

Newport Municipal Airport Master Plan Update Planning Advisory Committee (PAC) Meeting #2

March 9, 2016
3:00 – 5:00 p.m.

with Public Open House from 5:30 – 6:30 p.m.

-Meeting Summary-

Attendees:

Newport Municipal Airport: Melissa Román

WHPacific, Inc: Dave Nafie, Sarah Lucas, Chris Corich

Elesco: Lee Smith

Planning Advisory Committee Members: Commander Rob Workman, Jayson Buchholz, Onno Husing, Jim Shaw, Derrick Tokos, Lt. Curtis Landers, Susan Reese-Painter, Jenny Demaris, Maryann Bozza, Joe Bishop, Heather Peck, and Jason Ritchie

Public Attendees: Spencer Nebel, Corley MacFarland, Ralph Busby

Welcome and Introductions

Dave Nafie opened the meeting at 3:10 pm, and gave an introduction of WHPacific and Elesco team members. Dave then reviewed the meeting agenda, which focused on the draft Chapters 1 and 2 and preparation of the aeronautical activity forecasts. The floor was then given to Susan Reese-Painter for her briefing of the Regional Airport Review Task Force.

Regional Airport Review Task Force

The purpose of the Task Force was to review the role of the Newport Municipal Airport (Airport) on the central coast by looking at various options for the long-term support and development of the Airport. Ms. Reese-Painter said the Task Force was authorized in 2014, with membership appointment in 2015. Work on the report was through July 2015 to February 2016. The group of diverse members met monthly and the resulting report focused on five specific areas, with 27 recommendations for addressing issues established through their research/discussions. The full Task Force Report will be included in the Master Plan as an appendix.

Master Plan Goals & Issues

As a follow-up from the first PAC meeting, the Goals and Issues for the Master Plan were presented by Sarah Lucas.

Goals:

- Research Federal Emergency Management Agency (FEMA), the Oregon Department of Aviation (ODA), and other government agencies to understand the process of making ONP a coastal lifeline in emergency/disaster situations.

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- Develop finance strategies for airport improvements.
 - Gain a clear understanding of land use impacts adjacent to Airport.
 - Complete a commercial service trend analysis.
 - Commercial Air Service preparedness – including apron redesign and load bearing capacities of Taxiway Alpha.
 - Educate Lincoln County citizens and Newport taxpayers on the importance of the Airport.

Issues:

- US Coast Guard views the Airport as an asset but has few facilities there.
- Utility upgrade and expansion are needed for any potential airport development.
- Negative cash flow.
- The Airport should be evaluated for regional emergency response.
- Wolf Tree Resort and future development near the Airport.
- Environmental considerations.
- Compliance with FAA Grant Assurances.

The Goals will be used as guides to help develop a sound planning document that fits the community's needs. The issues stated above, as well as any other issues that arise, will be addressed in the Master Plan Update.

Review of Airport System Role

A snapshot of the Airport's role in relation to the national, state, and local system was presented. The FAA categorizes the Airport as a Local / Basic General Aviation (GA) airport, which means the Airport provides access to intrastate and some interstate markets, along with linking the local community with the national system. The State of Oregon, through the *2007 Oregon Aviation Plan (OAP)*, categorizes the Airport as an Urban GA airport, supporting all GA aircraft to include corporate aviation. After the meeting, Heather Peck with ODA said the OAP will now be updated more frequently, and the Airport's classification is changing to Regional GA from Urban GA to reflect the Airport's importance in the region for connection to the GA system of airports. ODA also prepared an economic report for the Airport in 2014. According to that report, the Airport provides \$16.7 million in direct and in-direct visitor spending benefits to the community.

Jason Ritchie, FAA Project Planner, noted that FAA concurrence with these existing and changing roles at this point in the Master Plan may be premature, as we will have a better understanding of the Airport's impact as we progress in the project.

Draft Chapters 1 and 2

Draft Chapters 1 and 2 are the *Introduction* and *Inventory*, respectively. Chapter 1 topics are discussed above with Goals/Issues and System Role. Chapter 2 review was a high-level discussion of the Airport's facilities. A PAC member requested that vehicular access points be included in the mapping, which will be added. Also, ODA has more recent Pavement Condition Index (PCI) data from 2015 and they will send it to the Planning Team for the updated information to be incorporated into the chapter.

Mr. Tokos, City Community Development Director, asked about the approach lighting system. Two of the supports for the lighting system are on private property, and there is a road right-of-way under the

end segment of the system. Mr. Tokos inquired what impacts there would be to the Airport when the road is developed. The Master Plan will include the area as needed for future easement acquisition. The FAA agrees with developing roads located under this type of lighting system. Mr. Tokos will work with the Planning Team on required right-of-way clearances so the issue can be addressed more directly within the Master Plan.

Preliminary Forecast Data

The forecasts are divided into various categories: GA activity, air cargo, and air service.

Sarah Lucas presented information on development of the GA activity forecasts, which are based aircraft, annual aircraft operations, and critical aircraft. Forecasts are prepared by researching national, state, and local trends, along with interviewing local airport operators and businesses/organizations. Industry-accepted guidance for preparation of forecasts is also utilized. Once data and forecasting models are gathered, they are analyzed against the local indicators to determine if there is any correlation.

Base-year data for the Airport is 2015, with 28 based aircraft and 19,600 annual operations. Refer to the presentation for specific data discussed.

PAC questions about the GA forecast preparation included cause of discrepancy between forecasting models, fuel sales, and hangar wait list. Ms. Lucas clarified the discrepancy in forecasting models; some federal models are developed in a top-down method by different organization so there can be a silo effect on the forecasts. Mr. Vanderbeck will provide the Planning Team with additional fuel sales records so that US Coast Guard purchases can be separated from the GA sales. Last, the Planning Team will get the hangar wait list to determine if those users are still interested in hangars at the Airport.

The last Master Plan determined the critical aircraft to be a B-II for both the instrument landing system (ILS) and the crosswind runways (please reference presentation for further context of B-II designation). Once specific forecasting models are selected, the designation will be further analyzed to determine whether or not that classification remains relevant today.

Chris Corich presented information relating to cargo and air service forecasting, which also included a detailed discussion of FAA Part 139 Certificate requirements.

Currently, the Airport is serviced by Ameriflight and Empire Airlines and the majority of cargo is inbound. A 2.5% average annual growth rate is recommended for use in the forecast. Mr. Nebel recommended the cargo carriers be consulted again before selecting that as the preferred forecast. There was a question regarding the potential for noise if carriers need to increase frequency or up-gauge to a larger aircraft. Mr. Corich was very sensitive to this question, as he has extensive experience with noise concerns at PDX, and reiterated noise is perceived differently by everyone. That said, there is little noise impact if changes occur and some of the larger aircraft are even quieter than what's currently operating.

An in-depth review of air service forecasting, particularly impacts to the Part 139 Certificate, can be found in the presentation. Simply stated, the most likely market for air service is in a nine-seat aircraft similar to the Cessna Caravan. Part 139 Certification is not required for Airports with that level of air service. Mr. Corich demonstrated that the most significant cost with Part 139 Certification is the Aircraft Rescue and Fire Fighting (ARFF) requirement; however, Mr. Ritchie thought it may be salary for employees needed to keep up with all the requirements. At Newport, only one person oversees the requirements (normally it takes two employees), so salary may not be an issue as it could be elsewhere. The discussion of whether Newport should maintain their Part 139 Certificate was left on the table; the PAC will consider the issue further as we proceed with the Master Plan.

The potential for air service was discussed extensively, with reference to operators like Cape Air. There

is zoning for a destination report south of the Airport, with potential for additional resort development within Lincoln County. At this point, Lee Smith presented the potential to designate some areas of the Airport not needed for aviation-use as developable for aviation-compatible development. Doing so may make the Airport more attractive to development by companies that rely on the GA.

Next Steps and Wrap Up

Dave Nafie closed the meeting shortly after 5:00 pm. The Planning Team will next complete Draft Chapters 3 and 4 for City and PAC review. Chapter 3 will be submitted in two weeks' time.

PAC #3 is tentatively set for May 11, 2016. Location is TBD.

Public Open House

One additional member of the public attended the Open House beyond those in attendance at the PAC meeting. The Planning Team discussed the project and answered questions from the public and PAC members.

Newport Municipal Airport Master Plan

PAC Meeting #2







March 9, 2016

Agenda

	Topic	Presenter
3:00 – 3:10	Welcome & Introductions	Melissa Román
3:10 – 3:20	Regional Airport Review Task Force – Report Update	Susan Painter
3:20 – 3:25	Project Update	Dave Nafie
3:25 – 3:45	Draft Chapters 1 & 2: <i>Introduction and Inventory</i>	Sarah Lucas
3:45 – 4:55	Forecasting: <i>General Aviation, Air Cargo, Air Service, Part 139 Certificate, & Commercial Development Market Analysis</i>	Sarah Lucas, Chris Corich, & Lee Smith
4:55 – 5:00	Next Steps & Wrap Up	Dave Nafie
5:30 – 6:30	Public Open House	--



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Regional Airport Review Task Force

Report Update

Purpose of Task Force

- Review role of the Airport on the central coast.
- Review various options for the long-term support and development of the Airport

Report from the City of Newport Regional Airport Review Task Force



February 17, 2016

A.J. Mattila - City of Clatsop Bay Mayor
 Don Williams - City of Lincoln City Mayor
 Doug Hunt - Lincoln County Commissioner
 Jamie Rand - at large member
 John Lucchesi - representing economic development interests
 Kevin Greenwood - Port of Newport General Manager
 Lorea Deak - Greater Newport Chamber of Commerce Executive Director
 Mark Fisher - at large member
 Ralph Grotzacher - Airport Committee Member
 Susan Palmer - Airport Committee Member
 Ralph Busby - City of Newport Councilor
 Sandy Roumagnou - City of Newport Mayor

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Project Update

Project Components

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

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Master Plan Goals

Goals

- **Goals for the Master Plan Update were a subject of the first PAC meeting. The common themes of PAC members' statements include:**
 - Research Federal Emergency Management Agency (FEMA), the Oregon Department of Aviation (ODA), and other government agencies to understand the process of making ONP a coastal lifeline in emergency/disaster situations.
 - Develop finance strategies for airport improvements.
 - Gain a clear understanding of land use impacts adjacent to Airport.
 - Complete a commercial service trend analysis.
 - Commercial Air Service preparedness - including apron redesign and load bearing capacities of Taxiway Alpha.
 - Educate Lincoln County citizens and Newport taxpayers on the importance of the Airport.

Issues to be Addressed

Issues

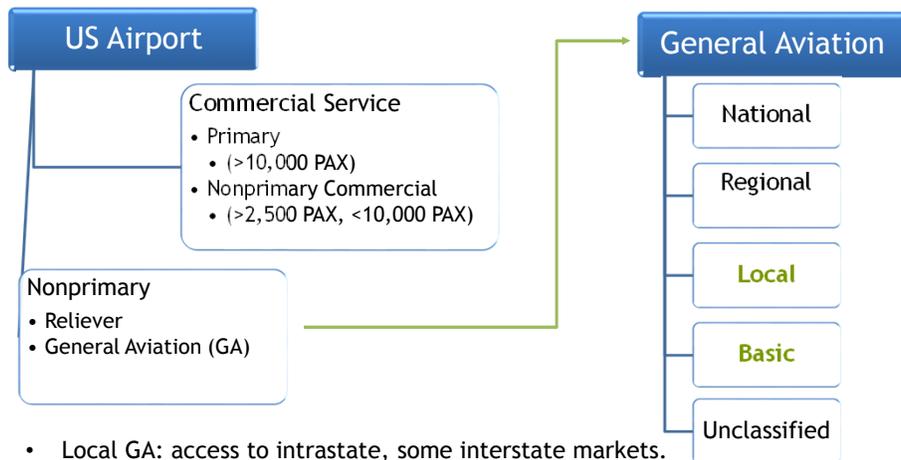
- **The following issues were identified at the first PAC meeting.**
 - US Coast Guard views the Airport as an asset but has few facilities there.
 - Utility upgrade and expansion are needed for any potential airport development.
 - Negative cash flow.
 - The Airport should be evaluated for regional emergency response.
 - Wolf Tree Resort and future development near the Airport.
 - Environmental considerations.
 - Compliance with FAA Grant Assurances.

Chapter 1 - Airport Role

Identify the current role of the Airport and analyze whether or not that role should remain in the future.

- National System Role
 - FAA National Plan of Integrated Airport Systems (NPIAS)
- State System Role
 - Oregon Aviation Plan
- Regional System Role
 - Economic Impacts and Emergency Services
- Future Role Recommendation

National System Role



- Local GA: access to intrastate, some interstate markets.
- Basic GA: link community with national system and support GA activities

State System Role

Oregon Public Use Airport

I - Commercial Service

II - Urban GA

III - Regional GA

IV - Local GA

V - Remote Access / Emergency Service

- Urban GA Airports support all GA aircraft and accommodate corporate aviation activity, including
 - business jets
 - helicopters
 - other GA activity.
- Primary users are business related and service a large geographic region or they experience high levels of GA activity.

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Regional System Role & Recommendation

Regional System Role

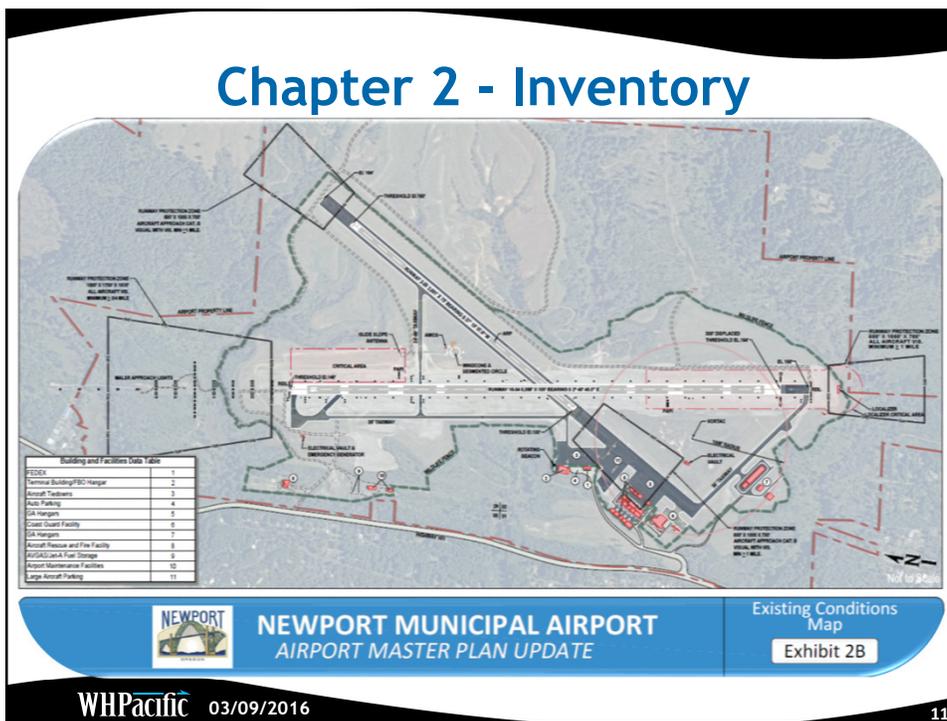
- Local economic benefits - Direct and in-direct visitor spending is approximately **\$16.7 Million**
- Strategic location on the Oregon Coast
- Potential to serve as a critical emergency response facility.
 - Further analysis is required to know if the Airport will survive a catastrophic-level earthquake.

Future Role Recommendation

- Maintain the current National and State role designations

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Chapter 2 - Inventory



Aeronautical Activity Forecasts

Purpose

- Project demand for 20-year planning period
 - Short-, intermediate-, and long-term milestones (5-, 10-, and 20-years)
- Plan facilities to accommodate projected demand

Types of Forecasts

- General Aviation
 - Based Aircraft
 - Aircraft Operations
- Critical Aircraft / Reference Code
- Cargo
- Passenger Air Service



Forecasting Methodology

Approach Methods

- Review Trends
 - *National and local data*
- Research Local Demographics
- Interview Airport Operators and Local Businesses / Organizations
- Apply Forecasting Guidance (Advisory Circulars, etc.)

Product

- Correlate information with the Newport Municipal Airport to determine appropriate forecast model

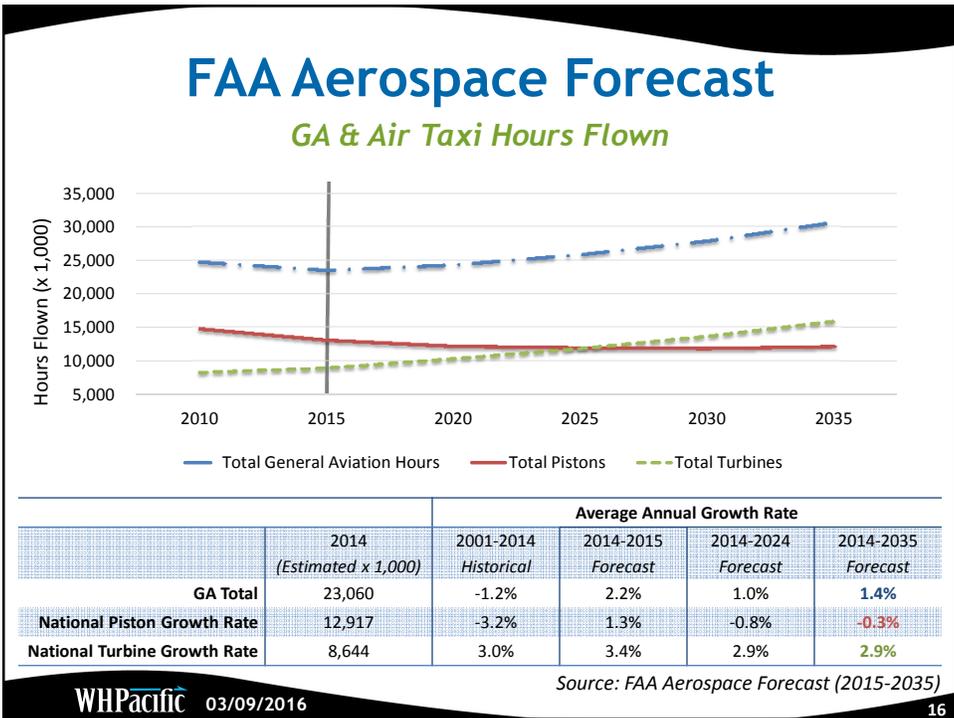
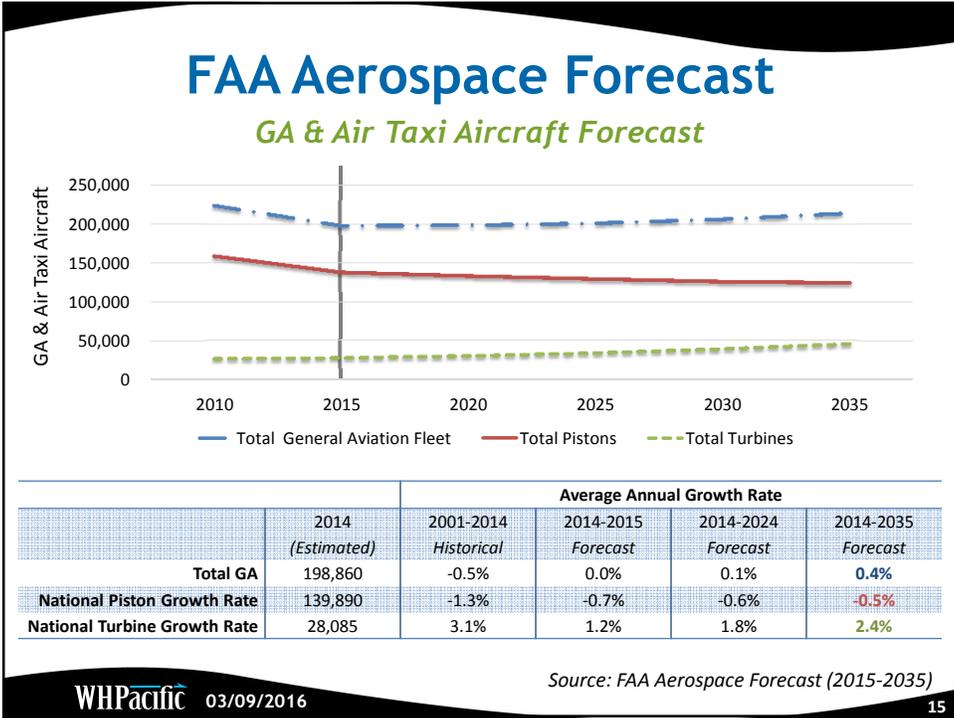
GA National Trends

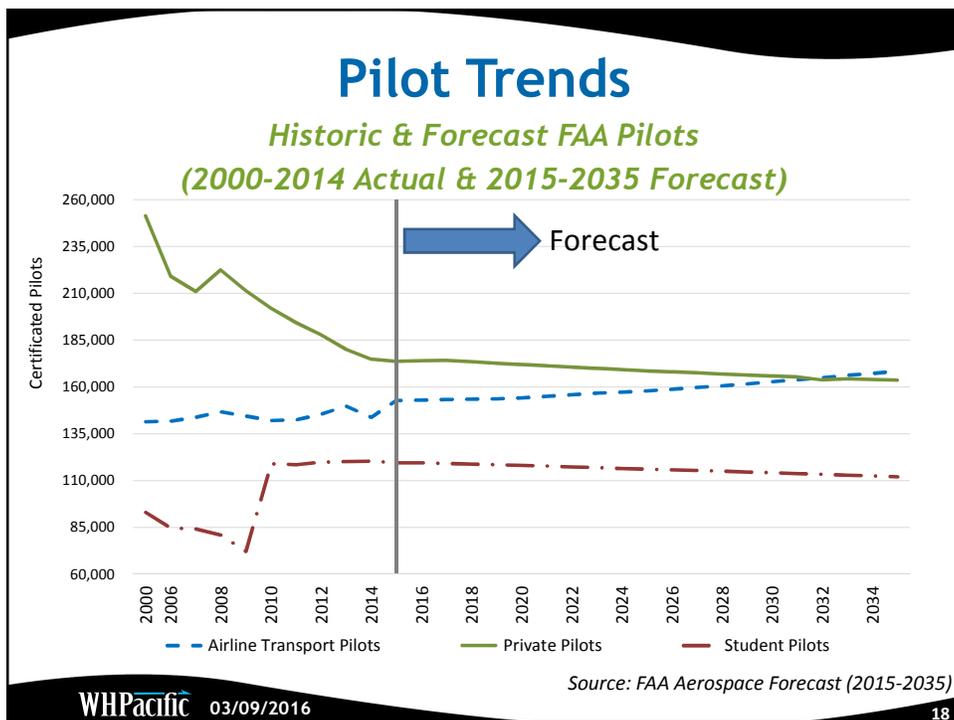
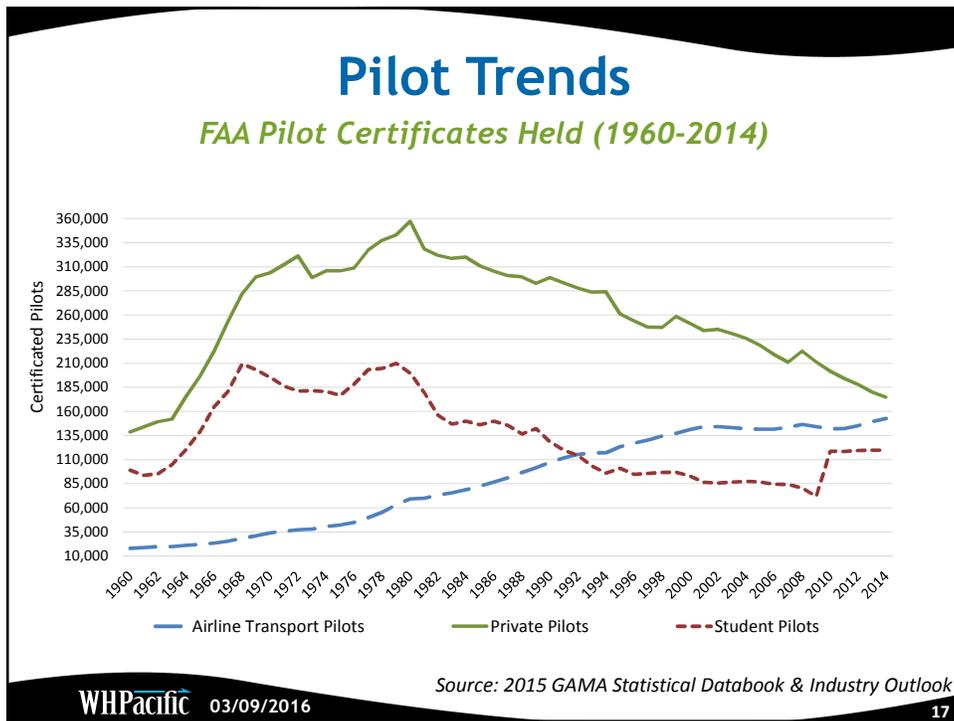
National Trends (2015 - 2035)

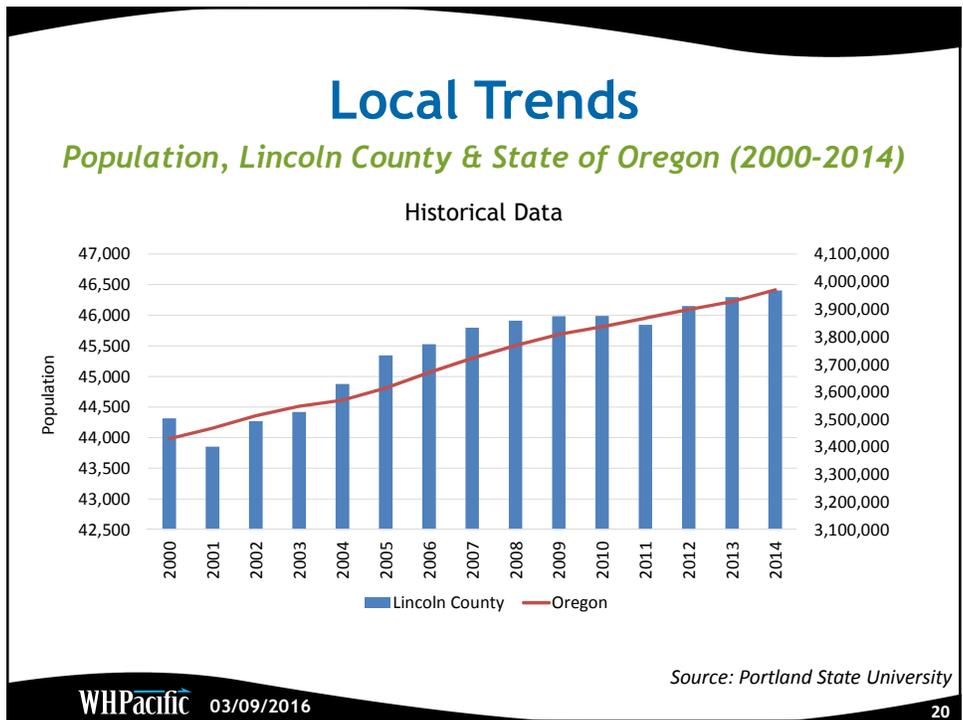
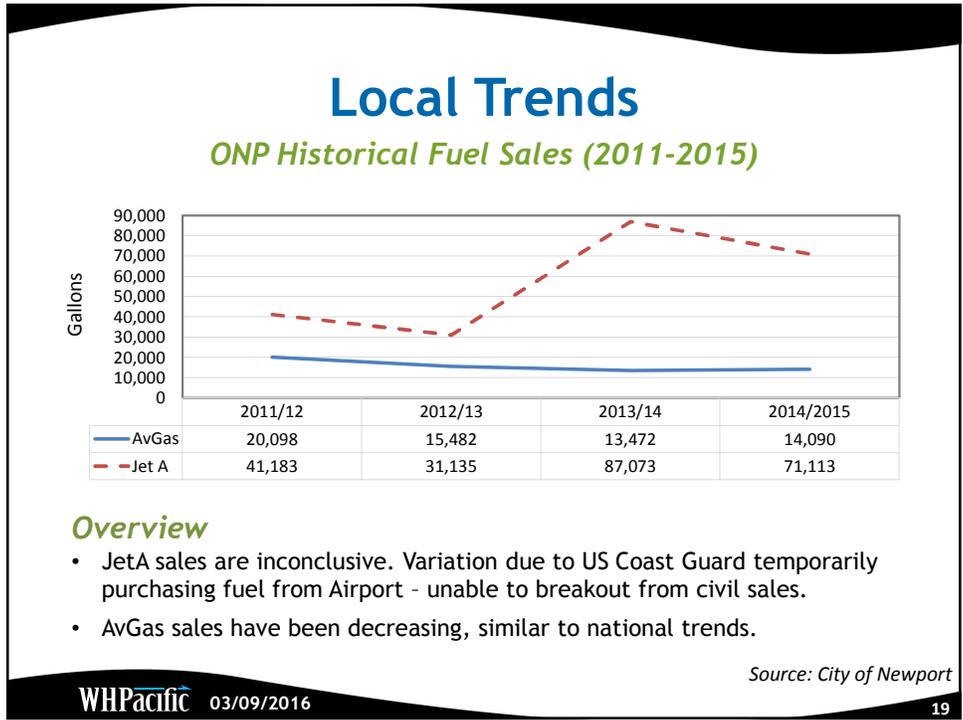
- Expected Growth in Fleet
 - Turboprop and jet aircraft
 - Helicopter
 - Experimental aircraft
 - Sport aircraft
- Decline in piston aircraft
- Utilization of those aircraft with similar trending, increased utilization of all aircraft except piston
- Increased shipments of GA aircraft over the last three years

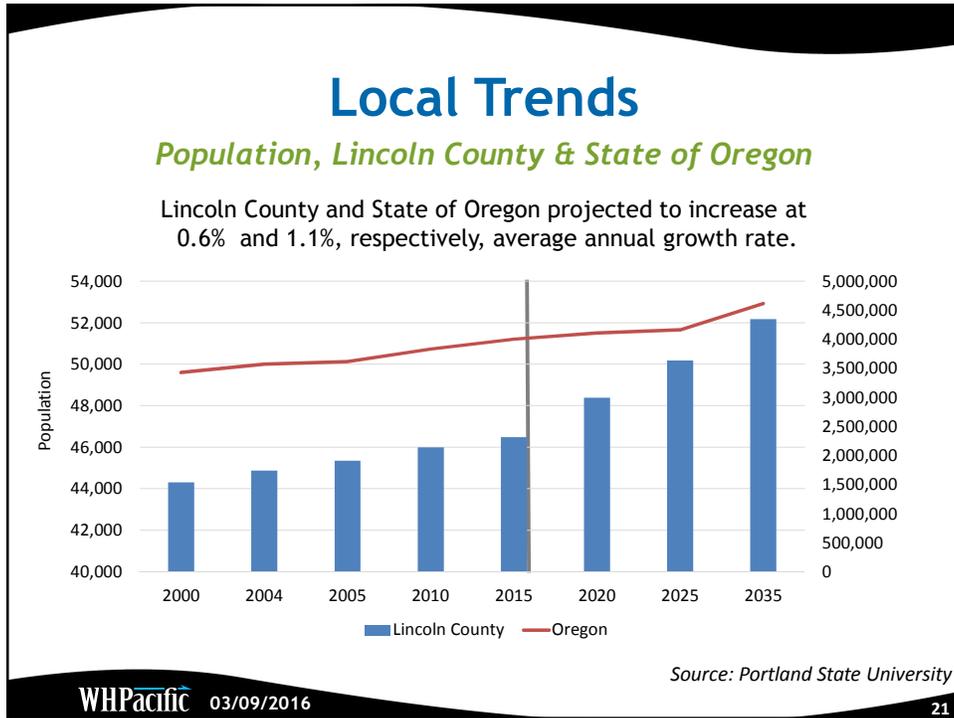


Source: FAA Aerospace Forecast (2015-2035) & GAMA Statistical Datebook









Airport Baseline Data

Current Airport Data (2015 base year)

- 28 Based Aircraft
 - 23 single engine, piston
 - 4 multi-engine, piston
 - 1 single engine, turbine
- 19,600 annual operations
 - 10,950 GA Itinerant
 - 3,650 GA Local
 - 1,400 Air Taxi (air ambulance, cargo, etc.)
 - 3,600 Coast Guard / Military

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Based Aircraft Forecast

Purpose

- The number and type of aircraft based at the Airport determine need for hangar space, apron parking, and auto parking

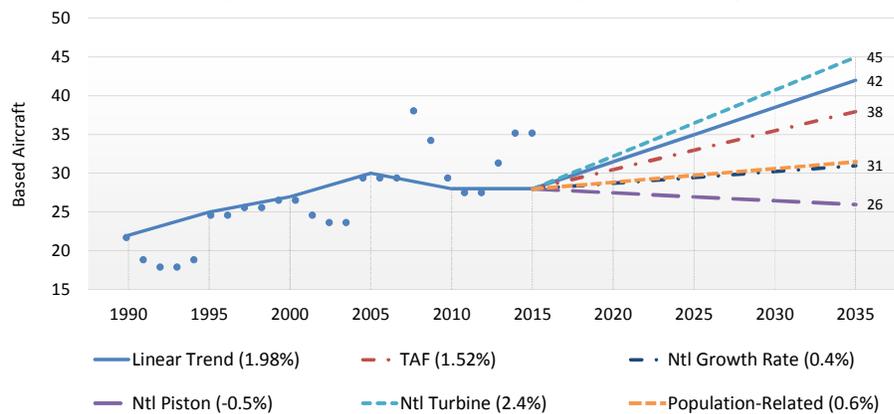
Method

- Correlate growth rates, industry outlooks, and socioeconomic indicators

Forecasting Model	Average Annual Growth Rate
Linear Trend	1.98%
Terminal Area Forecast (TAF)	1.52%
National Growth Rate	0.4%
National Piston Growth Rate	-0.5%
National Turbine Growth Rate	2.4%
Population-Related	0.6%

Based Aircraft Forecast

Average Annual Growth Rates (2015-2035)



Base year (2015) is 28 based aircraft, per management records. TAF base number adjusted to match actual records, with growth rate applied.

Operations Forecast

Purpose

- Provide information to determine runway, taxiway, and navigational aid requirements, as well as runway capacity analysis

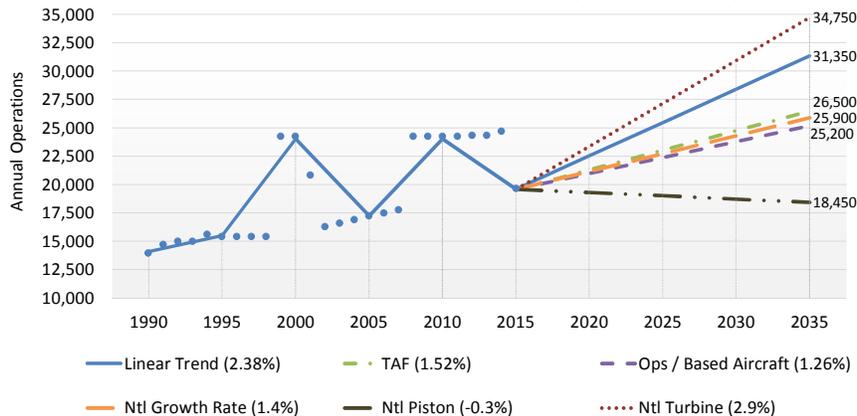
Method

- Correlate various growth rates, industry outlooks, local fuel sales
- Project critical aircraft

Forecasting Models	Average Annual Growth Rate
Linear Trend	2.38%
Terminal Area Forecast (TAF)	1.52%
Operations per Based Aircraft	1.26%
National Growth Rate	1.4%
National Piston Growth Rate	-0.3%
National Turbine Growth Rate	2.9%

Operations Forecast

Average Annual Growth Rates (2015-2035)



Base year (2015) annual operations have been determined to be 19,600.

Critical Aircraft

Purpose

- The Airport’s design is based on the Critical Aircraft
 - *Most demanding aircraft using the Airport “regularly” or “substantially” (typically 500 annual itinerant operations)*
 - *Critical Aircraft can vary by runway to allow planning flexibility*
 - *Critical Aircraft determines the Airport Reference Code (ARC)*

Aircraft Approach Category		Airplane Design Group		
	Approach Speed (kts)		Wingspan (ft)	Tail Height (ft)
A	<91	I	<49	<20
B	91 - <121	II	49 - <79	20 - <30
C	121 - <141	III	79 - <118	30 - <45
D	141 - <166	IV	118 - <171	45 - <60
E	>166	V	171 - <214	60 - <66
		VI	214 - <262	66 - <80

Airport Reference Code

Runways 16-34 and 2-20

- Currently designated B-II - aircraft similar to Beech King Air
 - *Designation from last Airport Layout Plan - to be confirmed*



Photo credit: Devid Lednicer, airliners.net

Cargo Forecasting

Current Air Cargo Aircraft at Newport



Piper Chieftain (PA-31)



Cessna Caravan (C-208)



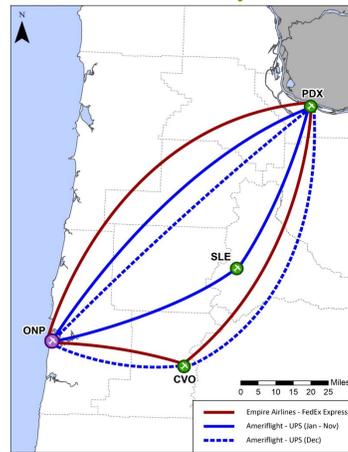
Beechcraft 99 (B99)

Cargo Forecasting

Historic Tonnage (2008-2015)

Year	Outbound Tons	Percent of Total	Inbound Tons	Percent of Total	Total Tons
2008	116	26%	332	74%	448
2009	102	24%	322	76%	424
2010	91	21%	338	79%	429
2011	76	20%	307	80%	383
2012	64	17%	316	83%	380
2013	61	15%	351	85%	412
2014	65	15%	380	85%	445
2015*	75	16%	394	84%	468
CAGR 2008-2015	-6.2%	-	2.5%	-	0.6%

Route Map



Source: CDM Smith, Inc.

Cargo Forecasting

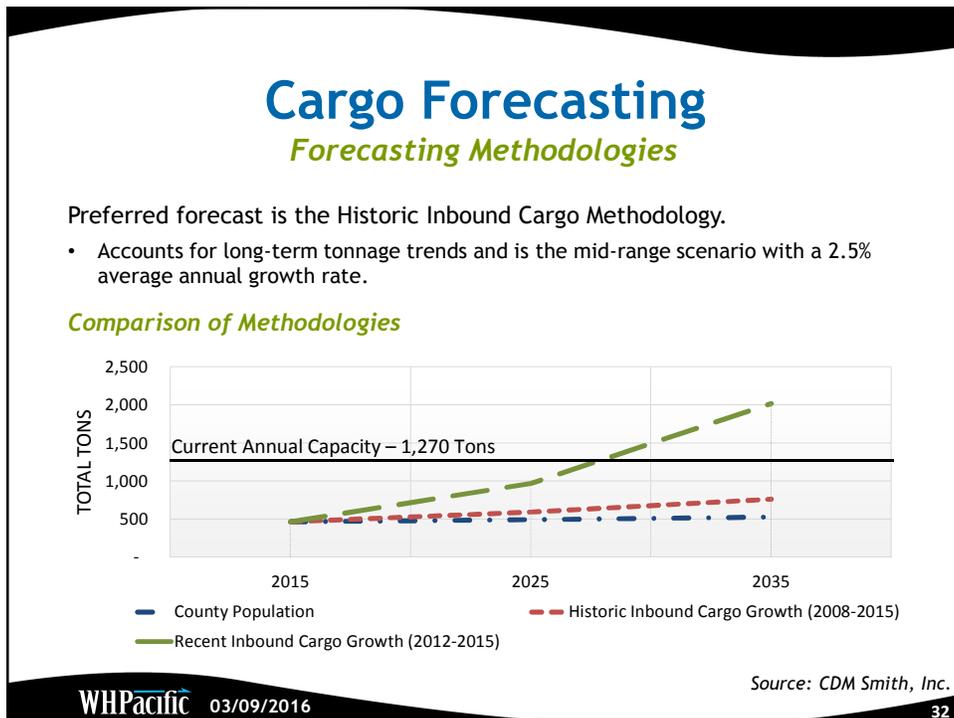
Capacity by Carrier

Carrier	Aircraft	Daily Ops	Weekly Ops	Monthly Ops	Annual Ops	Full Payload (lbs.)	Inbound Adjusted Payload (lbs.)*	Outbound Adjusted Payload (lbs.)**	Percent of Daily Capacity	
									Jan-Nov	Dec
Ameriflight (Dec)	BE99	1	5	21.7	22	3,500	2,800	1,400	N/A	49%
Ameriflight (Jan-Nov)	PA31	1	5	21.7	238	1,750	1,400	700	33%	N/A
Empire Airlines	C208	1	6	26.0	312	3,590	2,872	1,436	67%	51%

*Adjusted for typical air cargo aircraft volume “bulking out,” or reaching full capacity at 80 percent of payload weight
 **Adjusted to reflect space reserved for other airport stops

Source: Carrier Websites, FlightAware, FlightWise

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Air Service Forecasting

History

Two carriers in the last 20 years

- *Service had subsidy to reduce ticket price and lasted less than 3 years*

Air Service Subsidies for Small Markets

Essential Air Service (EAS)

- *Federal subsidy paid to airline - limited to \$200/passenger*

Small Community Air Service Development Program

- *Subsidy paid to communities to develop air service program*

State Programs

- *House Bill 2075 Fuel Tax - Passenger Service Set Aside*
- *Connect Oregon?? - funded through the Multimodal Transportation Fund*

Air Service Forecasting

Newport Catchment Area

- Includes all areas within a 60-mile radius, approximate population of 160,000
- Competing facilities include Eugene, North Bend, and Portland

Airport	Associated City	Distance to Newport	Jet Service
Eugene Airport	Eugene	83 mi	Yes
Southwest Oregon Regional Airport	North Bend	98 mi	Yes
Portland International Airport	Portland	147 mi	Yes

Source: CDM Smith, Inc.

Air Service Forecasting

Aircraft in the Market

- 10 years ago, 19 seat aircraft provided air service to many small communities.
- Aircraft like the Beech 1900, Metroliner III, Jetstream were typical.
- Service by a 19 seat airplane requires a Part 139 Certificate and likely TSA passenger screening.



Beechcraft 1900

Source: CDM Smith, Inc.

Air Service Forecasting

Aircraft in the Market

- 19 seat aircraft are all but gone, fleet is getting larger and smaller.
- 9 seat aircraft now common - Cessna Caravan
- 30 - 50 seat now common - Embraer-120, CRJ-200



Source: CDM Smith, Inc.

Commercial Air Service Options

	Aircraft	Seats	Part 139	Terminal	TSA	Ticket Subsidy Level	Estimated Cost (Order of Magnitude)
	Cessna Caravan	9	No	OK As Is	None	\$	No changes
	Beech 1900	19	Class II	Expansion Needed	Yes - \$\$\$	\$\$\$	\$250 -500K Capital \$200K Operating
	SAAB 340	30	Class I	Major Expansion or New Terminal	Yes - \$\$\$	\$\$\$\$	\$500K- \$5M Capital \$250K Operating

Part 139 Airport Certification

What is a Part 139 Certificate?

- Its like a commercial pilot's license - only for airports.
- FAA regulates airports with commercial airline service.
- Establishes standards to improve safety and security.

When is a 139 Certificate Required?

- Scheduled passenger-carrying operations conducted with aircraft with more than 9 passenger seats,



- Unscheduled passenger-carrying operations in aircraft designed for at least 31 passenger seats.



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Part 139 Airport Certification

Newport has a Class IV Part 139 Certificate

- Least demanding Part 139 Certificate.
- Certificated to serve unscheduled Large passenger aircraft with 31 or more passenger seats.
- Requires prior permission to land and take off - Fire Department must stand by 15 minutes before and after the landing and departure.

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Is a Part 139 Currently Required at Newport?

No.

- With no scheduled or unscheduled commercial air service, no Part 139 Certificate is required.

Other airports with 139 certification and no service:

- Salem - currently has no commercial service and no unscheduled service - Class IV.
- Pendleton - currently served by SEAPORT - 9 seat Cessna Caravan - Part 139 Certification not required - Class IV.
- K-Falls - currently no air service - Class I.

Part 139 - What's Required?

- Signs*
- Fencing*
- Daily airfield inspections*
- Airport condition reporting*
- Fuel system inspections and training*
- Record keeping*
- Driver training
- Airport Certification Manual (ACM)
- Emergency Plans
- Annual FAA Inspection
- **Aircraft Rescue and Fire Fighting (ARFF)**

**Required for compliance with FAA Grant Assurances, regardless of Part 139.*

ARFF - Biggest Part 139 Expense

- Annual training - “Hot Drill”.
- Specialized fire truck.
- Record keeping of fire fighter training.
- Annual Cost: around \$16,000



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ARFF Truck - Off Airport Resource

Railroad tank car fire



Electrical sub-station fire



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Passenger Screening - Security

Requirements

- Passengers on 19 seat aircraft and larger are typically screened by TSA.
- The terminal and the ramp area must be “secure”.
- Airport employees must have an FBI background check.
- Must meet high standards = high level of expense.
- Additional staff would be needed.

\$\$\$

Air Service Forecasting

Market Drive Strategies for Small Markets

Some success with 9 passenger aircraft

Similar Route to/from Non-EAS Community	Distance (Miles)	Aircraft Type	OW Airfare Cost (+14 days)
Cape Air			
HPN (White Plains, NY) MVY (Martha's Vineyard, MA)	163 mi	C402	\$399.00
HPN (White Plains, NY) ACK (Nantucket, MA)	191 mi	C402	\$383.00
ALB (Albany, NY) BOS (Boston, MA)	145 mi	C402	\$209.00
SeaPort			
OTH (North Bend, OR) PDX (Portland, OR)	171 mi	C208	\$113.00
Southern Airways Express			
DSI (Destin, FL) MEM (Memphis, TN)	379 mi	C208	\$298.00
DSI (Destin, FL) KMBO (Jackson, MS)	256 mi	C208	\$298.00
PDK (Atlanta, GA) DSI (Destin, FL)	334 mi	C208	\$198.00

Source: CDM Smith, Inc. & carrier websites

Commercial Air Service Options

	Aircraft	Seats	Part 139	Terminal	TSA	Ticket Subsidy Level	Estimated Cost (Order of Magnitude)
	<u>Cessna Caravan</u>	<u>9</u>	<u>No</u>	<u>OK As Is</u>	<u>None</u>	<u>\$</u>	<u>No changes</u>
	Beech 1900	19	Class II	Expansion Needed	Yes - \$\$\$	\$\$\$	\$250 -500K Capital \$200K Operating
	SAAB 340	30	Class I	Major Expansion or New Terminal	Yes - \$\$\$	\$\$\$\$	\$500K- \$5M Capital \$250K Operating

Air Service Forecasting

Enplanement Forecast Methodologies

Growth Rate Source	Base Year (2015)	2020	2025	2030	2035	Average Annual Growth Rate
From Aviation Forecasts						
FAA Aerospace Forecasts - US Enplanements	3,000	3,247	3,486	3,809	4,161	1.6%
FAA TAF Operations Forecasts	3,000	3,233	3,485	3,761	4,059	1.5%
From Population Forecasts						
County Population Growth Forecasts	3,000	3,123	3,238	3,317	3,397	0.6%
State Population Forecasts	3,000	3,188	3,386	3,561	3,745	1.1%

Source: CDM Smith, Inc.

Part 139 Options

1. *Keep it.*

- a) Costs remain
- b) Likely not needed for air service

2. *Ask the FAA to become "Inactive"*

- a) You must still meet the standards - including ARFF Training
- b) The FAA no longer be "required" to conduct inspections - although they may conduct an inspection if they choose to.
- c) If they do inspect the airport, the airport must correct any compliance issues identified.

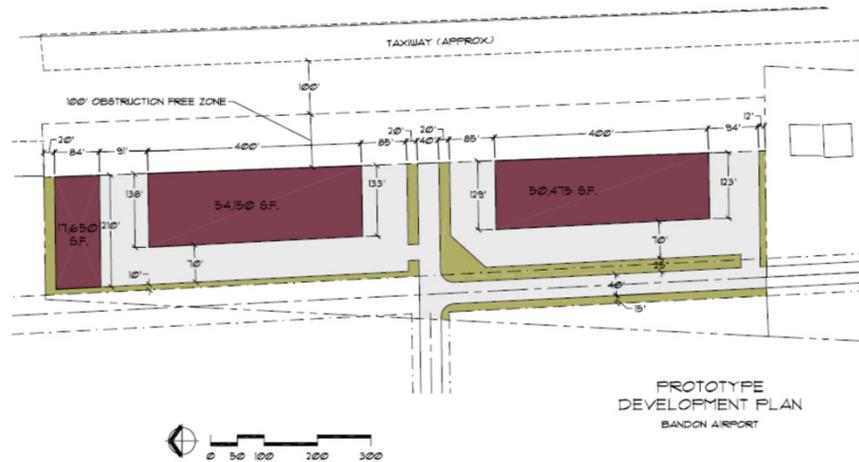
3. *Relinquish it.*

- a) Costs reduced

Commercial Development Market Analysis



Commercial Development Market Analysis



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The Next Steps

- Draft Chapters 1 and 2
 - *City and PAC to provide input to planning team*
- Draft Chapter 3 - Forecasts
 - *With input from tonight, planning team will draft and send to City and PAC for review, prior to FAA submittal*
- Draft Chapter 4 - Facility Requirements
 - *Planning team to prepare Facility Requirements and identify possible development alternatives*
- Conduct PAC Meeting #3 and Open House
 - *May 11 or 25?*

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Contact Us

City of Newport

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Project Website

<http://newportoregon.gov/dept/onp/MasterPlanUpdate2015.asp>

Open House

5:30 - 6:30 pm