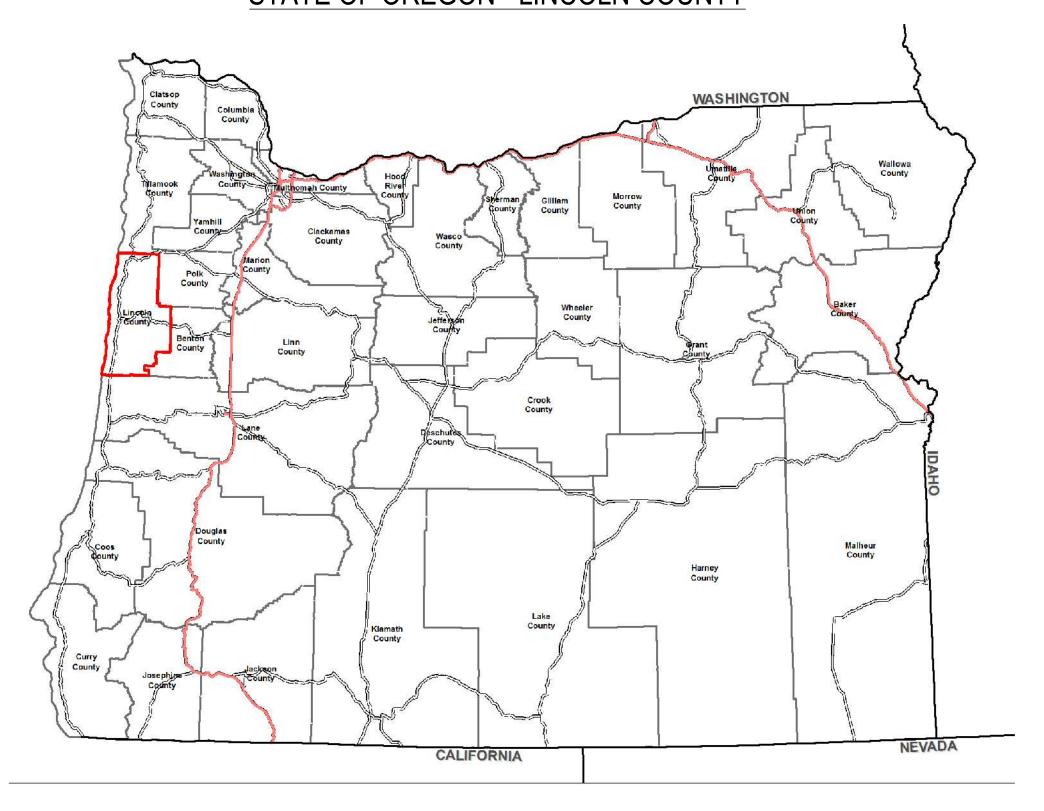
CITY OF NEWPORT, OR.

NEWPORT MUNICIPAL AIRPORT

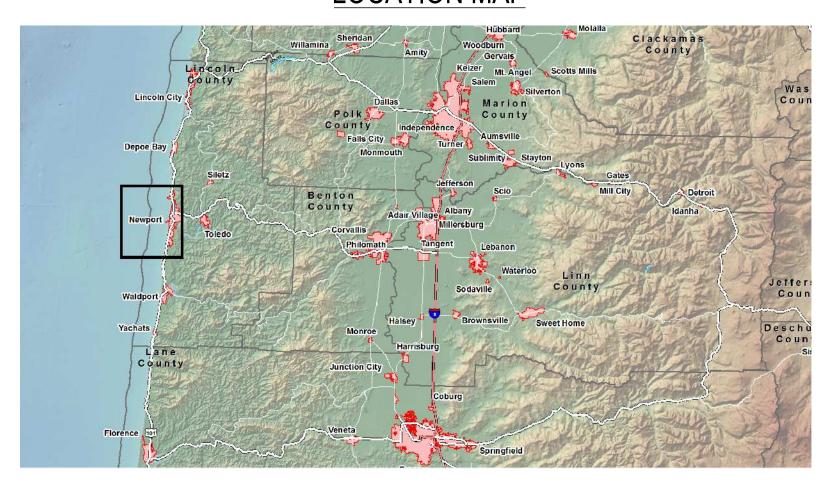
AIRPORT LAYOUT PLAN
AIP #3-41-0040-023

MAY 2017

STATE OF OREGON - LINCOLN COUNTY



LOCATION MAP



VICINITY MAP



P0009837W

SHEET D

DESCRIPTION

- 1 COVER
- 2 DATASHEET
- AIRPORT LAYOUT PLAN
- 4 TERMINAL AREA PLAN
- OBSTRUCTION DATA TABLES
- 6 AIRSPACE PLAN (PART 77)
- 7 RUNWAY 16-34 APPROACH SURFACE
- 8 RUNWAY 16 EXTENDED APPROACH SURFACE

NO SCALE

- 9 RUNWAY 16 INNER APPROACH
- 10 RUNWAY 34 INNER APPROACH
- 1 RUNWAY 2-20 APPROACH SURFACE
- 12 RUNWAY 2 INNER APPROACH
- 13 RUNWAY 20 INNER APPROACH
- 14 RUNWAY 16-34 DEPARTURE
- 15 LAND USE
- 16 PROPERTY MAP
- 17 UTILITIES

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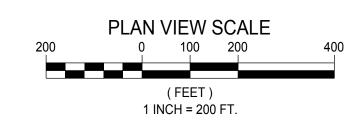
CITY OF NEWPORT, OR.
NEWPORT MUNICIPAL AIRPORT MASTER PLAN UPDATE

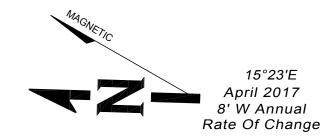
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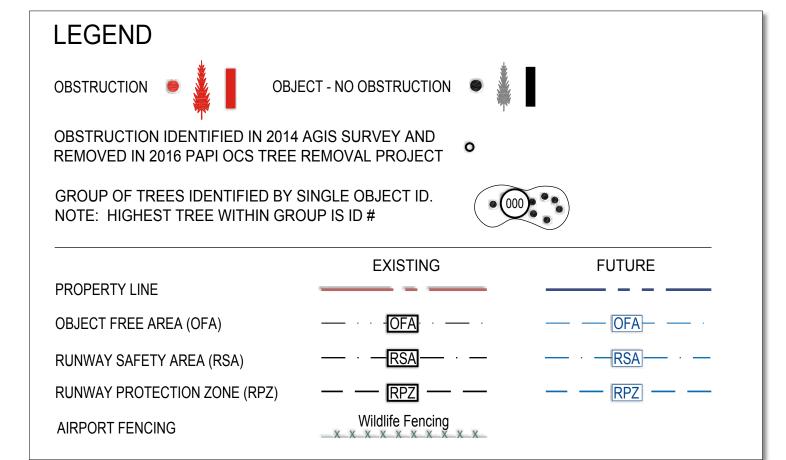
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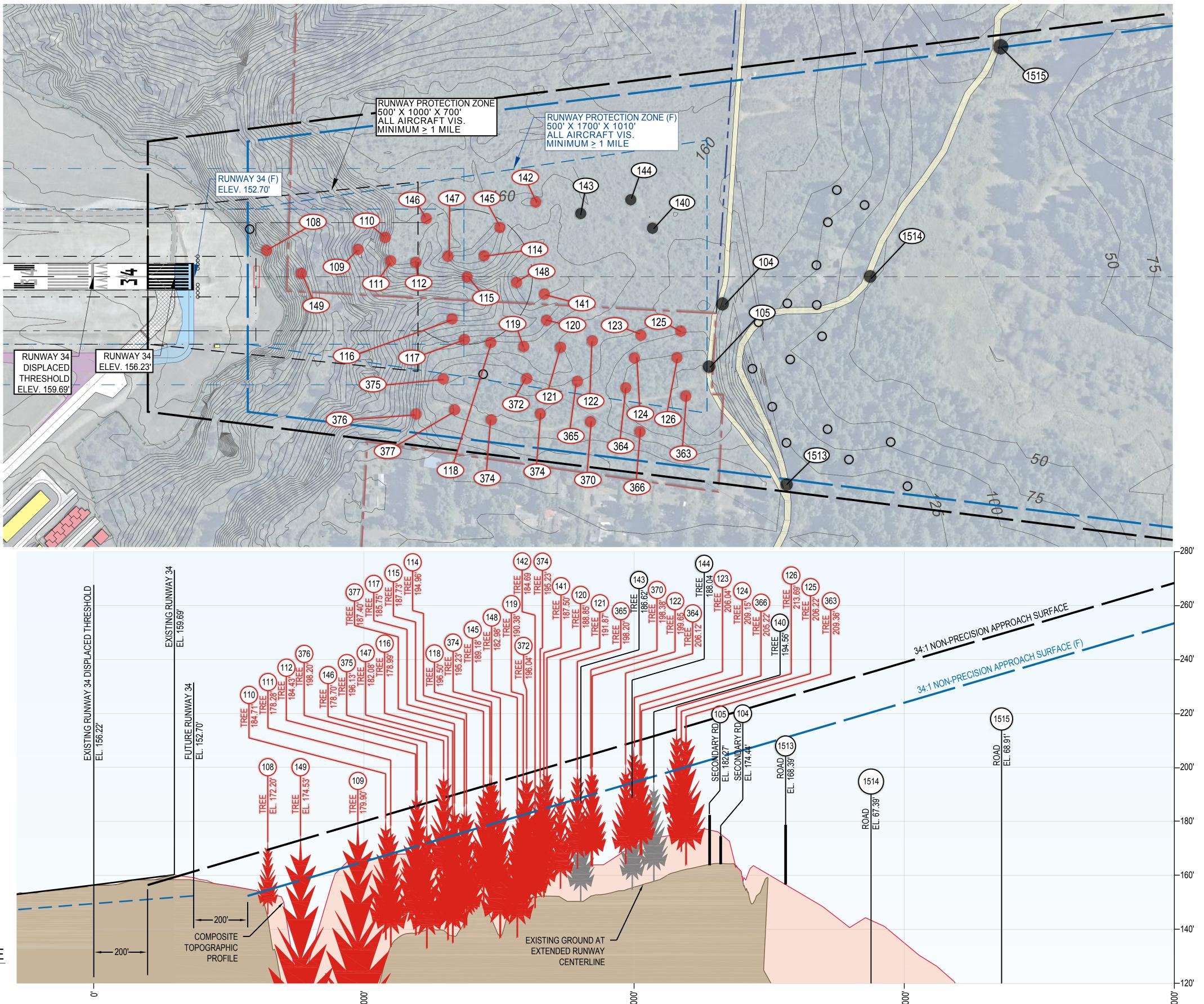


NOTES:

- 1. FOR OBSTRUCTION DATA TABLE INFORMATION SEE SHEET 5.
- OBSTRUCTION/OBJECT ANALYSIS WAS COMPARED AGAINST FUTURE APPROACH SURFACES.
 SOME TREE OBSTRUCTIONS IDENTIFIED IN THIS ALP DRAWING SET MAY HAVE BEEN
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- 4. OBJECTS & OBSTRUCTIONS WITH ID# OF 1500 AND GREATER WERE NOT SURVEYED AS PART OF AGIS SURVEY AND ARE IDENTIFIED FOR PLANNING PURPOSES ONLY.

RUNWAY 34 INNER APPROACH PROFILE

SCALE: HORIZONTAL 1"=200' VERTICAL 1"=20'



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PLOT DATE	5/5/2017					
SUBMITTAL						

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SHEET INFO

RUNWAY 34 INNER APPROACH

CITY OF NEWPORT, OR.

NEWPORT MUNICIPAL AIRPORT MASTER PLAN UPDATE

PROJECT NUMBER DRAWING FILE NAME SCALE

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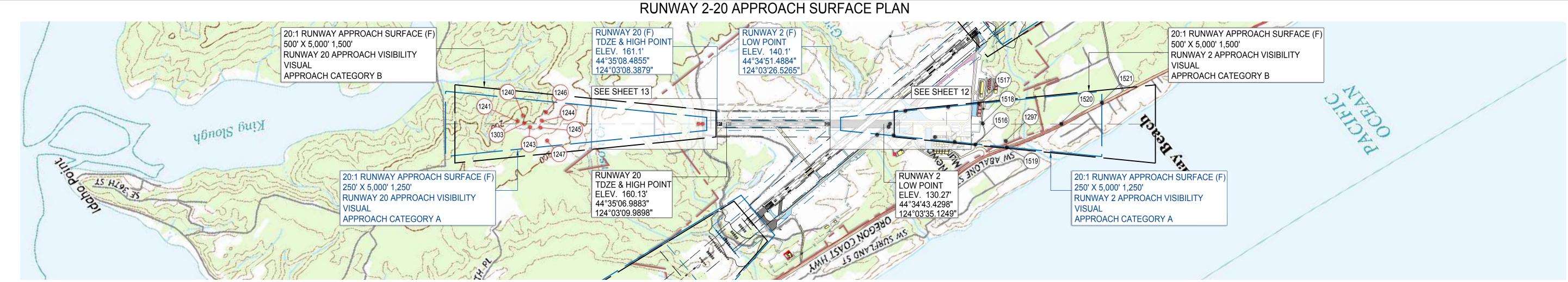
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1"=200'

SHEET NUMBER

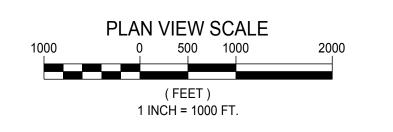
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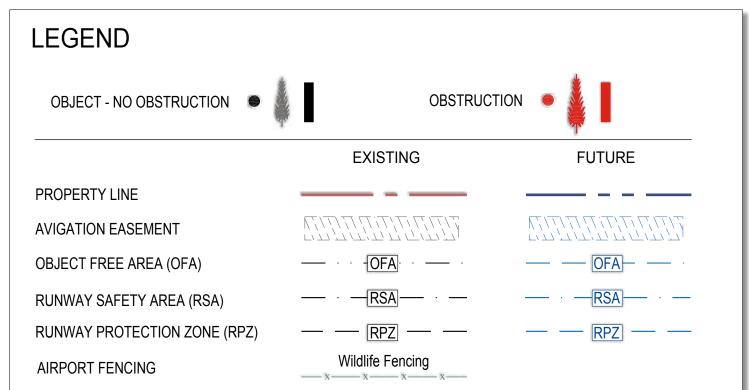
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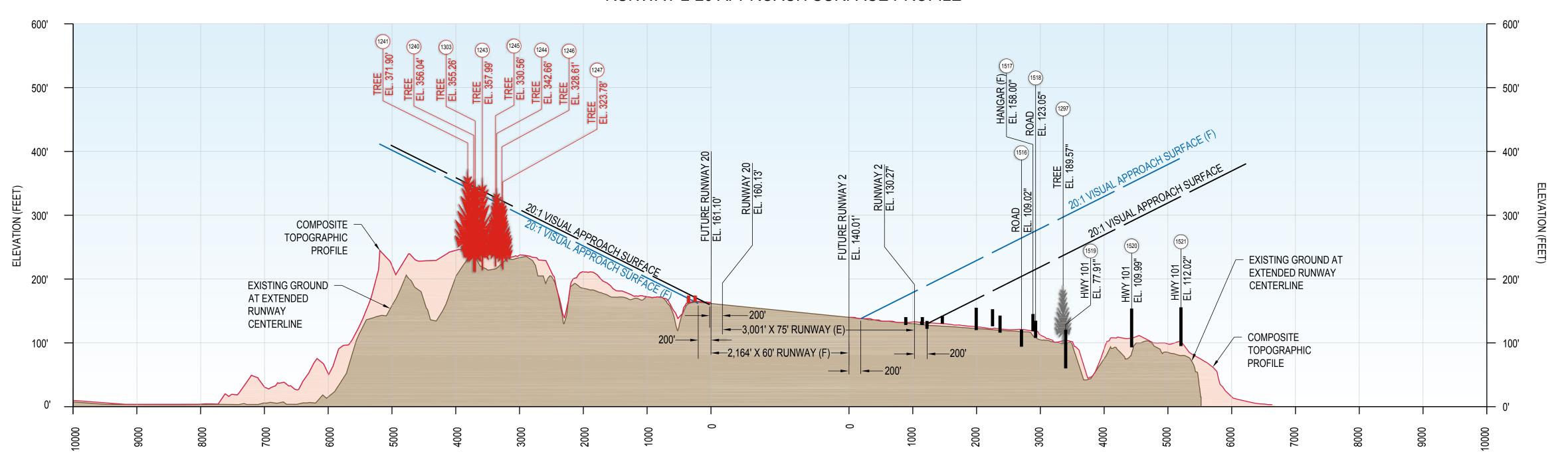
OF AGIS SURVEY AND ARE IDENTIFIED FOR PLANNING PURPOSES ONLY.







RUNWAY 2-20 APPROACH SURFACE PROFILE



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RUNWAY 2-20 APPROACH SURFACE

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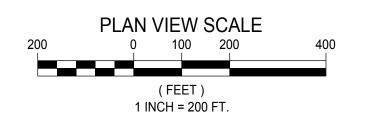
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11

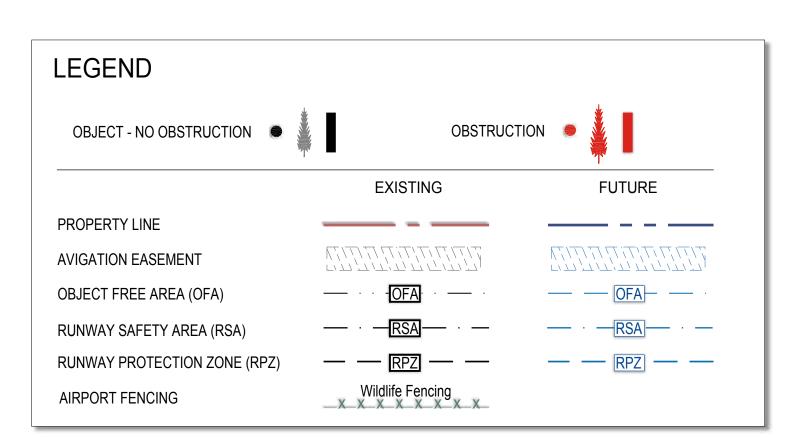
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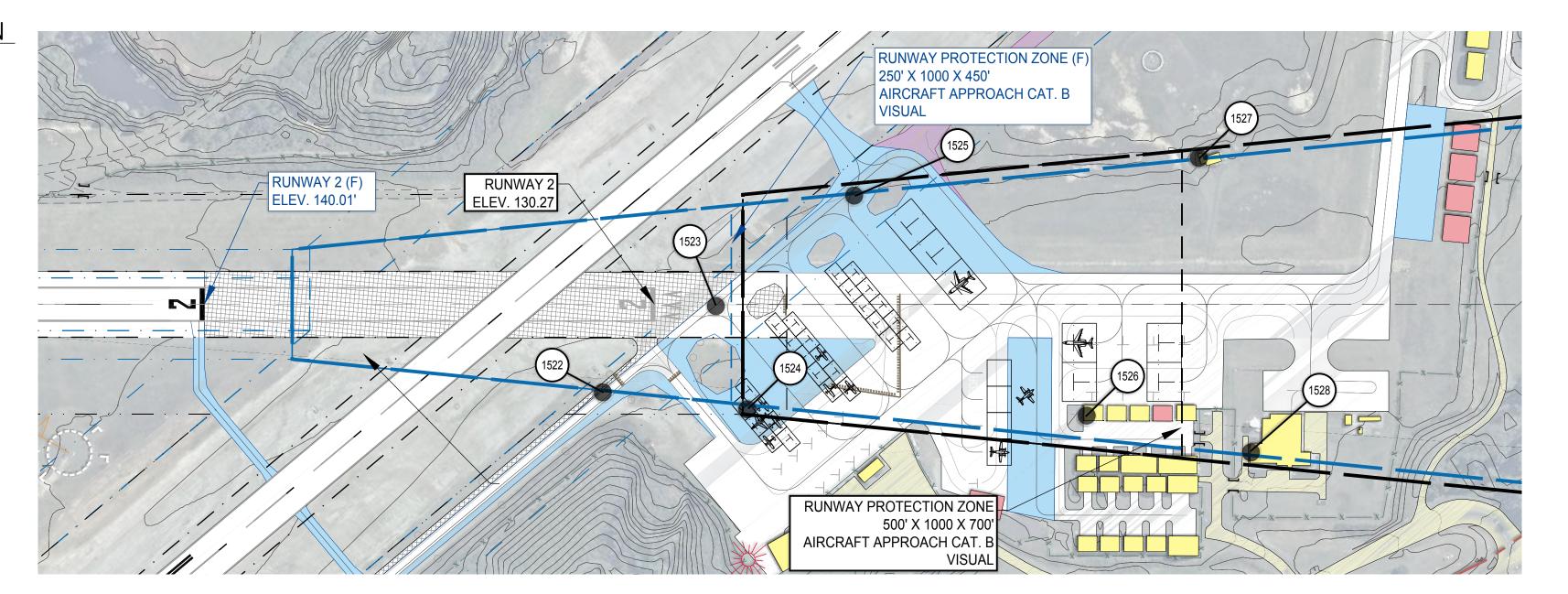
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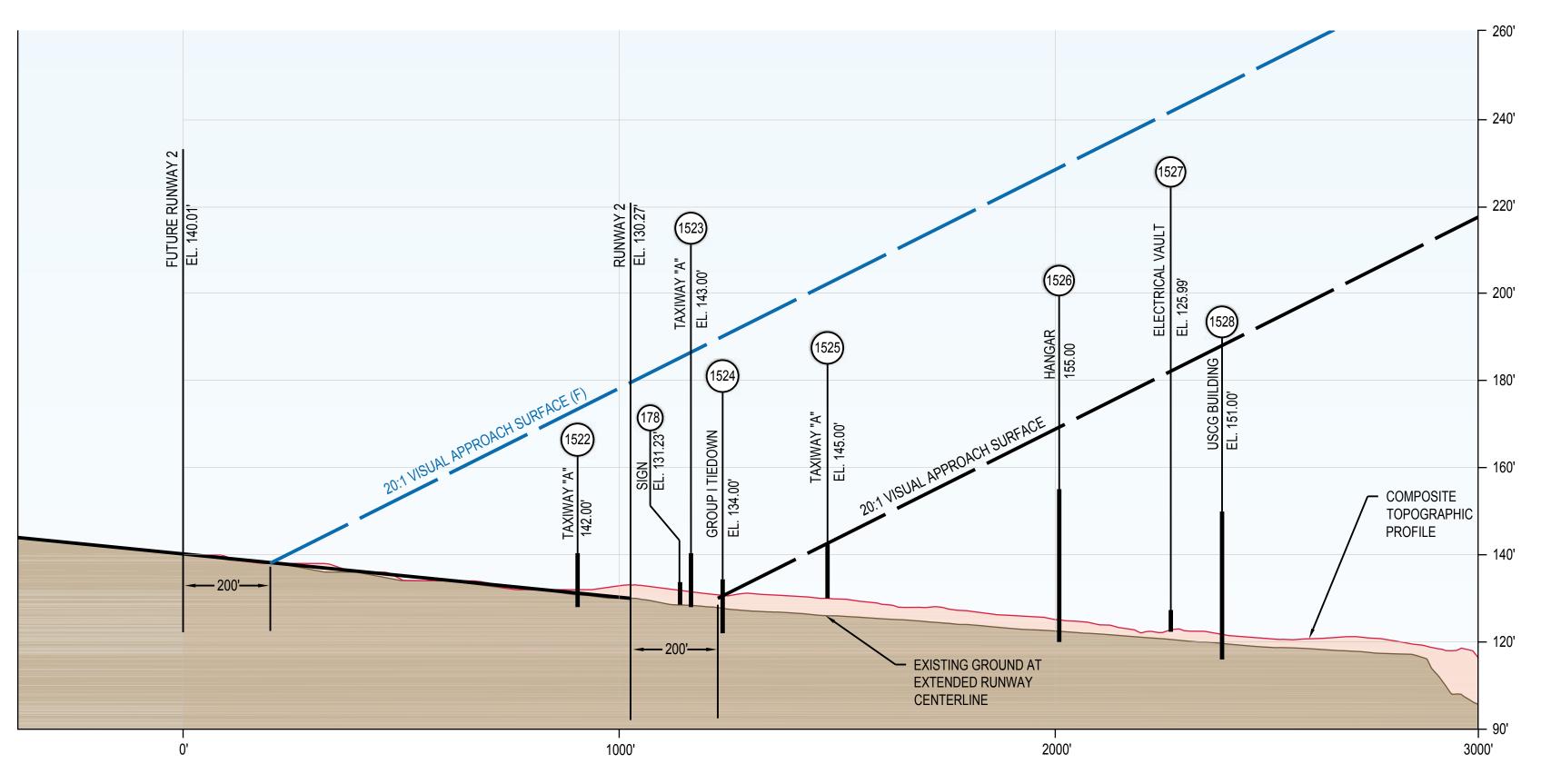






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RUNWAY 2 INNER APPROACH PROFILE

SCALE: HORIZONTAL 1"=200' VERTICAL 1"=20'

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RUNWAY 2 INNER APPROACH

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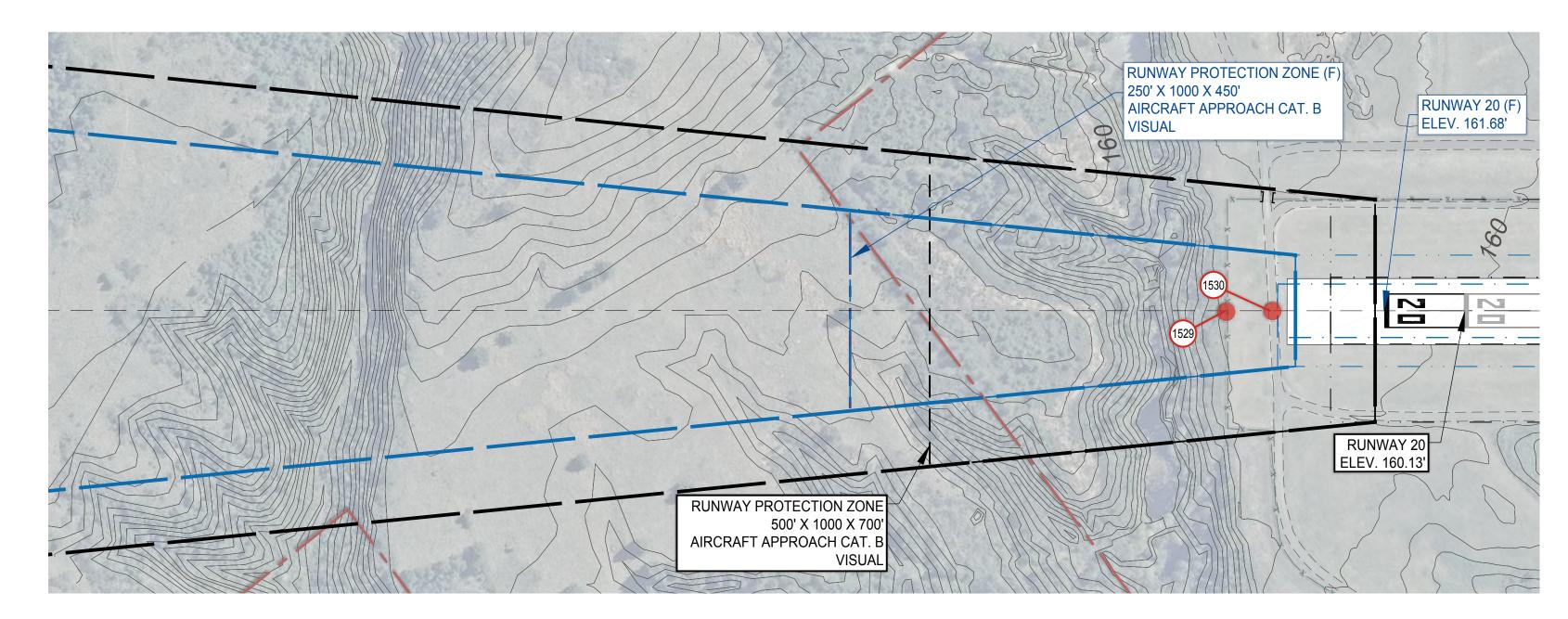
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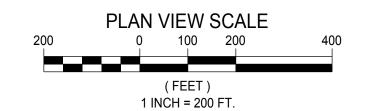
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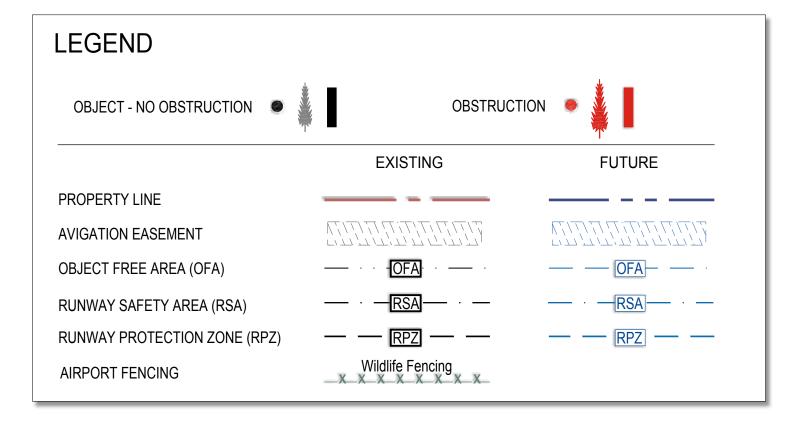
UNDER TITLE 49, UNITED STATES CODE, SECTION 47104. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS."



RUNWAY 20 INNER APPROACH PLAN

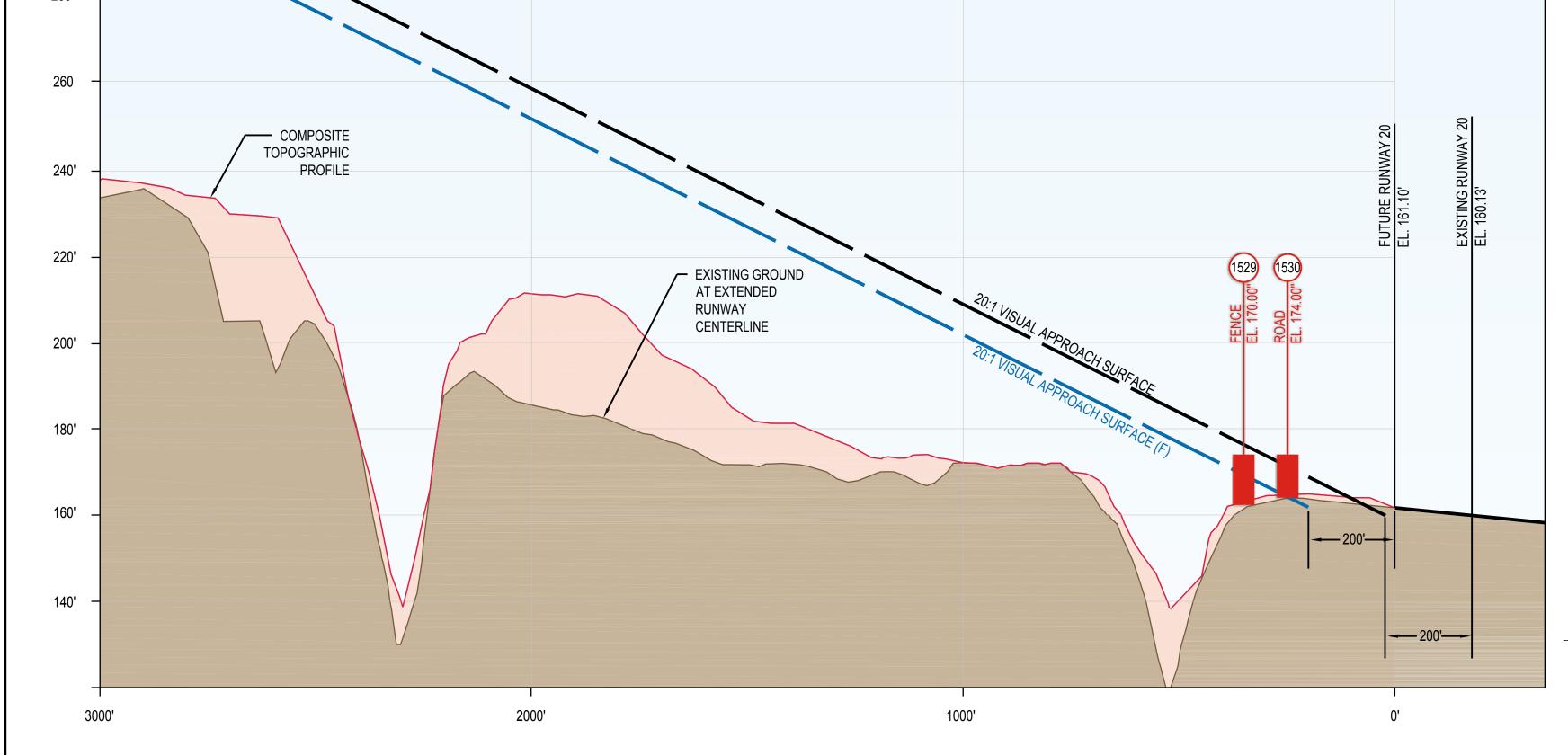






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RUNWAY 20 INNER APPROACH PROFILE SCALE: HORIZONTAL 1"=200' VERTICAL 1"=20'

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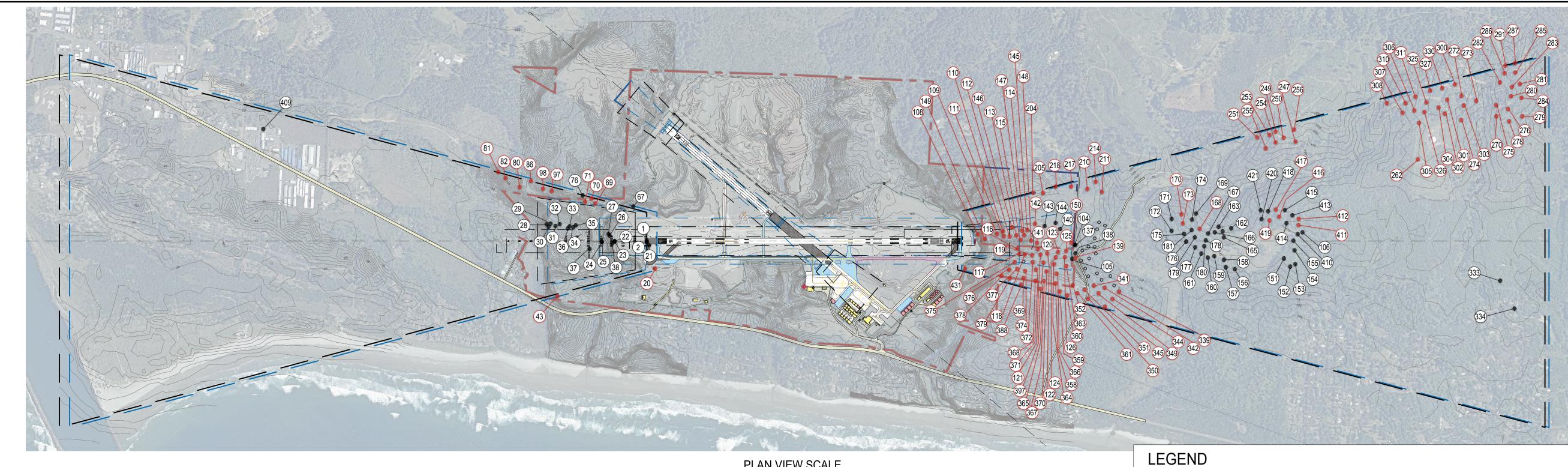
RUNWAY 20 INNER APPROACH

CITY OF NEWPORT, OR.

NEWPORT MUNICIPAL AIRPORT MASTER PLAN UPDATE PROJECT NUMBER 1"=200' P0009837W 0009837W-M-RUNWAY-20-IAPP

13

SHEET NUMBER



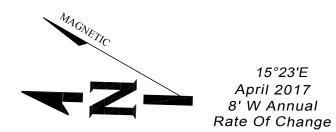
NOTES:

1. NOT EVERY OBJECT/OBSTRUCTION IDENTIFIED WITH ID# IN PLAN VIEW IS IDENTIFIED WITH ID# AND DATA IN PROFILE VIEW.

FOR OBSTRUCTION DATA TABLE INFORMATION SEE SHEET 5.

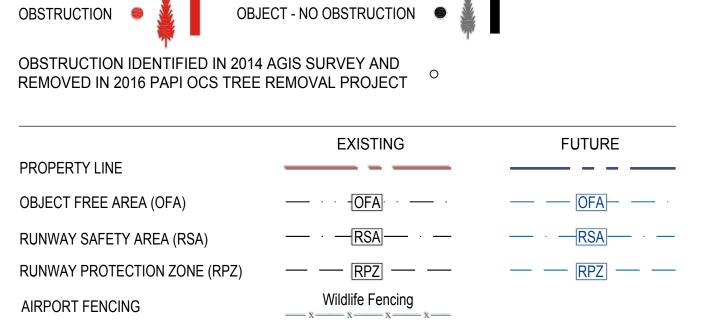
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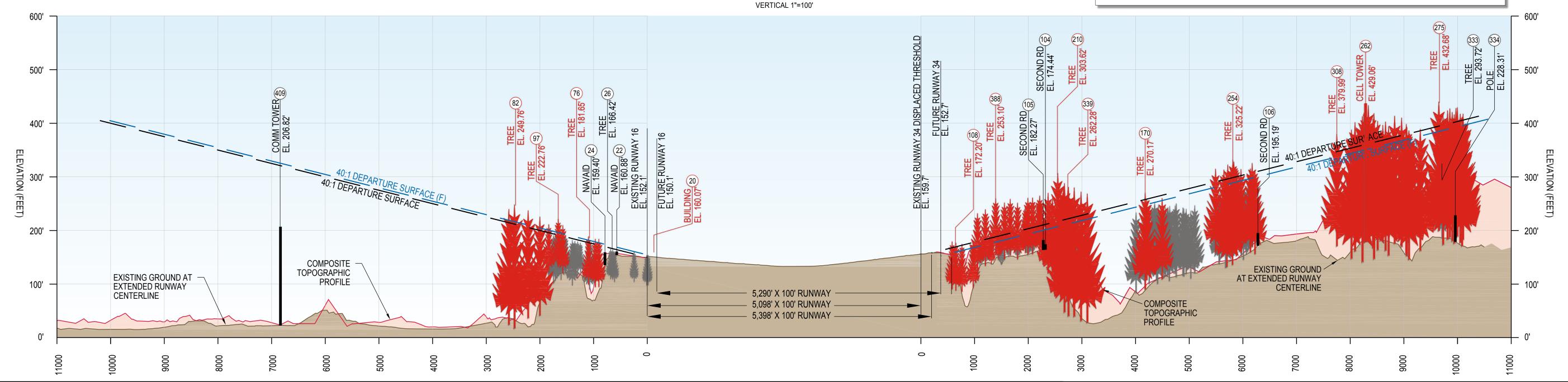
1 INCH = 1000 FT.



RUNWAY 16-34 DEPARTURE SURFACE PROFILE

SCALE: HORIZONTAL 1"=1000'





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RUNWAY 16-34 DEPARTURE

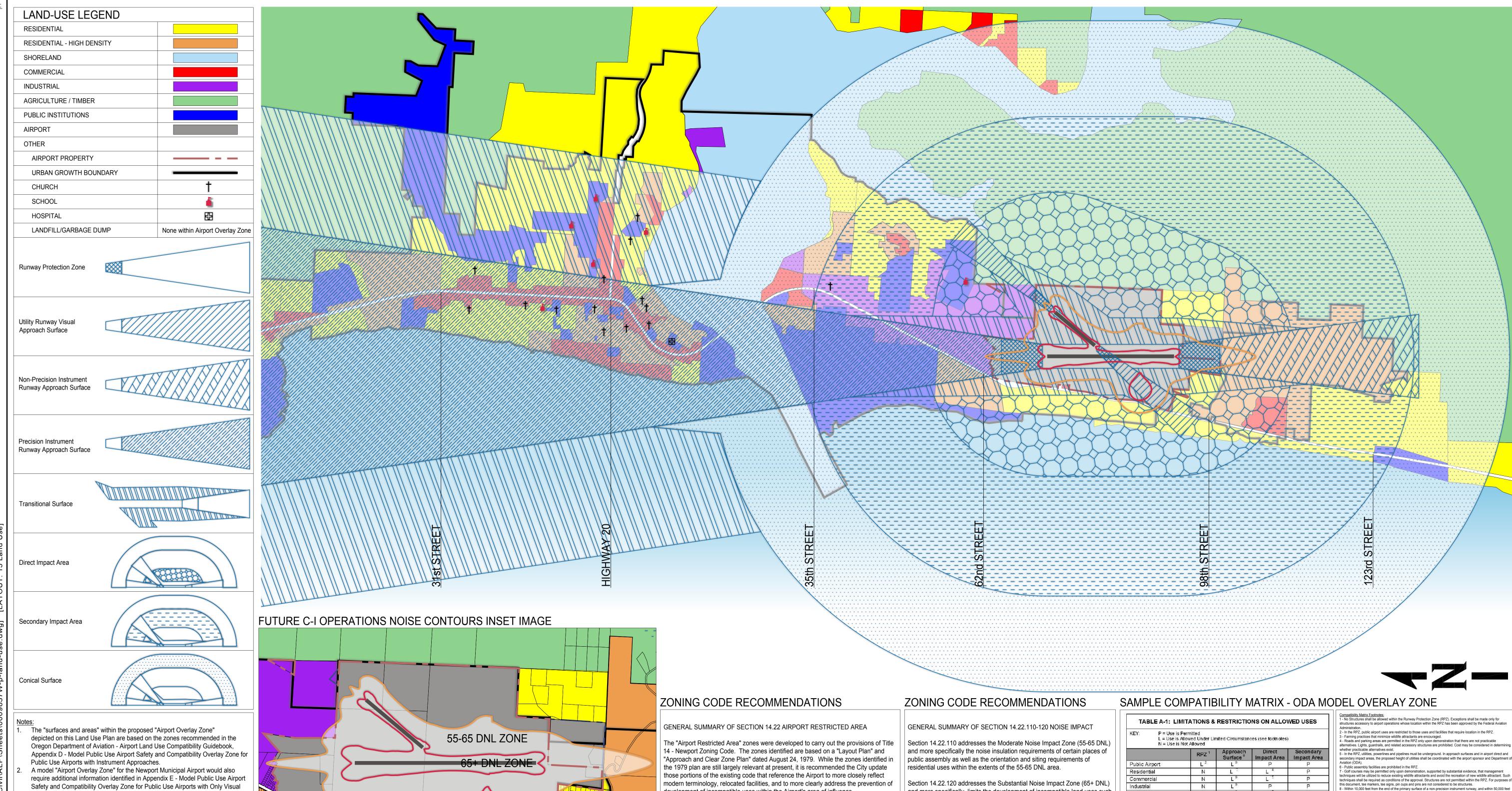
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0009837W-N-RUNWAY-16-34-DEP

14

SHEET NUMBER

1"=1000'



Approaches. The Airport property, which is currently zoned as Public Buildings and Structures

(P-1) has been depicted as an "Airport Zone" which is generally consistent with the "Airport Development Zone" designation in (ONP Code: 14.22.130) and Appendix G - Model Public Use Airport Zone. For additional detailed information and recommended guidance, reference the

Oregon Department of Aviation - Airport Land Use Compatibility Guidebook. Noise analysis was performed using the Federal Aviation Administration (FAA) Aviation Environmental Design Tool (AEDT) version 2c Service Pack 2 (SP2). For additional information on Noise Analysis, see Appendix XX of 2017 Airport

Master Plan Report. For obstruction height limitations and Part 77 surfaces refer to Sheet 6 - Airport Airspace Plan.

development of incompatible uses within the Airport's area of influence.

RECOMMENDATION: It is recommended the City of Newport work to implement and adopt Option 2 - Best Management Practices for Land Use Compatibility Requirements, or a similar model code that closely resembles the recommendations identified in the Oregon Department of Aviation - Airport Land Use Compatibility Guidebook, Appendix D - Model Public Use Airport Safety and Compatibility Overlay Zone for Public Use Airports with Instrument Approaches, Appendix E - Model Public Use Airport Safety and Compatibility Overlay Zone for Public Use Airports with Only Visual Approaches, and Appendix G - Model Public Use Airport Zone.

and more specifically, limits the development of incompatible land uses such as residential, retail, office, and other noise sensitive uses within the areas of 65+ DNL except by conditional use and projects meeting other procedural requirements.

RECOMMENDATION: A small portion of the future 55-65 DNL zone in the future development scenario exceeds airport property on the north, south, and west side of the Airport. The areas of 65+ DNL in the future development scenario depicted are all confined to existing airport property. Within the future 55-65 DNL area depicted, all future proposed uses and development shall remain compliant with existing regulations in Sections 14.22.110-120 until which time the City has updated the zoning code to reflect the recommendations addressed in this plan.

P0009837W

TABLE A-1: LIMITA	ATIONS &	RESTRICTIO	NS ON ALLOV	WED USES
KEY: P = Use is Perm L = Use is Allow N = Use is Not A	ed Under Lin	nited Circumstan	ces (see footnotes)	
	RPZ 1	Approach Surface ⁸	Direct Impact Area	Secondary Impact Area
Public Airport	L ²	Lª	Р	Р
Residential	N	L.T	L '4	Р
Commercial	N	La	L'Ē	Р
Industrial	N.	L ⁹	Р	Р
Institutional	N	L ⁹	L F	Р
Farm Use	P3	b ₃	Р3	P ³
Roads/Parking	L	Р	Р	Р
Utilities	L ⁵	L ⁵	L ⁵	L ⁵
Parks/Open Space	L 6	Р	Р	Р
Golf Courses	L ⁷	L 7 9	L 7	L?
Athletic Fields	N	La	L 14	Р
Sanitary Landfills	N.	N	N	N
Water Treatment Plants	N.	N	N	N
Mining	N	L.i	L"	L
Water Impoundments	N	N 12	N 'G	N 16
Wetland Mitigation	N	L '3	F.3	L 13

Source: Model Public Use Airport Safety And Compatibility Overlay Zone (Visual and Instrument

Compatibility Matrix Footnotes:

1 - No Structures shall be allowed within the Runway Protection Zone (RPZ). Exceptions shall be made only for structures accessory to airport operations whose location within the RPZ has been approved by the Federal Aviatio Administration.

2 - In the RPZ, public airport uses are restricted to those uses and facilities that require location in the RPZ. 3 - Farming practices that minimize wildlife attractants are encouraged.
 4 - Roads and parking areas are permitted in the RPZ only upon demonstration that there are not practicable alternatives. Lights, guardrails, and related accessory structures are prohibited. Cost may be considered in determining

8 - Within 10,000 feet from the end of the primary surface of a non-precision instrument runway, and within 50,000 fee from the end of the primary surface of a precision instrument runway. From the end or the primary surface of a precision instrument runway.
9 - Public assembly facilities may be allowed in an approach surface only if the potential danger to public safety is minimal. In determining whether a proposed use is appropriate, consideration shall be given to: proximity to the RPZ; density of people per acre; frequency of use; level of activity at the airport; and other factors relevant to public safety. In general, high density uses should not be permitted within airport approach surfaces, and on residential structures should be located outside approach surfaces unless no practicable alternatives exist.

10 - Residential densities within approach surfaces should not exceed the following densities: (1) within 500 feet of the outer edge of the RPZ, 1 unit per acre; (2) within 500 to 1,500 feet of the outer edge of the RPZ, 2 units per acre; (3) within 1,500 to 3,000 feet of the outer edge of the RPZ, 4 units per acre. 11 - Mining operations involving the creation or expansion of water impoundments shall comply with the requirements of this document regarding water impoundments.

12 - Water impoundments are prohibited within 5,000 feet from the edge or end of a runway.

13 - Wetland Mitigation required for projects located within an approach surface, the airport direct or secondary im area shall be authorized only upon demonstration, supported by substantial evidence, that it is impracticable to provide mitigation outside of these areas. Proposals for wetland mitigation shall be coordinated with the airport sponsor, the Department of Aviation, the FAA and the wetland-permitting agencies prior to the issuance of required permits. Wetland mitigation shall be designed and located to avoid creating a wildlife hazard or increasing hazardous movements of bir across runway and approach surfaces. Conditions shall be imposed as are appropriate and necessary to prevent i

perpetuity an increase in hazardous bird movements across runway and approach surfaces. See section 0.90 of Appendix D or E for the best management practices for airports located near significant wetlands or wildlife habitat are 14 - Within the transitional surface, residential uses and athletic fields are not permitted. 15 - Within the transitional surface, overnight accommodations, such as hotels, motels, hospitals and dormitories, are n permitted.

16 - See section .08 of Appendix D or E prohibiting or regulating water impoundments within 5,000 or 10,000 feet of the

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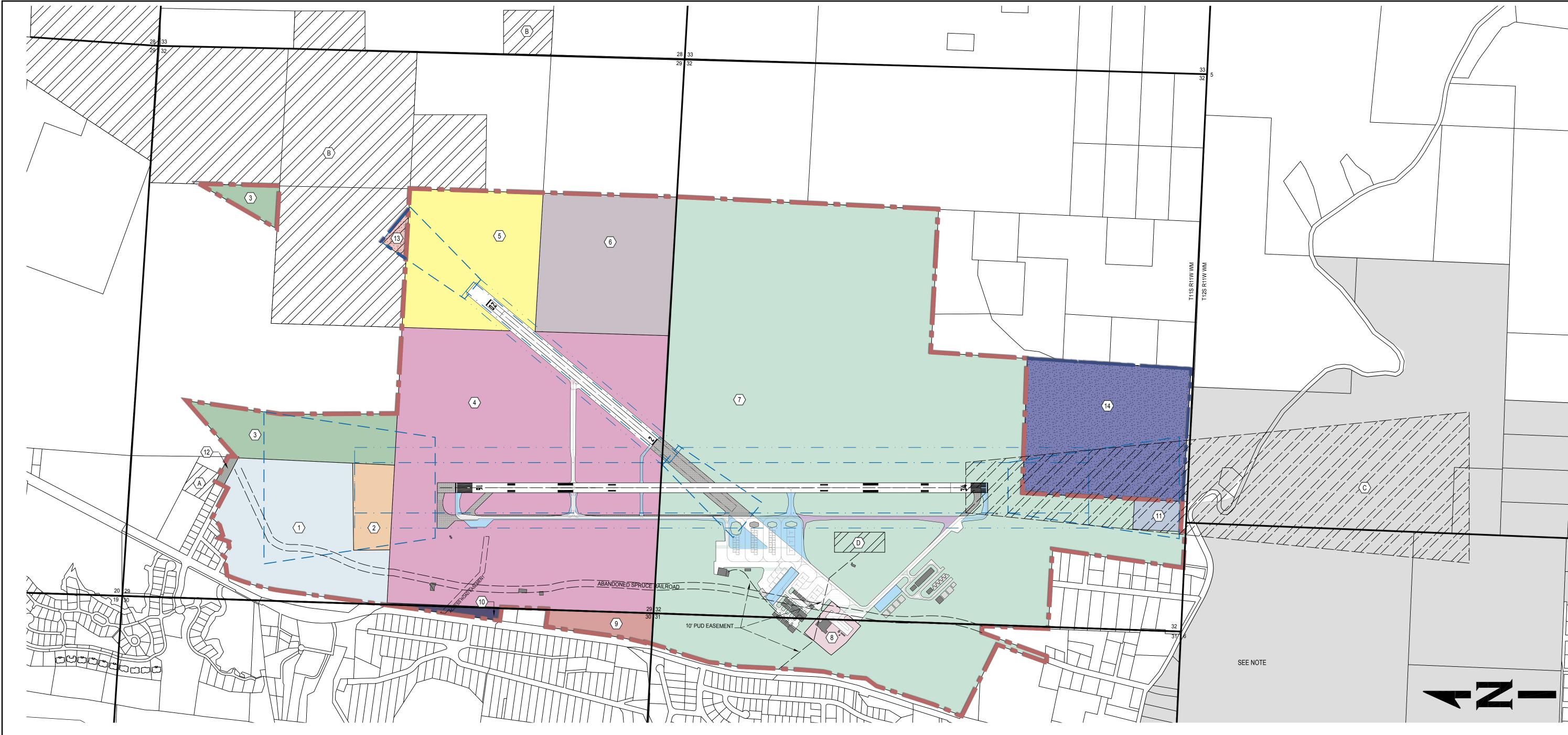
NEWPORT MUNICIPAL AIRPORT MASTER PLAN UPDATE

Approach Airports). ODA

DRAWING FILE NAME 0009837W-P-LAND-USE 1"=2000'

SHEET NUMBER

LAND USE



						Ownership	Data					
Parcel Number	1986 Exhibit A Parcel Number(s)	Land Owner	Acres	Date	Associated FAA Grant	Recording Book	Recording Page	Interest Acqu.	Map and Tax Lot Numbers	Pervious Owner	Acqu Year	Purpose
1	A20.1, A20.2	City of Newport	38.56	6/5/1986	5-41-0040-01	172	1750-1753	Sale Deed	11-11-29-00-01402-00	Dority Family Trust	1986	Airport Property
2	A20.2	City of Newport	7.59	6/20/1986	5-41-0040-01	-	-	Sale Deed	11-11-29-00-01401-00	Dority Family Trust	1986	Airport Property
3	A1.1, A?, D8	City of Newport	20.24	11/30/1944	_	101	594-595	Warranty Deed	11-11-29-00-00400-00	Minnie A Giddings	1944	Airport Property
4	A6, A7, A16.1, D8	City of Newport	114.90	7/2/1948(?)	-	91	236	Sale Deed	11-11-29-00-01100-00	Paul F. Murphy, Inc.	1948(?)	Airport Property
5	A4.1, A9,A10,A11,A12,A13,A14,A15	City of Newport	40.00	11/15/1948	-	93	350	-	11-11-29-00-01000-00	Hogue's First Addition to Highlands	1948	Airport Property
6	A2	City of Newport	40.00		-	209	308	Quit Claim Deed	11-11-29-00-00900-00			Airport Property
7	A3, A8.1, A8.2, A16.2, A16.3, A17.1, A17.2, A17.3, A18.1, A18.2, D5	City of Newport	366.12	4/7/1942	-	90	523	Warranty Deed	11-11-32-00-00200-00	Arthur and Jeanie Holmgreen	1942	Airport Property
8	A8.2	United States Coast Guard	3.52	12/9/1992	_	250	607	_	11-11-32-00-00202-00	City of Newport	1992	USCG
9	A20.2	City of Newport	5.65	6/5/1986	5-41-0040-01	172	1750	Sale Deed	11-11-30-DD-06200-00	Dority Family Trust	1986	Airport Property
10	A20.2	City of Newport	1.92	6/6/1986	5-41-0040-01	172	1750	Sale Deed	11-11-30-DA-05500-00	Dority Family Trust	1986	Airport Property
(11)	A3	City of Newport	3.30	6/1/1969	_	11	128	Warranty Deed	11-11-32-DD-00201-00	United States Military	1969	Airport Property
(12)	A21	City of Newport	0.87	5/25/1990	3-41-0040-06	217	1111	Warranty Deed	11-11-29-BB-1300	Frank W. Sellers	Jun-05	Airport Property

			Existing	Easements								
Parcel Number	1986 Exhibit A Parc Number(s)	el Grant	Grantor/Grantee Date		Easement Type	Recording Book	Recording Page	Year				
	B7		thwest, Inc / City of ewport	4/14/1993	Aviation Easement	279	2359	1993				
//\B\//	B1.1, B2.2 B3.1, B3.2,	B3.3	No Recored Information Available									
	B5		evelopment/City of ewport	8/17/1987	Aviation 185		1864	1987				
	D4	City of N	lewport/FAA	12/1/1986	VORTAC Site	-	_	1986				
			Property t	o be Acquired	<u> </u>							
Parcel Number 1986 Exhibit A Parcel Number(s) Current		Current Land Owner	nt Land Owner Future Land Owner		Associated FAA G	irant i '	nd Tax Lot nbers	Purpose				

	Property to be Acquired												
Parcel Number 1986 Exhibit A Parcel Number(s) Current Land Owner Future Land Owner Acres Associated FAA Grant Map and Tax Lot Numbers Purpose													
(13) A4.2 Daniel Hall City of Newport 1.5 11-11-29-00-00500-00													
(14)	B1.2	Multiple	City of Newport	49.1		Multiple	RPZ						



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	PLOT DATE	5/4/2017								
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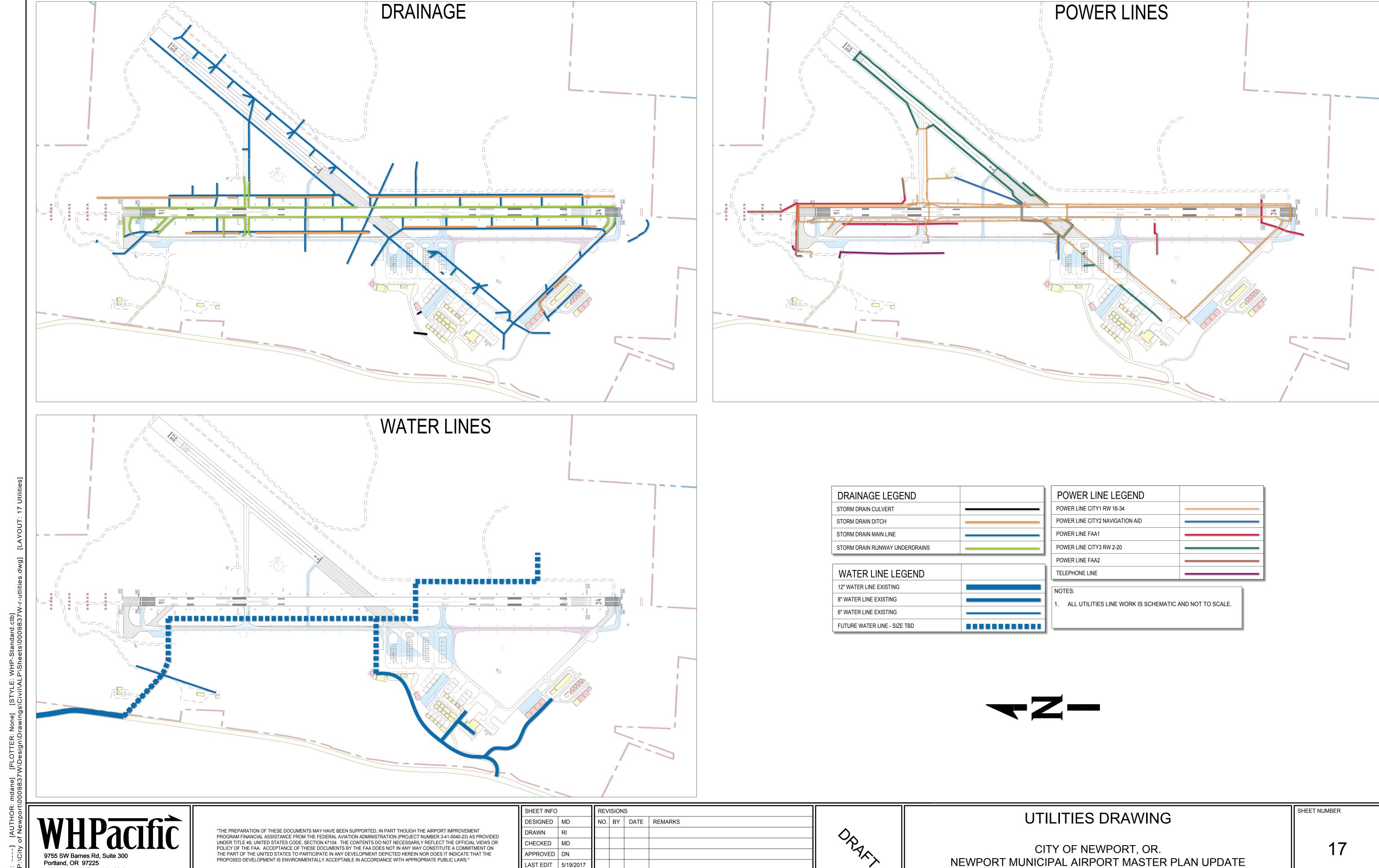
EXHIBIT "A" PROPERTY MAP

CITY OF NEWPORT, OR. NEWPORT MUNICIPAL AIRPORT MASTER PLAN UPDATE

DRAWING FILE NAME P0009837W 0009837W-Q-PROPERTY-MAP 1"=500'

SHEET NUMBER

16



DRAWING FILE NAME 0009837W-R-UTLITIES

P0009837W

NO SCALE

LAST EDIT 5/19/2017

PLOT DATE | 5/19/2017

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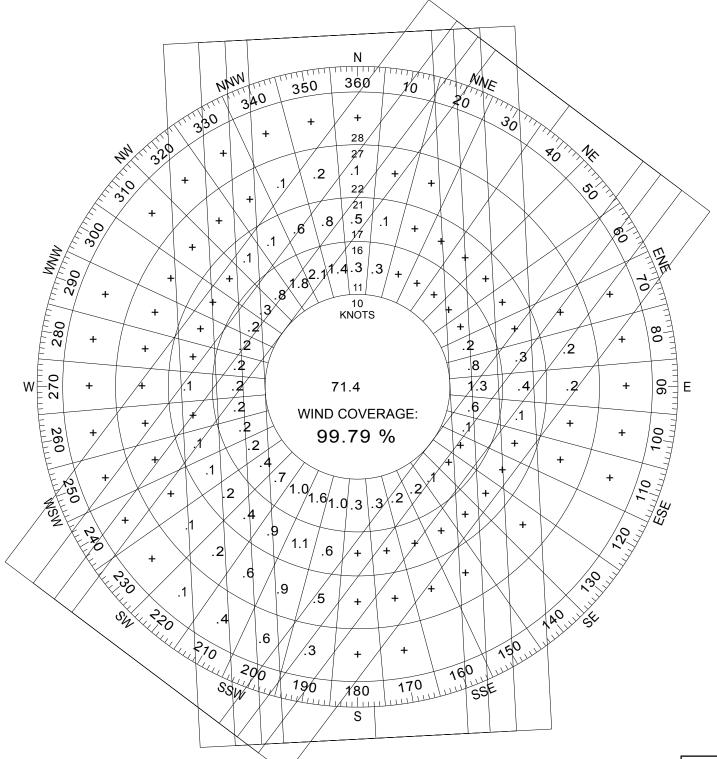
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	Airpo	rt Reference P	oint		
	Exis	s <mark>ting</mark>	Fu	ture	
Latitude	44° 34'	49.28" N	44° 34'	49.19" N	
Longitude	124° 03'	28.88" W	124° 03'	28.00" W	
	Runwa	ay End Coordin	nates		
	Exis	sting	Fu	ture	
	Latitude	Longitude	Latitude	Longitude	
Runway 16	44° 35' 12.61" N	124° 03' 34.14" W	44° 35' 10.85" N	124° 03' 34.02" W	
Runway 34	44° 34' 19.36" N	124° 03' 30.64" W	44° 34' 18.67" N	124° 03' 30.60" W	
Runway 34 Displaced Threhold	44 34 // 3/ 1		NA	NA	
Runway 2	44° 34' 43.42" N	124° 03' 35.12" W	44° 34' 51.48" N	124° 03' 26.52" W	
Runway 20	44° 35' 06.98" N	124° 03' 34.14" W	44° 35' 08.48" N	124° 03' 08.38" W	
	Runv	way End Elevat	ion		
	Exis	sting	Future		
Runway 16	152	2.08'	151.00'		
Runway 34	156	5.23'	152.70'		
Runway 34 Displaced Threhold	159	9.96'	NA		
Runway 2	130).27'	140).10'	
Runway 20	160).13'	161	1.10'	

	To	uchdown Zone Elevat	ion				
	E	Existing	Future				
Runway 16		152.08'	151.00'				
Runway 34	•	159.69'	152.70'				
Runway 2		161.13'	161.10'				
Runway 20		161.13'	161.10'				
	Obstacle Fr	ee Zone (OFZ) Object F	Penetrations				
	Description	Penetration	Elevation				
		None					
	Threshold	Siting Surface Object	Penetration				
	Description	Penetration	Elevation				
No TSS Penetration							

Runway	16 - 34 Data Table		Runway 2 - 20 Data Table - Utility			
	Existing	Future		Existing	Future	
Approach Reference Code - APRC	B/II/4000	B/III/5000 D/II/5000	Approach Reference Code - APRC	В/ІІ	B/I(Small)	
Departure Reference Code - DPRC	B/II/50 <mark>0</mark> 0	B/III D/II	Departure Reference Code - DPRC	В/ІІ	B/l(Small)	
Runway Design Code - RDC	B/II	C/I	Runway Design Code - RDC	B/II	B/I(Small)	
Critical Aircraft	Citation Ultra (CE560)	Gates Learjet 35	Critical Aircraft	Citation Ultra (CE560)	Piper Cheyenne	
Runway Length and Width	5,398' x 100'	5,290' x 100'	Runway Length and Width	3,001' x 75'	2,166' x 60'	
Runway High Point - MSL	159.69'	152.70'	Runway High Point - MSL	160.13'	161.10'	
Runway Low Point - MSL	133.27'	Same	Runway Low Point - MSL	130.27'	140.10'	
Runway Approach	Precision	Same	Runway Approach	Visual	Same	
Runway Gradient	0.50%	TBD	Runway Gradient	1.00%	0.90%	
Pavement Type	Asphalt	Same	Pavement Type	Asphalt	Same	
Pavement Strength	170,000 DWG	Same	Pavement Strength	33,000 SWG, 84,000 DWG	Same	
Runway Pavement Strength - PCN	TBD	TBD	Runway Pavement Strength - PCN	TBD	TBD	
Runway Lighting	HIRL	Same	Runway Lighting	MIRL	Same	
Runway Marking	Precision	Same	Runway Marking	Basic	Same	
14 CFR Part 77 Approach Category	Rwy 16 -50:1 Rwy 34 - 34:1	Rwy 16 - 50:1 Rwy 34 - 34:1	14 CFR Part 77 Approach Category	Rwy 2 - 20:1 Rwy 20 - 20:1	Same	
Runway Visual Aids	Rwy 16 - PAPI, REIL, MALSR Rwy 34 - PAPI, REIL	Same Same	Runway Visual Aids	Rwy 2 - None Rwy 20 - None	Same Same	
TORA, TODA, ASDA	5,398'	5,290'	TORA, TODA, ASDA, LDA	3,001'	2,166'	
LDA	Rwy 16 - 5,938' Rwy 34 - 5,098'	5,290				
Notes: Future runway gradient calc due to anticipated longitudinal grade		esigned/engineered	Notes:			



All-Weather Wind Rose									
Cross-Wind Component	10.5 Knots	13 Knots	16 Knots	20 Knots					
Runway 16-34	92.79%	93.87%	97.23%	98.92%					
Runway 2-20	90.27%	93.56%	98.10%	99.57%					
16-34 & 2-20 Combined	95.86%	97.99%	99.20%	99.79%					

Modifications to Design Standards									
Approval Date	Case Number	Modification	Description						
	*	None							

		Taxi	way Data Table									
		Existing										
	Design Group	Width	Object Free Area Width	Safety Area Width	Runway Seperation							
Taxiway A	ADG-II/TDG-2	35'	131'	79'	286'							
Taxiway B	ADG-II/TDG-3	50'	131'	79'	NA							
Taxiway C	ADG-II/TDG-2	35' - 50'	131'	79'	NA							
Taxiway D	ADG-II/TDG-2	35'	131'	79'	NA							
Taxiway E	ADG-II/TDG-3	50'	131'	79'	NA							
			Future		- -							
	Design Group	Width	Object Free Area Width	Safety Area Width								
Taxiway A	ADG-II/TDG-2	35'	131'	79'	300'							
Taxiway B	NA	NA	131'	79'	NA							
Taxiway C	ADG-II/TDG-2	35'	131'	79'	NA							
Taxiway D	ADG-II/TDG-1B	25' - 35'	131'	79'	NA							
Taxiway E	ADG-II/TDG-3	50'	131'	79'	NA							

	Runway Prote	ection Zone		Runway Protection Zone				
	Inner Width	Length	Outer Width		Inner Width	Length	Outer Width	
Existing Rwy 16	1,000'	1,700'	1,510'					
Existing Rwy 34	500'	1,000'	700'	Existing 2-20	500'	1,000'	700'	
Future Rwy 16	1,000'	1,700'	1,510'	Future 2-20	250'	1,000'	450'	
Future Rwy 34	500'	1,700'	1,010'					
	Runway Sa	fety Area		Runway Safety Area				
	Width	Length Beyo	nd Runway End		Width	Length Beyond Runway End		
Existing	150'	3	300'	Existing	150'	300'		
Future	500'	11	,000	Future	120'	240'		
(4.5)	Runway Obje	ct Free Area		Runway Object Free Area				
	Width	Length Beyo	nd Runway End		Width	Length Beyond Runway End		
Existing	500'		300'	Existing	500'	13	300'	
Future	800	1,	,000'	Future	250'	2	240'	
J	Runway Obsta	cle Free Zone	<u> </u>		Runway Obsta	cle Free Zon	9	
	Width	Length Beyo	nd Runway End		Width	Length Beyo	nd Runway End	
Existing	250'	2	200'	Existing	250'	2	200'	
Future	Same	S	ame	Future	Same	S	am e	

pproach Procedure	g Airport Apporach Mi Minimum Altitude (AMSL)	Visibility (mi)	Cotogo
pproacti Frocedure	ILS or LOC RWY 16	Visibility (IIII)	Categor
S-ILS 16	402'	3/4	ARCD
S-LOC 16	660'	3/4	A,B,C,D
S-LOC 16	660'	1	A,B
5-LUC 16	600 XXXX	1	C,D
Cirolina	880'		A,B
Circling	940'	2 1/4	С
	1,220'	3	D
LDVDA	RNAV (GPS) RWY 16	2/4	4 D C D
LPV DA	402'	3/4	A,B,C,D
LNAV/VNAV DA	613'	1 1/8	A,B,C,D
LNAV MDA	620'	3/4	A,B
LNAV MDA	620'	1	C,D
2793 801 °	880'	1	A,B
Circling	940'	2 1/4	С
	1,220'	3	D
29 (000)	VOR RWY 16	0000000	
S-16	720'	3/4	Α
S-16	720'	1	В
S-16	720'	1 3/4	C,D
	880'	1	A,B
Circling	940'	2 1/4	С
	1,220'	3	D
	VOR/DME RWY 34		
S-34	920'	1	Α
S-34	920'	1 1/4	В
S-34	920'	2 1/4	С
S-34	920'	2 1/2	D
	920'	1	Α
Olas III.	920'	1 1/4	В
Circling	920'	2 1/4	С
	920'	2 1/2	D
•	RNAV (GPS) RWY 34		
LNAV MDA	860'	1	A,B
LNAV MDA	860'	2	C,D
	880'	1	A,B
Circling	940'	2 1/4	С
	1,220'	3	D
	VOR-A	Mode	West Control of the C
Circling	1,060'	1 1/4	A,B
Circling	1,060'	2 3/4	C
Circling	1,220	3	D

1. 40:1 Departure Surfaces on Runway 16-34 Remain

2. Future visibilities greater than or equal to 3/4 mile

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APPROVED	DN				
LAST EDIT	5/19/2017				
PLOT DATE	5/19/2017				
SUBMITTAL					



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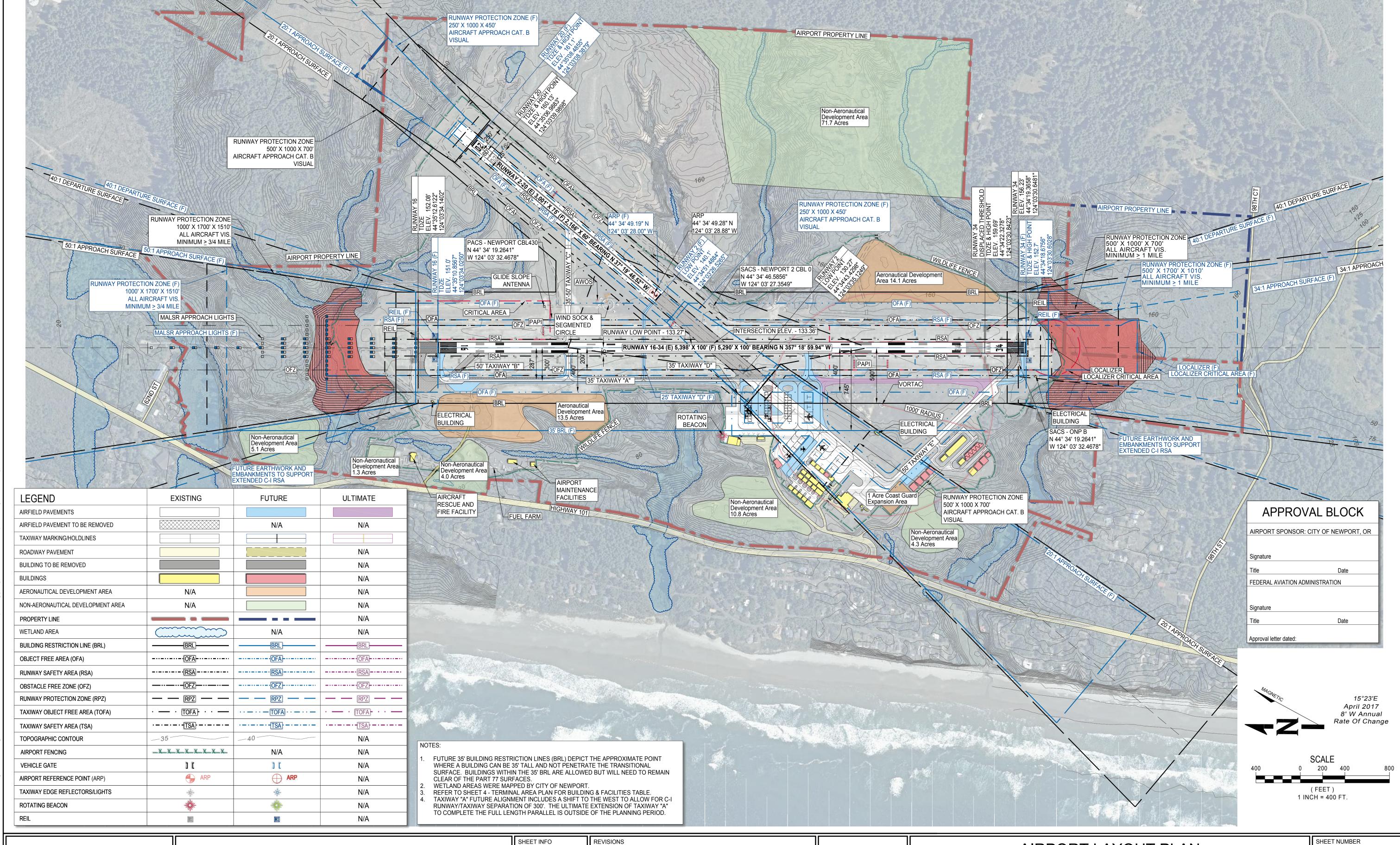
DATASHEET

CITY OF NEWPORT, OR. NEWPORT MUNICIPAL AIRPORT MASTER PLAN UPDATE

0009837W-B-DATASHEET

SHEET NUMBER

NO SCALE



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APPROVED					
LAST EDIT	10/19/2016				
PLOT DATE	8/30/2016				
SUBMITTAL					

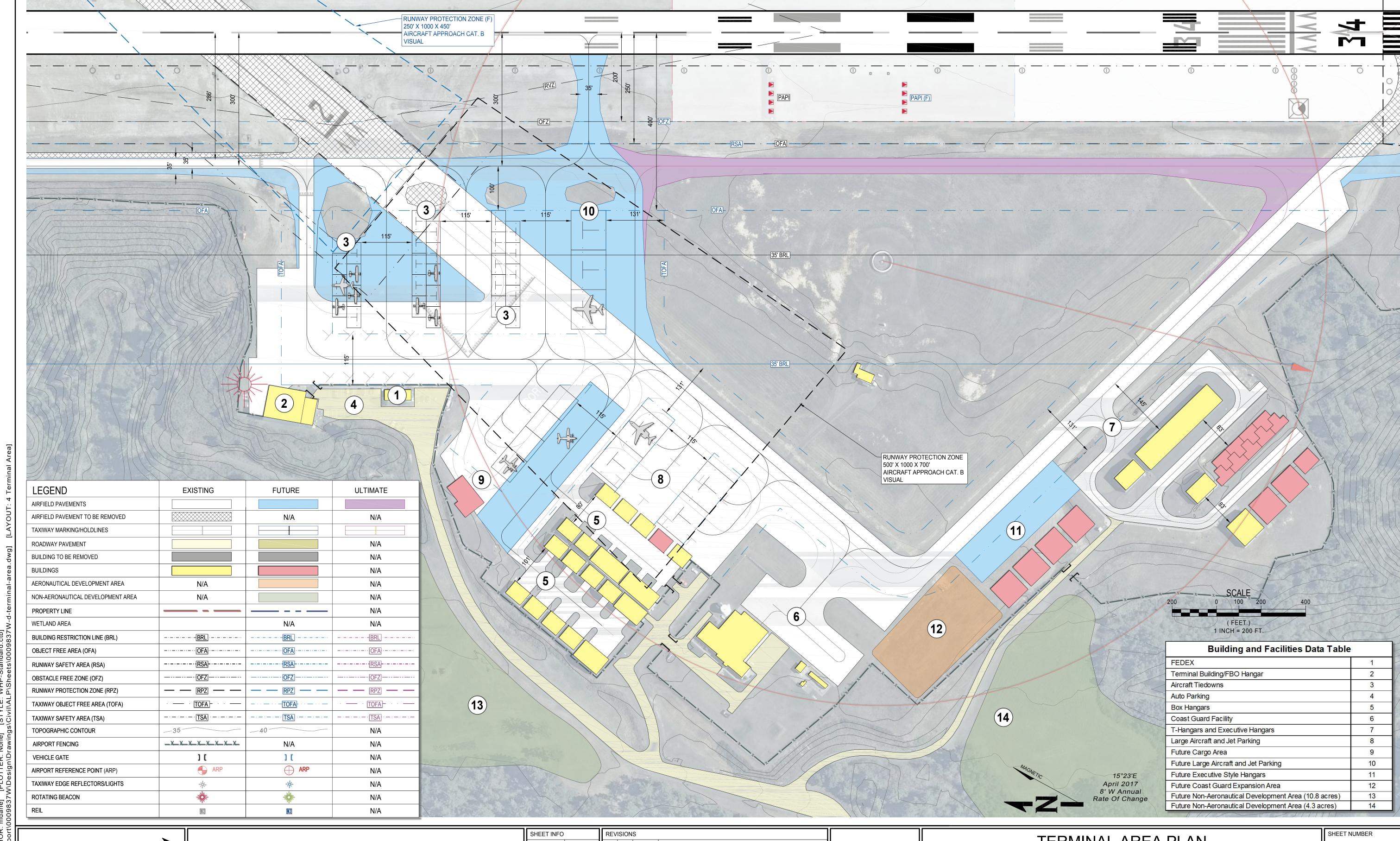
PROJECT NUMBER

P0009837W

AIRPORT LAYOUT PLAN

CITY OF NEWPORT, OR. NEWPORT MUNICIPAL AIRPORT MASTER PLAN UPDATE

0009837W-C-ALP



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I	CHECKED	MD	2				
	APPROVED	DN	3				
	LAST EDIT	5/19/2017					
	PLOT DATE	5/19/2017					
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TERMINAL AREA PLAN

CITY OF NEWPORT, OR. NEWPORT MUNICIPAL AIRPORT MASTER PLAN UPDATE

PROJECT NUMBER P0009837W 0009837W-D-TERMINAL-AREA 1"=200'

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	SHEET 7 - Runway 16 Approach Surface Obstruction Table									
Point#	Point# Description		Approach Surface Elev. Vertical Penetration		Surface	Disposition				
1501	Road	18.99	348	-329	50:1					
1502	US Highway 101	36.36	280	-244	50:1					
1503	Road	37.78	281	-243	50:1					

Transitional

SHEET 7 - Runway 34 Approach Surface Obstruction Table								
Point#	Description	Top Elev.	Approach Surface Elev.	Vertical Penetration	Surface	Disposition		
106	Secondary Road	195.19	326	-131	34:1			
168	*Tree	260.00	268	-8	34:1			
170	Tree	270.17	264	6	34:1			
262	Comm. Tower	429.06	385	44	34:1			
333	Tree	293.72	427	-133	34:1			
334	Pole	228.31	434	-206	34:1			
416	*Tree	304.44	314	-10	34:1			
1504	Road	109.36	342	-233	34:1			
1505	Road	129.42	327	-198	34:1			
1506	Road	185.61	233	-48	34:1			
1507	Road	137.64	386	-248	34:1			
1508	Road	308.18	448	-140	34:1			

Point#	Description	Top Elev.	Approach Surface Elev.	Vertical	Surface	Struction Table Disposition
22	NAVAID	160.88	162	-1	50:1	
23	NAVAID	160.88	162	-1	50:1	
24	NAVAID	159.40	166	-7	50:1	
25	NAVAID	159.40	167	-7	50:1	
26	Tree	166.42	164	3	50:1	
27	Tree	164.01	165	-1	50:1	
28	Tree	190.72	186	5	50:1	
29	Tree	195.62	184	12	50:1	
30	Tree	189.14	185	4	50:1	
31	Tree	192.34	183	10	50:1	
32	Tree	190.18	181	9	50:1	
33	Tree	180.14	178	3	50:1	
34	Tree	177.08	176	1	50:1	
35	Tree	176.68	175	1	50:1	
36	Tree	159.40	178	-19	50:1	
37	Tree	155.30	171	- 15	50:1	
38	Tree	158.00	163	-5	50:1	
1509	Highway 101	33.14	226	-193	50:1	
1510	Road	41.26	231	-190	50:1	
1511	Road	45.1	196	-150	50:1	
1512	Highway 101	43.02	195	-152	50:1	

SHEET 10 - Runway 34 Inner Approach Surface Obstruction Table									
Point#	Description	Top Elev.	Approach Surface Elev.	Vertical Penetration	Surface	Disposition			
104	Secondary Road	174.44	205	-30	34:1				
105	Secondary Road	182.27	203	-21	34:1				
108	Tree	172.20	155	17	34:1				
109	Tree	179.90	165	15	34:1				
110	Tree	184.71	168	17	34:1				
111	Tree	178.28	169	10	34:1				
112	Tree	184.43	171	13	34:1				
114	Tree	194.93	179	16	34:1				
115	Tree	187.73	177	11	34:1				
116	Tree	178.99	175	4	34:1				
117	Tree	185.75	177	9	34:1				
118	Tree	196.50	179	17	34:1				
119	Tree	190.38	183	7	34:1				
120	Tree	188.85	186	3	34:1				
121	Tree	191.87	187	5	34:1				
122	Tree	199.65	191	9	34:1				
123	Tree	206.04	195	11	34:1				
124	Tree	209.15	196	13	34:1				
125	Tree	206.22	200	6	34:1				
126	Tree	213.69	200	14	34:1				
140	Tree	194.56	197	-3	34:1				
141	Tree	187.50	185	2	34:1				
142	Tree	184.69	183	1	34:1				
143	Tree	186.62	189	-3	34:1				
144	Tree	188.04	195	-7	34:1				
145	Tree	189.18	181	9	34:1				
146	Tree	178.70	173	6	34:1				
147	Tree	182.08	175	7	34:1				
148	Tree	182.98	182	1	34:1				
149	Tree	174.53	159	16	34:1				
363	Tree	209.36	201	9	34:1				
364	Tree	206.12	194	12	34:1				
365	Tree	198.20	189	9	34:1				
366	Tree	205.22	196	9	34:1				
370	Tree	198.38	190	8	34:1				
372	Tree	196.04	183	13	34:1				
374	Tree	195.23	180	16	34:1				
375	Tree	196.13	174	22	34:1				
376	Tree	198.20	171	27	34:1				
377	Tree	187.40	176	12	34:1				
1513	Road	168.39	212	-43	34:1				
1514	Road	67.39	221	-153	34:1				
1515	Road	68.91	235	-166	34:1				

	SHEET 11 - Runway 02 Approach Surface Obstruction Table										
Point#	Description	Top Elev.	Approach Surface Elev.	Vertical Penetration	Surface	Disposition					
1240	Tree	356.04	337	19	20:1						
1241	Tree	371.90	342	30	20:1						
1243	Tree	357.99	330	28	20:1						
1244	Tree	342.66	319	24	20:1						
1245	Tree	330.56	320	11	20:1						
1246	Tree	328.61	315	14	20:1						
1247	Tree	323.78	314	10	20:1						
1303	Tree	355.26	336	20	20:1						

	SHEET 11 - Runway 20 Approach Surface Obstruction Table									
Point#	Description	Top Elev.	Approach Surface Elev.	Vertical Penetration	Surface	Disposition				
1297	Tree	189.57	299	-109	20:1					
1516	Road	109.02	266	-157	20:1					
1517	Hangar (F)	158.00	275	-117	20:1					
1518	Road	123.05	277	-154	20:1					
1519	Highway 101	77.91	301	-223	20:1					
1520	Highway 101	109.99	352	-242	20:1					
1521	Highway 101	112.02	391	-279	20:1					

	SHEET 12 - Runway 02 Inner Approach Surface Obstruction Table									
Point#	Description	Top Elev.	Approach Surface Elev.	Vertical Penetration	Surface	Disposition				
178	Sign	131.23	187	-56	20:1					
1522	Taxiway A	142.00	175	-33	20:1					
1523	Taxiway A	143.00	188	- <mark>4</mark> 5	20:1					
1524	Group Tiedown	134.00	192	-58	20:1					
1525	Taxiway A	145.00	204	-59	20:1					
1526	Hangar	155.00	230	-75	20:1					
1527	Electrical Vault	125.99	243	-117	20:1					
1528	USCG Building	151.00	249	-98	20:1					

	SHEET 20 - Runway 20 Inner Approach Surface Obstruction Table								
Point#	Description	Top Elev.	Approach Surface Elev.	Vertical Penetration	Surface	Disposition			
1529	Fence	170.00	168	2	20:1				
1530	Road	174.00	163	11	20:1				

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SHEET INFO	1	REV	ISION	S	
DESIGNED	MD/RI	NO.	BY	DATE	REMARKS
DRAWN	MD/RI				
CHECKED	MD				
APPROVED	DN				
LAST EDIT	5/19/2017				
PLOT DATE	5/15/2017				
SUBMITTAL					



OBSTRUCTION DATA TABLES

CITY OF NEWPORT, OR.
MUNICIPAL AIRPORT MASTER PLAN UPDATE

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[DATE: ----] [AUTHOR: mdane] [PLOTTER: None] [STYLE: WHP-Standard.ctb] [PATH: P:\City of Newport\0009837W\Design\Drawings\Civil\ALP\Sheets\0009837W-e-obs-data-tbl.dw - 1463

NAVAID

Point#	Description	Top Elev.	Departure Surface Elev.	Vertical Penetration	Surface	Disposition
1	NAVAID	153.55	156	-2	40:1	•
2	NAVAID	153.55	156	-2	40:1	
20	BUILDING	160.07	152	8	40:1	
21	NATURAL HIGH POINT	150.92	155	-4	40:1	
22	NAVAID	160.88	170	-9	40:1	
23	NAVAID	160.88	170	-9	40:1	
24	NAVAID	159.40	175	-16	40:1	
25	NAVAID	159.40	175	-16	40:1	
26	TREE	166.42	172	-5	40:1	
27	TREE	164.01	172	-8	40:1	
28	TREE	190.72	199	-8	40:1	
29	TREE	195.62	197	-2	40:1	
30	TREE	189.14	198	-9	40:1	
31	TREE	192.34	195	-3	40:1	
32	TREE	190.18	193	-3	40:1	
33	TREE	180.14	189	<u>-9</u>	40:1	
34	TREE	177.08	188	-11	40:1	
35	TREE	176.68	187	-10	40:1	
36	TREE	176.68	190	-13	40:1	
37	TREE	155.30	181	-25	40:1	
38	TREE	158.00	171	-13	40:1	
43	TREE	210.63	194	16	40:1	
67	TREE	159.89	162	-2	40:1	
69	TREE	181.79	178	4	40:1	
70	TREE	183.36	180	4	40:1	
71	TREE	185.70	182	3	40:1	
76	TREE	181.65	183	-2	40:1	
80	TREE	238.24	211	28	40:1	
81	TREE	241.12	220	21	40:1	
82	TREE	249.76	217	33	40:1	
86	TREE	226.72	206	21	40:1	
97	TREE	222.76	197	26	40:1	
98	TREE	211.60	201	11	40:1	
104 105	SECONDARY ROAD	174.44	201	-27	40:1	
990000	SECONDARY ROAD	182.27	61_26565	-18	40:1	
106 108	SECONDARY ROAD TREE	195.19	300 160	-105 13	40:1 40:1	
100401000	We will be the first of the first	172.20	100000000000000000000000000000000000000	12		
109 110	TREE TREE	179.90 184.71	168 170	14	40:1 40:1	
111	TREE	178.28	170	7	40:1	
112	TREE	184.43	173	11	40:1	
113	TREE	189.44	176	13	40:1	
114	TREE	194.93	180	15	40:1	
	TREE	3	0	8	8	
115		187.73	178	10	40:1	
116	TREE	179.00	177	2	40:1	
117	TREE	185.75	177	8	40:1	
118	TREE	196.50	180	17 7	40:1	
119	TREE	190.38	183		40:1	
120	TREE	188.85	185	3	40:1	
121	TREE	191.87	187	5	40:1	
122	TREE	199.65	190	10	40:1	
123	TREE	206.04	194	12	40:1	
124	TREE	209.15	193	16	40:1	
125	TREE	206.22	198	8	40:1	
126	TREE	213.69	197	16	40:1	
137	TREE	200.64	202	-1	40:1	
138	TREE	196.41	202	<u>-5</u>	40:1	
139	TREE	202.17	202	0	40:1	
140	TREE	194.57	195	-1	40:1	
141	TREE	187.50	185	2	40:1	
142	TREE	184.69	184	0	40:1	
143	TREE	186.62	188	-2	40:1	
144	TREE	188.04	193	-5	40:1	
145	TREE	189.19	181	8	40:1	
146	TREE	178.70	174	4	40:1	
147	TREE	182.08	179	3	40:1	
148	TREE	182.98	183	0	40:1	
149	TREE	174.53	163	12	40:1	

Point#	Description	Top Elev.	Departure	Vertical	Surface	Disposition
***************************************		133	Surface Elev.	Penetration	ALCONOMIC (19)	Бізрозіцоп
150	TREE TREE	201.61	200	-40	40:1 40:1	
151 152	TREE	252.64 263.53	292 295	-32	40.1	
153	TREE	258.04	297	-39	40:1	
154	TREE	255.52	297	-41	40:1	
155	TREE	274.42	296	-22	40:1	
156	TREE	246.47	271	-25	40:1	
157	TREE	240.08	267	-27	40:1	
158	TREE	240.79	266	-26	40:1	
159	TREE	245.47	262	-17	40:1	
160	TREE	231.74	259	-28	40:1	
161	TREE	237.37	257	-19	40:1	
162	TREE	238.27	269	-31	40:1	
163	TREE	239.12	264	-25	4 <mark>0:1</mark>	
164	TREE	242.72	266	-23	40:1	
165	TREE	241.10	266	-25	40:1	
166	TREE	250.24	262	-12	40:1	
167	TREE	244.97	259	-15	40:1	
168 169	TREE TREE	260.00 244.07	256 254	-10	40:1 40:1	
170	TREE	270.17	248	22	40:1	
170	TREE	233.27	248	-10	40:1	
172	TREE	233.45	244	-10	40.1	
173	TREE	255.50	249	7	40:1	
174	TREE	251.45	253	-1	40:1	
175	TREE	237.50	249	-12	40:1	
176	TREE	226.88	250	-23	40:1	
177	TREE	227.33	254	-26	40:1	
178	TREE	241.10	258	-17	40:1	
179	TREE	233.54	254	-20	40:1	
180	TREE	241.82	258	-16	40:1	
181	TREE	246.86	252	-5	40:1	
204	TREE	244.85	184	61	40:1	
205	TREE	241.70	188	54	40:1	
210	TREE	303.62	207	97	40:1	
211	TREE	248.72	213	35	40:1	
214	TREE	266.54	211	56	40:1	
217	TREE	251.06	200	51	40:1	
218	TREE	236.30	193	43	40:1	
247	TREE	320.72	298	23	40:1	
249	TREE	322.16	289	33	40:1	
250	TREE	309.20	292	17	40:1	
251	TREE	309.38	281	28	40:1	
253	TREE TREE	317.48 325.22	286 289	31 36	40:1	
254 255	TREE	325.22	289	36 25	40:1 40:1	
256	TREE	312.22	285	15	40:1	
262	COMMUNICATION TOWER	429.06	351	78	40.1	
272	TREE	392.09	370	22	40:1	
273	TREE	389.48	376	13	40:1	
274	TREE	390.83	370	21	40:1	
275	TREE	432.68	385	48	40:1	
276	TREE	421.61	390	32	40:1	
277	TREE	407.71	385	23	40:1	
278	TREE	403.03	390	13	40:1	
279	TREE	417.47	396	21	40:1	
280	TREE	416.03	391	25	40:1	
281	TREE	413.65	395	19	40:1	
282	TREE	407.89	387	21	40:1	
283	TREE	412.48	392	21	4 <mark>0:1</mark>	
284	TREE	409.24	395	14	40:1	
285	TREE	423.05	393	30	40:1	
286	TREE	419.45	388	31	40:1	
287	TREE	422.24	393	29	40:1	
291	TREE	410.99	389	22	40:1	
			007		40.4	1
300	TREE	405.19	367	38	40:1	

SHEET 14 - Runway 16-34 Departure Surface Obstruction Table								
Point#	Description	Top Elev.	Departure Surface Elev.	Vertical Penetration	Surface	Disposition		
303	TREE	382.33	371	12	40:1			
304	TREE	398.44	360	39	40:1			
305	TREE	427.60	351	76	40:1			
306	TREE	399.83	349	51	40:1			
307	TREE	387.82	344	44	40:1			
308	TREE	379.99	337	43	40:1			
310	TREE	394.30	345	49	40:1			
311	TREE	411.53	350	62	40:1			
325	TREE	415.36	354	61	40:1			
326	TREE	403.21	354	49	40:1			
327	TREE	397.67	356	41	40:1			
330	TREE	388.99	361	28	40:1			
333	TREE	293.72	386	-92	40:1			
334	POLE	228.31	392	-164	40:1			
339	TREE	262.28	221	42	40:1			
341	TREE	280.55	210	71	40:1			
342	TREE	272.90	215	58	40:1			
344	TREE	266.96	218	49	40:1			
345	TREE	251.93	215	37	40:1			
349	TREE	273.62	212	62	40:1			
350	TREE	262.64	207	55	40:1			
351	TREE	264.35	206	59	40:1			
352	TREE	245.18	201	45	40:1			
358	TREE	257.96	193	65	40:1			
359	TREE	258.59	195	64	40:1			
360	TREE	262.46	198	64	40:1			
361	TREE	261.38	203	59	40:1			
363	TREE	209.36	198	11	40:1			
364	TREE	206.12	193	14	40:1			
365	TREE	198.20	188	10	40:1			
366	TREE	205.22	194	12	40:1			
367	TREE	249.05	188	61	40:1			
368	TREE	256.07	184	72	40:1			
369	TREE	223.58	179	44	40:1			
370	TREE	198.38	189	9	40:1			
371	TREE	201.35	185	17	40:1			
372	TREE	196.04	183	13	40:1			
374	TREE	195.23	180	15	40:1			
375	TREE	196.13	175	21	40:1			
376	TREE	198.20	173	25	40:1			
377	TREE	187.40	177	11	40:1			
378	TREE	228.80	170	59	40:1			
379	TREE	237.89	173	65	40:1			
388	TREE	253.10	178	75	40:1			
397	TREE	241.04	187	54	40:1			
409	COMMUNICATION TOWER	206.82	322	-115	40:1			
410	TREE	293.82	298	-5	40:1			
411	TREE	304.17	299	5	40:1			
412	TREE	309.21	299	10	40:1			
413	TREE	287.34	296	-9	40:1			
414	TREE	273.84	294	-20	40:1			
415	TREE	277.89	293	-15	40:1			
416	TREE	304.44	290	14	40:1			
417	TREE	289.05	289	0	40:1			
418	TREE	275.64	286	-10	40:1			
419	TREE	286.44	286	0	40:1			
420	TREE	269.07	283	-14	40:1			
421	TREE	264.66	282	-14	40:1			
			202	1.0				
431	TREE	182.28	154	28	40:1			

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SHEET INFO		REV	ISION	S	
DESIGNED	MD/RI	NO.	BY	DATE	REMARKS
DRAWN	MD/RI				
CHECKED	MD				
APPROVED	DN				
LAST EDIT	5/15/2017				
PLOT DATE	5/15/2017				
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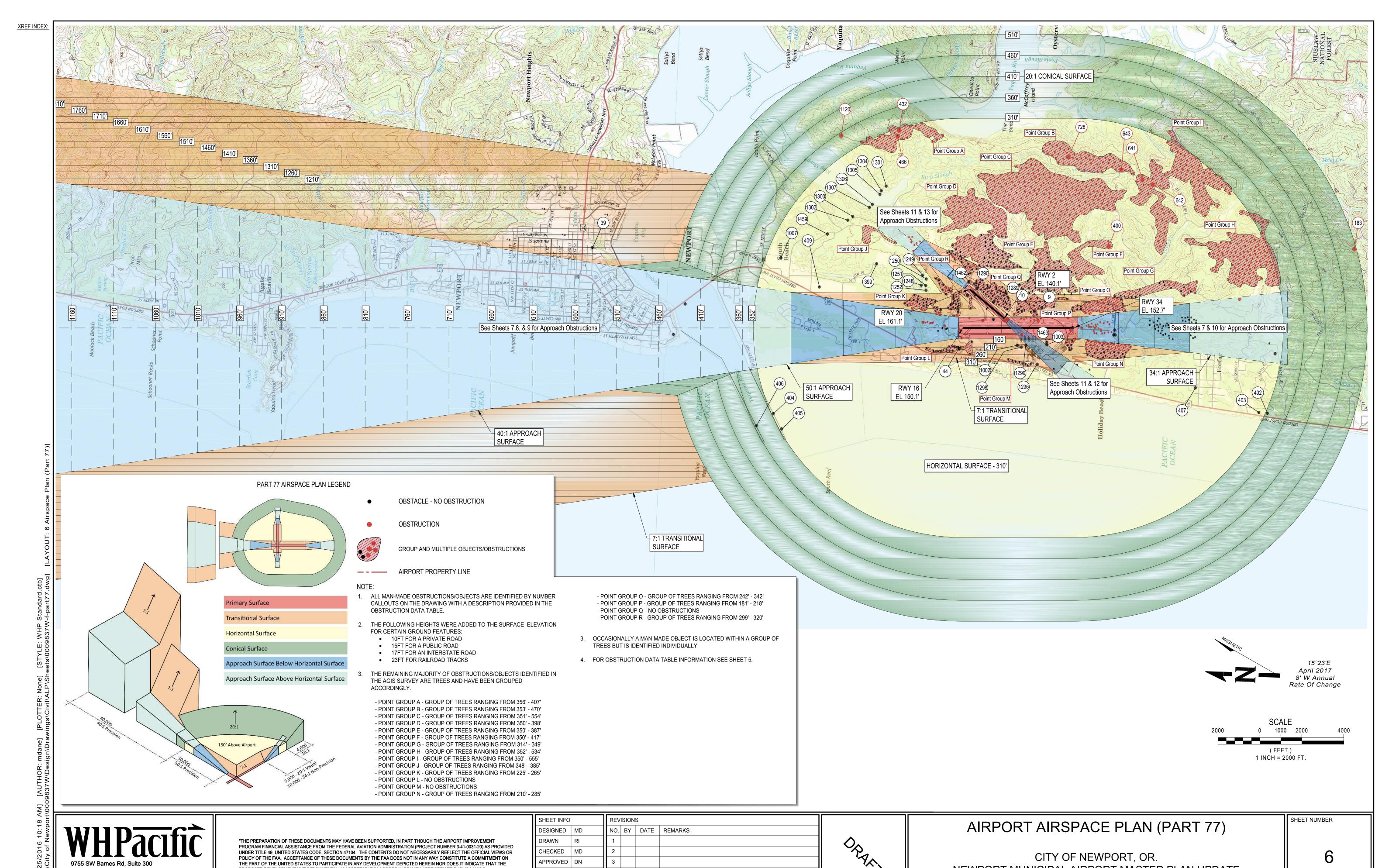


OBSTRUCTION DATA TABLES

CITY OF NEWPORT, OR.

NEWPORT MUNICIPAL AIRPORT MASTER PLAN UPDATE PROJECT NUMBER P0009837W 0009837W-E-OBS-DATA-TBL NA

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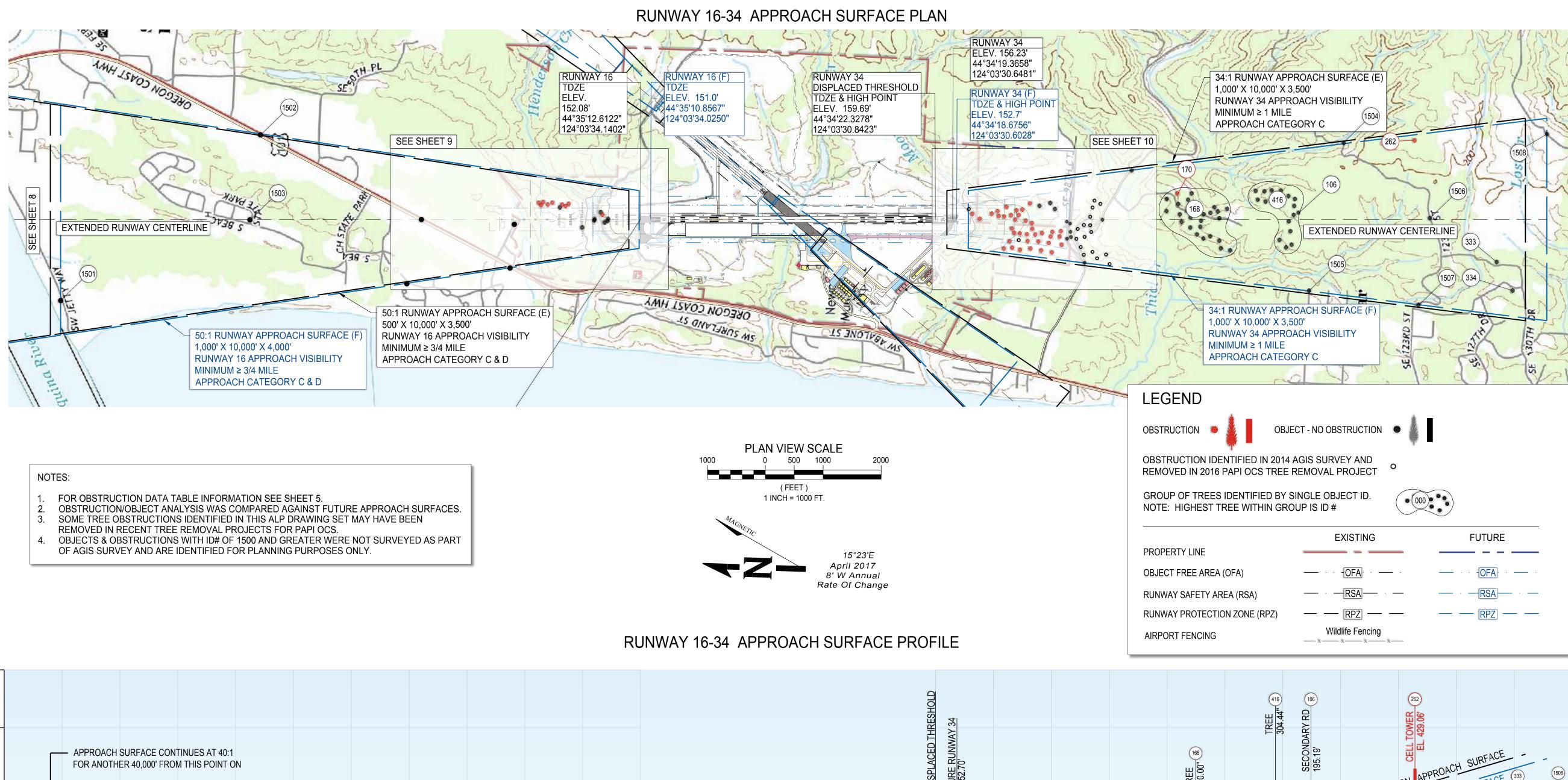
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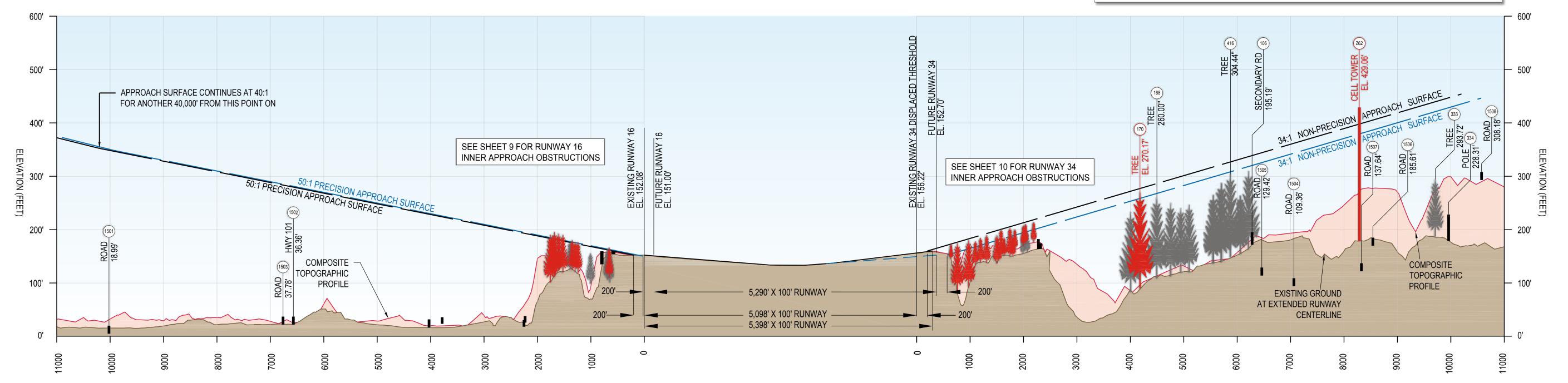
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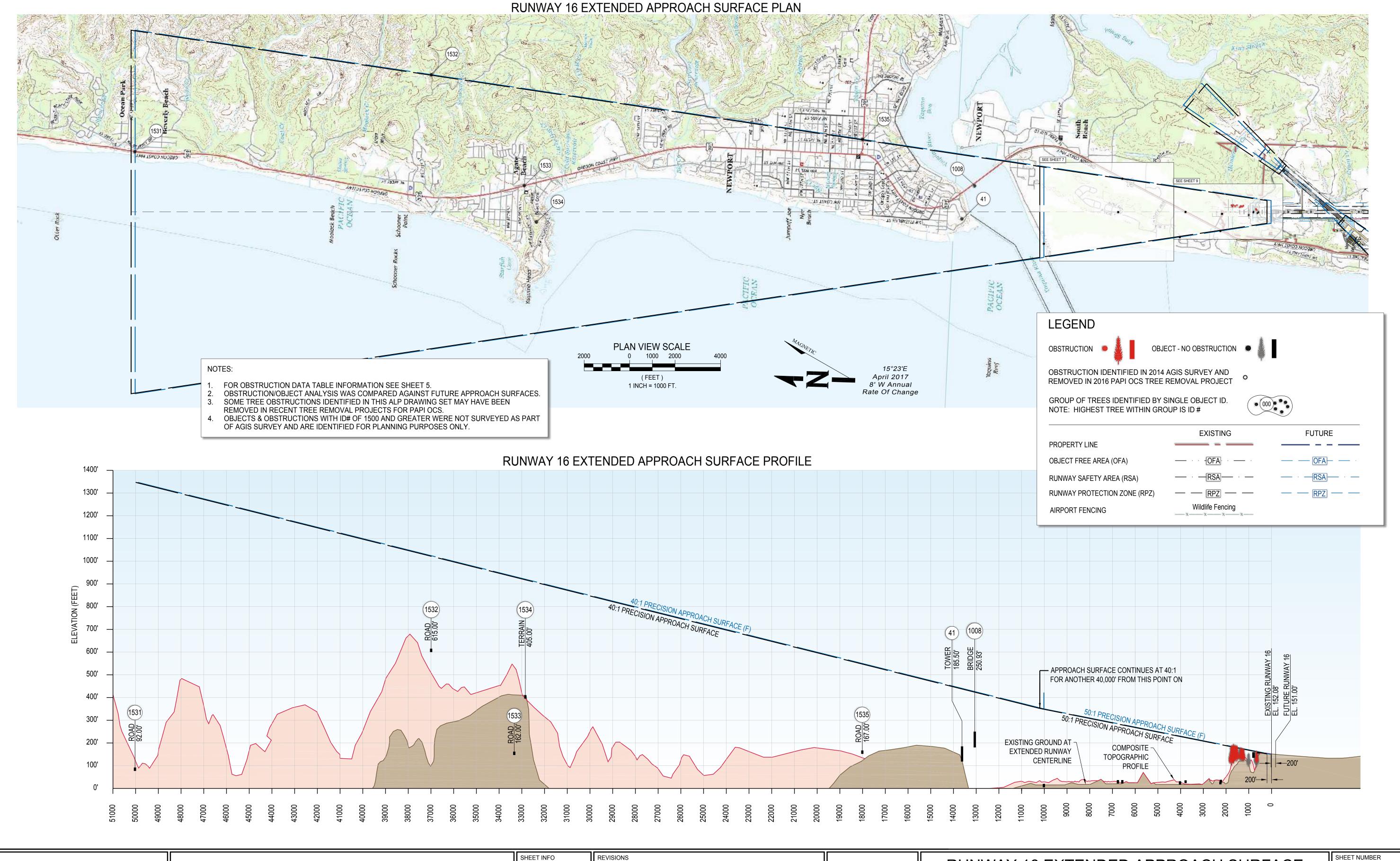
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RUNWAY 16-34 APPROACH SURFACE

CITY OF NEWPORT, OR. NEWPORT MUNICIPAL AIRPORT MASTER PLAN UPDATE

PROJECT NUMBER P0009837W 0009837W-G-RUNWAY-16-34-APP 1"=1,000'

SHEET NUMBER



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RUNWAY 16 EXTENDED APPROACH SURFACE

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NEWPORT MUNICIPAL AIRPORT MASTER PLAN UPDATE

 8

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