

Inventory



The initial step in the preparation of the Airport Layout Plan Report for Newport Municipal Airport is the collection of information pertaining to the airport and the area it serves. The information collected in this chapter will be used in subsequent analyses in this study. The inventory portion of this chapter will summarize the airport location, history and existing facilities. By establishing a thorough and accurate inventory, an appropriate forecast, along with airfield and landside development can be determined.

The information was obtained from several sources, including on-site inspections, airport records, reviews of other planning studies, the Federal Aviation Administration (FAA), various government agencies, a number of on-line (Internet sites), which presently summarize most statistical information and facts about the airport, and interviews with airport staff, planning associations, and airport tenants. As with any airport planning study, an attempt has been made to utilize existing data, or information provided in existing planning documents, to the maximum extent possible.

AIRPORT LOCATION AND ACCESS

Newport Municipal Airport is located in the City of Newport, Oregon in Lincoln County. The county stretches more than 60 miles along the Pacific Ocean and boasts natural wonders such as Cascade Head and Cape Perpetua, as well as the evergreen forests of the Coast Range.

Lincoln County has more state parks and public waysides than any other county in the State of Oregon. Newport is the largest city in Lincoln County and serves as the county seat. The city is served by U.S. Highways 20, 34, and 101. Public transportation to and from the city is provided by Greyhound Bus Lines and Sky Taxi air service to the airport. Only two hours from Portland and an hour from the Interstate 5 corridor, the city is a key western portal to Oregon's Central Coast.

AREA TOPOGRAPHY

The airport sits along the coastal terrace just above the Pacific Ocean. The hillside continues to climb to the east of the airport.

CLIMATE

Newport has a mild, marine climate, where winter temperatures rarely get below freezing. Winter temperatures are generally in the mid 40's, while summer temperatures hover around the high 50's and low 60's. Newport averages 68 inches of rainfall annually. Winds in the summer generally come from the northwest. In the winter, the winds are stronger and come from the southwest.

COMMUNITY AND AIRPORT HISTORY

The area, which is now the City of Newport, was originally settled in 1855 and the city was officially founded on July 4, 1866. The city quickly became a popular travel destination, though no roads reached Newport until 1927. Major industries are fishing and tourism.

The airport was originally constructed by the Civil Aeronautics Administration (the FAA predecessor) in 1943 with a land grant from the City of Newport. The airport was returned to the City of Newport ownership in 1947. Since that time, the airport has continued to grow into an important general aviation and commuter service facility.

SOCIOECONOMIC PROJECTIONS

A variety of historical and forecast socioeconomic data related to the City of Newport, Lincoln County, and the State of Oregon has been collected for use in various elements of this airport layout plan. This information provides essential background for use in determining aviation service level requirements. Aviation forecasts are often related to the population base, as well as the economic strength of the region (i.e. personal income per capita and employment sectors).

POPULATION

Population is one of the most important elements to consider when planning for future needs of the airport. Historical population totals for the City of Newport, Lincoln County, and the State of Oregon were obtained from the U.S. Census Bureau and are presented in **Table 1A**. Oregon's population experienced a 1.9 percent average annual growth rate between 1990 and 2000, with over half a million new residents. During this same time, Lincoln County's population increased at an average annual rate of 1.4 percent, or 14.4 percent overall. The city's population increased by nearly 1,100 persons over the past decade, growing at an average annual rate of 1.2 percent

Projections of population for the State of Oregon and its counties were provided by the State of Oregon Office of Economic Analysis. The state's population is projected to grow at an average annual rate of 1.2 percent, which is nearly identical to the county's projected growth rate of 1.1 percent. According to the *2000 Oregon Department of Aviation Plan*, approximately 72 percent of the state's projected growth will be in the Portland metro area and Willamette Valley. Population forecasts for the city were obtained from Portland State University's *Center for Population Research and Census*, which projects a 1.1 percent average annual growth rate for the city. This growth rate yields a total population of 12,260 in Newport by 2023.

Area	HISTORICAL			FORECAST			Avg. Ann. Growth Rate (2000-2023)
	1990	2000	Avg. Ann. Growth Rate (1990-2000)	2008	2013	2023	
City of Newport	8,437	9,532	1.2%	10,400	10,990	12,260	1.1%
Lincoln County	38,889	44,479	1.4%	48,740	51,420	57,180	1.1%
State of Oregon	2,842,321	3,421,399	1.9%	3,764,950	3,995,750	4,462,600	1.2%

Source: Historical population – U.S. Census Bureau; Forecast population – State and county forecasts interpolated from State of Oregon Office of Economic Analysis, city forecasts interpolated from PSU Center for Population Research & Census.

EMPLOYMENT

Analysis of a community's employment base can be valuable in determining the overall well-being of that community. In most cases, the community's make-up and health is significantly impacted by the number of jobs, variety of employment opportunities, and types of wages provided by local employers.

Tourism is the primary industry in Lincoln County. According to the Greater Newport Chamber of Commerce, it is estimated that the city receives approximately 3.3 million visitors each year, 66 percent of which are Oregon residents. Total direct impact of the visitor industry to Lincoln County represents an estimated 6,050 direct jobs. Other elements in the economic base of the county are fishing and seafood processing, forest products, forest management, ocean research, and manufacturing. **Table 1B** presents the ten largest employers in Lincoln County.

TABLE 1B Major Employers in Lincoln County	
EMPLOYER NAME	# OF EMPLOYEES
Confederated Tribes of the Siletz Indians	904
Lincoln County School District	800
Georgia-Pacific	500
Samaritan Health Services	396
Lincoln County	380
Oregon State Univ./Hatfield Marine Science Center Campus	265
Salishan Lodge/Resort	215
Central Lincoln PUD	151
Depoe Bay Fish Company	150
Shilo Inns	142
Source: Greater Newport Chamber of Commerce.	

Employment by economic sector was also examined for Lincoln County. In 2001, the county experienced a loss of 230 jobs from the previous years. These losses were generally restricted to the goods-producing and related industry sectors. Manufacturing was down due largely to losses in food processing resulting from more restrictive fishing regulations. On the other hand, the tourism-related industry experienced an increase in jobs, indicating little ill effect on tourism in the county from the recession or the September 11th terrorist attacks.

Table 1C presents current and forecasted employment (non-agricultural) in Lincoln County by economic sector. As shown in the table, the services and retail trade industries currently dominate the county's total employment. The services industry accounts for the largest share (8,710), capturing nearly 35 percent of all employment, while the retail trade industry contributes approximately 25 percent (6,190) of all jobs. Government (state and local) also plays an important part of the economic sector, currently capturing more than 13 percent of total employment in Lincoln County.

The current industry projections for Lincoln County indicate that total employment will increase at an average annual rate of 1.3 percent (7,410 jobs) by 2023. The services industry will continue to dominate employment, growing at an average annual rate of 2.1 percent and capturing more than 40 percent of total employment by the year 2023. Retail trade, along with state and local government, will also continue to be significant sectors of employment through 2023.

TABLE 1C					
Employment by Economic Sector					
Lincoln County					
Economic Sector	2003	% of Total Employment 2003	2023	% of Total Employment 2023	Avg. Annual Growth Rate (2003-2023)
Total Employment	25,010	100.0%	32,420	100.0%	1.3%
Mining	110	0.4%	155	0.5%	1.7%
Construction	1,560	6.2%	,1885	5.8%	1.0%
Manufacturing	1,620	6.5%	1,600	4.9%	-0.1%
Transp. & Public Utilities	730	2.9%	830	2.6%	0.6%
Wholesale Trade	290	1.2%	365	1.1%	1.2%
Retail Trade	6,190	24.8%	7,555	23.3%	1.0%
Fin., Ins., & Real Estate	1,920	7.7%	2,070	6.4%	0.4%
Services	8,710	34.8%	13,150	40.6%	2.1%
Federal Government	520	2.1%	555	1.7%	0.3%
State & Local Government	3,360	13.4%	4,255	13.1%	1.2%

Source: CEDDS, Woods & Poole (2003).

As of June 2000, Oregon had experienced nearly nine consecutive years of annual job growth. Nonfarm payroll employment was up by more than 43,000 jobs over the previous year, with gains across nearly all industry sectors. The unemployment rate was at an all-time low of 4.8 percent. However, in 2001 Oregon was hit especially hard by the nation-wide recession. By June 2002, the state had shed more than 20,000 jobs over the previous year.

Unemployment rates (not seasonally adjusted) for Lincoln County, the State of Oregon, and the United States are presented in **Table 1D**. The unemployment rates were obtained from the Oregon Labor Market Information System. Currently, the unemployment rates of the county and the state are well above the nation's unemployment rate. Furthermore, all of Oregon qualifies as an "Area of Substantial Unemployment" (ASU). An ASU is an area with high numbers of unemployed persons relative to the total labor force. For an area to qualify as an ASU they must have an unemployment rate of 6.5 percent. Additional requirements include a population of at least 10,000 people and the entire state must be an aggregate of several geographical areas that are contiguous. The purpose of defining an area as an ASU is to better allocate funds to the areas that need it the most.

TABLE 1D			
Unemployment Rates			
Area	1990	2000	Current*
Lincoln County	6.0%	6.2%	9.0%
State of Oregon	5.5%	4.9%	8.4%
United States	5.6%	4.0%	6.2%

Source: Oregon Labor Market Information System.
*Average as of March 2003.

INCOME

Table 1E compares per capita personal income (PCPI), adjusted for 1996 dollars, for Lincoln County, the State of Oregon, and the United States. Historically, the PCPI for Lincoln County has remained below that of both Oregon and the United States. Forecasts project an annual growth rate of 1.1 percent for Lincoln County and the United States, while the State of Oregon is projected to grow at an average annual rate of 1.0 percent.

TABLE 1E Personal Income Per Capita (1996\$)							
Area	HISTORICAL			FORECAST			
	1990	2000	Annual Increase 1990-2000	2008	2013	2023	Annual Increase 2000-2023
Lincoln County	\$18,950	\$22,480	1.7%	\$24,860	\$26,220 ¹	\$29,100 ¹	1.1%
Oregon	\$21,300	\$25,740	1.9%	\$27,970	\$29,420 ¹	\$32,470 ¹	1.0%
United States	\$22,850	\$27,430	1.8%	\$29,950	\$31,690 ¹	\$35,510 ¹	1.1%

Source: CEDDS, Woods & Poole (2003).
¹Interpolated by Coffman Associates.

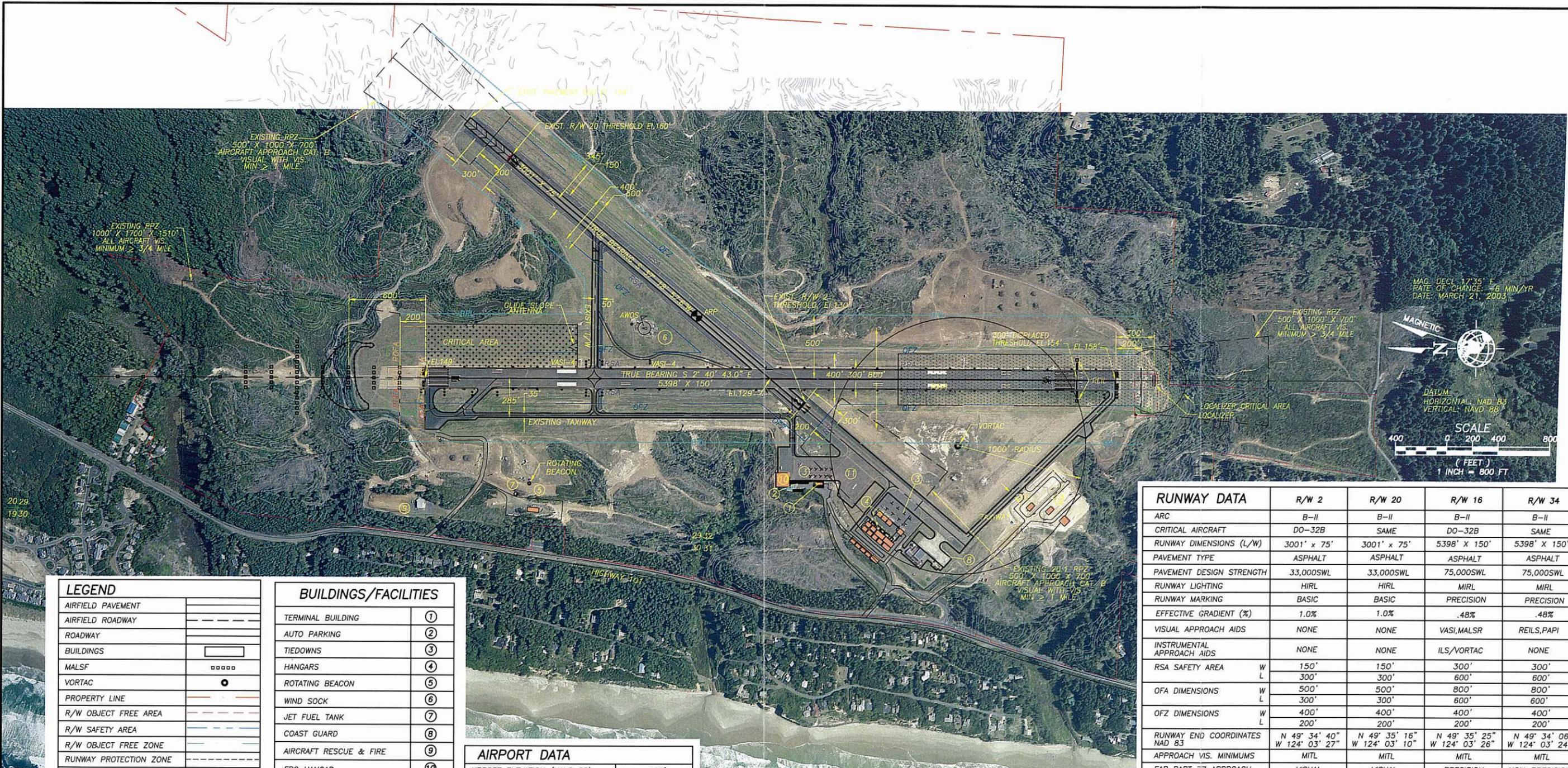
EXISTING FACILITIES

The airport is currently located on 700 acres of land. It is attended daily from 8:00am until 5:00pm.

The airport reference code is a criterion that defines the critical airport dimensions by the characteristics of the aircraft operating at the airport. This code is defined specifically by the approach category and the design group of the aircraft. The approach category of the aircraft is determined by 1.3 times the stall speed of the aircraft in its landing configuration at its maximum landing weight. The approach category is represented by the letters A, B, C, D and E. The design group of the aircraft is based on the length of the wingspan and is defined by roman numerals I, II, III, IV, V and VI. Newport Municipal Airport has an existing ARC of B-II. Approach category B is equal to or greater than 91 knots, but less than 121 knots. Design group II has a wingspan equal to or greater than 49 feet, but less than 79 feet. The existing critical aircraft for the airport is a Dornier 328. The existing facilities at Newport Municipal Airport are discussed in the following paragraphs and are identified on Exhibit 1A.

AIRFIELD FACILITIES

All existing pavement section and pavement condition information was obtained from Pavement Consultants Inc.'s 2002 pavement survey.



LEGEND	
AIRFIELD PAVEMENT	
AIRFIELD ROADWAY	
ROADWAY	
BUILDINGS	
MALSF	□□□□
VORTAC	●
PROPERTY LINE	
R/W OBJECT FREE AREA	
R/W SAFETY AREA	
R/W OBJECT FREE ZONE	
RUNWAY PROTECTION ZONE	
AIRPORT REFERENCE POINT	⊕
TOPOGRAPHIC CONTOUR	
THRESHOLD LIGHTS	•••• ••••
REILS	□
VASI	:
AWOS	•
RUNWAY LIGHTS	•

BUILDINGS/FACILITIES	
TERMINAL BUILDING	①
AUTO PARKING	②
TIEDOWNS	③
HANGARS	④
ROTATING BEACON	⑤
WIND SOCK	⑥
JET FUEL TANK	⑦
COAST GUARD	⑧
AIRCRAFT RESCUE & FIRE	⑨
FBO HANGAR	⑩
LARGE AIRCRAFT PARKING AREA	⑪
HANGAR DEVELOPMENT AREA	⑫

NOTE:
1. EXTENSION OF RUNWAY SAFETY AREA FOR RUNWAY 34 DESIGN STANDARDS LIMITED DUE TO TERRAIN.

AIRPORT DATA	
AIRPORT ELEVATION (NAVD 88)	160'
AIRPORT REFERENCE POINT (ARP)	N 44° 34' 49" W 124° 03' 23"
MEAN DAILY MAXIMUM TEMPERATURE	65.1°F
AIRPORT REFERENCE CODE	B-II
NPIAS ROLE	GA
NAVIGATIONAL AIDS	ILS, VORTAC, MALSR
TAXIWAY LIGHTING	NONE
TAXIWAY MARKINGS	CENTERLINE

RUNWAY DATA				
	R/W 2	R/W 20	R/W 16	R/W 34
ARC	B-II	B-II	B-II	B-II
CRITICAL AIRCRAFT	DO-32B	SAME	DO-32B	SAME
RUNWAY DIMENSIONS (L/W)	3001' x 75'	3001' x 75'	5398' x 150'	5398' x 150'
PAVEMENT TYPE	ASPHALT	ASPHALT	ASPHALT	ASPHALT
PAVEMENT DESIGN STRENGTH	33,000SWL	33,000SWL	75,000SWL	75,000SWL
RUNWAY LIGHTING	HIRL	HIRL	MIRL	MIRL
RUNWAY MARKING	BASIC	BASIC	PRECISION	PRECISION
EFFECTIVE GRADIENT (%)	1.0%	1.0%	.48%	.48%
VISUAL APPROACH AIDS	NONE	NONE	VASI, MALSR	REILS, PAPI
INSTRUMENTAL APPROACH AIDS	NONE	NONE	ILS, VORTAC	NONE
RSA SAFETY AREA	W 150' L 300'	150' 300'	300' 600'	300' 600'
OFA DIMENSIONS	W 500' L 300'	500' 300'	800' 600'	800' 600'
OFZ DIMENSIONS	W 400' L 200'	400' 200'	400' 200'	400' 200'
RUNWAY END COORDINATES NAD 83	N 49° 34' 40" W 124° 03' 27"	N 49° 35' 16" W 124° 03' 10"	N 49° 35' 25" W 124° 03' 26"	N 49° 34' 06" W 124° 03' 24"
APPROACH VIS. MINIMUMS	MITL	MITL	MITL	MITL
FAR PART 77 APPROACH SLOPES	VISUAL	VISUAL	PRECISION	NON-PRECISION
FAR PART 77 ACTUAL	20:1	20:1	50:1	34:1
THRESHOLD DISPLACEMENT	NONE	NONE	NONE	300'
THRESHOLD RELOCATION	1700'	400'	NONE	NONE
DECLARED DISTANCES				
TORA	2980'	2980'	5100'	5400'
TODA	2980'	2980'	5400'	5400'
ASDA	2980'	2980'	5100'	5400'
LDA	2980'	2980'	5100'	5100'

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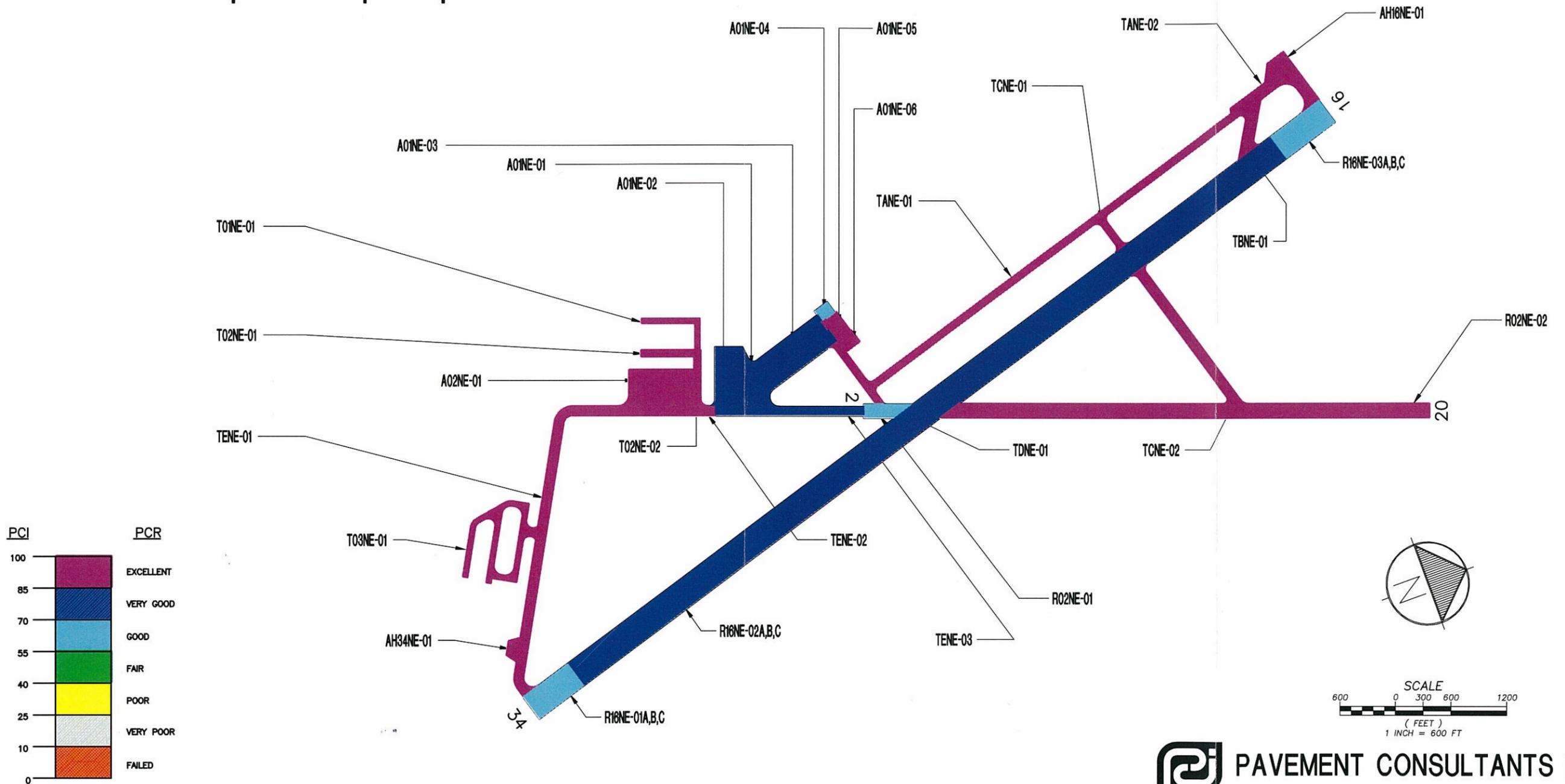
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**OREGON DEPARTMENT OF AVIATION
 NEWPORT MUNICIPAL AIRPORT
 AIRPORT FACILITIES
 EXHIBIT 1A**

NEWPORT OREGON
 SCALE: 1"=800'
 PROJECT NO. 30295
 DRAWING FILE NAME: 30295-NWP-EX1A
 1A SHEET

Figure NE-3. Pavement Condition in September 2001. Newport Municipal Airport



PAVEMENT CONSULTANTS INC.

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NEWPORT MUNICIPAL AIRPORT
 OREGON DEPARTMENT OF AVIATION
**PAVEMENT CONDITIONS
 SEPTEMBER 2001**

NEWPORT SCALE: 1"=600'	PROJECT NO. 30295	DRAWING FILE NAME: 30295-nwp-ex1c	1C SHEET
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Runway

Newport Municipal Airport has two runways, Runway 2-20 and Runway 16-34. Both runways were originally constructed in 1944. Runway 2-20 is the crosswind runway, with a length of 3,001 feet and a width of 75 feet. Runway 16-34 is the primary runway, with a length of 5,398 feet and a width of 150 feet.

The pavement section for Runway 16-34 is five inches of asphalt concrete, six inches of crushed aggregate base course, and nine inches of aggregate sub-base course. The exception to this pavement section is the last 335 feet of Runway 16, where the pavement section is four inches of asphalt concrete, six inches of crushed aggregate base course, and five inches of aggregate sub-base course. The pavement is rated for single wheel gear 75,000 lbs aircraft; 120,000 lbs for dual wheel gear aircraft; and 170,000 lbs for dual tandem wheel gear aircraft. The pavement section for Runway 2-20 is five inches of asphalt concrete, six inches of crushed aggregate base course, and nine inches of aggregate sub-base course. The pavement is rated for single wheel gear 33,000 lbs aircraft; 50,000 lbs for dual wheel gear aircraft; and 84,000 lbs for dual tandem wheel gear aircraft. Both runways were slurry sealed in 2002 as part of the ODA Pavement Maintenance program and are in good to excellent condition.

Taxiways and Taxilanes

Runway 16-34 has a partial parallel taxiway with a length of 3,020 feet. Another taxiway extends from the end of Runway 2 and eventually angles around to Runway 34. This partial parallel taxiway was slurry sealed in 2002 as part of the ODA Pavement Maintenance Program. The main parallel taxiway has a pavement section of three to four inches of asphalt concrete, four inches of crushed aggregate base course, and nine inches of aggregate sub-base course. The other taxiways have the same pavement sections as the runways. The taxiway pavement is in good to excellent condition.

Aprons and Aircraft Parking

There are three apron areas on the airport, all adjacent to the taxiway which is along the extended centerline of Runway 2. The northernmost apron is approximately 190,000 square feet and contains ten tiedowns. The pavement on this apron is in good to excellent condition. The central apron is approximately 420 feet by 35 feet wide and contains eight tiedowns. The pavement on this apron is in excellent condition. Both of these aprons were slurry sealed in 2002 as part of the ODA Pavement Maintenance program. The southernmost apron, owned by the Coast Guard is concrete and approximately 300 feet by 80 feet wide. No pavement condition information for this apron was obtained since it is privately owned.

LANDSIDE FACILITIES

Hangars and Airport Buildings

Nineteen (19) hangar spaces are available for aircraft in eighteen (18) hangar buildings located adjacent to the central apron. The hangar buildings are in good to excellent condition.

Three other buildings are located adjacent to the three aprons. The Coast Guard occupies a building adjacent to their apron. Central Oregon Coast Air Services has a ground lease with the airport for their building. The third building on the airport is the terminal building.

Fixed Based Operators (FBOs)

There is one fixed based operator (FBO) at Newport Municipal Airport, Central Oregon Coast Air Services (COCAS). COCAS provides a number of services, including maintenance arrangements, tiedowns, hangar space, rental cars, hotel reservations, catering, aircraft rental, flight instruction, scenic flights, photography flights, pilot supplies and fueling. COCAS leases land for their hangar and airport fueling facilities from the City of Newport. Sky Taxi has unscheduled daily flights to and from Newport Municipal Airport. COCAS owns the above ground fuel tanks which were installed in 1997. No card locking system is on either fuel tank. The Jet A tank has a 12,000 gallon capacity and the 100LL tank has a 10,000 gallon capacity.

Internal Circulation, Access and Vehicle Parking

Vehicle and pedestrian access to the airfield is limited only by a fence along the north and east sides of Runway 2-20 and along the hangar buildings on the southwest side of the airport. Vehicular traffic must get around the airport via the taxiways and aprons. Access to the airport is gained from a two-lane access roadway that stems directly from Highway 101. A paved parking area is located adjacent to the terminal building and the FBO. The parking lot accommodates approximately 20 vehicles.

AIRFIELD SUPPORT FACILITIES

Aircraft Rescue and Firefighting

Aircraft rescue and firefighting (ARFF) is available through the City of Newport Fire Department, which is located on the northwest end of the airfield.

Fueling Facilities

Fueling facilities are operated by Central Oregon Coast Air Services. Both 100 low lead fuel and Jet A fuel are available.

Airport Maintenance

Airport maintenance is provided by the City of Newport. Limited airport maintenance facilities are located on site.

Utilities

Pioneer Telephone Cooperative provides phone service to the airport. The Seal Rock Water District has a waterline that serves the airport property. Sewer services are not available at the

airport but septic systems are used as needed. Power, cell phone coverage, cable television, and high speed internet service are available locally.

Unicom (Aeronautical Advisory Station)

The Federal Communications Commission issued Newport Airport Unicom frequency 122.8.

AIRPORT NAVIGATIONAL AIDS

Airport Navigational Aids, or NAVAIDS, provide electronic navigational assistance to aircraft for approaches to an airport. NAVAIDS are either visual approach aids or instrument approach aids; the former providing a visual navigational tool, and the latter being an instrument-based navigational tool. The types of approaches available at an airport are based on the NAVAIDS which are provided.

Instrument Approach Aids

Newport Municipal Airport is equipped with a number of instrument NAVAIDS for approaches to Runway 16-34. A Very High Frequency Omni directional Range Collocated Tactical Air Navigation device (VORTAC) is located on the airfield west of Runway 34. The VORTAC provides a VOR/DME nonprecision approach to Runway 16 and Runway 34. A GPS overlay approach is also associated with these approaches. Runway 16 is equipped with an Instrument Landing System (ILS), a Nondirectional Beacon (NDB), and a recently constructed Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR). The NDB provides a nonprecision approach to Runway 16. The ILS provides a precision approach to Runway 16. The recent addition of the MALSF is another tool to increase the quality of the approach to Runway 16. The MALSF is required to achieve approach minimums of less than 1-statute mile.

Visual Approach Aids

Runway 34 is equipped with runway end identifier lights (REILs). REILs are flashing white lights that identify the end of the runway. Runway 34 has a precision approach path indicator (PAPI). PAPIs contain multiple light units that are angled to provide the pilot with information as to whether he is approaching too low or too high. The PAPI for Runway 34 is a four-box system. Runway 16 is equipped with a Visual Approach Slope Indicator (VASI) which is similar to the PAPI, though older and slightly less accurate. The airport also has a segmented circle, lighted wind cone, and a rotating beacon.

Airport Lighting and Signing

Runway 16-34 is equipped with high intensity runway edge lighting (HIRL) and Runway 2-20 is equipped with medium intensity runway edge lighting (MIRL), both which operate via radio control from approaching aircraft. The partial parallel taxiway has edge reflectors, while the rest of the taxiways have no lights or reflectors. The airport has lighted hold signs.

Other NAVAIDS

Newport Municipal Airport has its own Automated Weather Observing System (AWOS) system. It is an AWOS 1, which contains sensors to measure pressure, altimeter setting, wind data, temperature, dew point, and report density altitude. The AWOS frequency is 133.9 MHz.

AIRSPACE

PART 77 IMAGINARY SURFACES

Part 77 imaginary surfaces are the basis for protection of airspace around the airport. It is ideal to keep these areas clear of obstructions. The Part 77 surfaces consist of a primary surface, an approach surface, a transitional surface, a horizontal surface and a conical surface. Specifics on the dimensions of these surfaces and the obstructions to them will be further addressed with the airport plans.

Newport Municipal Airport has visual approaches to Runways 2 and 20, a nonprecision approach to Runway 34, and a precision approach to Runway 16. The visual approaches allow aircraft to takeoff and land only when the movements can be made through visual (and not electronic) navigation. The nonprecision and precision approaches are achieved through electronic navigation aids. There are currently obstructions to the visual approach surface of Runway 20. The obstructions consist of the trees that need to be topped or removed to maintain a clear approach surface. The precision approach to Runway 16 is obstructed by the ground surface resulting in an effective 0:1 approach. Runway 34 is obstructed by trees. The obstructions will be addressed more specifically in the airport plans.

LAND USE PLANNING AND ZONING

ON-AIRPORT LAND USE

Newport Municipal Airport is designated by the City of Newport as a “Public Buildings and Structures Zone.” This designation is general zoning for any public buildings and structures. It is recommended that the city consider re-zoning the airport property to a “public use airport” zone. This change would limit the use of this property more specifically to airport and airport-related uses. The airport property would then be protected from uses that may be undesirable or damaging to the airport. A model “Public Use Airport Zone” definition is provided in the Oregon Administrative Rule (OAR) 660 Division 13 and in the appendix to this plan. The city does not have a published zoning map for this area at this time, but it is in the development process. Lincoln County does not have any specific zoning designations for the airport and airport property.

In addition to the zoning of the airport property, there are four special land use concerns on which the FAA focuses. The first is floodplains on the airport property. There are no floodplains within the boundaries of the airport property. Another issue is if there is any land regulated by Section 303 (C) of Title 49, U.S.C. Section 303 (C) land is publicly owned public parks and recreation areas, waterfowl and wildlife refuges, historic sites, public bikeways and

trails, bodies of water, and a number of other similar categories. The nearby beaches and the Pacific Ocean would fall into this category, but there is no Section 303 (C) land on the airport property. Landfills within five miles of the airport are also a concern. However, there are no landfills within five miles of Newport Municipal Airport.

OFF-AIRPORT LAND USE

It is important to the health and future of an airport to restrict the uses of the surroundings areas, so that they are compatible with airport uses and consideration is given to prevent restrictions to airport growth in the future. There are a number of ways to protect the surrounding areas for airport use which include, zoning restrictions, height restriction zoning, aviation easements, and noise easements. The following addresses the current land use restrictions and any recommended improvements.

Existing Zoning and Compatibility

The airport is located within the city limits, along with some of the surrounding areas, and therefore under the City of Newport zoning jurisdiction. Other nearby areas that are outside the city limits are under Lincoln County's zoning jurisdiction. The city has developed an "Airport Restricted Area" zoning designation that covers the entire airport and the associated Part 77 Imaginary Surfaces, including the approach surfaces. The "Airport Restricted Area" is similar to the model for the "Airport Safety and Compatibility Overlay Zone (for public use airports with instrument approaches)" developed by the Oregon Department of Aviation (ODA). This document is contained in the appendix for reference.

The zoning around the airport generally consists of residential to the west and southeast of the airport, industrial to the north of the airport, timber conservation to the east of the airport, and the Wolf Tree Resort to the south of the airport. The zoning is shown in **Exhibit 1D**, Zoning Map. Zoning compatibility with the airport is evaluated based on noise levels within certain zoning areas, zoning allowances within the runway protection zone (RPZ), and general zoning around the airport.

The runway protection zone (RPZ) is a trapezoidal area beyond each runway end. The ODA recommends that only farm uses and, under limited circumstances, public airports, roads, parking, utilities, parks/open space, and golf courses, be allowed within the airport's RPZ. No structures should be allowed within the RPZ, unless they are structures accessory to airport operations that have been approved by the FAA. For an expanded list of limitations to uses within the RPZ, see the ODA "Public Use Airport Safety and Compatibility Overlay Zone." The zoning categories of the areas within the airport RPZs are industrial for a portion of the Runway 16 and Runway 20 RPZs. The Runway 34 and Runway 20 RPZs are entirely within the "Airport Restricted Zone." Industrial use should not be allowed within the airport RPZs per the ODA standards. The city should carefully review this use.

The city has used their "Airport Restricted Area" zoning to incorporate limiting the use of the areas within the RPZ. Obtaining aviation and hazard easements is recommended to specifically define control over these areas as needed for aviation.

In general, zoning around the airport is compatible with airport use, though the residential zoning areas to the west of the airport could introduce issues with aircraft noise. Noise impacts of the airport will be evaluated in this airport layout plan update as part of the environmental review summary. Noise contours will be developed for both existing and future conditions.

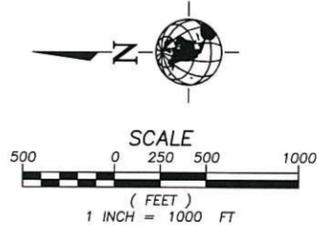
Part 77 Surfaces and Airport Overlay Zone

The City of Newport has incorporated an “Airport Restricted Area” section into their zoning ordinance, as previously mentioned. As previously noted, the ODA “Airport Safety and Compatibility Overlay Zone (for public use airports with instrument approaches)” should be reviewed and incorporated into the existing zoning criteria. By incorporating this document into their zoning ordinance, the city will have taken the appropriate steps to protect the Part 77 Airport Imaginary Surfaces and limit uses to avoid issues with noise, outdoor lighting, glare, visibility obstruction from emissions, electrical interference to NAVAIDS, and wildlife attractions.

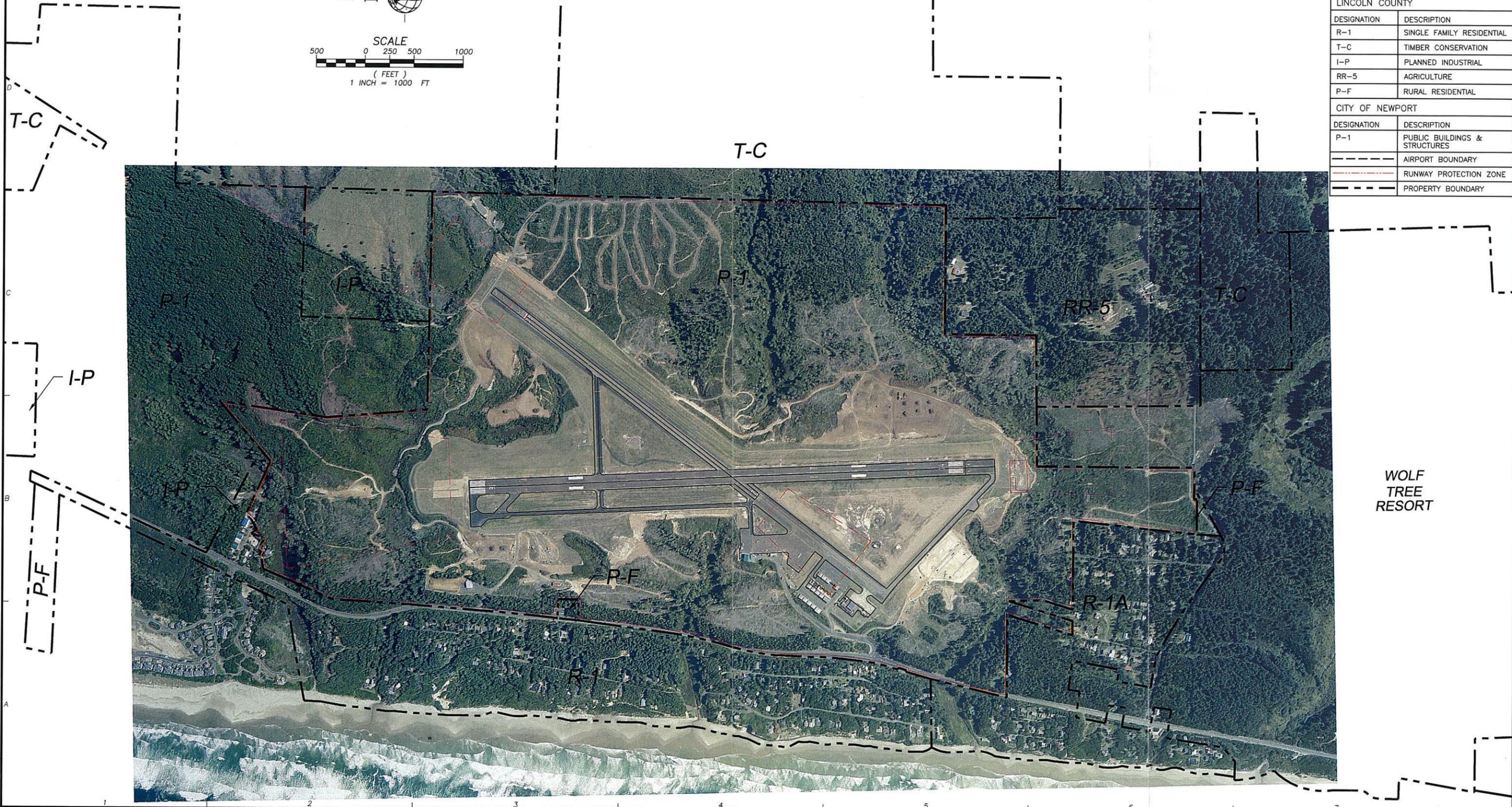
Other Easements

The City of Newport has an existing easement with Pioneer Telephone Cooperative for installation and maintenance of buried telephone cable in the northwest corner of the airport property.

DWG INDEX:
30295-NWP-PM1



LEGEND	
LINCOLN COUNTY	
DESIGNATION	DESCRIPTION
R-1	SINGLE FAMILY RESIDENTIAL
T-C	TIMBER CONSERVATION
I-P	PLANNED INDUSTRIAL
RR-5	AGRICULTURE
P-F	RURAL RESIDENTIAL
CITY OF NEWPORT	
DESIGNATION	DESCRIPTION
P-1	PUBLIC BUILDINGS & STRUCTURES
- - - - -	AIRPORT BOUNDARY
- - - - -	RUNWAY PROTECTION ZONE
- - - - -	PROPERTY BOUNDARY



WOLF
TREE
RESORT

Office: SEATTLE / System: WHP-SEA-BRCY121 / User: CBRONTEMPO

DESIGNED BY:	LAM	CHECKED BY:	REA		
DRAWN BY:	CMB	APPROVED BY:			
LAST EDIT:	04/29/04	PLOT DATE:	05/04/04		
DATE	BY	REV#	REVISION	CK'D	APPR

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OREGON DEPARTMENT OF AVIATION
 NEWPORT MUNICIPAL AIRPORT
ZONING MAP
EXHIBIT 1D

NEWPORT OREGON
 SCALE: 1"=1000' PROJECT NO. 31468 DRAWING FILE NAME: 30295-NWP-EX1D **1D** SHEET