CITY OF NEWPORT, OR.

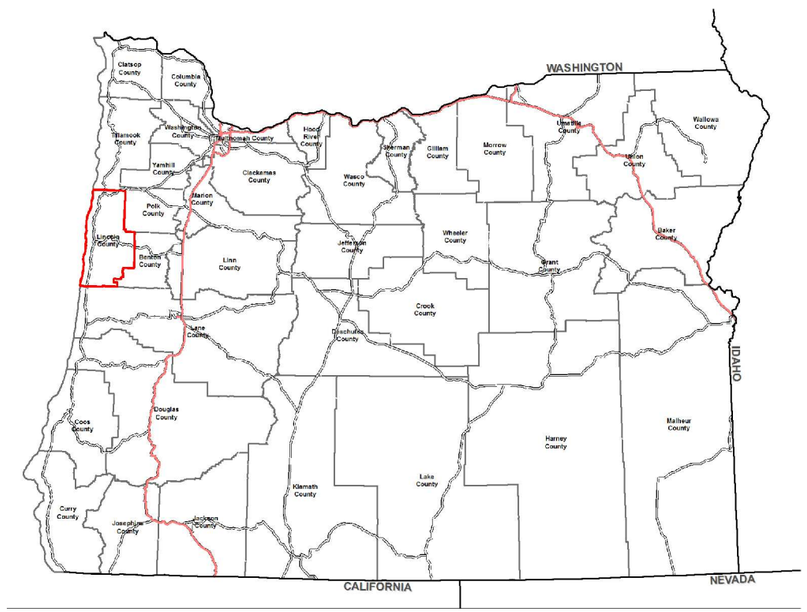
NEWPORT MUNICIPAL AIRPORT

AIRPORT LAYOUT PLAN

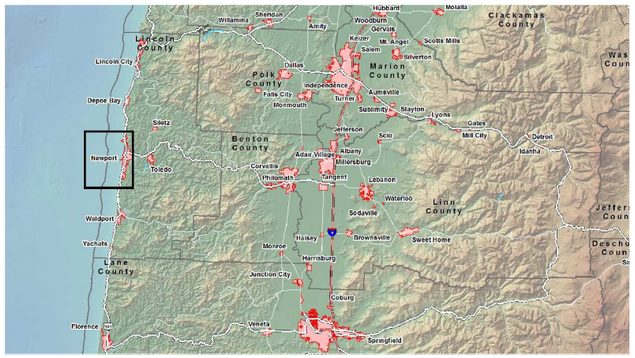
AIP #3-41-0040-023

MAY 2017

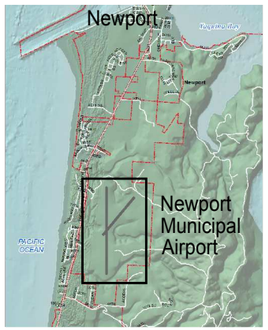
STATE OF OREGON - LINCOLN COUNTY



LOCATION MAP



VICINITY MAP



SHEET	DESCRIPTION
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2	DATASHEET
3	AIRPORT LAYOUT PLAN
4	TERMINAL AREA PLAN
5	OBSTRUCTION DATA TABLES
6	AIRSPACE PLAN (PART 77)
7	RUNWAY 16-34 APPROACH SURFACE
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9	RUNWAY 16 INNER APPROACH
10	RUNWAY 34 INNER APPROACH
11	RUNWAY 2-20 APPROACH SURFACE
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16	PROPERTY MAP
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REVISIONS			
NO.	BY	DATE	REMARKS

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COVER

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

PROJECT NUMBER	DRAWING FILE NAME	SCALE
P0009837W	0009837W-A-COVER	NO SCALE

SHEET NUMBER 1

Airport Data Table

	Existing	Future
Airport Reference Code	B-II	C-II
Approach Speed	108	113
Wingspan	52.1'	39.6'
Taxiway Design Group	TDG-2	Same
NAVAIDS	ILS, MALSR, PAPI, RNAV	Same
Mean Max Temperature	62°F	-
Airport Elevation	161' MSL	-
NPIAS Service Level	GA - Local	Same
State Service Level	Local GA	Same

Airport Reference Point

	Existing	Future
Latitude	44° 34' 49.28" N	44° 34' 49.19" N
Longitude	124° 03' 28.88" W	124° 03' 28.00" W

Runway End Coordinates

	Existing		Future	
	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' 22.32" N	124° 03' 30.84" W	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

Runway End Elevation

	Existing	Future
Runway 16	152.08'	151.00'
Runway 34	156.23'	152.70'
Runway 34 Displaced Threhold	159.96'	NA
Runway 2	130.27'	140.10'
Runway 20	160.13'	161.10'

Touchdown Zone Elevation

	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 Free Zone (OFZ) Object Penetrations

Description	Penetration	Elevation
None		

Threshold Siting Surface Object Penetration

Description	Penetration	Elevation
See Obstruction Data Tables for Obstruction Information		

Runway 16 - 34 Data Table

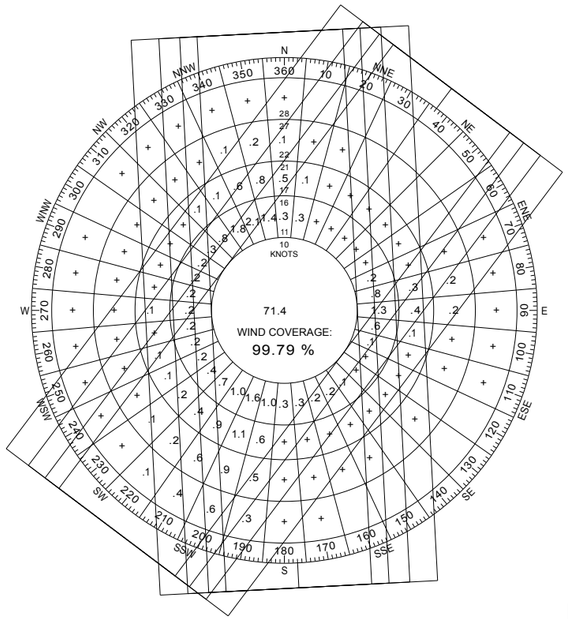
	Existing	Future
Approach Reference Code - APRC	B/II/4000	B/III/5000 D/IV/5000
Departure Reference Code - DPRC	B/II/5000	B/III D/II
Runway Design Code - RDC	B/II	C/I
Critical Aircraft	Citation Ultra (CE560)	Gates Learjet 35 Citation Ultra (CE560)
Runway Length and Width	5,398' x 100'	5,290' x 100'
Runway High Point - MSL	159.69'	152.70'
Runway Low Point - MSL	133.27'	Same
Runway Approach	Precision	Same
Runway Gradient	0.50%	TBD
Pavement Type	Asphalt	Same
Pavement Strength	170,000 DWG	Same
Runway Pavement Strength - PCN	TBD	TBD
Runway Lighting	HIRL	Same
Runway Marking	Precision	Same
14 CFR Part 77 Approach Category	Rwy 16 -50:1 Rwy 34 - 34:1	Rwy 16 - 50:1 Rwy 34 - 34:1
Runway Visual Aids	Rwy 16 - PAPI, REIL, MALSR Rwy 34 - PAPI, REIL	Same Same
TORA, TODA, ASDA	5,398'	5,290'
LDA	Rwy 16 - 5,938' Rwy 34 - 5,098'	5,290

Notes: Future runway gradient calculation will be determined when designed/engineered due to anticipated longitudinal grade changes.

Runway 2 - 20 Data Table - Utility

	Existing	Future
Approach Reference Code - APRC	B/II	B/I(Small)
Departure Reference Code - DPRC	B/II	B/I(Small)
Runway Design Code - RDC	B/II	B/I(Small)
Critical Aircraft	Citation Ultra (CE560)	Piper Cheyenne
Runway Length and Width	3,001' x 75'	2,166' x 60'
Runway High Point - MSL	160.13'	161.10'
Runway Low Point - MSL	130.27'	140.10'
Runway Approach	Visual	Same
Runway Gradient	1.00%	0.90%
Pavement Type	Asphalt	Same
Pavement Strength	33,000 SWG, 84,000 DWG	Same
Runway Pavement Strength - PCN	TBD	TBD
Runway Lighting	MIRL	Same
Runway Marking	Basic	Same
14 CFR Part 77 Approach Category	Rwy 2 - 20:1 Rwy 20 - 20:1	Same
Runway Visual Aids	Rwy 2 - None Rwy 20 - None	Same Same
TORA, TODA, ASDA, LDA	3,001'	2,166'

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			

Taxiway 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 16 - 34 Design Surfaces Table

Runway Protection Zone

	Inner Width	Length	Outer Width
Existing Rwy 16	1,000'	1,700'	1,510'
Existing Rwy 34	500'	1,000'	700'
Future Rwy 16	1,000'	1,700'	1,510'
Future Rwy 34	500'	1,700'	1,010'

Runway Safety Area

	Width	Length Beyond Runway End
Existing	150'	300'
Future	500'	1,000

Runway Object Free Area

	Width	Length Beyond Runway End
Existing	500'	300'
Future	800	1,000'

Runway Obstacle Free Zone

	Width	Length Beyond Runway End
Existing	250'	200'
Future	Same	Same

Runway 2 - 20 Design Surfaces Table

Runway Protection Zone

	Inner Width	Length	Outer Width
Existing 2-20	500'	1,000'	700'
Future 2-20	250'	1,000'	450'

Runway Safety Area

	Width	Length Beyond Runway End
Existing	150'	300'
Future	120'	240'

Runway Object Free Area

	Width	Length Beyond Runway End
Existing	500'	300'
Future	250'	240'

Runway Obstacle Free Zone

	Width	Length Beyond Runway End
Existing	250'	200'
Future	Same	Same

Notes: Runway 16-34 - Existing B-II and Future C-II. Runway 2-20 - Existing B-II and Future B-I(small)

Existing Airport Approach Minimums

Approach Procedure	Minimum Altitude (AMSL)	Visibility (mi)	Category
ILS or LOC RWY 16			
S-ILS 16	402'	3/4	A,B,C,D
S-LOC 16	660'	3/4	A,B
S-LOC 16	660'	1	C,D
Circling	880'	1	A,B
	940'	2 1/4	C
	1,220'	3	D
RNAV (GPS) RWY 16			
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
Circling	880'	1	A,B
	940'	2 1/4	C
	1,220'	3	D
VOR RWY 16			
S-16	720'	3/4	A
S-16	720'	1	B
S-16	720'	1 3/4	C,D
Circling	880'	1	A,B
	940'	2 1/4	C
	1,220'	3	D
VOR/DME RWY 34			
S-34	920'	1	A
S-34	920'	1 1/4	B
S-34	920'	2 1/4	C
S-34	920'	2 1/2	D
Circling	920'	1	A
	920'	1 1/4	B
	920'	2 1/4	C
	920'	2 1/2	D
RNAV (GPS) RWY 34			
LNAV MDA	860'	1	A,B
LNAV MDA	860'	2	C,D
Circling	880'	1	A,B
	940'	2 1/4	C
	1,220'	3	D
VOR-A			
Circling	1,060'	1 1/4	A,B
Circling	1,060'	2 3/4	C
Circling	1,220	3	D

Notes:
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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REVISIONS			
NO.	BY	DATE	REMARKS

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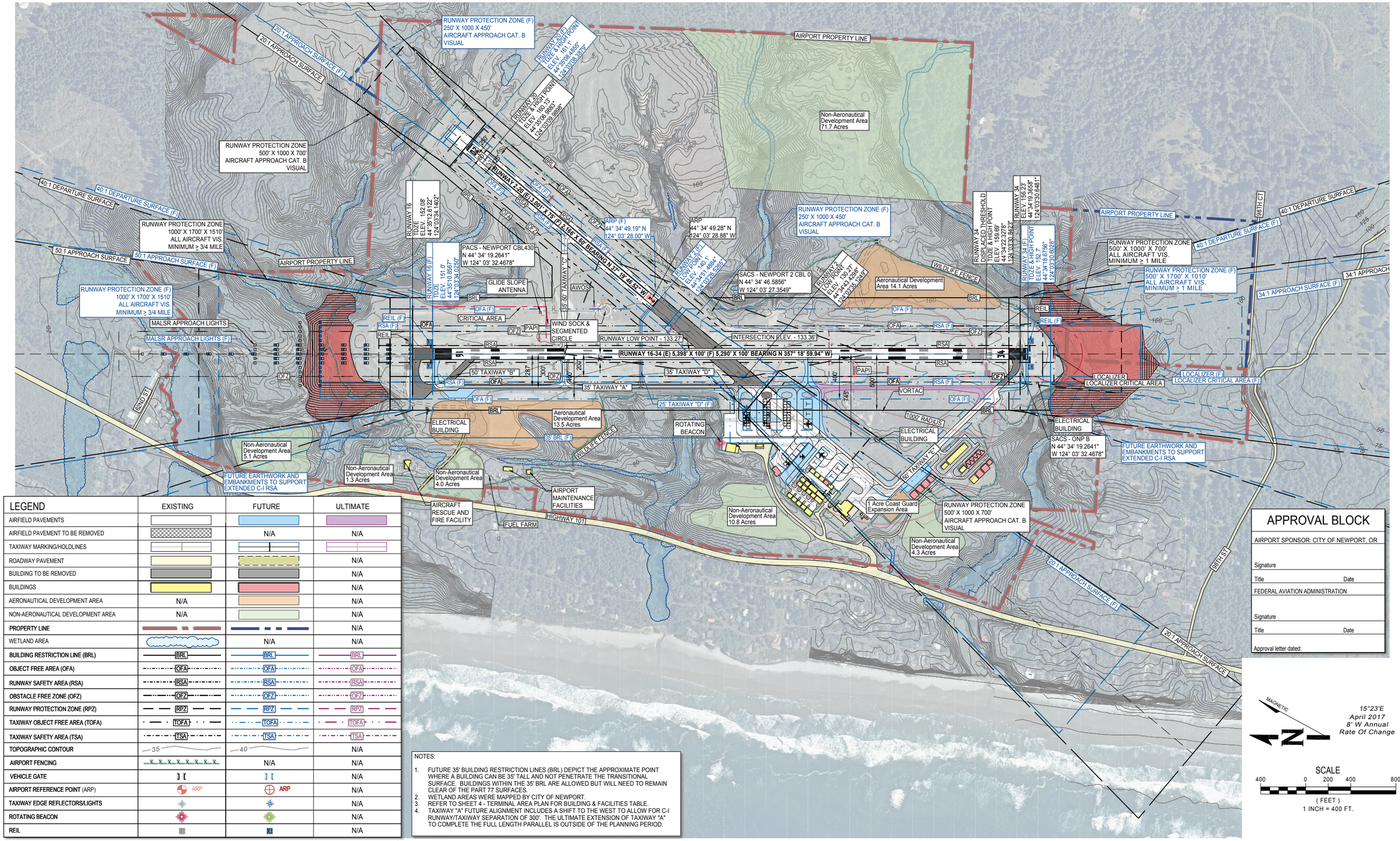
DATASHEET

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

PROJECT NUMBER	DRAWING FILE NAME	SCALE
P0009837W	0009837W-B-DATASHEET	NO SCALE

SHEET NUMBER 2

XREF INDEX:



LEGEND	EXISTING	FUTURE	ULTIMATE
AIRFIELD PAVEMENTS			
AIRFIELD PAVEMENT TO BE REMOVED		N/A	N/A
TAXIWAY MARKING/HOLDLINES			
ROADWAY PAVEMENT			N/A
BUILDING TO BE REMOVED			N/A
BUILDINGS			N/A
AERONAUTICAL DEVELOPMENT AREA	N/A		N/A
NON-AERONAUTICAL DEVELOPMENT AREA	N/A		N/A
PROPERTY LINE			N/A
WETLAND AREA		N/A	N/A
BUILDING RESTRICTION LINE (BRL)	BRL	BRL	BRL
OBJECT FREE AREA (OFA)	OFA	OFA	OFA
RUNWAY SAFETY AREA (RSA)	RSA	RSA	RSA
OBSTACLE FREE ZONE (OFZ)	OFZ	OFZ	OFZ
RUNWAY PROTECTION ZONE (RPZ)	RPZ	RPZ	RPZ
TAXIWAY OBJECT FREE AREA (TOFA)	TOFA	TOFA	TOFA
TAXIWAY SAFETY AREA (TSA)	TSA	TSA	TSA
TOPOGRAPHIC CONTOUR	35	40	N/A
AIRPORT FENCING		N/A	N/A
VEHICLE GATE			N/A
AIRPORT REFERENCE POINT (ARP)	ARP	ARP	N/A
TAXIWAY EDGE REFLECTORS/LIGHTS			N/A
ROTATING BEACON			N/A
REIL			N/A

NOTES:

1. FUTURE 35' BUILDING RESTRICTION LINES (BRL) DEPICT THE APPROXIMATE POINT WHERE A BUILDING CAN BE 35' TALL AND NOT PENETRATE THE TRANSITIONAL SURFACE. BUILDINGS WITHIN THE 35' BRL ARE ALLOWED BUT WILL NEED TO REMAIN CLEAR OF THE PART 77 SURFACES.
2. WETLAND AREAS WERE MAPPED BY CITY OF NEWPORT.
3. REFER TO SHEET 4 - TERMINAL AREA PLAN FOR BUILDING & FACILITIES TABLE.
4. TAXIWAY "A" FUTURE ALIGNMENT INCLUDES A SHIFT TO THE WEST TO ALLOW FOR C-I RUNWAY/TAXIWAY SEPARATION OF 300'. THE ULTIMATE EXTENSION OF TAXIWAY "A" TO COMPLETE THE FULL LENGTH PARALLEL IS OUTSIDE OF THE PLANNING PERIOD.

APPROVAL BLOCK

AIRPORT SPONSOR: CITY OF NEWPORT, OR

Signature

Title Date

FEDERAL AVIATION ADMINISTRATION

Signature

Title Date

Approval letter dated:

MAGNETIC

15°23'E
April 2017
8' W Annual
Rate Of Change

SCALE

400 0 200 400 800

(FEET)
1 INCH = 400 FT.

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NO.	BY	DATE	REMARKS

PRELIM

AIRPORT LAYOUT PLAN

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

PROJECT NUMBER	DRAWING FILE NAME	SCALE
P0009837W	0009837W-C-ALP	----

SHEET NUMBER

3

[DATE: 8/30/2016 3:06 PM] [AUTHOR: nrudd] [PLOTTER: None] [STYLE: WHP-Standard.ctb] [LAYOUT: 3 Airport Layout Plan]
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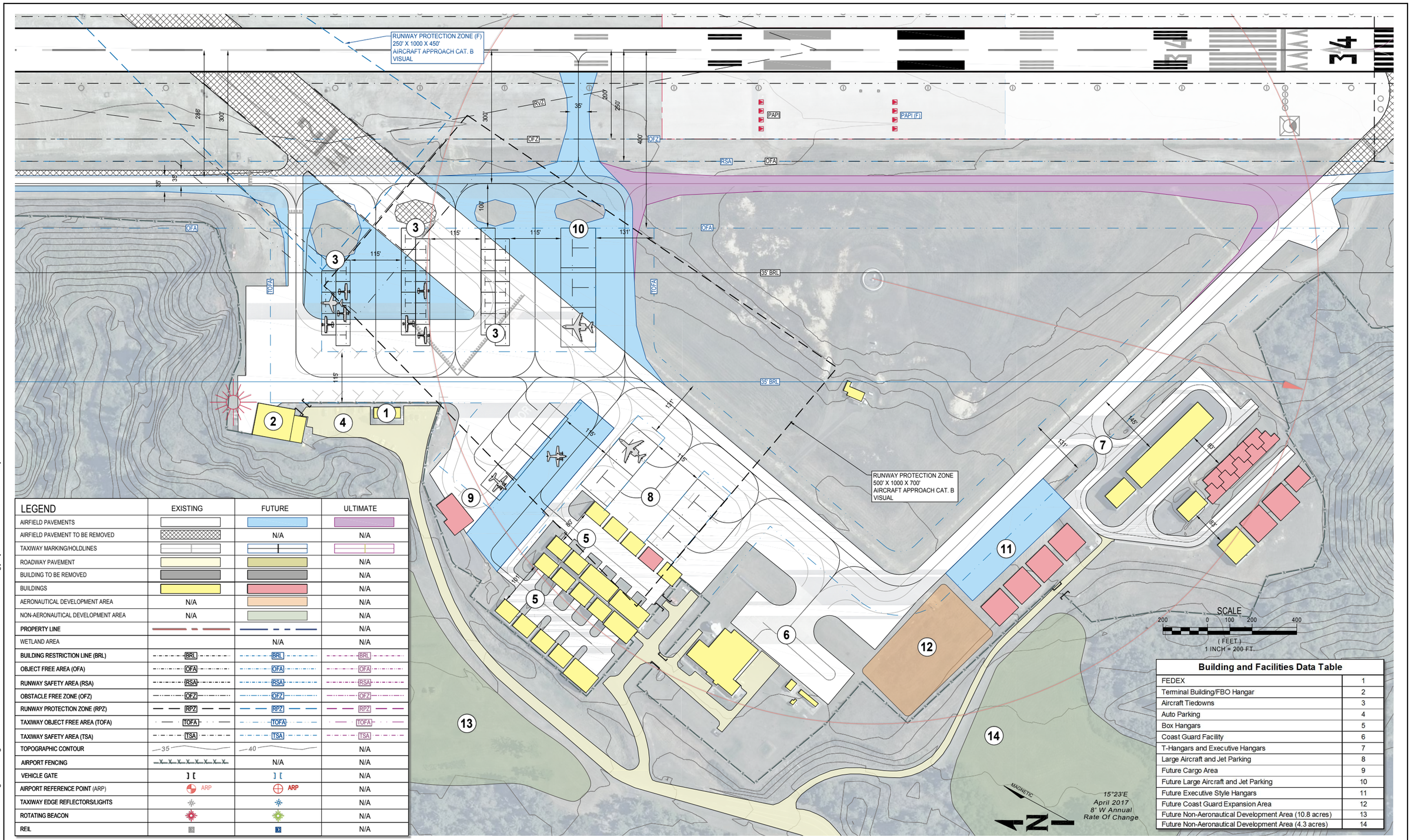

LEGEND	EXISTING	FUTURE	ULTIMATE
AIRFIELD PAVEMENTS			
AIRFIELD PAVEMENT TO BE REMOVED		N/A	N/A
TAXIWAY MARKING/HOLDLINES			
ROADWAY PAVEMENT			N/A
BUILDING TO BE REMOVED			N/A
BUILDINGS			N/A
AERONAUTICAL DEVELOPMENT AREA	N/A		N/A
NON-AERONAUTICAL DEVELOPMENT AREA	N/A		N/A
PROPERTY LINE			N/A
WETLAND AREA		N/A	N/A
BUILDING RESTRICTION LINE (BRL)	BRL	BRL	BRL
OBJECT FREE AREA (OFA)	OFA	OFA	OFA
RUNWAY SAFETY AREA (RSA)	RSA	RSA	RSA
OBSTACLE FREE ZONE (OFZ)	OFZ	OFZ	OFZ
RUNWAY PROTECTION ZONE (RPZ)	RPZ	RPZ	RPZ
TAXIWAY OBJECT FREE AREA (TOFA)	TOFA	TOFA	TOFA
TAXIWAY SAFETY AREA (TSA)	TSA	TSA	TSA
TOPOGRAPHIC CONTOUR	35	40	N/A
AIRPORT FENCING		N/A	N/A
VEHICLE GATE			N/A
AIRPORT REFERENCE POINT (ARP)	ARP	ARP	N/A
TAXIWAY EDGE REFLECTORS/LIGHTS			N/A
ROTATING BEACON			N/A
REIL			N/A

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
Large Aircraft and Jet Parking	8
Future Cargo Area	9
Future Large Aircraft and Jet Parking	10
Future Executive Style Hangars	11
Future Coast Guard Expansion Area	12
Future Non-Aeronautical Development Area (10.8 acres)	13
Future Non-Aeronautical Development Area (4.3 acres)	14

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1			
2			
3			

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TERMINAL AREA PLAN

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

PROJECT NUMBER	DRAWING FILE NAME	SCALE
P0009837W	0009837W-D-TERMINAL-AREA	1"=200'

SHEET NUMBER 4

SHEET 6 - Airspace Surface Obstruction Table

Point#	Description	Top Elev.	Surface Elev.	Vertical Penetration	Surface	Disposition
403	Tree	115.75	310	-194	Conical	
406	Natural High Point	25.51	360	-334	Conical	
1008	Bridge Super Structure	250.92	410	-159	Conical	
1120	Tree	366.68	360	7	Conical	
40	Tower (non communication)	185.50	310	-125	Horizontal	
399	Tank	218.22	310	-92	Horizontal	
400	Tree	199.93	310	-110	Horizontal	
403	Tree	115.75	310	-194	Horizontal	
404	Natural High Point	21.61	310	-288	Horizontal	
405	Street Sign	34.30	310	-276	Horizontal	
407	Pole	157.45	310	-153	Horizontal	
409	Communication Tower	206.81	310	-103	Horizontal	
432	Pole	365.36	310	55	Horizontal	
466	Power Transmission Line	346.19	310	36	Horizontal	
641	Pole	424.13	310	114	Horizontal	
642	Pole	397.94	310	88	Horizontal	
643	Pole	436.97	310	127	Horizontal	
728	Pole	418.97	310	109	Horizontal	
1007	Communication Tower	139.55	310	-170	Horizontal	
1248	Tree	284.52	310	-25	Horizontal	
1249	Tree	275.68	310	-34	Horizontal	
1250	Tree	279.86	310	-30	Horizontal	
1251	Tree	295.34	310	-15	Horizontal	
1252	Tree	276.62	310	-33	Horizontal	
1300	Power Transmission Pylon	50.53	310	-259	Horizontal	
1301	Power Transmission Pylon	86.03	310	-224	Horizontal	
1302	Power Transmission Pylon	49.16	310	-261	Horizontal	
1304	Power Transmission Pylon	101.28	310	-209	Horizontal	
1305	Power Transmission Pylon	107.34	310	-203	Horizontal	
1306	Power Transmission Pylon	107.855	310	-202	Horizontal	
1307	Power Transmission Pylon	117.66	310	-192	Horizontal	
1459	Pole	258.6	310	-51	Horizontal	
9	Fence	174.13	218	-44	Transitional	
10	Vertical Structure	174.13	195	-21	Transitional	
39	Tree	270.16	660	-390	Transitional	
44	Building	166.48	220	-54	Transitional	
1002	NAVAID	168.62	198	-29	Transitional	
1003	Pole	156.18	194	-38	Transitional	
1289	Fence	161.89	171	-9	Transitional	
1290	Fence	170.69	175	-4	Transitional	
1296	Tree	189.00	303	-114	Transitional	
1298	Pole	151.50	205	-54	Transitional	
1299	Pole	154.58	190	-35	Transitional	
1462	Fence	174.23	179	-5	Transitional	
1463	NAVAID	157.08	176	-19	Transitional	

SHEET 7 - Runway 16 Approach Surface Obstruction Table

Point#	Description	Top Elev.	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	

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	

Note: Objects/Obstructions Description identified with * represent the highest object/obstruction within a group.

SHEET 9 - Runway 16 Inner Approach Surface Obstruction Table

Point#	Description	Top Elev.	Approach Surface Elev.	Vertical Penetration	Surface	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	-45	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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REVISIONS			
NO.	BY	DATE	REMARKS

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OBSTRUCTION DATA TABLES

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

PROJECT NUMBER	DRAWING FILE NAME	SCALE
P0009837W	0009837W-E-OBS-DATA-TBL	NA

SHEET NUMBER 5

[DATE: ----] [AUTHOR: mdane] [PLOTTER: None] [STYLE: WHP-Standard.ctb]
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SHEET 14 - Runway 16-34 Departure Surface Obstruction Table

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	-9	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	SECONDARY ROAD	174.44	201	-27	40:1	
105	SECONDARY ROAD	182.27	200	-18	40:1	
106	SECONDARY ROAD	195.19	300	-105	40:1	
108	TREE	172.20	160	13	40:1	
109	TREE	179.90	168	12	40:1	
110	TREE	184.71	170	14	40:1	
111	TREE	178.28	171	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	
115	TREE	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	40:1	
119	TREE	190.38	183	7	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	-5	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	

SHEET 14 - Runway 16-34 Departure Surface Obstruction Table

Point#	Description	Top Elev.	Departure Surface Elev.	Vertical Penetration	Surface	Disposition
150	TREE	201.61	200	2	40:1	
151	TREE	252.64	292	-40	40:1	
152	TREE	263.53	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	40:1	
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	TREE	260.00	256	4	40:1	
169	TREE	244.07	254	-10	40:1	
170	TREE	270.17	248	22	40:1	
171	TREE	233.27	244	-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	317.48	286	31	40:1	
254	TREE	325.22	289	36	40:1	
255	TREE	309.20	285	25	40:1	
256	TREE	312.22	297	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	40:1	
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	
300	TREE	405.19	367	38	40:1	
301	TREE	387.82	363	24	40:1	
302	TREE	389.21	363	27	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	-18	40:1	
431	TREE	182.28	154	28	40:1	

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SHEET INFO	
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APPROVED	DN
LAST EDIT	5/15/2017
PLOT DATE	5/15/2017
SUBMITTAL	

REVISIONS			
NO.	BY	DATE	REMARKS

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OBSTRUCTION DATA TABLES

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

PROJECT NUMBER	DRAWING FILE NAME	SCALE
P0009837W	0009837W-E-OBS-DATA-TBL	NA

SHEET NUMBER
5.1

[DATE: ----] [AUTHOR: mdare] [PLOTTER: None] [STYLE: WHP-Standard.ctb]
[PATH: P:\City of Newport\0009837W\Design\Drawings\Civil\ALP\Sheets\0009837W-e-obs-data-tbl.dwg] [LAYOUT: 5 Obstruction Data Tables (2)]

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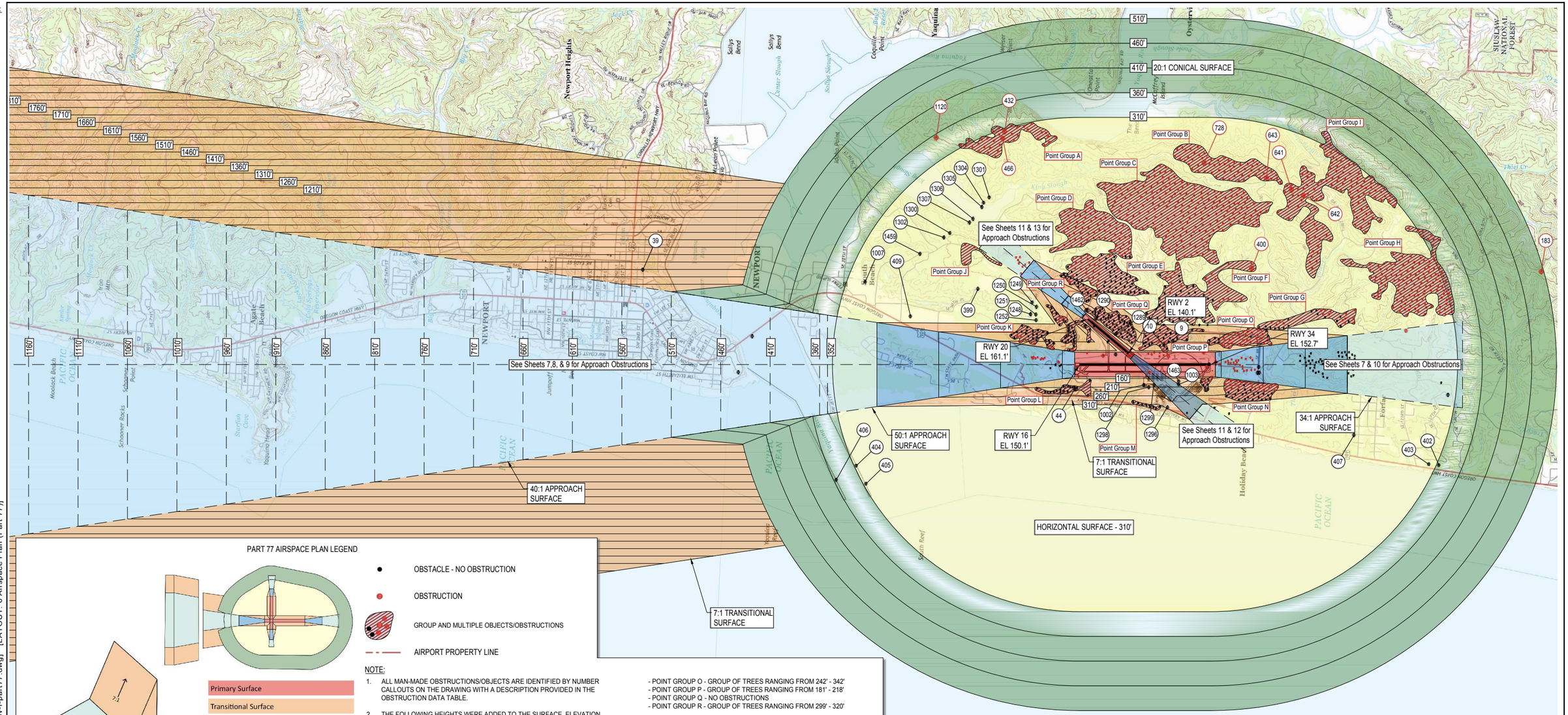
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460'
410'
360'
352'
See Sheets 7,8, & 9 for Approach Obstructions
40:1 APPROACH SURFACE
510'
460'
410' 20:1 CONICAL SURFACE
360'
310'
See Sheets 11 & 13 for Approach Obstructions
RWY 20 EL 161.1'
RWY 2 EL 140.1'
RWY 34 EL 152.7'
RWY 16 EL 150.1'
See Sheets 7 & 10 for Approach Obstructions
See Sheets 11 & 12 for Approach Obstructions
50:1 APPROACH SURFACE
34:1 APPROACH SURFACE
7:1 TRANSITIONAL SURFACE
HORIZONTAL SURFACE - 310'
Point Group A
Point Group B
Point Group C
Point Group D
Point Group E
Point Group F
Point Group G
Point Group H
Point Group I
Point Group J
Point Group K
Point Group L
Point Group M
Point Group N
Point Group O
Point Group P
Point Group Q
Point Group R
Newport Heights
NEWPORT
South Beach
Agate Beach
Yaquina Head
Yaquina Bay
Yaquina
Oysterville
Sallys Bend
Coquille Point
McLean Point
Idaho Point
Moolack Beach
Schooner Rocks
Schooner Point
Stonefish Cove
Jumpoff Reef
Holiday Beach
South Reef
Thiel Cr
Forfar
PACIFIC OCEAN
SIUSLAW NATIONAL FOREST
OREGON COAST HWY
NE 36TH ST
NE 35TH ST
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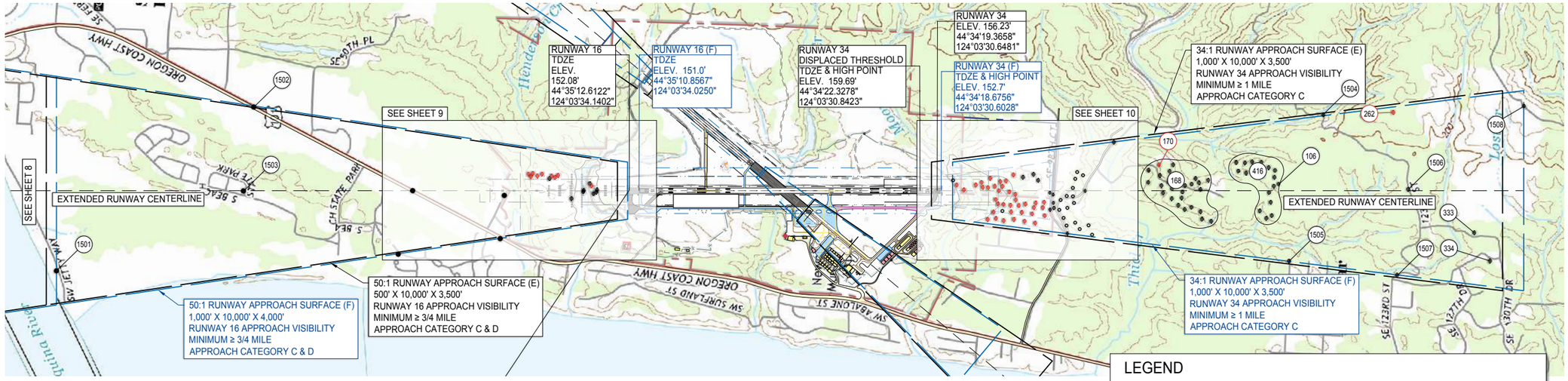
NE 1615TH PL
NE

XREF INDEX:

RUNWAY 16-34 APPROACH SURFACE PLAN



NOTES:

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

PLAN VIEW SCALE

1000 0 500 1000 2000

(FEET)
1 INCH = 1000 FT.

MAGNETIC

15°23'E
April 2017
8' W Annual
Rate Of Change

LEGEND

OBSTRUCTION

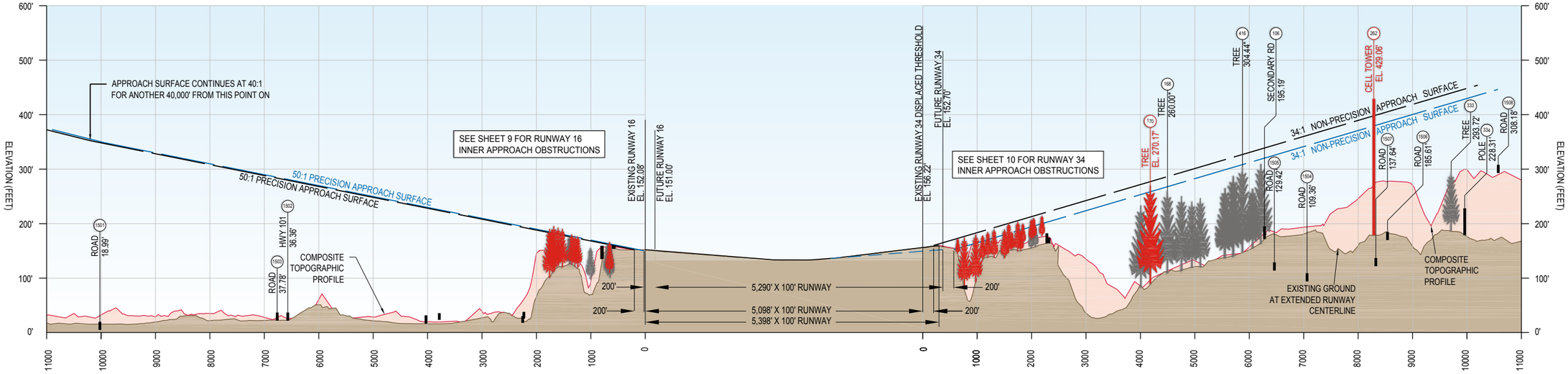
OBJECT - NO OBSTRUCTION

OBSTRUCTION IDENTIFIED IN 2014 AGIS SURVEY AND REMOVED IN 2016 PAPI OCS TREE REMOVAL PROJECT

GROUP OF TREES IDENTIFIED BY SINGLE OBJECT ID.
NOTE: HIGHEST TREE WITHIN GROUP IS ID #

	EXISTING	FUTURE
PROPERTY LINE		
OBJECT FREE AREA (OFA)	OFA	OFA
RUNWAY SAFETY AREA (RSA)	RSA	RSA
RUNWAY PROTECTION ZONE (RPZ)	RPZ	RPZ
AIRPORT FENCING	Wildlife Fencing	

RUNWAY 16-34 APPROACH SURFACE PROFILE



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"THE PREPARATION OF THESE DOCUMENTS MAY HAVE BEEN SUPPORTED, IN PART THOUGH THE AIRPORT IMPROVEMENT PROGRAM FINANCIAL ASSISTANCE FROM THE FEDERAL AVIATION ADMINISTRATION (PROJECT NUMBER 3-41-0040-023) AS PROVIDED 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."

SHEET INFO	
DESIGNED	MD/RI
DRAWN	MD/RI
CHECKED	MD
APPROVED	DN
LAST EDIT	5/15/2017
PLOT DATE	5/15/2017
SUBMITTAL	

REVISIONS			
NO.	BY	DATE	REMARKS

DRAFT

RUNWAY 16-34 APPROACH SURFACE

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

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

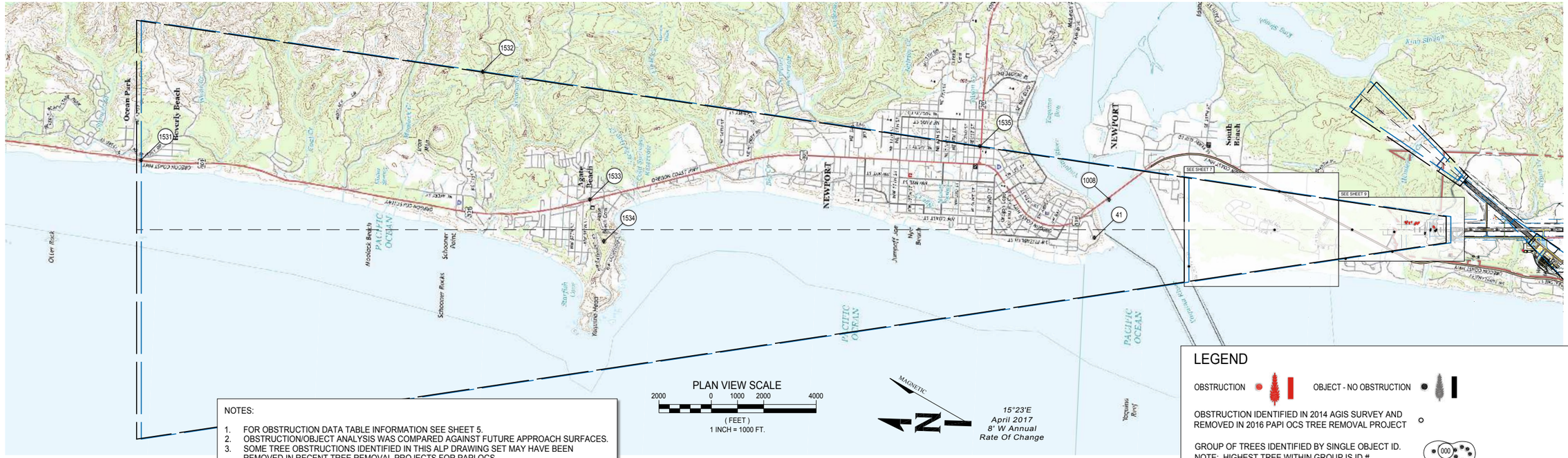
SHEET NUMBER

7

[DATE: 12/12/2016 11:27 AM] [AUTHOR: mdane] [PLOTTER: None] [STYLE: WHP-Standard_Half-Size.ctb]
[PATH: P:\City of Newport\0009837W\Design\Drawings\Civil\ALP\Sheets\0009837W-g-runway-16-34-app.dwg] [LAYOUT: 6 Runway 16-34 Approach Surface]

XREF INDEX:

RUNWAY 16 EXTENDED APPROACH SURFACE PLAN



NOTES:

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PLAN VIEW SCALE
2000 0 1000 2000 4000
(FEET)
1 INCH = 1000 FT.

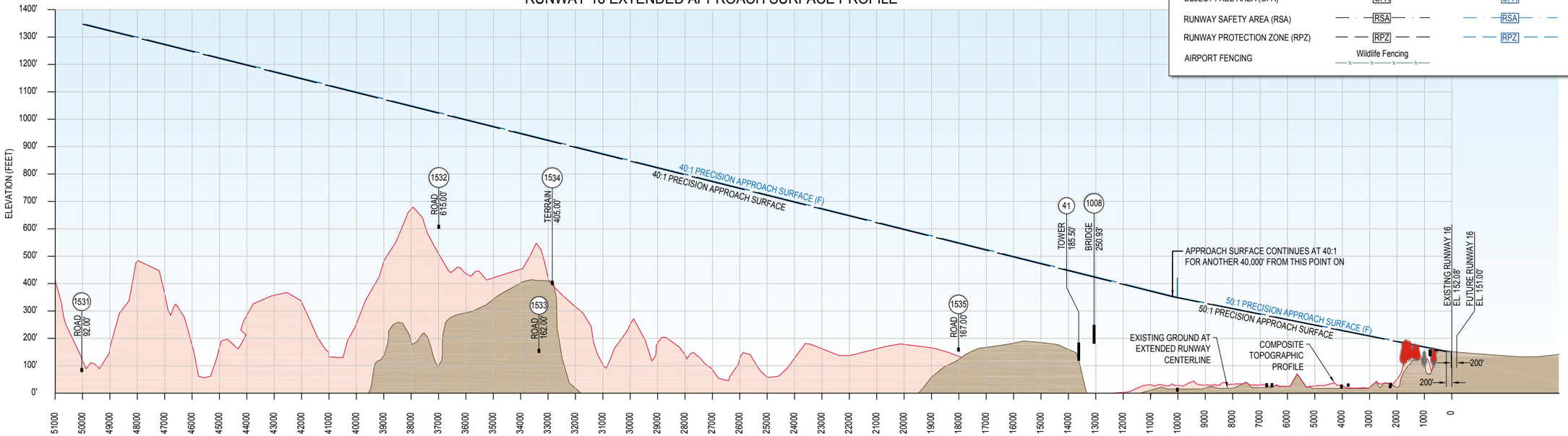
MAGNETIC
15°23'E
April 2017
8' W Annual
Rate Of Change

LEGEND

OBSTRUCTION
OBJECT - NO OBSTRUCTION
OBSTRUCTION IDENTIFIED IN 2014 AGIS SURVEY AND REMOVED IN 2016 PAPI OCS TREE REMOVAL PROJECT
GROUP OF TREES IDENTIFIED BY SINGLE OBJECT ID.
NOTE: HIGHEST TREE WITHIN GROUP IS ID #

	EXISTING	FUTURE
PROPERTY LINE		
OBJECT FREE AREA (OFA)	OFA	OFA
RUNWAY SAFETY AREA (RSA)	RSA	RSA
RUNWAY PROTECTION ZONE (RPZ)	RPZ	RPZ
AIRPORT FENCING	Wildlife Fencing	

RUNWAY 16 EXTENDED APPROACH SURFACE PROFILE



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SHEET INFO	
DESIGNED	MD/RI
DRAWN	MD/RI
CHECKED	MD
APPROVED	DN
LAST EDIT	5/15/2017
PLOT DATE	5/15/2017
SUBMITTAL	

REVISIONS			
NO.	BY	DATE	REMARKS

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RUNWAY 16 EXTENDED APPROACH SURFACE

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

PROJECT NUMBER	DRAWING FILE NAME	SCALE
P0009837W	0009837W-H-RUNWAY-16 EXTEND APP	1"=2000'

SHEET NUMBER
8

XREF INDEX:

RUNWAY 16 INNER APPROACH PLAN

LEGEND

OBSTRUCTION

OBJECT - NO OBSTRUCTION

OBSTRUCTION IDENTIFIED IN 2014 AGIS SURVEY AND REMOVED IN 2016 PAPI OCS TREE REMOVAL PROJECT

GROUP OF TREES IDENTIFIED BY SINGLE OBJECT ID.
NOTE: HIGHEST TREE WITHIN GROUP IS ID #

	EXISTING	FUTURE
PROPERTY LINE		
OBJECT FREE AREA (OFA)	OFA	OFA
RUNWAY SAFETY AREA (RSA)	RSA	RSA
RUNWAY PROTECTION ZONE (RPZ)	RPZ	RPZ
AIRPORT FENCING	Wildlife Fencing	

NOTES:

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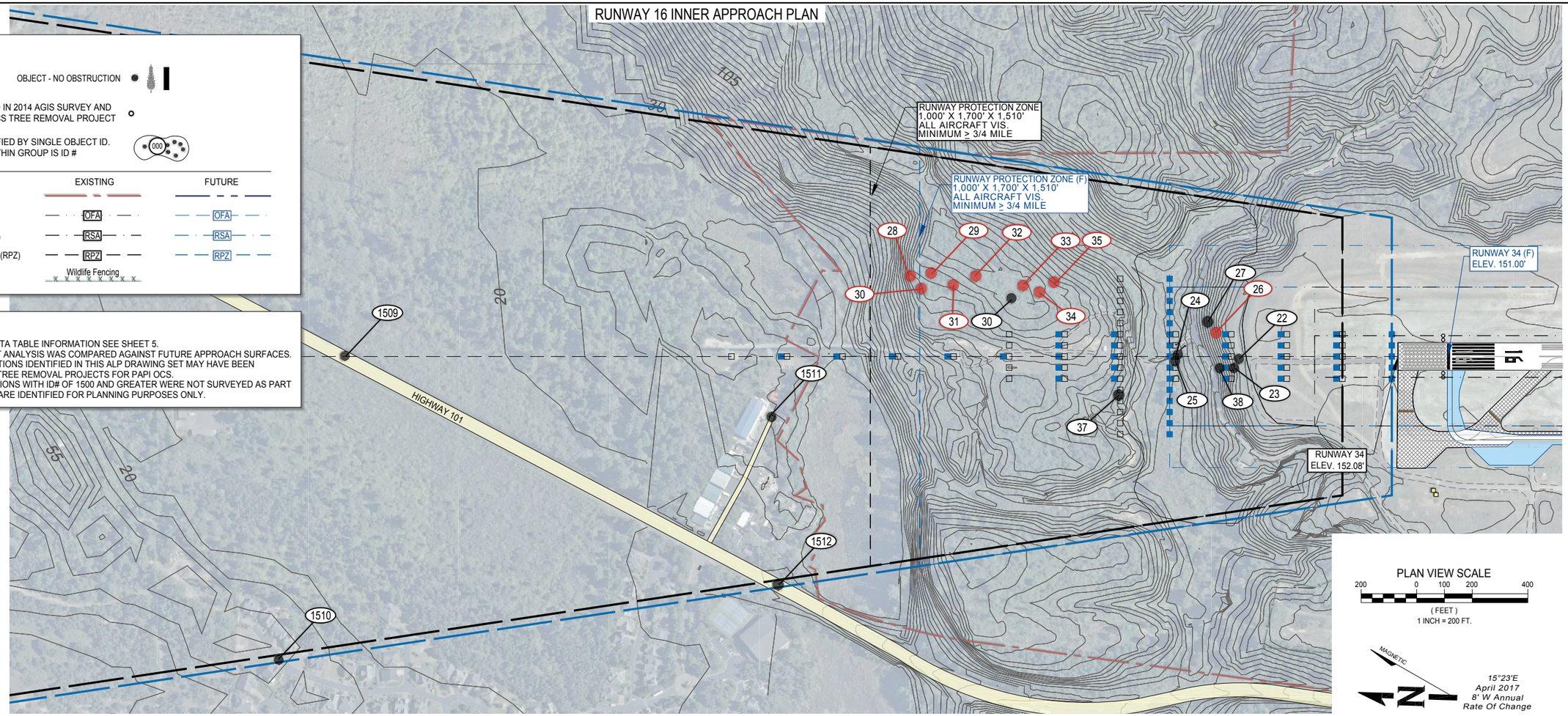
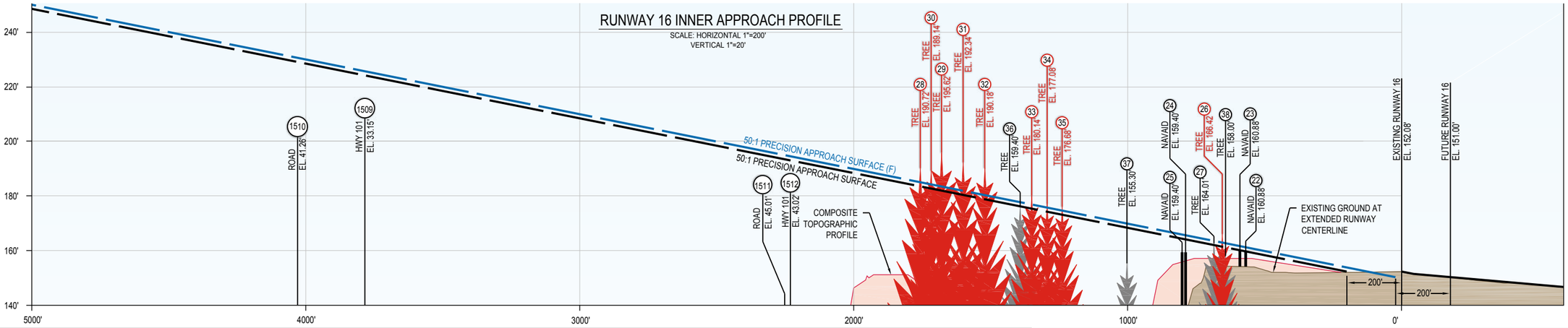


PLAN VIEW SCALE
200 0 100 200 400
(FEET)
1 INCH = 200 FT.

MAGNETIC
15°23'E
April 2017
8' W Annual
Rate Of Change

RUNWAY 16 INNER APPROACH PROFILE

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



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SHEET INFO	
DESIGNED	MD/RI
DRAWN	MD/RI
CHECKED	MD
APPROVED	DN
LAST EDIT	5/15/2017
PLOT DATE	5/15/2017
SUBMITTAL	

REVISIONS			
NO.	BY	DATE	REMARKS

DRAFT

RUNWAY 16 INNER APPROACH

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

PROJECT NUMBER	DRAWING FILE NAME	SCALE
P0009837W	0009837W-I-RUNWAY-16-IAPP	1"=200'

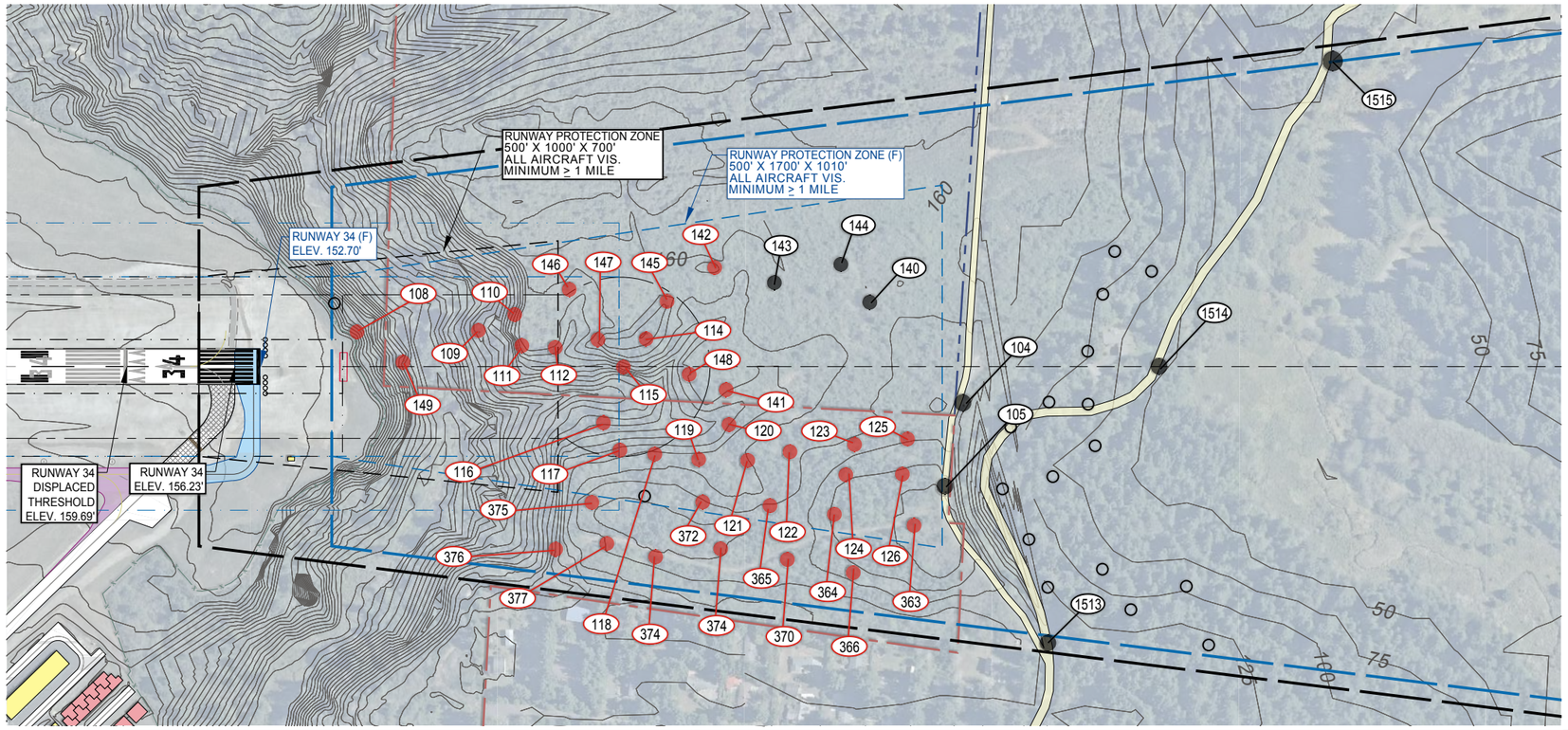
SHEET NUMBER
9

[DATE: 8/30/2016 3:09 PM] [AUTHOR: mdane] [PLOTTER: None] [STYLE: WHPacific-Standard.ctb]
[PATH: P:\City of Newport\0009837W\Design\Drawings\Civil\ALP\Sheets\0009837W-I-runway-16-iapp.dwg] [LAYOUT: 8 Runway 16 Inner Approach]

RUNWAY 34 INNER APPROACH PLAN

PLAN VIEW SCALE
200 0 100 200 400
(FEET)
1 INCH = 200 FT.

MAGNETIC
15°23'E
April 2017
8' W Annual
Rate Of Change



LEGEND

OBSTRUCTION — OBJECT - NO OBSTRUCTION

OBSTRUCTION IDENTIFIED IN 2014 AGIS SURVEY AND REMOVED IN 2016 PAPI OCS TREE REMOVAL PROJECT

GROUP OF TREES IDENTIFIED BY SINGLE OBJECT ID.
NOTE: HIGHEST TREE WITHIN GROUP IS ID #

	EXISTING	FUTURE
PROPERTY LINE		
OBJECT FREE AREA (OFA)	OFA	OFA
RUNWAY SAFETY AREA (RSA)	RSA	RSA
RUNWAY PROTECTION ZONE (RPZ)	RPZ	RPZ
AIRPORT FENCING	Wildlife Fencing	

NOTES:

1. FOR OBSTRUCTION DATA TABLE INFORMATION SEE SHEET 5.
2. OBSTRUCTION/OBJECT ANALYSIS WAS COMPARED AGAINST FUTURE APPROACH SURFACES.
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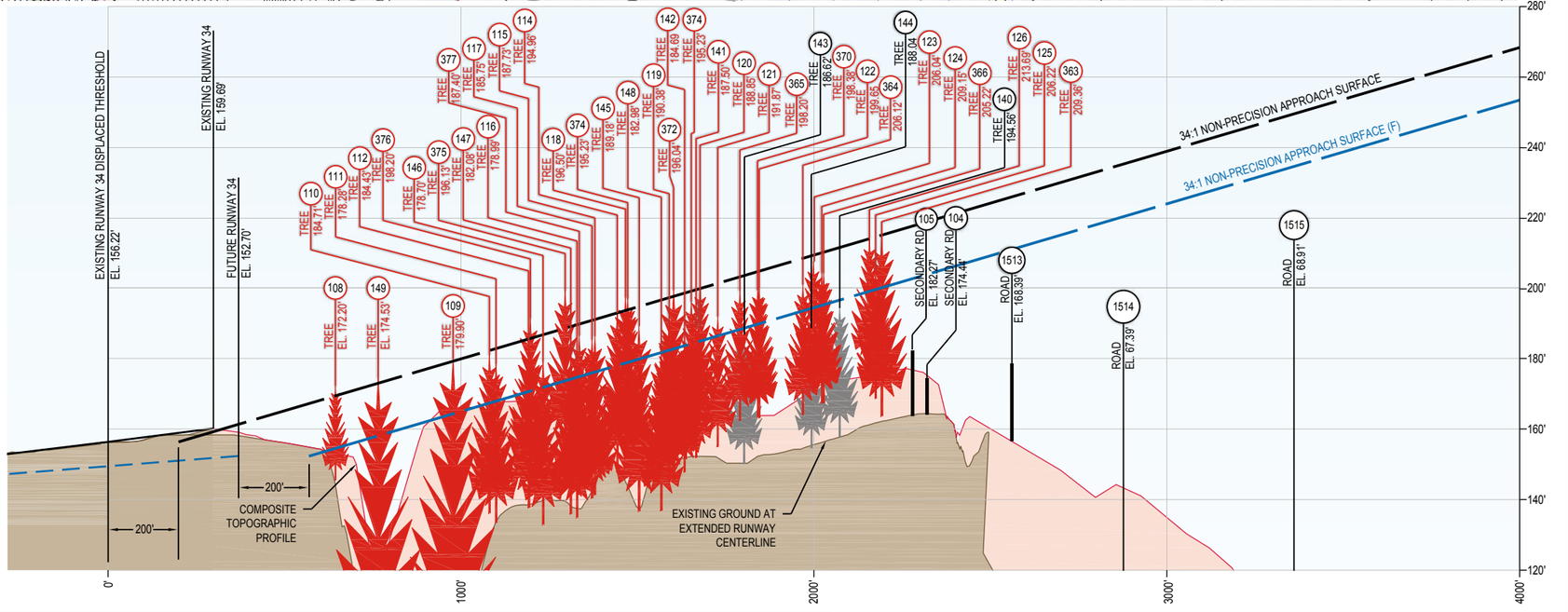
4. OBJECTS & OBSTRUCTIONS WITH ID# OF 1500 AND GREATER WERE NOT SURVEYED AS PART OF AGIS SURVEY AND ARE IDENTIFIED FOR PLANNING PURPOSES ONLY.

RUNWAY 34 INNER APPROACH PROFILE

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



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SHEET INFO	
DESIGNED	MD
DRAWN	RI/MD
CHECKED	MD
APPROVED	DN
LAST EDIT	5/5/2017
PLOT DATE	5/5/2017
SUBMITTAL	

REVISIONS			
NO.	BY	DATE	REMARKS

DRAFT

RUNWAY 34 INNER APPROACH

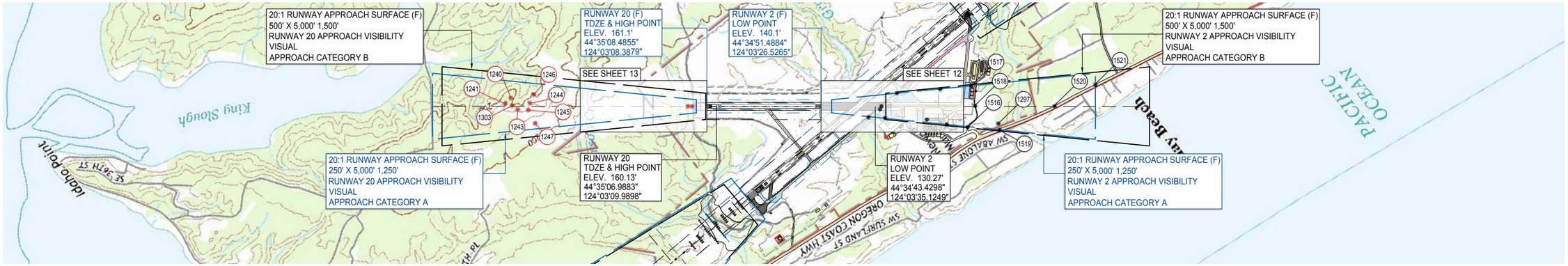
CITY OF NEWPORT, OR.
NEWPORT MUNICIPAL AIRPORT MASTER PLAN UPDATE

PROJECT NUMBER	DRAWING FILE NAME	SCALE
P0009837W	0009837W-J-RUNWAY-34-IAPP	1"=200'

SHEET NUMBER
10

[DATE: 12/12/2016 1:03 PM] [AUTHOR: mdane] [PLOTTER: None] [STYLE: WHP-Standard_Half-Size.ctb] [LAYOUT: 9 Runway 34 Inner Approach]
[PATH: P:\City of Newport\0009837W\Design\Drawings\Civil\ALP\Sheets\0009837W-J-runway-34-iapp.dwg]

RUNWAY 2-20 APPROACH SURFACE PLAN



NOTES:

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2. OBSTRUCTION/OBJECT ANALYSIS WAS COMPARED AGAINST FUTURE APPROACH SURFACES.
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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.

PLAN VIEW SCALE

1000 0 500 1000 2000

(FEET)
1 INCH = 1000 FT.

MAGNETIC

15°23'E
April 2017
8' W Annual
Rate Of Change

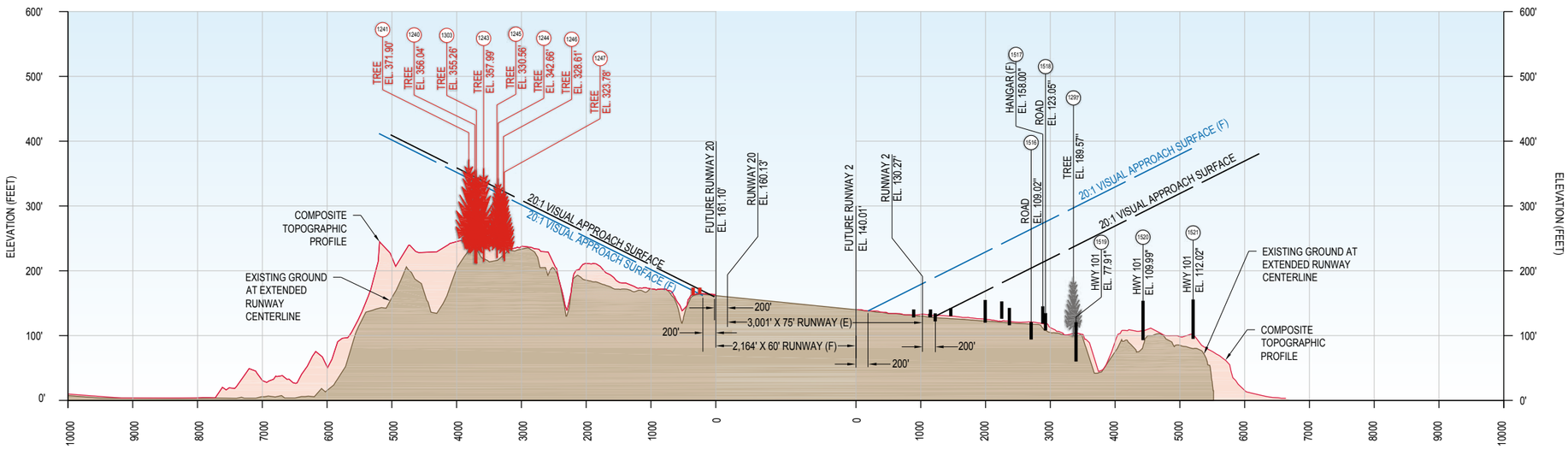
LEGEND

OBJECT - NO OBSTRUCTION

OBSTRUCTION

	EXISTING	FUTURE
PROPERTY LINE		
AVIGATION EASEMENT		
OBJECT FREE AREA (OFA)	OFA	OFA
RUNWAY SAFETY AREA (RSA)	RSA	RSA
RUNWAY PROTECTION ZONE (RPZ)	RPZ	RPZ
AIRPORT FENCING	Wildlife Fencing	

RUNWAY 2-20 APPROACH SURFACE PROFILE



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SHEET INFO	
DESIGNED	RI/MD
DRAWN	RI
CHECKED	MD
APPROVED	DN
LAST EDIT	5/15/2017
PLOT DATE	5/15/2017
SUBMITTAL	

REVISIONS			
NO.	BY	DATE	REMARKS
1			
2			
3			

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RUNWAY 2-20 APPROACH SURFACE

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

DRAWING FILE NAME	SCALE
P0009837W 0009837W-K-RUNWAY-2-20-APP	1"=1000'

SHEET NUMBER 11

[DATE: 8/29/2016 12:15 PM] [AUTHOR: mdane] [PLOTTER: None] [STYLE: WHP-Standard.ctb]
[PATH: P:\City of Newport\0009837W\Design\Drawings\Civil\ALP\Sheets\0009837W-K-runway-2-20-app.dwg] [LAYOUT: 11 Runway 2-20 Approach Surface]

RUNWAY 2 INNER APPROACH PLAN

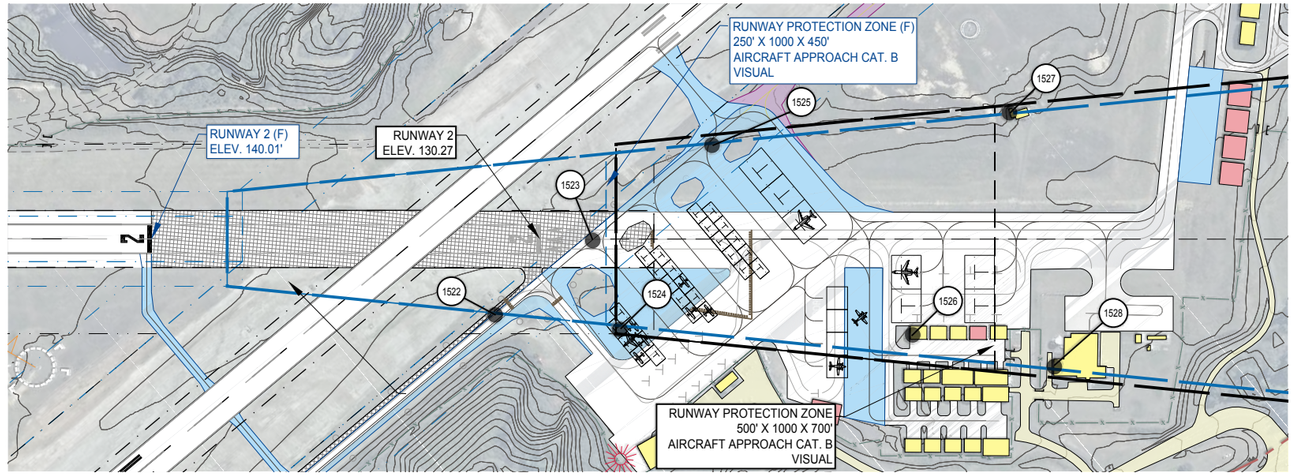
PLAN VIEW SCALE

200 0 100 200 400

(FEET)
1 INCH = 200 FT.

MAGNETIC

15°23'E
April 2017
8' W Annual
Rate Of Change



LEGEND

	EXISTING	FUTURE
OBJECT - NO OBSTRUCTION / OBSTRUCTION		
PROPERTY LINE		
AVIGATION EASEMENT		
OBJECT FREE AREA (OFA)	OFA	OFA
RUNWAY SAFETY AREA (RSA)	RSA	RSA
RUNWAY PROTECTION ZONE (RPZ)	RPZ	RPZ
AIRPORT FENCING	Wildlife Fencing	

NOTES:

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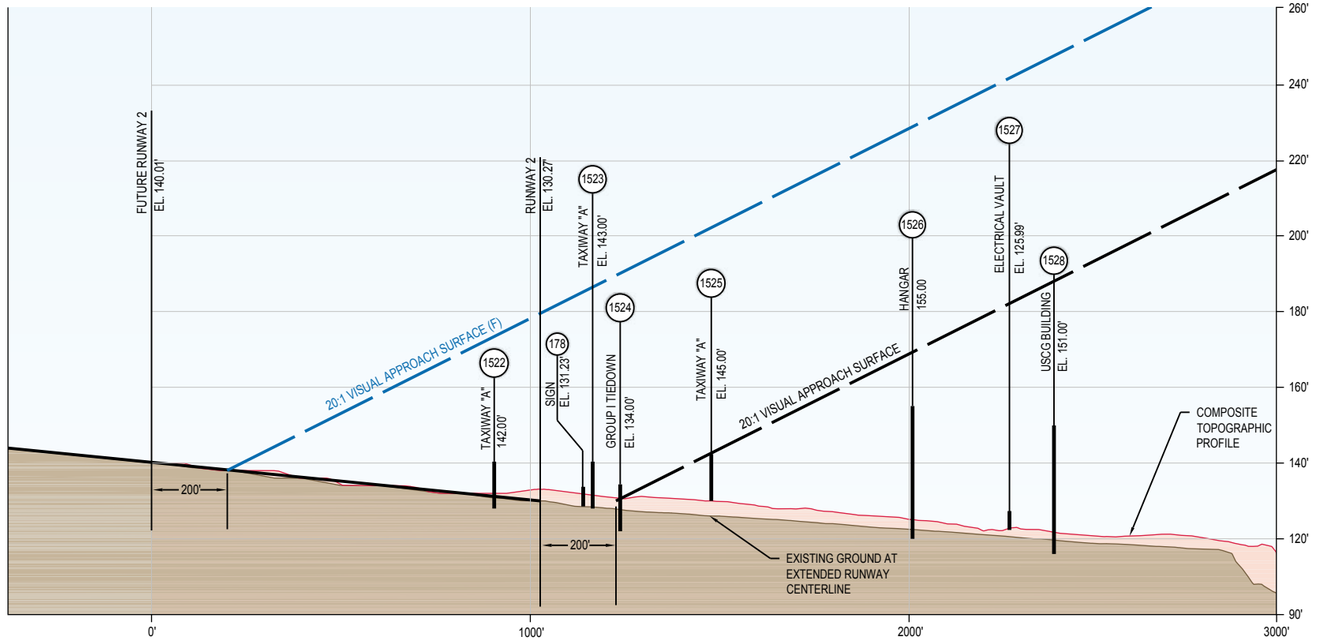
RUNWAY 2 INNER APPROACH PROFILE

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



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DESIGNED	MD/RI
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APPROVED	DN
LAST EDIT	5/15/2017
PLOT DATE	5/15/2017
SUBMITTAL	

REVISIONS			
NO.	BY	DATE	REMARKS

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RUNWAY 2 INNER APPROACH

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

PROJECT NUMBER	DRAWING FILE NAME	SCALE
P0009837W	0009837W-L-RUNWAY-2-IAPP	1"=200'

SHEET NUMBER 12

[DATE: 9/6/2016 3:19 PM] [AUTHOR: mdane] [PLOTTER: None] [STYLE: WHP-Standard.ctb]
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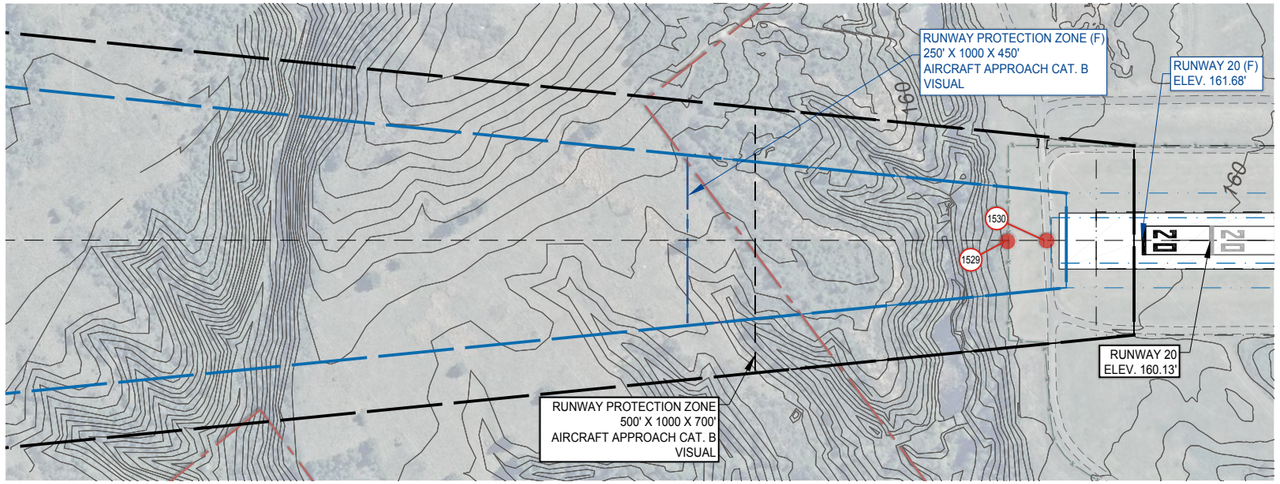
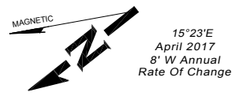


RUNWAY 20 INNER APPROACH PLAN

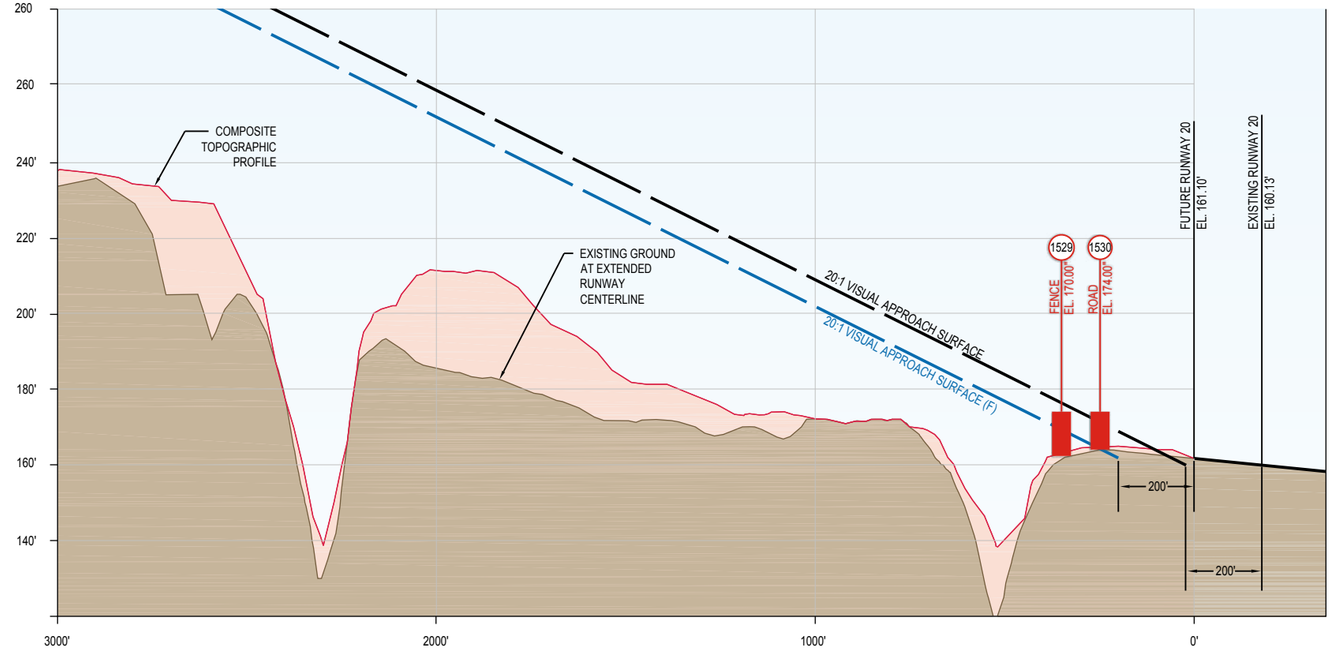
PLAN VIEW SCALE

200 0 100 200 400

(FEET)
1 INCH = 200 FT.



15°23'E
April 2017
8' W Annual
Rate Of Change



RUNWAY 20 INNER APPROACH PROFILE

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

LEGEND

OBJECT - NO OBSTRUCTION

OBSTRUCTION

	EXISTING	FUTURE
PROPERTY LINE		
AVIGATION EASEMENT	AVIGATION	AVIGATION
OBJECT FREE AREA (OFA)	OFA	OFA
RUNWAY SAFETY AREA (RSA)	RSA	RSA
RUNWAY PROTECTION ZONE (RPZ)	RPZ	RPZ
AIRPORT FENCING	Wildlife Fencing	

NOTES:

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

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RUNWAY 20 INNER APPROACH

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

PROJECT NUMBER	DRAWING FILE NAME	SCALE
P0009837W	0009837W-M-RUNWAY-20-IAPP	1"=200'

SHEET NUMBER
13

[DATE: 3/23/2017 11:23 AM] [AUTHOR: mdane] [PLOTTER: None] [STYLE: WHP-Standard.ctb]
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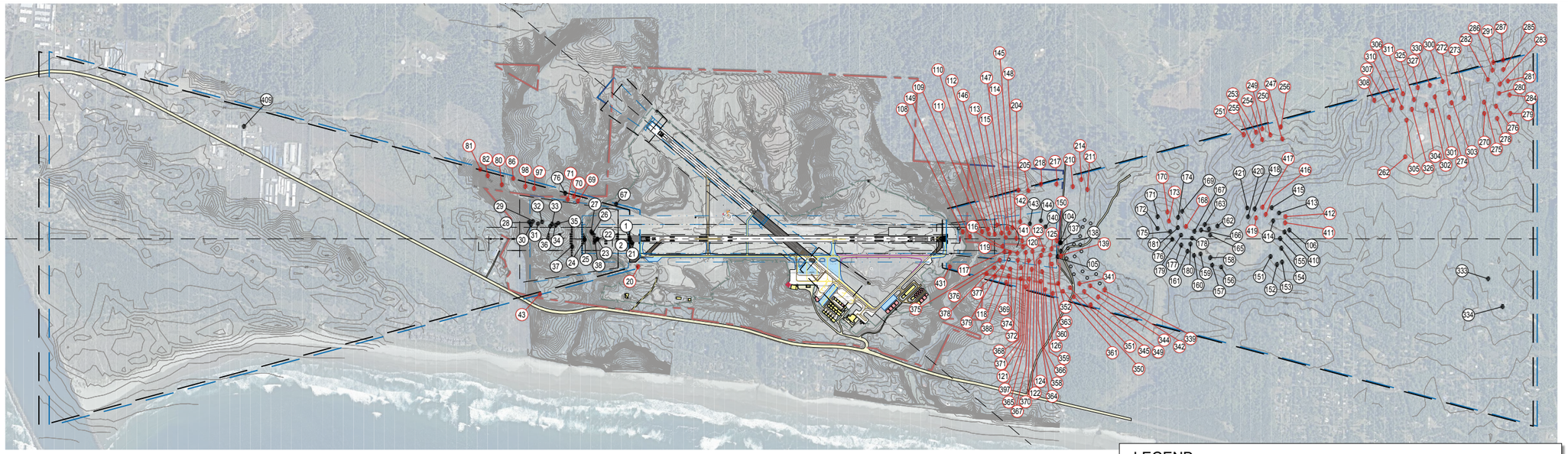


PLAN VIEW SCALE

1000 0 500 1000 2000

(FEET)
1 INCH = 1000 FT.

MAGNETIC

15°23'E
April 2017
8' W Annual
Rate Of Change

NOTES:

1. NOT EVERY OBJECT/OBSTRUCTION IDENTIFIED WITH ID# IN PLAN VIEW IS IDENTIFIED WITH ID# AND DATA IN PROFILE VIEW.
2. FOR OBSTRUCTION DATA TABLE INFORMATION SEE SHEET 5.
3. OBSTRUCTION/OBJECT ANALYSIS WAS COMPARED AGAINST FUTURE APPROACH SURFACES.
4. SOME TREE OBSTRUCTIONS IDENTIFIED IN THIS ALP DRAWING SET MAY HAVE BEEN REMOVED IN RECENT TREE REMOVAL PROJECTS FOR PAPI OCS.

LEGEND

OBSTRUCTION

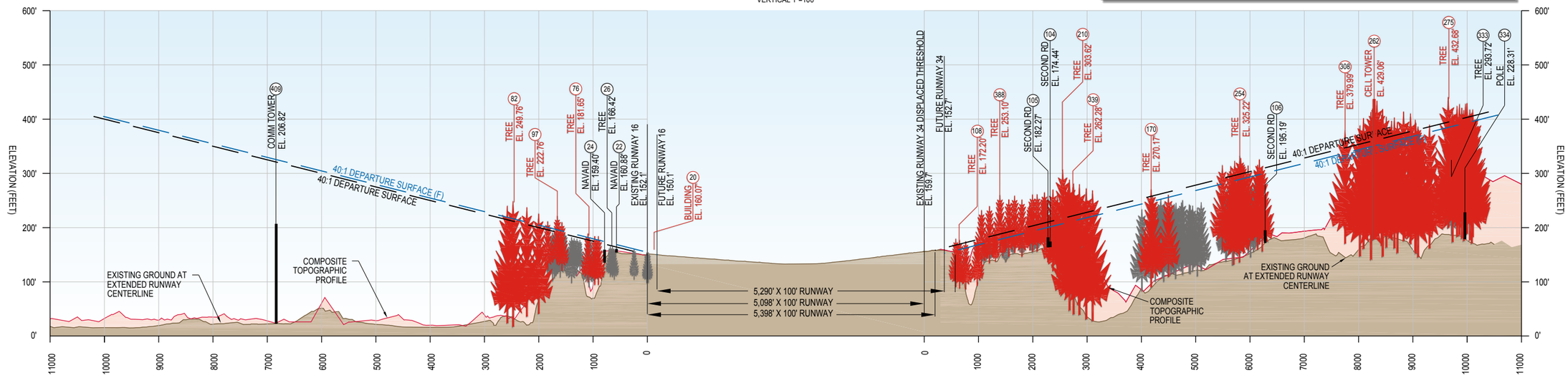
OBJECT - NO OBSTRUCTION

OBSTRUCTION IDENTIFIED IN 2014 AGIS SURVEY AND REMOVED IN 2016 PAPI OCS TREE REMOVAL PROJECT

	EXISTING	FUTURE
PROPERTY LINE		
OBJECT FREE AREA (OFA)	OFA	OFA
RUNWAY SAFETY AREA (RSA)	RSA	RSA
RUNWAY PROTECTION ZONE (RPZ)	RPZ	RPZ
AIRPORT FENCING	Wildlife Fencing	

RUNWAY 16-34 DEPARTURE SURFACE PROFILE

SCALE: HORIZONTAL 1"=1000'
VERTICAL 1"=100'



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REVISIONS			
NO.	BY	DATE	REMARKS

DRAFT

RUNWAY 16-34 DEPARTURE

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

PROJECT NUMBER	DRAWING FILE NAME	SCALE
P0009837W	0009837W-N-RUNWAY-16-34-DEP	1"=1000'

SHEET NUMBER
14

[DATE: ----] [AUTHOR: mdane] [PLOTTER: None] [STYLE: WHP-Standard.ctb]
[PATH: P:\City of Newport\0009837W\Design\Drawings\Civil\ALP\Sheets\0009837W-n-runway-16-34-dep.dwg] [LAYOUT: 13 Runway 16-34 Departure]

XREF INDEX:

LAND-USE LEGEND

RESIDENTIAL	
RESIDENTIAL - HIGH DENSITY	
SHORELAND	
COMMERCIAL	
INDUSTRIAL	
AGRICULTURE / TIMBER	
PUBLIC INSTITUTIONS	
AIRPORT	
OTHER	
AIRPORT PROPERTY	
URBAN GROWTH BOUNDARY	
CHURCH	†
SCHOOL	
HOSPITAL	
LANDFILL/GARBAGE DUMP	None within Airport Overlay Zone

Runway Protection Zone

Utility Runway Visual Approach Surface

Non-Precision Instrument Runway Approach Surface

Precision Instrument Runway Approach Surface

Transitional Surface

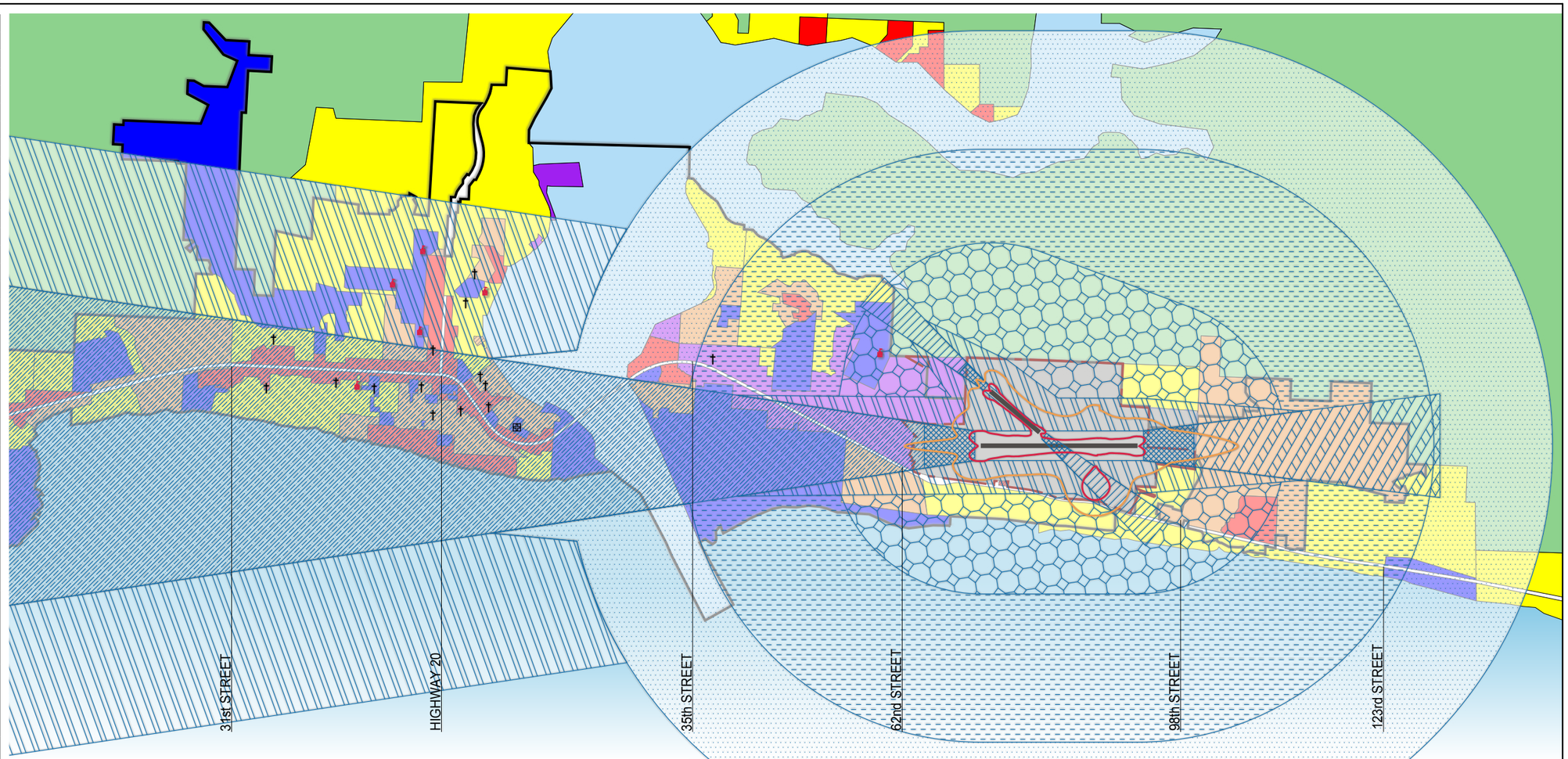
Direct Impact Area

Secondary Impact Area

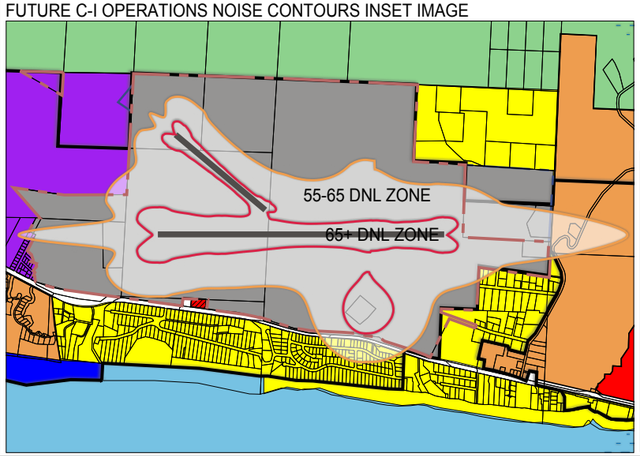
Conical Surface

Notes:

1. The "surfaces and areas" within the proposed "Airport Overlay Zone" depicted on this Land Use Plan are based on the zones recommended 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.
2. A model "Airport Overlay Zone" for the Newport Municipal Airport would also require additional information identified in Appendix E - Model Public Use Airport Safety and Compatibility Overlay Zone for Public Use Airports with Only Visual Approaches.
3. 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.
4. For additional detailed information and recommended guidance, reference the Oregon Department of Aviation - Airport Land Use Compatibility Guidebook.
5. Noise analysis was performed using the Federal Aviation Administration (FAA) Aviation Environmental Design Tool (AEDT) version 2c Service Pack 2 (SP2).
6. For additional information on Noise Analysis, see Appendix XX of 2017 Airport Master Plan Report.
7. For obstruction height limitations and Part 77 surfaces refer to Sheet 6 - Airport Airspace Plan.



FUTURE C-I OPERATIONS NOISE CONTOURS INSET IMAGE



ZONING CODE RECOMMENDATIONS

GENERAL SUMMARY OF SECTION 14.22 AIRPORT RESTRICTED AREA

The "Airport Restricted Area" zones were developed to carry out the provisions of Title 14 - Newport Zoning Code. The zones identified are based on a "Layout Plan" and "Approach and Clear Zone Plan" dated August 24, 1979. While the zones identified in the 1979 plan are still largely relevant at present, it is recommended the City update those portions of the existing code that reference the Airport to more closely reflect modern terminology, relocated facilities, and to more clearly address the prevention of 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.

ZONING CODE RECOMMENDATIONS

GENERAL SUMMARY OF SECTION 14.22.110-120 NOISE IMPACT

Section 14.22.110 addresses the Moderate Noise Impact Zone (55-65 DNL) and more specifically the noise insulation requirements of certain places of public assembly as well as the orientation and siting requirements of residential uses within the extents of the 55-65 DNL area.

Section 14.22.120 addresses the Substantial Noise Impact Zone (65+ DNL) 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.

SAMPLE COMPATIBILITY MATRIX - ODA MODEL OVERLAY ZONE

TABLE A-1: LIMITATIONS & RESTRICTIONS ON ALLOWED USES

KEY: P = Use is Permitted
L = Use is Allowed Under Limited Circumstances (see footnotes)
N = Use is Not Allowed

	RPZ [1]	Approach Surface [6]	Direct Impact Area	Secondary Impact Area
Public Airport	L [2]	L [6]	P	P
Residential	N	L [3]	L [4]	P
Commercial	N	L [8]	L [5]	P
Industrial	N	L [9]	P	P
Institutional	N	L [9]	L [7]	P
Farm Use	P [7]	P [7]	P [7]	P [7]
Roads/Parking	L [7]	P	P	P
Utilities	L [5]	L [5]	L [5]	L [5]
Parks/Open Space	L [9]	P	P	P
Golf Courses	L [7]	L [7,9]	L [7]	L [7]
Athletic Fields	N	L [9]	L [14]	P
Sanitary Landfills	N	N	N	N
Water Treatment Plants	N	N	N	N
Mining	N	L [7]	L [7]	L [7]
Water Impoundments	N	N [13]	N [13]	N [16]
Wetland Mitigation	N	L [7]	L [7]	L [15]

Source: Model Public Use Airport Safety And Compatibility Overlay Zone (Visual and Instrument Approach Reports). ODA

Compatibility Matrix Footnotes:

1 - No Structures shall be allowed within the Runway Protection Zone (RPZ). Exceptions shall be made only for those structures necessary to airport operations whose location within the RPZ has been approved by the Federal Aviation 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 whether practicable alternatives exist.
5 - In the RPZ, utilities, powerlines and pipelines must be underground. In approach surfaces and in airport direct and secondary impact areas, the proposed height of utilities shall be coordinated with the airport sponsor and Department of Aviation (ODA).
6 - Public assembly facilities are prohibited in the RPZ.
7 - Golf courses may be permitted only upon demonstration, supported by substantial evidence, that management techniques will be utilized to reduce existing wildlife attractants and avoid the recreation of new wildlife attractant. Such techniques shall be required as conditions of the approval. Structures are not permitted within the RPZ. For purposes of this document, tee markers, tee signs, pin cups and pins are not considered to be structures.
8 - Within 10,000 feet from the end of the primary surface of a non-precision instrument runway, and within 50,000 feet from the end of 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 impact 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 birds across runway and approach surfaces. Conditions shall be imposed as are appropriate and necessary to prevent in 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 areas.
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 not permitted.
16 - See section .08 of Appendix D or E prohibiting or regulating water impoundments within 5,000 or 10,000 feet of the end or edge of a runway.

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NO.	BY	DATE	REMARKS

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LAND USE

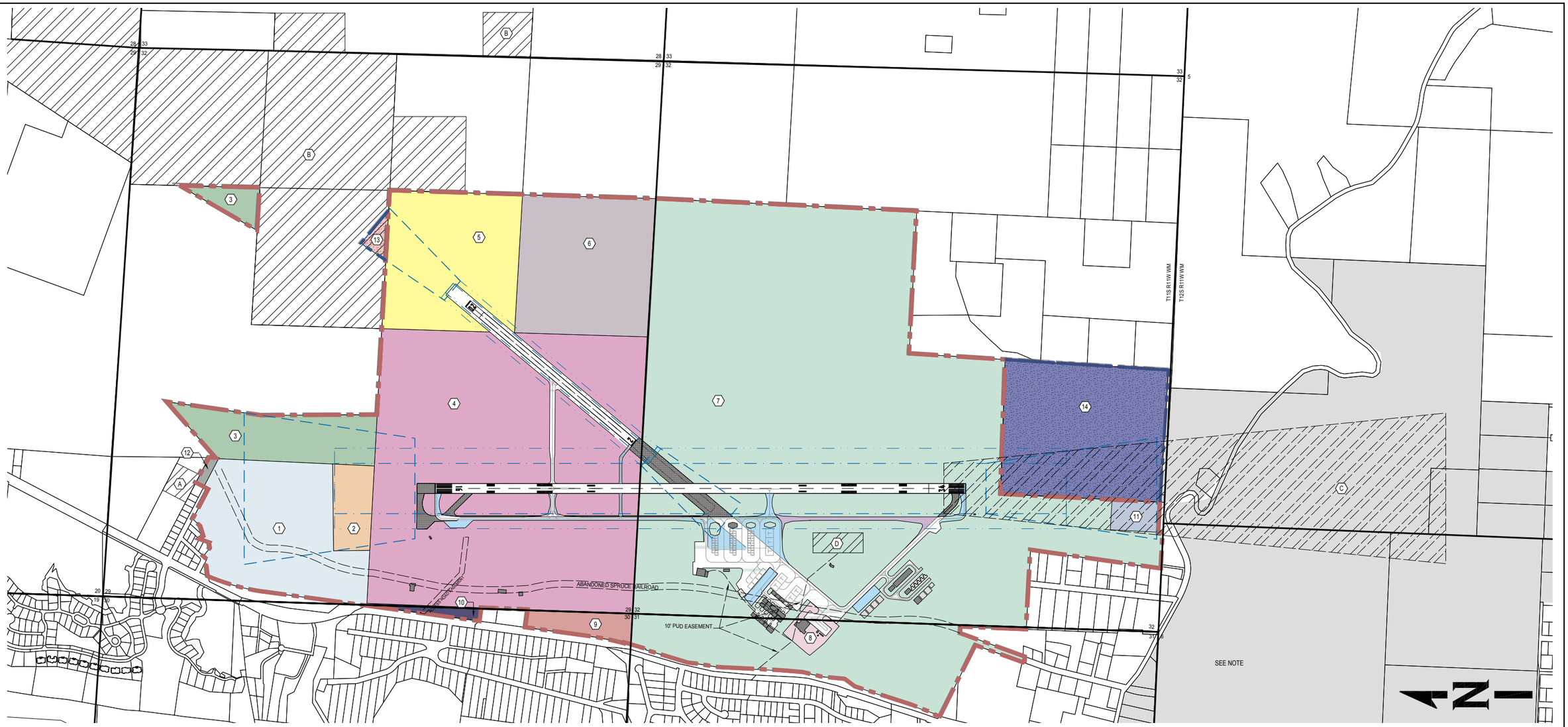
CITY OF NEWPORT, OR.
NEWPORT MUNICIPAL AIRPORT MASTER PLAN UPDATE

P0009837W	DRAWING FILE NAME 0009837W-P-LAND-USE	SCALE 1"=2000'

SHEET NUMBER 15

[DATE: 9/27/2016 9:07 AM] [AUTHOR: mdane] [PLOTTER: None] [STYLE: WHP-Standard.ctb]
[PATH: P:\City of Newport\0009837W\Design\Drawings\Civil\ALP\Sheets\0009837W-p-land-use.dwg] [LAYOUT: 15 Land Use]

XREF INDEX:



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, A7, 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 Parcel Number(s)	Grantor/Grantee	Date	Easement Type	Recording Book	Recording Page	Year
A	B7	Double E. Northwest, Inc / City of Newport	4/14/1993	Aviation Easement	279	2359	1993
B	B1.1, B2.2 B3.1, B3.2, B3.3	Daniel Hall	8/8/1995	Aviation Easement	111	1472	1995
C	B5	Thiel Creek Development/City of Newport	8/17/1987	Aviation Easement	185	1864	1987
D	D4	City of Newport/FAA	12/1/1986	VORTAC Site	_	_	1986

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	RPZ
14	B1.2	Multiple	City of Newport	49.1		Multiple	RPZ

Note

Gray shaded area south of Airport Property depicts land covered by Aeronautical Nuisance Waiver, established August 10, 1987 and as described in recording book 185 pages 1850-1860.

LEGEND

AIRPORT PROPERTY BOUNDARY

PROPOSED AIRPORT PROPERTY BOUNDARY

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EXHIBIT "A" PROPERTY MAP

CITY OF NEWPORT, OR.
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P0009837W | DRAWING FILE NAME 0009837W-Q-PROPERTY-MAP | SCALE 1"=500'

SHEET NUMBER 16

[DATE: ----] [AUTHOR: hwilliams] [PLOTTER: None] [STYLE: WHP-Standard.ctb]
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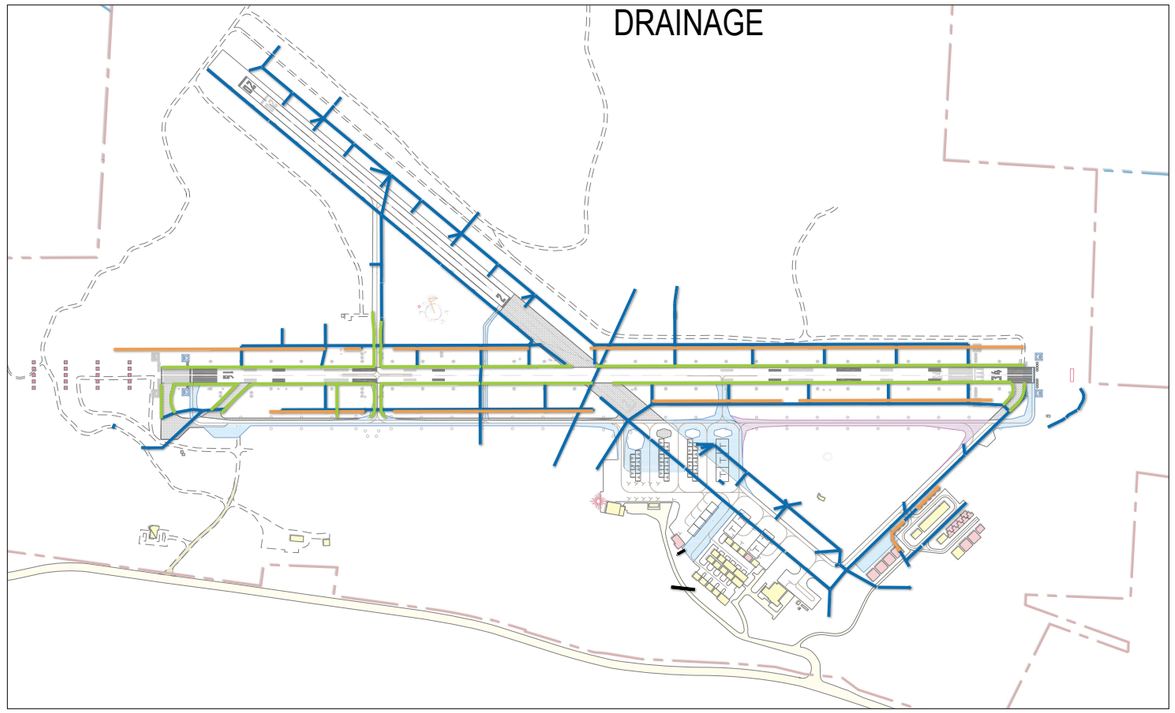
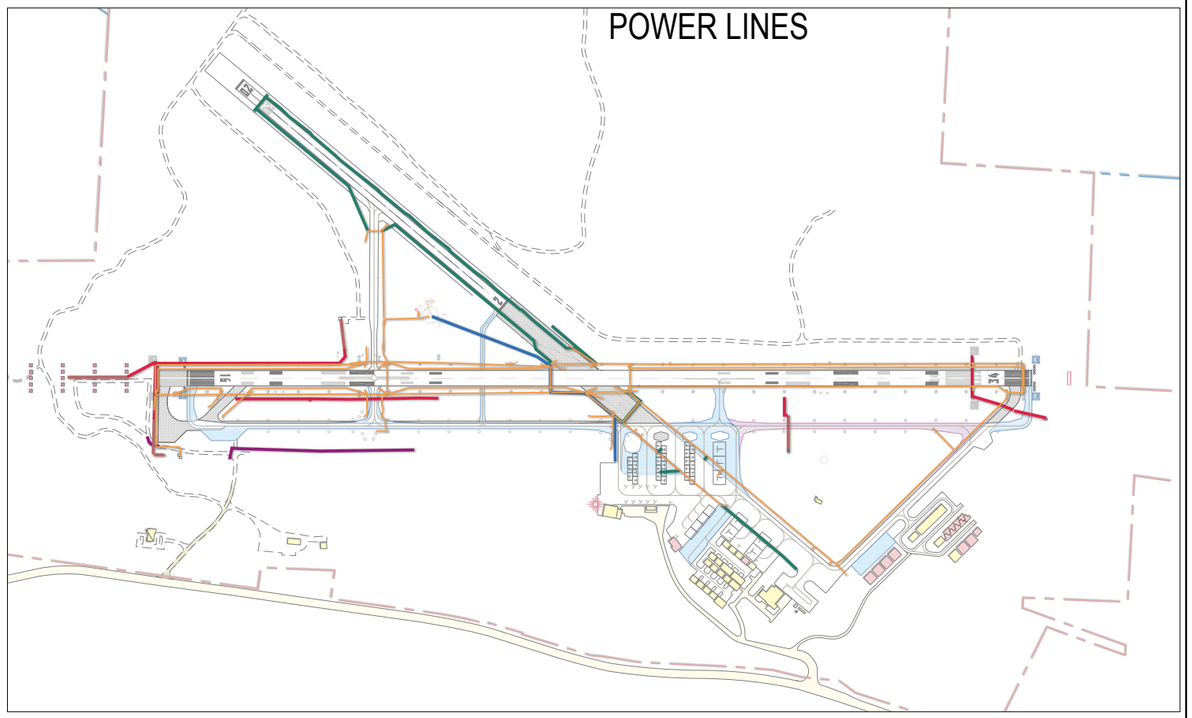
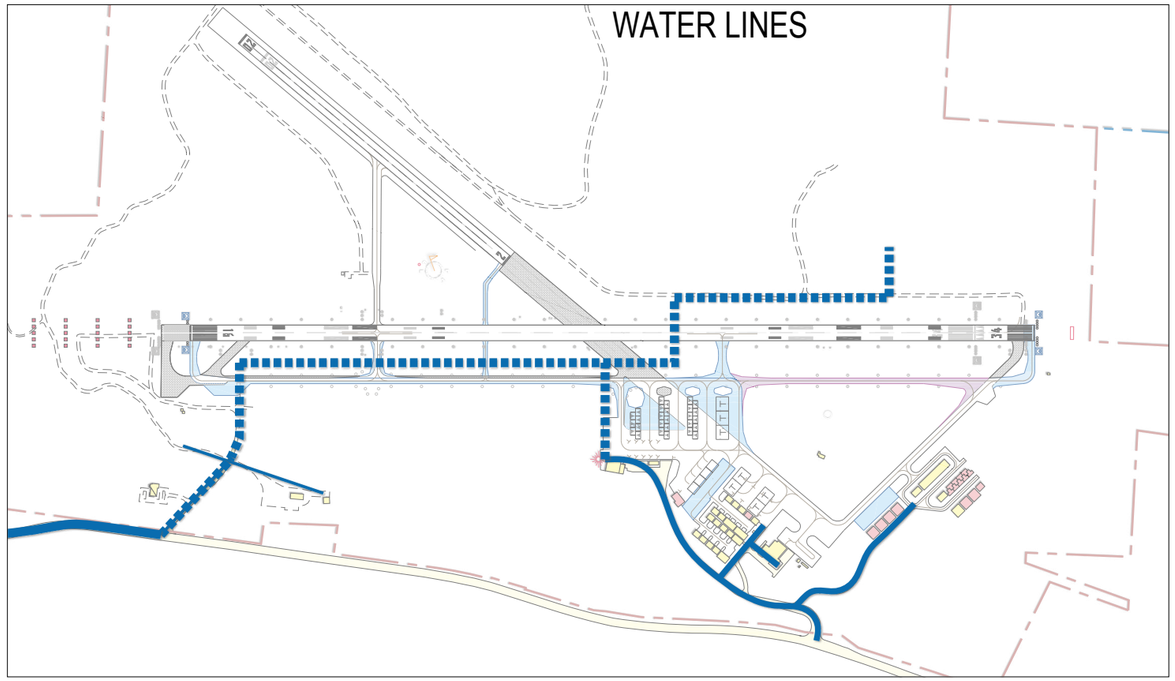
DRAINAGE



POWER LINES



WATER LINES



DRAINAGE LEGEND	
STORM DRAIN CULVERT	
STORM DRAIN DITCH	
STORM DRAIN MAIN LINE	
STORM DRAIN RUNWAY UNDERDRAINS	

POWER LINE LEGEND	
POWER LINE CITY1 RW 16-34	
POWER LINE CITY2 NAVIGATION AID	
POWER LINE FAA1	
POWER LINE CITY3 RW 2-20	
POWER LINE FAA2	
TELEPHONE LINE	

WATER LINE LEGEND	
12" WATER LINE EXISTING	
8" WATER LINE EXISTING	
6" WATER LINE EXISTING	
FUTURE WATER LINE - SIZE TBD	

NOTES:

1. ALL UTILITIES LINE WORK IS SCHEMATIC AND NOT TO SCALE.

N

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UTILITIES DRAWING

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

P0009837W | DRAWING FILE NAME 0009837W-R-UTLITIES | SCALE NO SCALE

SHEET NUMBER 17

[DATE= - - -] [AUTHOR: mdane] [PLOTTER: None] [STYLE: WHP-Standard.ctb]
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