

CHAPTER TWO: INVENTORY



NEWPORT MUNICIPAL AIRPORT

AIRPORT MASTER PLAN UPDATE

FINAL DRAFT – JUNE 2017

Chapter Two documents the existing conditions for the Newport Municipal Airport (Airport), including Airport facilities, airspace, land use and zoning, environmental considerations, historical aviation activity, and financial data. The information presented represents baseline data and is the foundation for subsequent chapters. An accurate inventory helps produce an aviation demand forecast that is reasonable and aids in identifying future facility development needs.

BACKGROUND DATA

Airport Location and Access

The City of Newport is located along the Central Oregon Coast in Lincoln County. Newport is two hours from Portland and an hour from the Interstate 5 corridor. The city is a key western portal to Oregon's Central Coast and home to the Oregon Coast Aquarium, Hatfield Marine Science Center, Yaquina Head Lighthouse, and Nye Beach. Further, the Marine Operations Center-Pacific for the National Oceanic and Atmospheric Administration (NOAA) is located in Newport. **Exhibit 2A** shows a map of the region and airport vicinity.

The Airport is on 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.

Area Topography

The City of Newport lies between the Pacific Ocean on the West and the Oregon Coastal Range with peaks averaging 2,000-3,500 feet mean sea level (MSL) on the East. Newport sits at approximately 134 feet MSL, with the Airport at 161.1 feet MSL. The surrounding mountains provide timber and recreational lands.

Climate

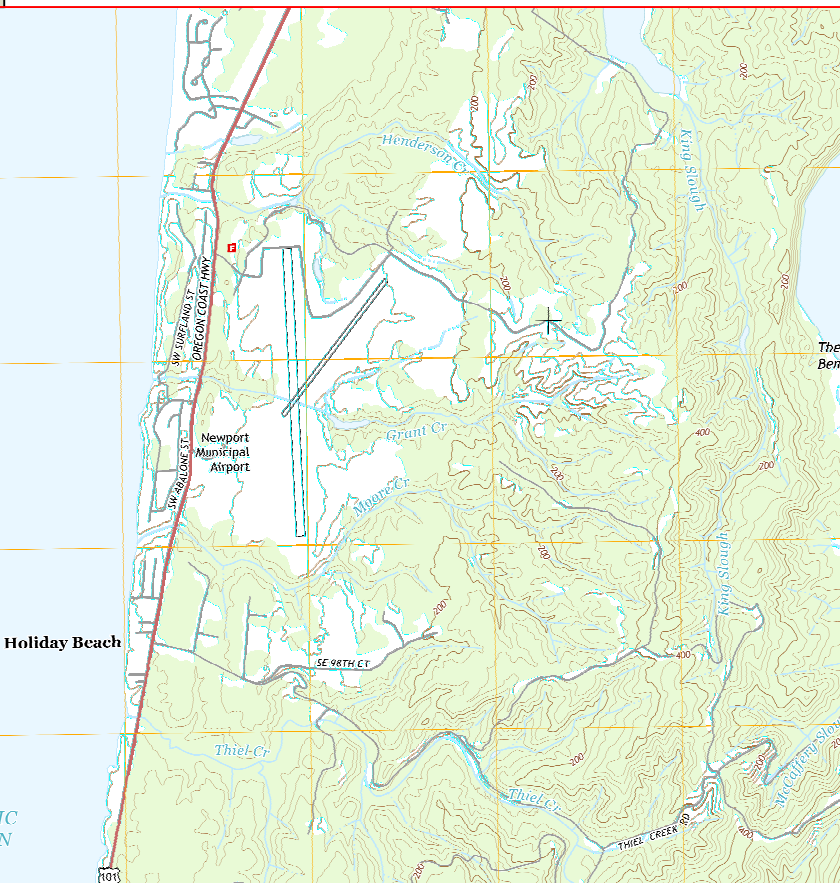
Newport experiences two mild seasons with cool and wet conditions year round. The annual high temperature is 58.5 °F¹ and the annual low temperature is 44.1 °F. The warm season lasts from June to October with an average daily high temperature above 62°F. The cold season lasts from November to February with an average daily high temperature below 53°F. Over the entire year, the most common forms of precipitation are light rain, moderate rain, and heavy rain. The annual rainfall average is 69.57 inches.

Airport History

The area now known as Newport was officially founded on July 4, 1866. The city quickly became a popular travel destination, though no roads reached Newport until 1927. Today, the major industries are fishing and tourism.

The Airport was originally constructed by the Civil Aeronautics Administration (the FAA predecessor) in 1943 with a land grant from the City of Newport. The Airport was returned to City ownership in 1947. Since that time the Airport has been under city jurisdiction.

¹ U.S. Climate Data: www.usclimatedata.com/climate/newport/oregon/united-states/usor0245



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Airport Location
and Vicinity

Exhibit 2A

In the early 1980s a major, multi-phase, multi-year (1980-1986) renovation to the airfield included land acquisition, clearing, road relocation, a runway lighting system, and a lighted wind sock. Phase II of this renovation reduced the length and width of Runway 2-20 from 5,080 feet long and 150 feet wide to 3,000 feet long and 75 feet wide. This phase also lengthened and overlaid Runway 16-34. The third and final phase of renovation included construction of taxiways utilizing a portion of the property occupied by Runway 2-20 (shortened in Phase II).

In the summer of 2014, a \$9.6 million reconstruction project was completed at the Airport. The main construction during this project focused on reducing the width of Runway 16-34 from 150 feet to 100 feet and changing the direction of runway drainage. In addition to the runway rehabilitation, other work included replacement of portions of the existing storm sewers, constructing new storm sewers, a new emergency power generator, relocation of the existing generator, providing three new electrical regulators, electric improvements, pavement marking, a new ARFF truck, a wildlife hazard assessment, an airport geographical information survey (AGIS) and miscellaneous assessments and improvements.

The Federal Aviation Administration (FAA) has assisted in a multitude of projects over the Airport's history with funding from the Airport Improvement Program (AIP). **Table 2A** shows federally-assisted development projects.

EXISTING FACILITIES

The Airport is at an elevation of 161.1 feet MSL and consists of approximately 700 acres. Existing facilities are described here within three primary categories: 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. Exhibit 2B shows the existing facilities at the Airport.

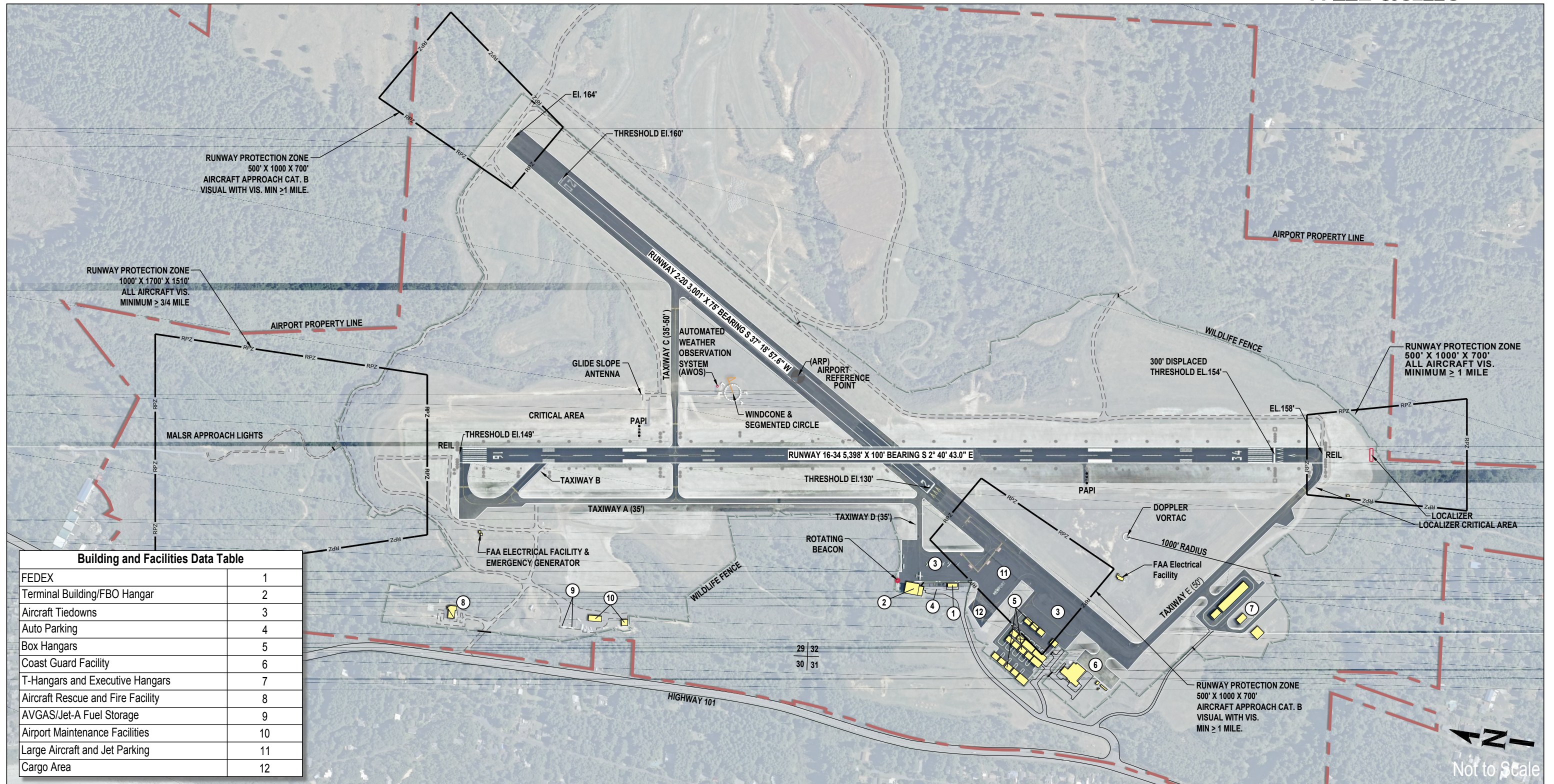
Airfield Facilities

Airfield facilities include pavement used for the movement of aircraft (i.e., runways, taxiways, taxilanes, and aprons). In June of 2013 the Airport's Pavement Condition Index (PCI) was updated for those pavements located on Airport Property as part of a three-year rotation. The condition of the airport pavements were rated on a scale of 0-100, with 0 being an unusable paved surface and 100 reflecting a just-constructed paved surface. Generally, ratings with a PCI above 70 require only preventative maintenance in the short term, while ratings between 40 and 70 require major rehabilitation and ratings less than 40 typically require reconstruction. **Exhibit 2C** depicts the pavement condition map for the Airport. At the time the PCI was updated pavement sections were documented. Pavement sections describe how individual sections of pavement were constructed. **Exhibit 2D** provides a detailed graphic of the existing pavement sections at the Airport.

Table 2A. Federally Assisted Development Projects

Year	Project	AIP Number
1983	Improve access road, rehabilitate runway and extend runway, construct apron	001
1985/86	Improve access road, remove obstructions, acquire aircraft rescue & firefighting safety equipment, construct taxiway	002, 003
1988	Install instrument approach aid, conduct airport master plan study	004, 005
1992	Acquire land for approaches, install miscellaneous NAVAIDS, acquire aircraft rescue & firefighting safety equipment	006, 007
1993	Rehabilitate Taxiway, construct apron, rehabilitate runway	008
1995	Install runway vertical/visual guidance system, conduct airport master plan study, install runway lighting, improve airport drainage, install weather reporting equipment, improve access road, construct apron	009
2000	Construct Taxiway, conduct airport master plan study, improve runway safety area, install perimeter fencing, rehabilitate airport beacons, install runway lighting, remove obstructions, install weather reporting equipment, install airfield guidance signs	010
2001	Remove obstructions, install perimeter fencing	011
2003	Install weather reporting equipment, rehabilitate runway, install airfield guidance signs, improve airport erosion control, rehabilitate runway lighting	012
2005	Construct building, install miscellaneous NAVAIDS, conduct miscellaneous study	013
2006	Construct building	014
2007	Acquire aircraft rescue & firefighting vehicle	015
2008	Rehabilitate runway and taxiway	016
2010	Install miscellaneous NAVAIDS	017
2011	Install guidance Signs, acquire Emergency Generator, rehabilitate runway	018
2012	Rehabilitate runway, install guidance signs	019, 020, 021
2013	Acquire aircraft rescue & firefighting vehicle, wildlife hazard assessment, rehabilitate runway	022
2015	Conduct Airport master plan study	023

Source: FAA Northwest Mountain Region Airports District Office (2015).



Building and Facilities Data Table

FEDEX	1
Terminal Building/FBO Hangar	2
Aircraft Tiedowns	3
Auto Parking	4
Box Hangars	5
Coast Guard Facility	6
T-Hangars and Executive Hangars	7
Aircraft Rescue and Fire Facility	8
AVGAS/Jet-A Fuel Storage	9
Airport Maintenance Facilities	10
Large Aircraft and Jet Parking	11
Cargo Area	12



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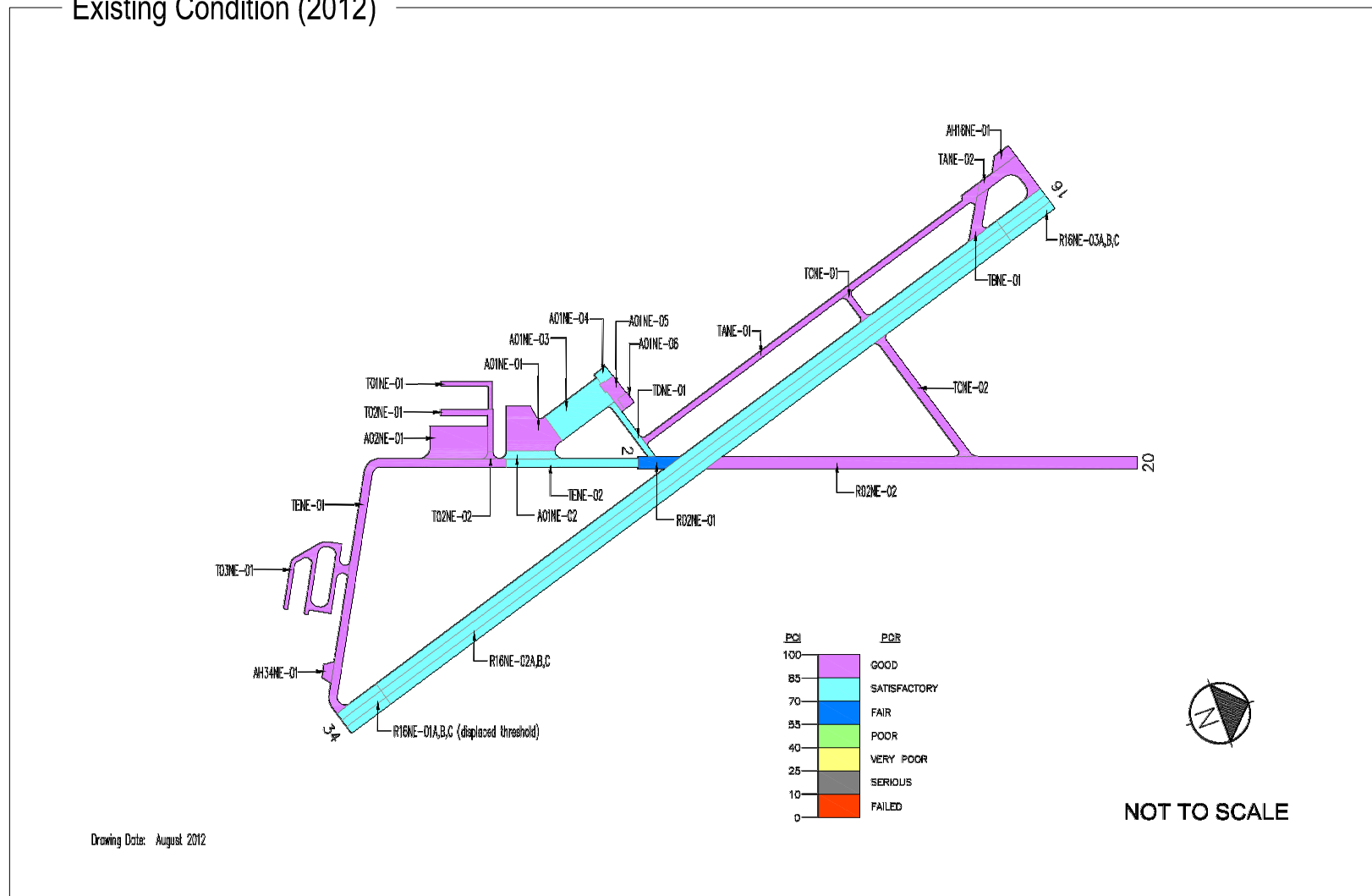
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Existing Conditions
Map

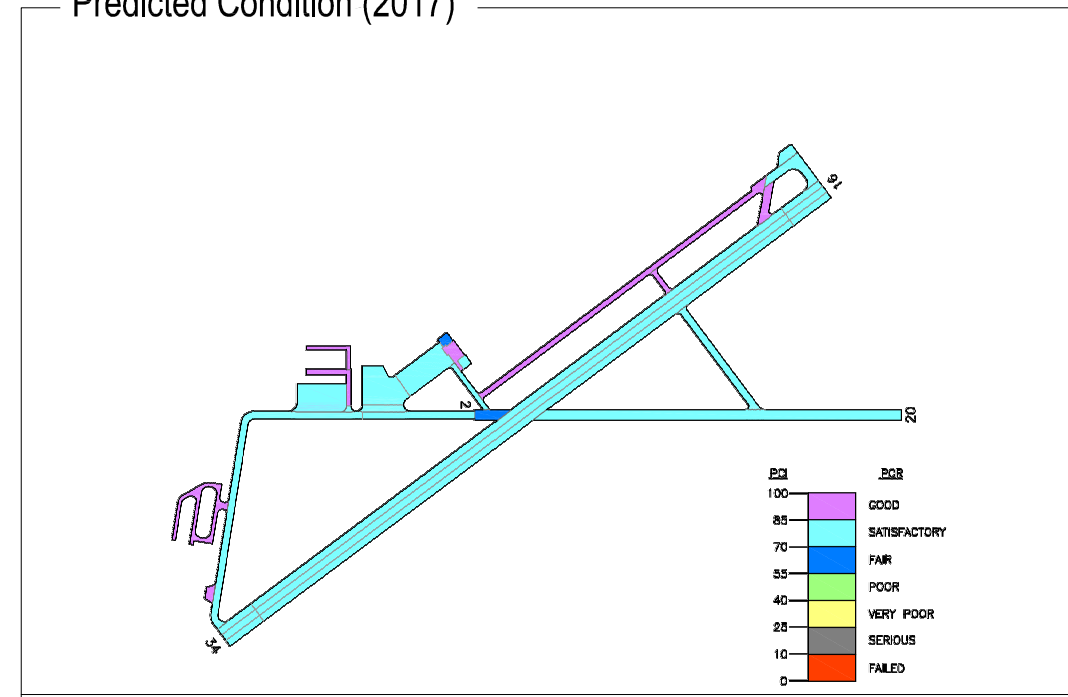
Exhibit 2B

Not to Scale

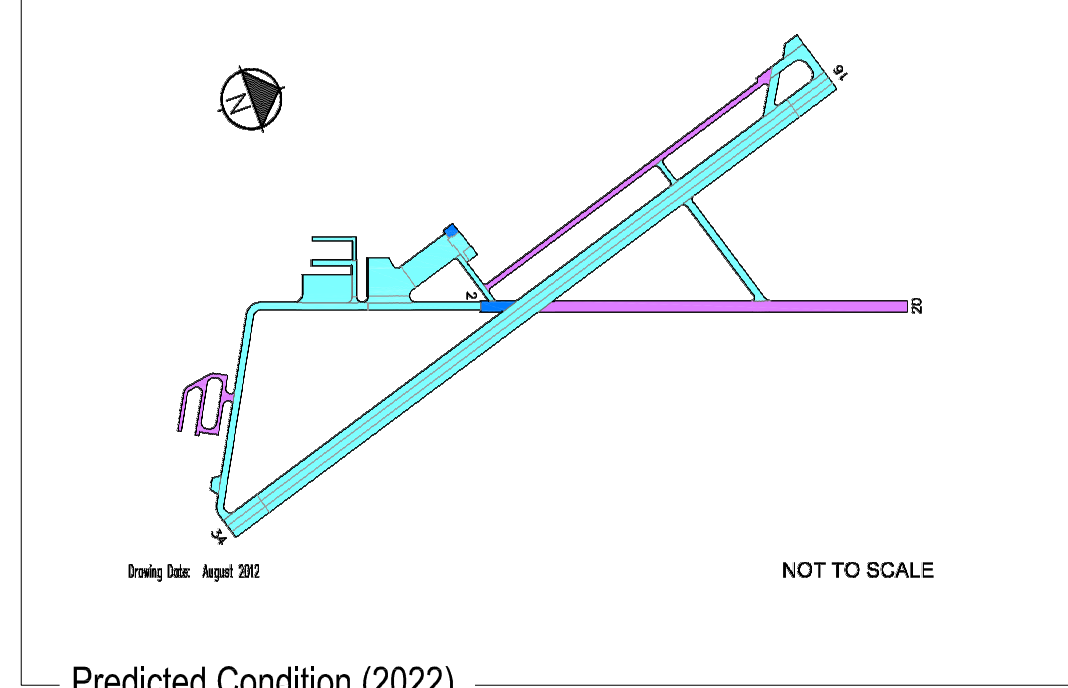
Existing Condition (2012)



Predicted Condition (2017)



Predicted Condition (2022)



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Pavement Condition
Map

EXHIBIT 2C



NEWPORT MUNICIPAL AIRPORT AIRPORT MASTER PLAN UPDATE

Pavement Section
Map

Exhibit 2D

Runways

The Newport Municipal Airport has two paved runways, 16-34 and 2-20.

Runway 16-34 (north-south alignment) is 5,398 feet long and 100 feet wide. 16-34 is composed of asphalt which is in good condition. The pavement strength of the runway is rated as 75,000 pounds for Single Wheel Gear (SWG), 120,000 pounds for Dual Wheel Gear (DWG), and 170,000 pounds for Double Tandem Wheel (DTW). The runway supports general aviation aircraft, which includes private and business operators as well as US Coast Guard aircraft.

Runway 2-20 (northeast-southwest alignment) is 3,000 feet long and 75 feet wide. 2-20 is composed of asphalt, which is in good condition. The pavement strength for the runway is rated as 33,000 pounds for SWG, 50,000 pounds for DWG, and 84,000 pounds for DTW aircraft.

Taxiways and Taxilanes

Taxiways are constructed primarily to facilitate aircraft movements to and from the runway. Some taxiways are necessary simply to provide access between aprons and the runway, and other taxiways are necessary to provide safe and efficient use of the airfield. Taxilanes are for aircraft movements to access taxiways, for example from a hangar or tiedown area.

There are five taxiways at the Airport as shown in **Table 2B**; they are also depicted in **Exhibit 2B**.

Table 2B. Airport Taxiways

Taxiway	Location
Taxiway A	Provides access to Runway 16, Taxiway B, Taxiway C, and Taxiway D. Runs parallel to Runway 16-34 from Runway 16 to the intersection of the runways and is located on the west side of Runway 16-34. Load bearing capacity does not permit large aircraft operations, instead large aircraft must back taxi on Runway 16-34 and use Taxiway B as a turnaround for Runway 16 departures.
Taxiway B	Provides access to Runway 16-34 and Taxiway A. It intersects Runway 16-34 approximately 500 feet from the Runway 16 threshold. Used for heavy aircraft access to Runway 16.
Taxiway C	Provides access between Runway 2-20 and Taxiway A.
Taxiway D	Provides access from the apron / tiedown area and FBO to Taxiway A.
Taxiway E	Provides access to Runway 2 and Runway 34, as well as the US Coast Guard building and hangar / tiedown areas.

Source: WHPacific, Inc.

Aprons and Aircraft Parking

Total aircraft apron area at the Airport is estimated at 18,392 square yards, or an estimated 3.8 acres. 13 tiedowns are provided on the apron serving both based and transient aircraft. There is no officially designated helipad or heliport on the airfield, so helicopters may arrive on a runway approach and hover-taxi to the apron for parking.

Airfield Lighting

Runway 16-34 is equipped with high intensity runway edge lighting (HIRL) and Runway 2-20 is equipped with medium intensity runway edge lighting (MIRL), both of which operate via radio control from approaching aircraft. Runway 34 has Runway End Identifier Lights (REIL). REILs are flashing white lights that identify the end of the runway. The taxiways have edge reflectors.

Airfield Markings and Signage

Runway 16-34 is marked for a precision instrument approach. Runway 2-20 is marked for visual approach. Taxiways are marked with taxiway centerlines, reflectors, and hold lines adjacent to runways. The airfield has a comprehensive system of lighted airfield signage.

Airport Navigational Aids

Airport Navigational Aids, or NAVAIDS, provide navigational assistance for aircraft on approach to an airport. NAVAIDS are classified as visual approach aids or instrument approach aids; the former providing a visual navigational tool and the latter being an instrument-based navigational tool. The types of approaches available at an airport are based on the NAVAIDS provided. The following sections describe existing Newport NAVAIDS.

Visual Approach Aids

Both ends of Runway 16-34 have a four-light Precision Approach Path Indicator (PAPI). Since the Fall of 2014, the PAPI for Runway 34 has been out of service until vegetation blocking the glide path was removed and the FAA settled on a revised glide path width. 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.

Instrument Approach Aids

Instrument approach aids include equipment associated with the Airport's instrument approach. With Runway 16's precision Instrument Landing System (ILS), there 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 $\frac{3}{4}$ statute mile.

Instrument Approach Procedures (IAP) published for the Airport are shown in **Table 2C**.

Table 2C. Instrument Approach Procedures (IAP) at Newport Municipal Airport

IAP	Ceiling ² (feet, above ground level (AGL))	Visibility (statute miles)
ILS RWY 16	250'	¾ sm
LOC RWY 16	569'	Varies from ¾ sm to 1 ¾ sm
RNAV (GPS) RWY 16	Varies from 469' to 569'	Varies from ¾ sm to 1 ¾ sm
RNAV (GPS) Rwy 34	762'	Varies from 1 sm to 2 ½ sm
VOR/DME RWY 16	549'	Varies from 1 sm to 1 ¼ sm
VOR/DME RWY 34	765'	Varies from 1 sm to 2 ½ sm
VOR-A	1,000'	Varies from 1 ¼ sm to 3 sm

Source: FAA National Aeronautical Charting Office / National Ocean Service (NACO/NOS) charts, effective through February 4, 2016.

Other NAVAIDS

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

Automated Weather Observing System (AWOS)

There is currently an Automated Weather Observing System (AWOS) at the Airport. This system updates weather observations every minute, continually reporting significant weather changes as they occur. This system also reports cloud ceiling, visibility, temperature, dew point, wind direction, wind speed, altimeter setting, and density altitude (airfield elevation corrected for temperature). The AWOS ceilometer was replaced in 2016 to extend the service life of the AWOS.

Landside Facilities

Landside refers to facilities such as aircraft storage hangars, airport maintenance facility, fuel storage, vehicle access, and parking. The Airport's landside facilities are located on the west side of the airfield. Aviation services provided at the Airport are also addressed in this section.

Aviation Services / Fixed Base Operations

A fixed base operator (FBO) is an individual or a business may offer aviation related services such as flight instruction, aircraft rental, aircraft maintenance, hangar/tiedown storage, and aircraft fueling. Since the purchase of the FBO by the City of Newport, the City has run the FBO at the Airport. The FBO is staffed seven days a week from 8:00 A.M to 5:00 P.M. Presently, FBO services include:

² Ceiling and Visibility variance due to aircraft approach categories, which is determined by aircraft approach speed.

- Aviation fuel (100LL, Jet A, Jet A/Prist)
- Self-Serve Aviation Fuel (100LL)
- Aircraft parking (tiedowns)
- Aircraft storage (hangars)
- Overnight tiedown rentals
- Overnight hangar rentals
- Catering
- Rental cars
- Courtesy transportation
- Computerized weather
- Internet access, copy & fax service
- Restrooms
- Pilot lounge/terminal

The Airport has a separate 2,400-square-foot office building that is currently leased to FedEx for office space. 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 June 2017, Lifelight leases the three upstairs offices.

Hangars

Aircraft hangars provide storage space for many of the aircraft based at the Airport, as well as some limited transient aircraft. There are 23 box hangars at Newport Municipal Airport. Three of these hangars are considered “executive hangars.” There are 10 T-hangars at the Airport. Transient aircraft can rent space in the FBO’s hangar area.

Fuel Storage

Fueling facilities are provided by Phillips 66 Fuel Service. The above-ground tanks were installed in 1996. The Jet A tank has a 12,000 gallon capacity and the 100 LL tank has a 10,000 gallon capacity. Jet A and 100LL are both fueled from a mobile tanker. 100LL is also available from a card lock self-service fueling system. Jet A is available with or without Prist, an anti-icing fuel additive.

Vehicle Access, Parking, and Security

Access to the airfield is restricted by a fence along the entire perimeter of the airfield including the hangar buildings on the southwest side of the Airport. Auto access is provided via four secure electric gates on the west side of the airfield (one at the south end, one by the Coast Guard, one mid-field, and one on the north end). Further vehicle access is provided via chain locked gates at other locations around the perimeter fence. There is a locked pedestrian gate by the T-hangar access gate and a second locked Pedestrian gate by the FedEx building. The main entrance to the Airport is provided by a two-lane roadway that connects directly to Highway 101. A paved parking lot accommodates approximately 23 vehicles.

Airport Support Facilities

Airport Support briefly addresses emergency services, Airport maintenance, fencing, and ground transportation.

Emergency Services

Aircraft rescue and firefighting (ARFF) is available through the City of Newport Fire Department, which is located on the northwest end of the airfield, and is stored in a fire station with direct access to the airfield. The ARFF vehicle is a Rosenbauer Airwolf C2 that was purchased in 2013. The station is not normally staffed and emergency response is by an alarm call out. The City will send out fire fighters on standby for the arrival of aircraft seating more than 30 passengers.

Airport Maintenance

Airport Maintenance is provided by the City of Newport. Maintenance equipment is stored onsite in the Airport storage buildings.

Fencing

Vehicle and pedestrian access to the airfield is limited by chain link fencing along the entire airfield. The airport environs have full perimeter fencing. Sections of the perimeter fence are being undermined by erosion. Future improvements will be necessary to address ground slides impacting the perimeter fence.

Ground Transportation

Ground transportation to and from the Airport includes local transit service (on-call), taxi, and rental car service.

Utilities

Utilities and public services provided at the Airport include water, sanitary sewer, communication and power. As part of this master plan, planners conducted an analysis of utility usage at the airport, limiting the analysis to water and sewer only. The results of this assessment will be used to determine the practicality of furnishing future water and sewer needs at the airport.

Water – Seal Rock Water District and the City of Newport. The Seal Rock water district starts at SE 72nd ST and goes south toward Seal Rock. The City of Newport water district starts at SE 72nd ST and goes north.

Seal Rock Water District provides water to the south end of the Airport. . The City of Newport Supplies water to the North end of the Airport primarily to the ARFF Station. City of Newport and Seal Rock Water District usage history reports indicate the Airport consumed 384,000 gallons in 2016, 414,000 gallons in 2015, and 292,000 in 2014. Over the past three years, on average the Airport/ARFF facilities have consumed approximately 1,000 gallons per day (GPD). Excluding the ARFF building, annual Airport water usage is 934 GPD.

There is approximately 80,800 SF of combined hangar, office, and ARFF building space on Airport property. However, none of the stand-alone aircraft storage hangars on the Airport, which encompass approximately 53,500 SF of space, have water supply lines and have therefore been excluded from any future water demand analysis. Additionally, the ARFF station, which accounts for approximately 3,500 SF, has also been excluded from the equation due to the specific use of the ARFF station.

With a total water usage (excluding stand-alone hangars and the ARFF station) of approximately 934 GPD for the FBO, FedEx office, and U.S. Coast Guard facility, it is estimated that 39 gallons of water is used per 1,000 SF of building space per day at the Newport Municipal Airport.

Sanitary Sewer – Individual Septic Systems. Sanitary sewer at the Airport is managed by individual septic systems. The FBO building, FEDEX building, U.S. Coast Guard facility, and ARFF station each have their own septic tank and drain field.

Communication – Local franchise companies. Communication lines such as fiber optic and phone currently serve the FBO, FedEx building, and the Coast Guard

Power – Central Lincoln Public Utilities District. Power and electricity to the Airport is currently served

by Central Lincoln Public Utilities District.

Highway Signage

Guidance signs to the Airport are located on Highway 101 and are maintained by the Oregon Department of Transportation.

AIRSPACE

The FAA is responsible for the control and use of navigable airspace within the United States. Aircraft in flight, whether approaching or departing an airport, are subject to varying degrees of FAA control depending on location and meteorological conditions. These levels of control are called airspace classes. The alphabet characters A through G distinguish classes. Each class has its own unique shape and rules that govern such things as visibility minimums and cloud clearances, as depicted in **Figure 2A**.

Figure 2A. Airspace Classification



Source: www.FAASafety.gov

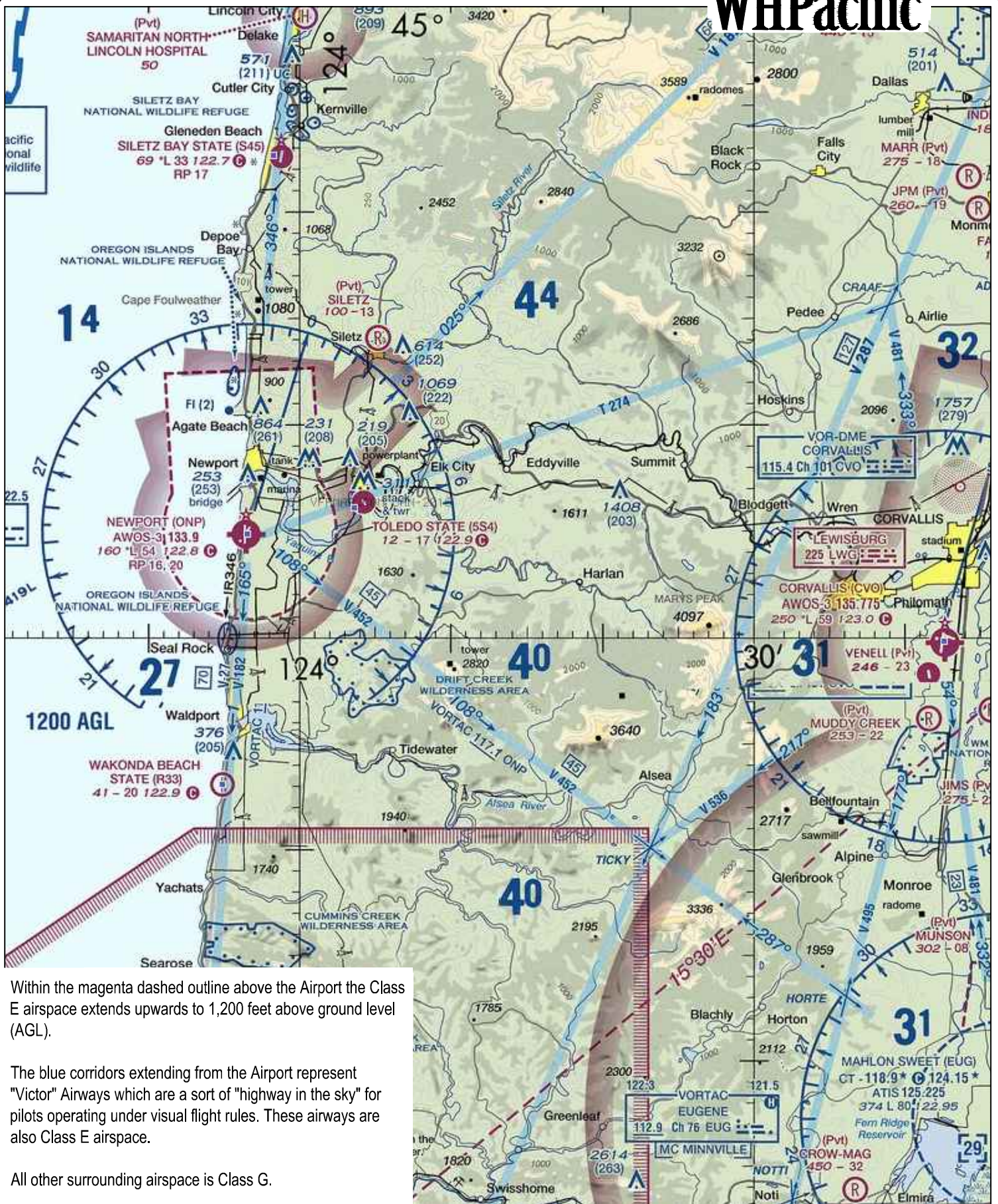
The Airport is located in Class E airspace extending to the surface, which has no pilot communication requirements but does require air traffic control clearance for instrument-weather operations. The Seattle Sectional Chart (**Exhibit 2E**) provides additional information related to local airspace, flight rules and restrictions, and other appurtenant information.

The flight pattern for traffic operating at the Airport is 1,000 feet AGL. For Runways 2 and 34 the traffic follows a standard left-handed pattern. Runway 20 and 16 operate on nonstandard right-handed patterns to avoid overflight of the area southeast of the Airport.

AIRPORT LAND USE AND ZONING

The following land use and zoning discussion focuses on four areas:

- Airport Environs zoning and land use
- Surrounding area zoning and land uses
- Protection of airport airspace to prevent hazards and land uses that may interfere with the safety of aircraft operations
- Ownership / control of Airport runway protection zones to enhance the safety of people and property on the ground



Within the magenta dashed outline above the Airport the Class E airspace extends upwards to 1,200 feet above ground level (AGL).

The blue corridors extending from the Airport represent "Victor" Airways which are a sort of "highway in the sky" for pilots operating under visual flight rules. These airways are also Class E airspace.

All other surrounding airspace is Class G.



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Seattle Sectional Chart
Airspace Map

Exhibit 2E

Federal, State, Regional, County, and City land use regulations need consideration when reviewing existing land uses for airport compatibility and when planning for future development on and around an airport.

Federal regulations are also concerned with airspace protection (14 CFR Part 77) and noise levels, particularly for areas that fall within the 65-decibel (dBA) noise contour line. 14 CFR Part 77, Objects Affecting Navigable Airspace, establishes obstruction standards used to identify potential adverse effects to air navigation and notice standards for proposed construction. Imaginary surfaces are the basis for protecting the airspace around runways. There are five imaginary surfaces: primary, approach, transitional, horizontal, and conical. Definitions of each imaginary surface will be discussed in a later chapter. These surfaces should be kept clear of all obstructions.

FAA guidelines state that before FAA grants can be received the Airport Sponsor must provide assurances that appropriate actions have been (or will be) taken, to the extent reasonable, to restrict the use of land adjacent to or in the immediate vicinity of the Airport to those that are compatible with normal airport operations.

Existing Airport Environs Zoning and Land Use

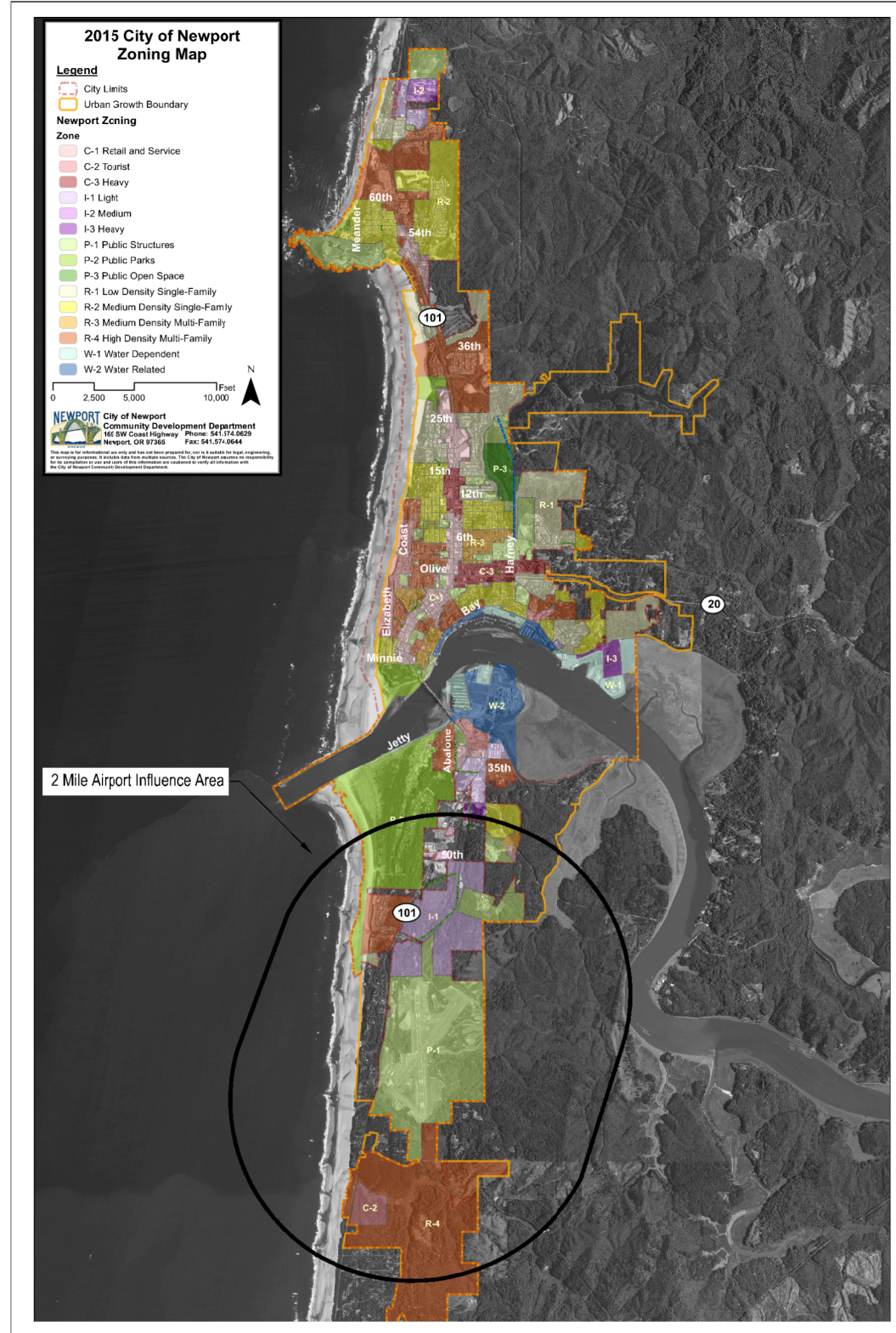
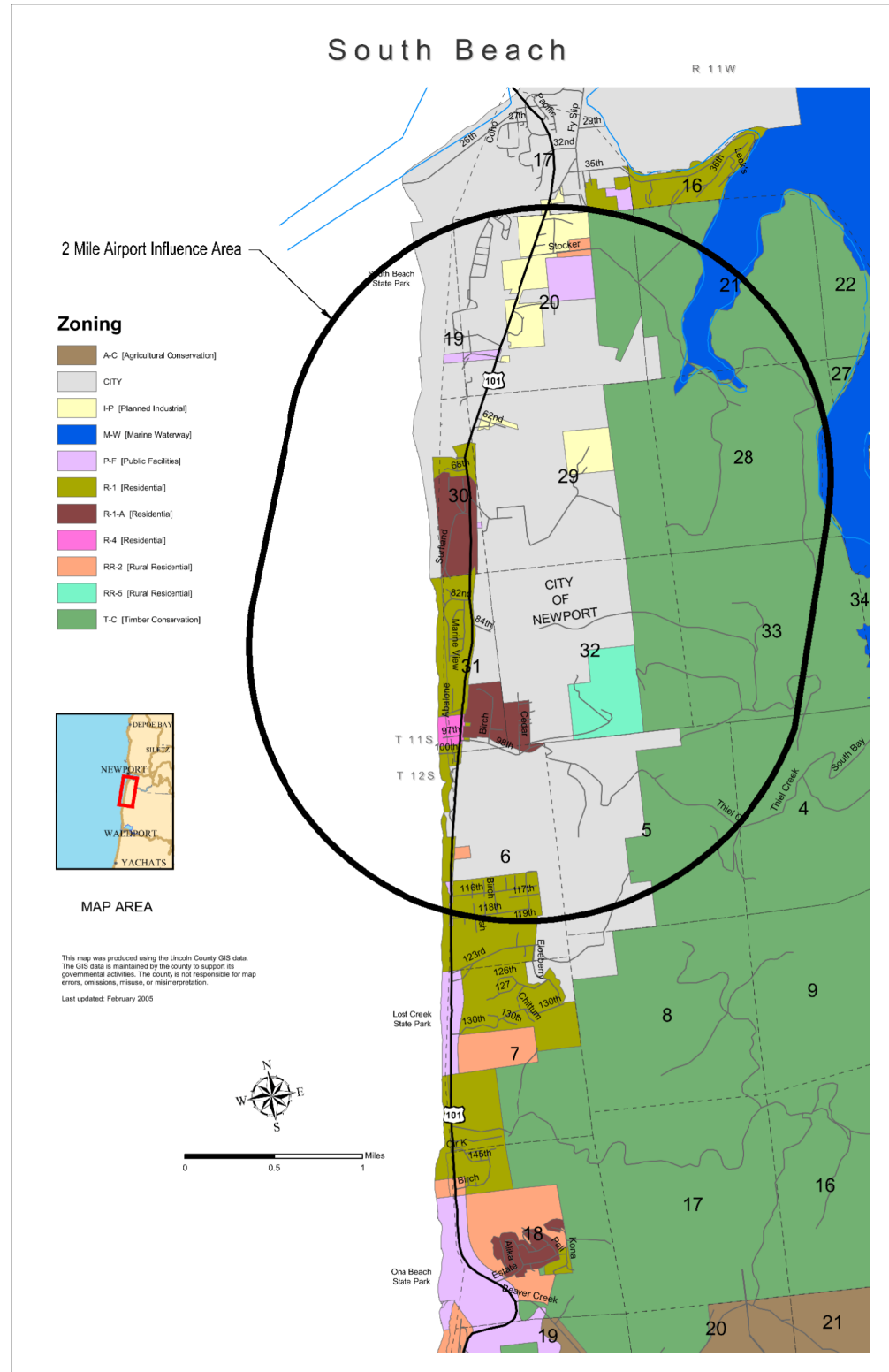
The entire Airport Property is zoned as P-1 Public Structures in the City's Comprehensive Land Use Plan and Zoning Ordinance. The intent of the P-1 Public Structures zone is to provide a zone for a variety of public structures including parks, open space, cemeteries, water and wastewater treatment plants, libraries, golf courses, and more. The P-1 zone also includes the "Airport and Accessory Structures" as a permitted use and is intended to recognize those areas devoted to facilities necessary for commercial and non-commercial aviation. The City has also adopted airport overlay imaginary surface protection, based on Part 77 imaginary surfaces, which are classified as the "Airport Restricted Area" within the City's zoning code. The Airport's existing zoning classifications of the Airport and overlay areas generally comply with Oregon Revised Statutes (ORS) 836.600 through 836.630, Local Government Airport Regulation.

Surrounding Area Zoning and Land Uses

The Airport is surrounded by a mix of City and County land uses, including industrial, timber conservation, high-density residential, and low density residential. On the southern end of the Airport, in the area zoned for high density residential, future destination resort developments are proposed. The City limits border the Airport on the east side. **Exhibit 2F** shows surrounding land use at the Airport.

Protection of Airport Airspace

The FAA requires that Airport Sponsors, to the extent of their ability, restrict zoning on adjacent lands and lands within an airport's immediate vicinity, to compatible land uses. The City of Newport has established an Airport Overlay Zone to protect the Airport and its airspace from hazards to air navigation, such as tall structures and other non-compatible land uses. An overlay zone may restrict the height of buildings and other structures or trees. An airport overlay zone also may restrict any land use that would create such hazards as electrical interference with airport radio communications, cause glare or impede visibility near the airport, or would attract hazardous wildlife.



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Airport Zoning
Map

Exhibit 2F

Ownership / Control of Runway Protection Zones

Runway Protection Zones (RPZs) are designated areas off runway ends that enhance the protection of people and property on the ground. RPZs are trapezoidal in shape and have dimensions determined by the aircraft type and runway approach visibility minimums. The FAA strongly encourages Airport Sponsors to either own or exercise land use control within the RPZs. If an airport does not own the RPZs in fee, land use control can be achieved through avigation easements, which govern airspace rather than ground space maintenance. The City is in the process of purchasing land within the Runway 34 RPZ to complete ownership of all property in the Runway 34 RPZ. The City owns all property in the Runway 2 RPZ, and all property in the Runway 16 RPZ, although an updated easement is needed for the MALSR approach lighting system that currently extends outside of Airport property. Finally, there is a small portion of the Runway 20 RPZ in a remote part of the Community that is also not owned by the Airport.

ENVIRONMENTAL INVENTORY

The purpose of this section is to summarize the environmental setting of the Airport and identify any potential environmental limitations. Environmental constraints for airports typically fall into two general categories: human environment and natural environment. Human factors that can restrict airports include existing settlements and incompatible land use, noise, social or socioeconomic conditions, light and glare, and the general controversial nature of airports. Natural environmental elements include various aspects of air quality, water resources, fish and wildlife, hazardous materials, energy, and other resource issues.

Human Factors

Noise

The airport currently supports just under 20,000 annual operations (FAA Form 5010), mostly single-engine aircraft. The typical threshold of concern for noise is when the 65 day-night average sound level (DNL) contour extends over noise sensitive land uses. Because the majority of the adjacent land is in agricultural use, the number of noise-sensitive uses is minimal. Another threshold of significance is 90,000 annual adjusted propeller operations. The current usage of the airport is far below this level. Noise modeling is being prepared as part of the 2017 Master Plan, and the 65 DNL contour will be identified for the existing and future anticipated airport use (included in the Airport Layout Plan drawing set, Chapter 8).

The developed area of Newport is two-to-three miles from the Airport; noise associated with the airport is not an issue. The area surrounding the airport is primarily forest land. There are a few residences along Highway 101, and near the northern and southern end of the airport. There have not been any noise issues associated with the airport in recent history (L. Vanderbeck, personal communication, Feb. 1, 2016).

Land Use

The City of Newport zoning designation for airport property is “P-1 - Public Structures.” Airports and accessory structures are permitted outright in this zone. Additional information on land use and zoning is described in the sections above discussing land use, zoning, and protection of airport airspace.

Social Impact and Induced Socioeconomic Issues

This section includes several categories that are used to determine potential impacts to populations near an airport. These categories are: social, induced socioeconomic, and environmental justice. Social

impacts are typically related to relocation of businesses, residences or the alteration of established patterns of life. Socioeconomic issues include the potential for the airport to provide an economic attraction to the community, including on-airport jobs, off-airport jobs that are supported by the airport, or some attraction that provides incentive to use the airport. Environmental Justice is a specific aspect of socioeconomic impact that addresses whether a facility places a disproportionate burden on a population that is otherwise subject to perceived discrimination or other burden, for example a low-income or ethnic minority community.

Social impacts can be anything perceived to alter established patterns of life, such as roadway changes or new facilities that divide a community. There is easy road access to the west side of the airport from Highway 101, but for the east side of the airport. Past Airport Master Plans have shown developing a terminal and additional hangars on the east side of the airport, but none of these facilities have developed since access to the east side of the airfield is by county road off airport and an overgrown dirt road on the airfield. This accessibility limitation has affected the Airport's ability to support development on the east side of the Airport by installing basic infrastructure ahead of commercial expansion. If future access is proposed for construction, additional environmental investigation will be required to address any potential social impacts that could result from access.

The airport provides several socioeconomic benefits to the community. For instance, several local businesses use the Airport, including Pacific Seafood, Kroger (Fred Meyer), and others. Fishermen and tourist depend on the airport as part of their overall safety. The US Coast Guard bases a helicopter rescue team at the Airport, with crews coming from North Bend on rotation. The Airport also provides medical evacuation services from the area to major medical centers. The airport provides positive economic benefit to the community by being a landing site for tourism. Performers for, and customers at, Chinook Winds Casino also use the Airport. People may choose to visit Newport because the airport provides a scenic break in their longer flight or is close enough to their home port for a day trip. The City gains some revenue from other services at the airport, including hangar rental, office leases, and 30% on any catering requested by pilots and/or passengers.

In regards to Environmental Justice, there do not appear to be populations meeting this definition within the immediate airport vicinity.

Historic Properties and Cultural Resources - Section 106 of National Historic Preservation Act

The airport was developed by the Civil Aeronautics Administration in 1943. Construction began in April 1943 and the dedication ceremony was held 20 months later on Dec 7, 1944. When World War II ended, the City acquired the airfield for a public airport in April 1946. During construction of the Airport, as well as subsequent construction of airfield and landside facilities, native soils were disturbed and/or buried by approximately 1.7 million cubic yards of fill. During excavation for these activities, it is believed that no historic or native artifacts were found.

Historically, the land fell into the Coast Range Reservation of the Siletz and Grand Ronde tribes. As part of a previous environmental review, a State of Oregon Historic Preservation Officer and State archaeologist were consulted regarding the potential for cultural resources and tribal interest in the airport master plan project, as the Airport lies in an area of high potential for buried cultural sites. The State archaeologist

recommended that a survey should be conducted to determine if there are any cultural resources within the airport development area if any land-disturbing activities are proposed. A Cultural Resources Inventory was conducted for the recent Runway 16-34 improvement project, which did not identify any cultural resources. There have been no previous cultural surveys conducted at the Newport airport facility.

There are no properties eligible for the National Historic Site Register or National Historic Landmarks within the Newport area.

Recreational Lands - Section 4(f)

Resources that are protected by Section 4(f) are publicly owned land from a public park, recreation area, or wildlife and waterfowl refuge or national, state, or local significance; and publicly or privately owned land from an historical site of national, state, or local significance.

Nearby Section 4(f) lands include public beaches approximately one-half mile west of the airport, other public recreation sites, including areas along Yaquina Bay within a mile or two of the airport, and South Beach State Park one-half mile to the north. There are no Section 4(f) resources on the airport property.

Wild and Scenic Rivers

There do not appear to be any designated or candidate Wild and Scenic Rivers in the immediate vicinity of the airport.

Farmland Preservation

Certain types of soils are considered prime farmland because of their drainage, mineral, and other characteristics. These soils, when in urbanized or developed areas, are not considered prime due to the compaction and other activities that degrade the potential for farm use. FAA Guidelines state that the Farmland Protection Policy Act (FPPA) is not applicable and no formal coordination with the Natural Resource Conservation Service (NRCS) is required if any of the following conditions apply:

- The land was purchased prior to August 6, 1984, for purposes of being converted.
- Acquisition does not directly or indirectly convert farmland (e.g., land acquired for clear zones or noise compatibility). Indirect conversion includes any use of land or operation of the facility which would prohibit the land from being farmed.
- The land is not prime farmland as defined in the FPPA.
- The land is not unique farmland.
- The soils are not considered prime farmland.
- The land has not been determined by a State or local government agency, with concurrence of the Secretary of Agriculture, to be of statewide or local importance.

The Natural Resources Conservation Service on-line soil database map (Soil Survey of Lincoln County, Oregon) found six soil types in the Airport area.



Source: <https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx>

- Unit 3C – Bandon fine sandy loam (3-12% slopes) – Areas along Highway 101, the underlying soil for the FBO area, the southern T-hangar area, and part of the east side of the airport. This soil is considered well drained. It is considered farmland of statewide importance.
- Unit 3E – Bandon fine sandy loam (12-50% slopes) – A small portion of the area north of the FBO and south of the ARFF and a small portion of the eastern edge of Runway 2-20. This soil is well drained, but due to slopes, is not classified as prime or statewide importance farmland.
- Unit 14B – Depoe loam (0-7% slopes) – A small pocket at the northeast corner of the airport. This soil is considered poorly drained, and has a high likelihood of ponding. It is not considered farmland.

- Unit 42C – Nelscott loam (3-12% slopes) – The primary soil type on the airport. Most of the level areas, not covered by pavement or in runway or taxiway safety areas fall under this classification. This includes the area previously identified as a terminal site. This soil is considered well drained. It has a higher sand content in the lower depths than the above soils. It is considered farmland of statewide importance.
- Unit 42E – Nelscott loam (12-50% slopes) – Areas in this soil class are primarily the sloping, vegetated areas, away from the pavement and aircraft movement areas. This soil is considered well drained. It has a higher sand content in the lower depths than the above soils. Due to slopes, it is not considered farmland.
- Unit 59C – Urban land-Nelscott complex (0-12% slopes) – These areas include the runways, taxiways and associated safety areas north and south of the runway intersection. Similar to 42C, these soils have been disturbed, compacted and subjected to development. They are not considered farmland.

The area used for the airport is not suitable as farmland even though the soils are. The Newport Municipal Airport has been operating since 1943; therefore, the FPPA does not apply and no formal coordination with the Natural Resource Conservation Service (NRCS) is required. Areas proposed for acquisition in the near term are in forest use and will not be converted directly or indirectly. The FPPA may be applicable if the airport chooses to develop currently undeveloped land along Highway 101 for commercial use; the prime or unique farmland designation should be confirmed and NRCS should be consulted.

Light and Glare

On-airport lighting is focused for visibility to fliers, without creating a disturbance or distraction to aviators. Current on-airport lighting is pilot-activated. Any future landside facilities will need to consider the impact of light or glare, including the use of windows or roofing material, on aviation. Residences and other sensitive receptors are located some distance from the airport. There have been no complaints related to airport lighting from off-airport residents. Any new lighting, or structures, will need to be focused such that light or glare is not projected into the community or create a distraction to pilots.

Natural Factors

Air Quality

Based on a review of the Oregon DEQ website, Newport is outside any non-attainment or air quality maintenance areas (<http://www.deq.state.or.us/eq/planning/maintenance.htm>). Any construction impacts will need to consider the impact of particulate material on the local environment, including water quality and other resources. The airport does not currently generate a significant amount of surface traffic; a similar amount of surface traffic is anticipated to continue in the future. There are no “air-quality hot spots” for surface transportation facilities in the airport vicinity.

Water Quality

The Airport lies in an area above the ocean, with several steep ravines and natural drainages. Henderson Creek runs roughly east-to-west north of airport property. Grant Creek flows east-to-west across the airport, just south of the runway intersection, and Moore Creek flows east-to-west south of the airport. None of the creeks are on the Oregon Department of Environmental Quality water quality database as

having water quality issues. (<http://www.deq.state.or.us/wq/assessment/rpt2012/search.asp>).

The Airport works to keep the drainage around the airport free of weeds and obstructions. In addition, Airport management is interested in improving drainage off the airport and protecting two areas where severe erosion has occurred. The outfall for Grant Creek contributed to erosion of an area approximately 170 feet in length, adjacent to the FBO ramp. Relining the 48" drainage pipe that redirects Grant Creek under and across the airfield is part of the capital improvement projects. Any additions to impervious surfaces or changes in drainage plans for the airport must be evaluated in the context of the permit conditions.

Geology

The United States Geological Survey (USGS) maintains a monitoring station on the airport. The station measures geologic plate movement and is one of three such stations on the west coast. The location of the station is shown on **Exhibit 2G**.

Plants and Animals, Including Endangered and Threatened Species and Essential Fish Habitat

The Airport is along the Oregon Coast, south of Yaquina Bay. The wooded areas around the airport, along with the nearby marine habitat, provide the potential for a large number of animal species that may be considered threatened or endangered. A previous environmental study (2003 Airport Master Plan, Chapter 6) identified the following species, then listed, at the airport.

- Stellar Sea Lion (*Eumetopias jubatus*)*
- Marbled Murrelet (*Brachyramphus marmoratus*)
- Western snowy plover (*Charadrius alexandrinus nivosus*)
- Bald eagle (*Haliaeetus leucocephalus*)*
- Brown pelican (*Pelicanus occidentalis*)*
- Northern spotted owl (*Strix occidentalis caurina*).
- Coho salmon (*Oncorhynchus kisutch*)
- Oregon silverspot butterfly (*Speyeria zerene hippolyta*)
- **Delisted after 2003*

There are also a large number of species of concern for the Oregon Coast, including mammals, birds, amphibians, fish, invertebrates, and plants.

There does not appear to be any Essential Fish Habitat, as defined in the Magnuson-Stevens Act, on the Airport property (2003 Airport Master Plan, Chapter 6).

On-Airport deer, coyote, bobcat, cougar, and black bear have been seen grazing or hunting. Airport vegetation also supports rabbits, and other small mammals. The forested areas are home to a variety of raptor species, many of which hunt on the airport.

The Airport property includes site conditions typical of any airport facility in regards to the maintenance of grounds and vegetation. Existing vegetation includes a mixture of invasive and native species, predominantly made of grasses, blackberry, and Scotch broom. An extensive mowing schedule maintains all vegetation for airport safety and visibility as required by FAA regulations.

The airport has not had a reported wildlife strike since a starling strike in 1996. The airport manager reports having found “a few” bird carcasses that appear to be from aircraft strikes, but none have been reported (L. Vanderbeck, personal communication, Feb. 1, 2016).

An updated Wildlife Hazard Management Plan was prepared for the Airport in 2015 and approved by the FAA approval process. The Plan identifies flocking birds such as starlings, large birds such as gulls, raptors, and crows as the biggest avian threat to aircraft at Newport. Deer and coyotes, due to their size, are the most significant mammalian threat. Rodents are also a threat, because they attract raptors. The Plan includes recommendations for physical improvements and hazing techniques to reduce wildlife hazards.

There are several areas on- and off-airport where trees have grown into protected airspace, or into areas that need to be clear for runway-to-runway visibility. A tree of approximately 60 feet in height is growing into one of the MALSR towers. Other trees appear to block the needed visibility corridor between the thresholds of Runways 16 and 20. Other areas off the north and south ends of the airport have trees within areas defined as Part 77 surfaces. These areas are noted on **Exhibit 2G**.

Any activity on the airport would need to consider impacts to listed species under the Endangered Species Act as well as habitat impacts under the Magnuson-Stevens Act.

Wetlands and Floodplains

As a result of the creation of the airport, wetlands in the areas surrounding active airport use appear to have been eliminated and others have evolved over time. The steep ravines near the Airport have areas that appear to be wetlands or open water and much of the area was surveyed in the City of Newport Local Wetland Inventory completed in approximately 2012/2013 and has been depicted in **Exhibit 2G**. These areas are likely to be developed or disturbed if the hills are flattened to clear line of site between runways or extend runway safety areas. At the time of any development action affecting these areas, a formal delineation will need to be prepared.

The airport and surrounding property is shown on FIRM Maps #41041C0504D and #41041C0508D as being outside of any flood area. The maps are available for download at: <https://msc.fema.gov/portal>

Energy Supply and Natural Resource

Gauging the impact of airport actions on energy and natural resources used in construction materials is straight forward. In general, construction materials are not in short supply. Fuel for construction equipment is available nearby. The site has adequate electrical supply to provide power to navigation aids and security lighting on the airport. There are not any natural resources for construction on the Airport.

Solid Waste

Typically, general aviation airports do not generate significant amounts of solid waste. Often materials include food and beverage containers or packaging for aircraft maintenance products. Food containers may create a bird and rodent attractant.

During construction, pavement materials are often recycled into the new pavement, reducing the need for disposal.

Chapter 7 – Recycling & Solid Waste Management Plan Chapter of this Master Plan will assess solid waste production and removal at the Airport.

Hazardous Materials

There is no record of recent fuel or other spills at the airport (L. VanderBeck, personal communication, Feb. 1, 2016). Aviation fuel (Jet A and AvGas (100 low lead)) is stored at the fuel farm. AvGas is transferred by truck to the self-serve station near the Fed-Ex building. Jet fuel is transferred from the fuel farm to aircraft via truck. Wherever fuel is stored or transferred there is a risk for accidental spills that the crew monitors as they work.

Near the fuel farm (see Exhibit 2G) is an old Quonset hut that has been used as a storage building for the Airport and other City agencies. There may be unidentified hazardous materials stored within the building. The building is old enough that it may contain asbestos or other building materials that are now considered hazardous (e.g. lead-based paint).

The previous FBO was located near the north end of Taxiway Alpha (see Exhibit 2G). The buildings burned down and the remnants were buried *in situ*. Any planned disturbance to this area will need to undergo, at a minimum, a “Phase One Environmental Site Assessment” to ensure there are no hazardous materials, fuel remnants, or other items requiring special care or treatment.

Construction Impacts

Construction impacts typically include temporary noise, dust or traffic impacts, as well as impacts to erosion and water quality associated with material spills stemming from construction. Once construction activities are identified, construction timing, phasing and mitigation measures need to be considered.

Controversy

Controversy is typically associated with off-airport impacts. In the case of Newport Municipal Airport, there appears to be minimal, if any, controversy surrounding the Airport.

Other Issues

There do not appear to be any other environmental-related issues on or around the airport.

Environmental Conclusion

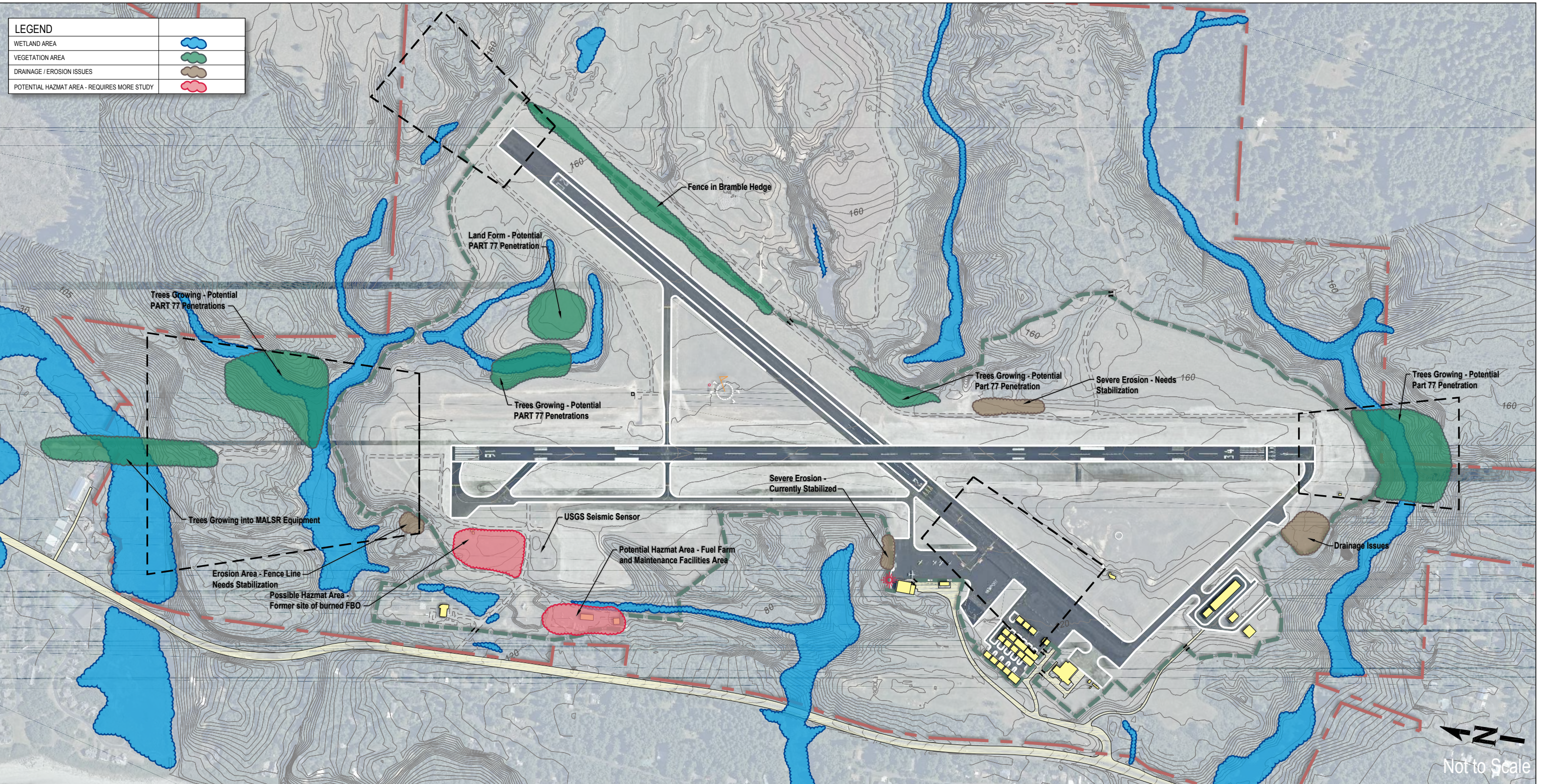
There may be environmental issues of concern on the airport or in the airport vicinity related to wetlands and endangered species. Possible hazardous material issues may also occur in areas near the old FBO site. Additional study regarding these issues should be conducted once a project is defined.

AVIATION ACTIVITY DATA

Aviation activity at a general aviation Airport is typically measured by the number of based aircraft and by the number of annual aircraft operations (takeoffs and landings, including touch-and-go operations performed during flight training).

Based Aircraft

Based aircraft are the number of aircraft that are stored at an airport in a hangar or tied down on either a paved apron surface or a grassy area designated for such a use. The City’s records indicate there are currently 28 aircraft based at the Airport. Of the aircraft based at the Airport, they can be further broken down into the following categories, per **Table 2D**.



NEWPORT MUNICIPAL AIRPORT AIRPORT MASTER PLAN UPDATE

Environmental Conditions
Map

Exhibit 2G

Table 2D. Based Aircraft at Newport Municipal Airport

Aircraft Category	Number Based at ONP
Single Engine	24
Jet	0
Multi-engine	4
Helicopter	0
Total	28

Source: FAA 5010, Airport Master Record, and City of Newport.

Aircraft Operations

Annual operations are the total number of aircraft takeoffs and landings occurring at the Airport in a year, and are categorized as either local or itinerant. A touch-and-go, which occurs during pilot training, counts as two operations. Touch-and-go operations, along with other operations that remain within 20 miles of the Airport, are categorized as local. Itinerant activity refers to all other operations that depart to or arrive from another Airport. Itinerant operations make up the majority (56%) of the Airport's operations while local operations represent the remaining 44%. **Table 2E** shows the Airport's local and itinerant activity for the last 12 months.

Table 2E. Local and Itinerant Activity at ONP for Last 12 Months

	Operations
Air Taxi	1,400
General Aviation Local	3,650
General Aviation Itinerant	10,950
Military	3,600
Total	19,600

Source: FAA 5010, Airport Master Record.

AIRPORT FINANCIAL DATA

Part of the planning for an airport involves assessing its financial condition. To accomplish this, it is important to collect data related to the airport's operation, beyond physical and activity-related attributes. As part of the inventory collection effort, recent financial and business related data for the Airport was collected. The data collected is summarized and presented below, and will be used later in the master plan as inputs to the Capital Improvement/Financial Plan.

Airport Management

The Airport is owned and managed by the City of Newport. A seven-member airport committee advises on the operation of the Airport. The city manager works with the airport committee and airport staff to manage the facility. The City employs an airport director to oversee the day-to-day operations, along with additional employees that provide aviation services. The City bought the airport FBO in 2006 and has provided aviation services since that time.

Airport Operating Revenue and Expenses

The Airport Fund provides the accounting of the Airport. Revenues, expenses, and capital items are tracked for each fiscal year, which runs from July 1 to June 30. **Table 2F** on the following page presents the recent financial operations performance of the Airport as well as the FY2015-2016 budget. The primary sources of income at the Airport are:

- Fuel Sales – As the Airport’s only fuel provider, the largest revenues (and expenses) for the City are fuel-related. For the past two years, fuel sales have accounted for approximately 80 percent of total revenues but are expected to taper off to around 70 percent of total revenues in the future. Descriptions of the various airport revenues and expenses follow in **Table 2F**.
- Rents & Leases – Income from long-term ground leases for box hangars, leases of City-owned T-hangars, and rental of the main hangar to transient aircraft. The Rents and Leases category also includes lease payments from FedEx for use of on-airport facilities.
- Tie Down Fees – Income earned from tie down fees assessed on transient aircraft.
- Sewer Fund – Payments to the Airport from the Sewer Fund for use of the back property and access road.
- Pilot Supplies and Oil – Revenue from the sale of aircraft engine oil and pilot supplies, such as charts, headsets, and flight training materials.
- Interest – Income earned on the Airport’s balance of funds.
- Miscellaneous – Income in this category includes food catering, concessions revenue, and other assorted items.

The primary expenses at the Airport are:

- Payroll, Benefits, and Other Personnel Expenses – Includes regular salaries and wages of airport and FBO personnel, as well as overtime and on-call costs. Other categories include costs of employee health insurance coverage, retirement benefits, workers’ compensation, and unemployment insurance.
- Professional Services – Costs for legal, financial, and other advisory services.
- Utilities – Electricity, water, sewer, and other minor utilities.
- Fuel Expenses – Cost to purchase the aircraft fuel sold on the Airport.
- Other Fuel Expenses – Costs associated with delivering fuel to aircraft.
- General Fund Services – Expenses the Airport reimburses the General Fund.
- Building & Ground Expenses – Building repair, minor improvements, and landscaping costs.
- Vehicle Expenses – Cost to maintain the Airport’s vehicles, including the courtesy cars.
- Equipment Expenses – Cost for repairing equipment, such as the Airport mower and fuel trucks.
- Maintenance & Upkeep – Third party maintenance, predominately AWOS maintenance fees.
- Leasing & Rental Expenses – Temporary equipment rentals needed to accomplish tasks.
- Property Insurance – Costs for insuring Airport-owned terminal, T-hangars, and other assets.
- Marketing – Costs related to advertising, marketing, and other communication costs.
- Training – Training expense for airport and FBO staff, such as fueling training.
- Other Expenses – Expenses not categorized elsewhere.

Table 2F. Newport Municipal Airport Revenues and Expenses

Operating Revenues & Expenses	FY13-14 (Actual)	FY14-15 (Actual)	FY15-16 (Budget)
Revenues			
Jet Fuel Sales	\$400,496	\$339,782	\$175,000
Avgas Sales	\$73,340	\$50,123	\$75,000
Rents & Leases	\$53,018	\$57,943	\$52,780
Tie Down Fees	\$137	\$122	\$100
Service Provided for Sewer Fund	\$30,704	\$30,704	\$30,704
Pilot Supplies and Oil	\$1,636	\$10,957	\$7,820
Interest	\$2,600	\$1,036	\$561
Miscellaneous	\$3,926	\$4,743	\$2,000
Total Revenues	\$565,857	\$495,410	\$343,965
Expenses			
Payroll	\$118,839	\$96,294	\$128,895
Health Insurance	\$29,469	\$14,711	\$37,867
Retirement/FICA	\$30,009	\$22,384	\$22,117
Worker's Comp	\$2,748	\$2,852	\$3,179
Unemployment Insurance	\$1,365	\$1,498	\$773
Professional Services	\$73,053	\$59,791	\$50,000
Utilities	\$17,027	\$15,442	\$20,900
Jet Fuel Expenses	\$315,215	\$168,236	\$105,000
Avgas Expenses	\$44,510	\$102,108	\$70,000
Other Fuel Expenses	\$9,601	\$6,103	\$6,500
General Fund Services	\$53,552	\$54,679	\$66,281
Building & Ground Expenses	\$49,543	\$27,394	\$38,400
Vehicle Expenses	\$16,626	\$6,090	\$13,000
Equipment Expenses	\$24,424	\$39,960	\$31,000
Maintenance & Upkeep	\$12,473	\$10,222	\$20,000
Leasing & Rental Expenses	\$4,273	\$3,985	\$5,500
Property Insurance	\$17,063	\$18,383	\$20,733
Marketing	\$6,289	\$9,112	\$8,760
Training	\$8,619	\$3,752	\$4,310
Other Expenses	\$14,255	\$26,316	\$28,400
Total Expenses	\$848,953	\$689,312	\$681,615
Operating Subsidy	(\$283,096)	(\$193,902)	(\$337,650)

Source: City of Newport, Oregon, Airport Fund, Schedule of Revenues and Expenditures. Request for Proposals for the Operation of the Newport, Oregon Municipal Airport, Attachment G-1.0, p. 16.

Taking into account both revenues and expenses, the net difference show that the Airport requires an operating subsidy from the City in order to break even. This is shown in the bottom line of **Table 2F**.

Capital expenditures and their funding sources are described in a later section.

Rates and Charges

As previously stated, the Airport derives most of its revenue from fuel sales. Nevertheless, to get a comprehensive understanding of the Airport, it is important to examine other sources of Airport revenues and understand underlying rates and charges.

Table 2G summarizes the rates and charges for the Airport's other sources of income. The ground lease rate of \$0.22 per square foot is a 22 percent increase from the previous rate of \$0.18 per square foot. The new rate was determined in 2013 when leases were reviewed and updated, and is based on real market value of the land in accordance with FAA guidance.

The T-hangar rental rate applies to the 10 T-hangar units owned by the City. Like the box hangar lease agreement, the T-hangar lease was reviewed and updated several years ago.

The charges for main hangar rental and tiedowns are applied to transient aircraft that are spending one or more nights at the Airport.

Table 2G. Rates and Charges at the Newport Municipal Airport

Revenue Source	Rate
Box Hangar Ground Lease	\$0.22 per square foot per year
T-Hangar Rental	\$2,160 per year
Main Hangar Rental	Single-engine: \$15 per night
	Medium single/twin: \$25 per night
	Large twin: \$75 per night
Tie Down Fee	\$3 per night

Source: Airport records.

Leases and Policies

An important element of the City's compliance with FAA Grant Assurances and the financial condition of an airport relates to the leases and policies it maintains with tenants and businesses. The Airport maintains ground leases with box hangar owners, hangar leases with tenants of T-hangar units, and a lease with FedEx that grants the company authority to use a 2,400-square foot office building and one tie-down.

Income from agreements with based aircraft owners and airport businesses account for the second largest portion of annual revenue after fuel sales. Also, airport tenants spend additional funds for fuel, services, and other charges that make the airport function and draw business.

In order for the Airport to operate within the requirements established through FAA grant assurances, agreements formed with tenants must promote safety, efficiency, and fairness. Additionally, for the Airport to operate successfully and promote self-sufficiency, agreements should follow practical airport business methods and offer the City remuneration of expenses and a reasonable profit.

As part of this inventory, a review of existing leases revealed that most contain the following:

- Property description – Acreage or square footage along with a reference to where the property is located (commonly included as an attachment).
- Term – Length of the lease is 15 years with an option to extend for an additional two terms of five years each for the ground leases of box hangars, and month-to-month for the T-hangar leases. The FedEx lease is for five years with one five-year option.
- Rent – Rate per square foot or annual rent payment amount.
- Escalation Clause – Each lease has provisions for increasing the annual rent to keep pace with inflation, thereby protecting the Airport over the long term.
- Liens and Taxes – Responsibility of the tenant.
- Use – Limits the use of the property to aeronautical purposes and prohibits commercial operations unless authorized by the City. Also grants the lessee the right to use other facilities located on the Airport for aviation purposes.
- Assignment and subletting – Any assignment or subleasing of the lease requires the City's approval.
- Repairs and maintenance – Requires the lessee to maintain the leasehold in good repair. The lessee is also responsible for the cost of maintaining the property in such condition.
- Rules and Regulations – Requires that the lessee adhere to all rules and regulations of the Airport.
- Inspection and access – Gives airport management the right to enter the leasehold during normal business hours for the purposes of inspection, provided notice has been delivered to the lessee at least 24 hours prior to inspection.
- Arbitration – Any contract disputes are to be resolved through arbitration unless both parties agree to proceed with litigation.
- Default – Actions taken in the event of default on lease terms.

A detailed description of common industry practices found in airport lease agreements is provided in the Capital Improvement/Financial Plan chapter.

FAR PART 139 AIRPORT CERTIFICATION

The Newport Municipal Airport is certificated under FAA standard Part 139 for airports with commercial service. The Airfield is currently classified as a Class IV Airport, meaning has lost its scheduled service by air carriers with large aircraft and now serves only unscheduled operations of large air carrier aircraft. Being a Part 139 Certificated Airport entails annual FAA certification inspections.

Operational Standards for Part 139 airports are more rigorous than a non-Part 139 airport. One of the items in the work scope of this Master Plan is to look at the amount of time and effort and extra expense, if any, it takes to maintain the certification as well as the benefit of maintaining commercial service readiness. A presentation and discussion on the value of the Part 139 Certificate will take place in the requirements and alternatives sections of the master planning process.