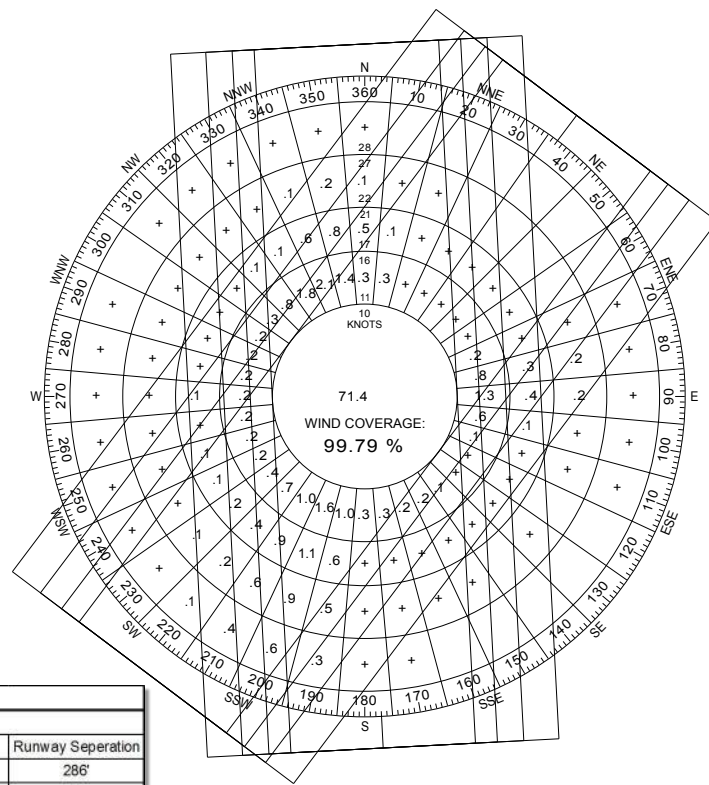


Airport Data Table		
	Existing	Future
Airport Reference Code	B-II	C-II
Approach Speed	108	113
Wingspan	52' 1"	39' 6"
Taxiway Design Group	TDG-2	Same
NAVAIDS	City of Newport: PAPI FAA: ILS, MALSR, VORTAC	Same
Mean Max Temperature	62°F	-
Airport Elevation	161' MSL	-
NPIAS Service Level	GA - Local	Same
State Service Level	Local GA	Same
Magnetic Declination	15° 23'E, 8' Annual Change, April 2017 Source: www.ngdc.noaa.gov	-
Miscellaneous Facilities	AWOS, VOR Critical Area (R1,000' Critical Area), ILS Glide Slope (R250' x 2,250' x 400' Critical Area), ILS Localizer (1,188' x 345' Critical Area), Segmented Circle/Lighted Windsock, Supplemental Windsock, Rotating Beacon	Same + AWOS-III-P/T

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

Runway 16 - 34 Data Table			Runway 2 - 20 Data Table - Utility		
	Existing	Future	Existing	Future	Future
Approach Reference Code - APRC	B/II/4000	B/III/5000 D/III/5000	Approach Reference Code - APRC	B/II	B/II(Small)
Departure Reference Code - DPRC	B/II/5000	B/III D/II	Departure Reference Code - DPRC	B/II	B/II(Small)
Runway Design Code - RDC	B/II	C/II	Runway Design Code - RDC	B/II	B/II(Small)
Critical Aircraft	Citation Ultra (CE560)	Gates Learjet 35 Citation Ultra (CE560)	Critical Aircraft	Citation Ultra (CE560)	Piper Cheyenne
Runway Length and Width	5,398' x 100'	5,290' x 100'	Runway Length and Width	3,001' x 75'	2,166' x 60'
Runway High Point - MSL	159.69'	152.70'	Runway High Point - MSL	160.13'	161.10'
Runway Low Point - MSL	133.27'	Same	Runway Low Point - MSL	130.27'	140.10'
Runway Approach	Precision	Same	Runway Approach	Visual	Same
Runway Gradient	0.50%	TBD	Runway Gradient	1.00%	0.90%
Pavement Type	Asphalt	Same	Pavement Type	Asphalt	Same
Pavement Strength	170,000 DWG	Same	Pavement Strength	33,000 SW/G, 84,000 DWG	Same
Runway Pavement Strength - PCN	37/F/D/X/T	Same	Runway Pavement Strength - PCN	15/F/D/X/T	Same
Runway Lighting	HIRL	Same	Runway Lighting	MRL	Same
Runway Marking	Precision	Same	Runway Marking	Basic	Same
14 CFR Part 77 Approach Category	Rwy 16 - 50:1 Rwy 34 - 34:1	Rwy 16 - 50:1 Rwy 34 - 34:1	14 CFR Part 77 Approach Category	Rwy 2 - 20:1 Rwy 20 - 20:1	Same
Runway Visual Aids	Rwy 16 - PAPI, REIL, MALSR Rwy 34 - PAPI, REIL	Same	Runway Visual Aids	Rwy 2 - None Rwy 20 - None	REIL REIL
TORA, TODA, ASDA	5,398'	5,290'	TORA, TODA, ASDA, LDA	3,001'	2,166'
LDA	Rwy 16 - 5,398' Rwy 34 - 5,098'	5,290'			
<b>Notes:</b> Future runway gradient calculation will be determined when designed/engineered due to anticipated longitudinal grade changes.					



All-Weather Wind Rose Data Table				
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%

IFR Wind Data Table				
Cross-Wind Component	10.5 Knots	13 Knots	16 Knots	20 Knots
Runway 16-34	87.69%	93.23%	97.28%	99.38%
Runway 2-20	93.59%	96.97%	98.97%	99.83%
16-34 & 2-20 Combined	98.95%	99.74%	99.93%	99.99%

Note: Wind data for period of April 2006 - April 2016 obtained from NNDCC Climate Data Online at: <https://ww.w7.ncdc.noaa.gov/CDO/cdopomain.cm.d?datasettabv=DS3505&countryabbv=&georegionabbv=&resolution=40>

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 Design Surfaces Table				Runway 2 - 20 Design Surfaces Table			
Runway Protection Zone				Runway Protection Zone			
Existing Rwy	Inner Width	Length	Outer Width	Existing 2-20	Inner Width	Length	Outer Width
Existing Rwy 16	1,000'	1,700'	1,510'	Existing 2-20	500'	1,000'	700'
Existing Rwy 34	500'	1,000'	700'	Future 2-20	250'	1,000'	450'
Future Rwy 16	1,000'	1,700'	1,510'				
Future Rwy 34	500'	1,700'	1,010'				

Runway Safety Area			Runway Safety Area		
Existing	Width	Length Beyond Runway End	Existing	Width	Length Beyond Runway End
Existing	150'	300'	Existing	150'	300'
Future	500'	1,000'	Future	120'	240'

Runway Object Free Area			Runway Object Free Area		
Existing	Width	Length Beyond Runway End	Existing	Width	Length Beyond Runway End
Existing	500'	300'	Existing	500'	300'
Future	800'	1,000'	Future	250'	240'

Runway Obstacle Free Zone			Runway Obstacle Free Zone		
Existing	Width	Length Beyond Runway End	Existing	Width	Length Beyond Runway End
Existing	250'	200'	Existing	250'	200'
Future	Same	Same	Future	Same	Same

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

[DATE: ----] [AUTHOR: mdane] [PLOTTER: None] [STYLE: WHP-Standard.ctb] [LAYOUT: 2 Datasheet] [PATH: P:\City of Newport\009837W\Design\Drawings\Civil\ALP\Sheets\009837W-b-datasheet.dwg]



"THE PREPARATION OF THESE DOCUMENTS MAY HAVE BEEN SUPPORTED, IN PART THROUGH THE AIRPORT IMPROVEMENT PROGRAM FINANCIAL ASSISTANCE FROM THE FEDERAL AVIATION ADMINISTRATION (PROJECT NUMBER 3-41-0031-20) 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	RI
CHECKED	MD
APPROVED	DN
LAST EDIT	2/2/2018
PLOT DATE	2/2/2018
SUBMITTAL	

REVISIONS			
NO.	BY	DATE	REMARKS

DATASHEET			SHEET NUMBER
CITY OF NEWPORT, OR. NEWPORT MUNICIPAL AIRPORT MASTER PLAN UPDATE			2
PROJECT NUMBER P0009837W	DRAWING FILE NAME 0009837W-B-DATASHEET	SCALE NO SCALE	