of the potential enplaned passengers.

Forecasts indicate that by the year 2035, General aviation demand will include approximately 42-based aircraft. Also forecasted by the year 2035, general aviation aircraft will generate approximately 25,550

aircraft operations per year. Projections indicate that the total number of operations, including Air Taxi and Military will reach 31,350 by the year 2035.

Structures: The Master Plan analysis recommends several facility improvements to accommodate this airport use demand. **Table 2** on page 5 outlines the recommended staged development for the Newport Municipal Airport. The Airport Layout Plan illustrates the recommended facility improvements. A brief discussion of these recommended improvements follows.

The first planning period, 2017 through 2021, or Stage I of the airport development program, will include lining the 48-inch concrete storm pipe running under the runway intersection from east to west and preliminary/environmental work for separating the runways, removal of obstructions in the approach and depart surfaces, and an environmental assessment.

The second 5-year planning period, or Stage II of the airport development program, will involve separating the runways. This will be a long project phased in over several years in not the majority of the planning period.

The third 5-year planning period, or Stage III, of the airport development program will focus on creating a new master plan and analyzing the changes in operation during the previous 15 years. If forecasts are accurate, the next master plan will include improvements to accommodate changing requirements as the airport develops into a C-II small jet traffic airport.

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

Funding:

Table 2 on the following page identifies potential funding sources for each of the proposed airport improvement projects. Expressed in 2016 dollars, **Table 2** indicates costs for all development items. Chapter 9 of the *2017 Airport Master Plan* provides a detailed discussion of potential funding sources. Approximately $14 million of capital improvements resulted from the new master plan. The sources for funding these improvements, and associated assumptions, are as follows:

- FAA Non-Primary Entitlement (NPE) Grants – It was assumed that the annual $150,000 FAA NPE grants available to the Airport would continue to be available in the future without any changes. The Airport would rollover NPE amounts as necessary.
- FAA Discretionary Grants – The funds in this category represent FAA discretionary grants. In general, any project judged AIP eligible, and not fully funded by other sources, had its funding fulfilled with FAA discretionary money.
- Local Funds – Assumed funds to be from the City of Newport. A further assumption is that the City will compete for state grant matching opportunities to reduce the local share when possible.
- Other – This funding source constitutes any capital provided from sources other than those listed previously. The most likely source of these funds is private capital.

Table 2
Recommended Airport Development

Year	Map Key #	Project	FAA		Local	Other	Total
			Non-Primary Entitlement	Discretionary/ State Apportionment			
Short-Term (2017 - 2021)							
2017	1	Storm Pipe Rehab - Design	$150,000	$32,700	$20,300		$203,000
2017	-	Avigation Easements*			$50,000		$50,000
2018	-	Remove Obstacles in Approach & Departure Surfaces All Runways	$150,000	$75,000	$25,000		$250,000
2019	1	Storm Pipe Rehab - Construction	$130,000	$2,120,000	$250,000		$2,500,000
2019	-	PMP	$20,000				$20,000
2020	2	Non-Standard Geometry Improvements Pre-Design & Environmental Assessment	$150,000	$192,000	$38,000		$380,000
2020	3	Operation Building - Phase I - Design*			$30,000		$30,000
2021	3	Operation Building - Phase II - Construction/Removal of Quonset Hut*			$200,000		$200,000
2021	4	AWOS III P/T	$150,000		$17,000		$167,000
		Short-Term Subtotals	**$750,000**	**$2,419,700**	**$630,300**		**$3,800,000**
Mid-Term (2022 - 2026)							
2022	2	Non-Standard Geometry Improvements - Design	$130,000	$225,550	$39,450		$395,000
2022	-	PMP	$20,000				$20,000
2023	2	Non-Standard Geometry Improvements - Construction	$150,000	$4,116,000	$474,000		$4,740,000
2024	5	Apron Expansion Predesign & Environmental	$150,000		$16,666		$166,666
2024	6	Fuel Tank Refurbishment Phase I - Design / Environmental*			$100,000		$100,000
2025	5	Apron Expansion Phase 1 - Design	$108,000		$12,000		$120,000
2025	-	PMP	$20,000				$20,000
2025	6	Fuel Tank Refurbishment Phase II - Construction/ Removal of Old Tanks*			$100,000		$100,000
2026	5	Apron Expansion Phase 1 - Construction	$172,000	$863,000	$115,000		$1,150,000
		Mid-Term Subtotals	**$750,000**	**$5,204,550**	**$857,116**		**$6,811,666**
Long-Term (2027 - 2036)							
2027	7	FBO Parking Lot - Design & Construction*			$150,000		$150,000
2028	-	PMP	$20,000				$20,000
2028	8	Design/Construct Apron Expansion - Phase 2	$430,000	$371,000	$89,000		$890,000
2030	-	Airport Master Plan	$300,000	$195,000	$55,000		$550,000
2031	9	Design and Construct New Aircraft Cargo Building/Facility				$480,000	$480,000
2032	10	Design/Construction - Taxiway A Reconstruction	$150,000	$1,056,000	$134,000		$1,340,000
		Long-Term Subtotals	**$900,000**	**$1,622,000**	**$428,000**	**$480,000**	**$3,430,000**
		CIP Totals	**$2,400,000**	**$9,246,250**	**$1,915,416**	**$480,000**	**$14,041,666**

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 that the airport will be able to operate safely and efficiently.

Implementation Measure 1.1.1: Periodically review municipal codes and zoning codes to see that they are in line with the needs of the airport.

Implementation Measure 1.1.2: Maintain training and best management operational practices.

Policy 2: City will cooperate with state and federal agencies in the development of the airport.

Implementation Measure 1.2.1: Staff will attend aviation conferences, participate in collaborative meetings, keep abreast of changes in personnel, and network with aviation engineering consultant to ensure quality relationships with key players in industry, state and federal agencies.

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

Implementation Measure 1.3.1: Use the 2017 Airport Master Plan, approved FAA Airport Layout Plan, and recommendations from the Planning consultants to determine which areas surrounding the airport should be considered and why and prioritize acquisitions.

Goal 2: Pursue recognition by the Oregon Department of Aviation (ODA) as the coastal lifeline in emergency/disaster situations.

Policy 1: City of Newport will assess the seismic stability of the Newport Municipal Airport for readiness to support the region during and after a Cascadia Event.

Implementation Measure 2.1.1: City of Newport shall conduct a seismic stability study of the airport including the financial requirements necessary to upgrade or stabilize any weaknesses discovered during the seismic study.

Implementation Measure 2.1.2: City of Newport will work with regional and national bodies to develop a plan to finance and implement any recommended improvements coming out of the seismic study.

Policy 2: The City of Newport will continue to investigate recommendations listed in Section F of the

Report from the City of Newport Regional Airport Review Task Force (17 February 2016, Roumagoux, et al.): In the event of a natural disaster, the airport could play a critical role in meeting the emergency needs of individuals on the central coast.

Implementation Measure 2.2.1: City will work with the Coast Guard to evaluate the USCG airport facility to determine its stability in the event of a major Cascadia event.

Implementation Measure 2.2.2: City will contact FEMA to see what they need to establish an emergency supply depot facility at the airport.

Implementation Measure 2.2.3: City will work with the Oregon Department of Aviation, FEMA, the FAA and other governing agencies for recognition as a regional emergency response facility.

Goal 3: Achieve financial sustainability.

Policy 1: Develop a finance strategy for airport improvements.

Implementation Measure 3.1.1: City of Newport will continue to investigate co-partnering with other government bodies to manage the airport.

Policy 2: The City of Newport will continue to investigate recommendations listed in Section C of the *Report of the Regional Airport Review Task Force*: "The City of Newport provides a subsidy to the airport for its operation....it is important for the city to review increasing revenue opportunities as well as reducing expenditures."

Implementation Measure 3.2.1: City will assess economical and practical ways of building access to the east side and back area of the airport to allow for commercial development of those properties.

Implementation Measure 3.2.2: City will look for ways to utilize leasing land on the east side of the airport designated for non-aviation Development, and explore ways to facilitate non-aviation development on the west side of the airport in areas designated appropriate for such development.

Goal 4: Strive for a clear understanding of aviation impacts on land use adjacent to the Airport, such as noise, surface transportation, height restrictions, and others.

Policy 1: The Airport will work with neighboring property owners to maintain a safe aviation boundary around the airport.

Implementation Measure 4.1.1: Evaluate impact to surrounding private properties when developing airport alternatives.

Implementation Measure 4.1.2: Develop airport facilities and alternatives with adherence to environmental regulations.

Implementation Measure 4.1.3: Balance the needs of airport infrastructure with protection of the environment.

Implementation Measure 4.1.4: City will evaluate impacts to neighboring property owners when establishing or modifying Imaginary Surfaces and update avigation easements whenever there is a navigation change at the airport necessitating changes to Imaginary Surfaces.

Policy 2: City of Newport will continue to investigate recommendations listed in Section E of the *Report of the Regional Airport Review Task Force:* "The airport, city, and its partners need to explore opportunities to enter into economic development ventures or partnerships that encourage the development potential in and around the airport and act as a catalyst to ensure the airport is positioned for future economic or business development."

Implementation Measure 4.2.1: City will explore potential economic development incentives for businesses desiring to locate at the airport.

Implementation Measure 4.2.2: City will continue obtaining buildable fill materials as available and test placed material for structural stability.

Goal 5: Establish and maintain 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 5.1.1: Update existing avigation easements based on current and presently foreseen navigation needs.

Implementation Measure 10.1.2: With the installation of new navigation aids at the airport, review existing easements for needed upgrade to maintain new navigation requirements.

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

Implementation Measure 5.2.1: Conduct a survey of all easement needs adjacent to the airport. Periodically review avigation easements to ensure easement negotiation happen concurrent with airport development.

Implementation Measure 5.2.2: Negotiate avigation easements where none exist but are required by FAA design standards.

Goal 6: Secure commercial service when economically feasible.

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

Implementation Measure 6.1.1: Collaborate with the Oregon Department of Aviation (ODA) to identify strategies for securing economically feasible commuter service to rural airports throughout Oregon.

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

Implementation Measure 6.2.1: Complete further study to determine if the 139 Certification is necessary to the Airports success in drawing a commercial airline.

Implementation Measure 6.2.2: Retain ARFF facilities & equipment for airport and community safety.

Policy 3: The City of Newport will continue to investigate recommendations listed in Section A of the *Report of the Regional Airport Review Task Force*, which states that providing commercial passenger air service into Newport would clearly be a significant tool to continue support of the marine research community, commercial fishing, and tourism economies in Lincoln County.

Implementation Measure 6.3.1: Craft a marketing strategy (three or four key elements); have strategy reviewed by regional experts from a variety of sectors (business, recreation, personal travelers).

Implementation Measure 6.3.2: Establish a steering committee to work with a consultant selected to perform a feasibility study. Committee will ensure study findings are representative of the local community. Summarize results of the study and include in a package provided to potential carriers.

Implementation Measure 6.3.3: Craft a strategy to entice air service providers. Include answers key questions: What is the return on investment? What risks are there and what are the actions needed to mitigate that risk? What support can providers expect from the city and the community?

Goal 7: Maximize or fully leverage airport footprint for aviation use.

Policy 1: Upgrade Airport facilities as warranted to maintain a safe and useful airfield.

Implementation Measure 7.1.1: Continue to assess airport facilities—including apron redesign and correction of non-standard geometry—for future role of airport.

Policy 2: Future development shall comply with FAA regulations, maintain existing airfield capability and increase resiliency.

Implementation Measure 7.2.1: Partner with FAA Capital Improvement Program to upgrade areas of the airfield currently designed to outdated standards.

Goal 8: Foster community awareness of how the Airport meets community needs.

Policy 1: Promote the advantages of having airport services available to the community.

Implementation Measure 8.1.1: Create an Airport Outreach Program adaptable to all ages to educate families as well as business on the benefits of a local airport.

Policy 2: The City of Newport will continue to investigate recommendations listed in Section D of the *Report of the Regional Airport Review Task Force*, which states it is important the City utilize any

available resources including websites, social media, and other forums to share with the community what services are available at the airport.

Implementation Measure 8.2.1: City will pursue strategies to promote the use and development of airport land and facilities to enhance economic conditions in Lincoln County.

Implementation Measure 8.2.2: City will periodically review user-friendly services available at the airport, and supplement identified gaps, to ensure they meet the needs of the aviation community and broader public.

Implementation Measure 8.2.3: City will explore the possibility of contracting with a person/firm, or assigning this task to the Destination Newport Committee, to develop professional marketing information regarding the Newport Municipal Airport.

Goal 9: Expand and install utility infrastructure at the airport for aviation and non-aviation development.

Policy 1: Sufficient utility infrastructure should service Airport buildings and meet operating needs as well as future growth.

Implementation Measure 9.1.1: Install sanitary sewer to the airport as usage increases and City infrastructure expands south to serve increased sewer and water demands off the airport.

Implementation Measure 9.1.2: Assess sanitary sewer needs on an individual basis as development occurs on the airport. Utilizing septic tanks until usage demands out-grow septic system limits.

Implementation Measure 9.1.3: Investigate property purchase or ground easements for sewage system expansion from wastewater treatment plant to the airport in preparation of future expansion of City infrastructure south to users both on and off the airport.

Implementation Measure98.1.4: Expand City of Newport water system from existing service at the ARFF Station to other areas of the airport when usage demands make expansion cost effective.

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

Implementation Measure 9.2.1: Research potential grant opportunities supporting infrastructure development.

Implementation Measure 9.2.2: City will seek to develop private/public funding partnerships to expand infrastructure to and on airport property.

Policy 3: City will investigate potential timelines and practices necessary to install sewer and water to the airport.

Implementation Measure 9.2.1: City will develop an implementation plan to provide residential

and commercial sewer services within the Newport Urban Growth Boundary, for lands in and around the airport.

Implementation Measure 9.2.2: City will act on its implementation plan to provide sewer and water service to the airport when economically feasible to do so.

Goal 10: Develop and maintain a clear distinction between aviation and 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 10.1.1: Review current version of *5190_6b FAA Airport Compliance Manual* to outline a protocol for addressing the FAA with Aviation and Non-aviation development opportunities.

Implementation Measure 10.1.2: Create a procedure policy that addresses requirements stated in *5190_6b FAA Airport Compliance Manual* combined with needs of local developers to present to the FAA for review.

Implementation Measure 10.1.3: Incorporate agreed upon review procedures into City codes.

Policy 2: Explore opportunities to leverage non-aviation development areas (including reconfiguring, leasing, or selling), to further aviation/non-aviation development objectives.

Goal 11: Strive to prepare the airfield for adaptation to changes in the national fleet and local needs in the next 15 to 20 years as design airport operations increase nationally and locally.

Policy 1: Design airfield improvements to a B-II design craft during the next 10 to 15 years or until a new master plan is conducted or enplanements warrant a change in classification.

Implementation Measure 11.1.1: Use B-II design criteria to a) redesign apron area; b) separate taxiway "E" from RW 2; c) separate intersecting runways; d) install new taxiway between taxiway A and relocated RW 2 threshold; e) correct non-standard geometry at taxiway "A", "D" and RW 2 threshold.

Policy 2: Prepare for future C-II growth.

Implementation Measure 11.2.1: Invest in additional airside land purchases to prepare for the changes in runway protection zones and flight patterns required for a C-II airport.

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