Newport OR Municipal Airport Development Plan

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Executive Summary

The Newport Municipal Airport (ONP) is a regional airport that operates on 700 acres of P-1 zoned land located on the central Oregon coast (Appendix 1). The following plan describes a pathway for the expansion of the property into a premier aviation, cargo and emerging technology hub. The timeline is to have the project completed within ten years which is in line with the NASA national plan to have aircraft, airspace and community integration fully implemented and vetted. It will be the standard of excellence for Regional air mobility (RAM) in Oregon.

The revolution of airspace is a reality with billions of dollars and thousands of companies already invested in the field of advanced air mobility (AAM) with NASA and the FAA spearheading the process. It is akin to Ford developing the automotive production line, except this will come much faster due to the evolution of information and manufacturing technology

ONP will be the anchor of a vibrant new sustainability centered, technologically advanced transportation hub in the central Oregon coastal region. It can also serve as a hub for emergency management with the ability to provide rapid emergency response, even to remote areas. The framework for this project is to utilize public and private partnerships to create an aviation hub that will serve high volume cargo transportation, affordable regional air service, emergency operations and sustainable energy production, all while significantly lowering our carbon footprint. (Appendix 2) Funding will be provided through private investment, federal and state grants and subsidized financing. Revenue will be generated through facility rentals, utility surcharges for charging stations and waste management fees.

The upgrades will be divided into four components 1. Cargo centered vertiport. 2. Passenger centered vertiport. 3. Emergency operations 4. Sustainable energy production. With

these planned developments ONP can become an attractive option for companies looking to test and develop their AAM related products. It can be a hub for training of pilots, operators and maintenance technicians for the emerging AAM marketplace. Most of the jobs created in these areas will be sustainable living wage jobs.

Currently ONP is completely underutilized and is a financial drain on the city. The AAM plan will decentralize personal travel and cargo transportation creating a completely new paradigm for this regional airport. Many sustainable living wage jobs will be created. Revenues will be significantly increased to the point where it will no longer be a drain on city coffers and instead become a significant source of revenue for the city and county. The Coos county airport has realized the potential for this market and is planning to complete a cargo vertiport which will be wholly funded by Beta technologies of Vermont. FedEx has ordered 150 heavy lift cargo eVtols for their fleet in preparation for this upcoming revolution. ONP has the opportunity to be on the forefront of this inevitable advancement in sustainable air mobility.

Acknowledgements

The initial idea for the design of ONP was inspired by my partnership with Sean Borman president of Aeroauto, whose company is on the forefront of AAM development. Laverne Dorsery whose expertise in grant and contract submission has given me confidence that multiple funding sources can be obtained to finance this revolutionary project. The state of Oregon Employment Department Self Employment Assistance program (SEA) for assisting me with this incredible opportunity.

Appendices

Appendix 1

Appendix 2

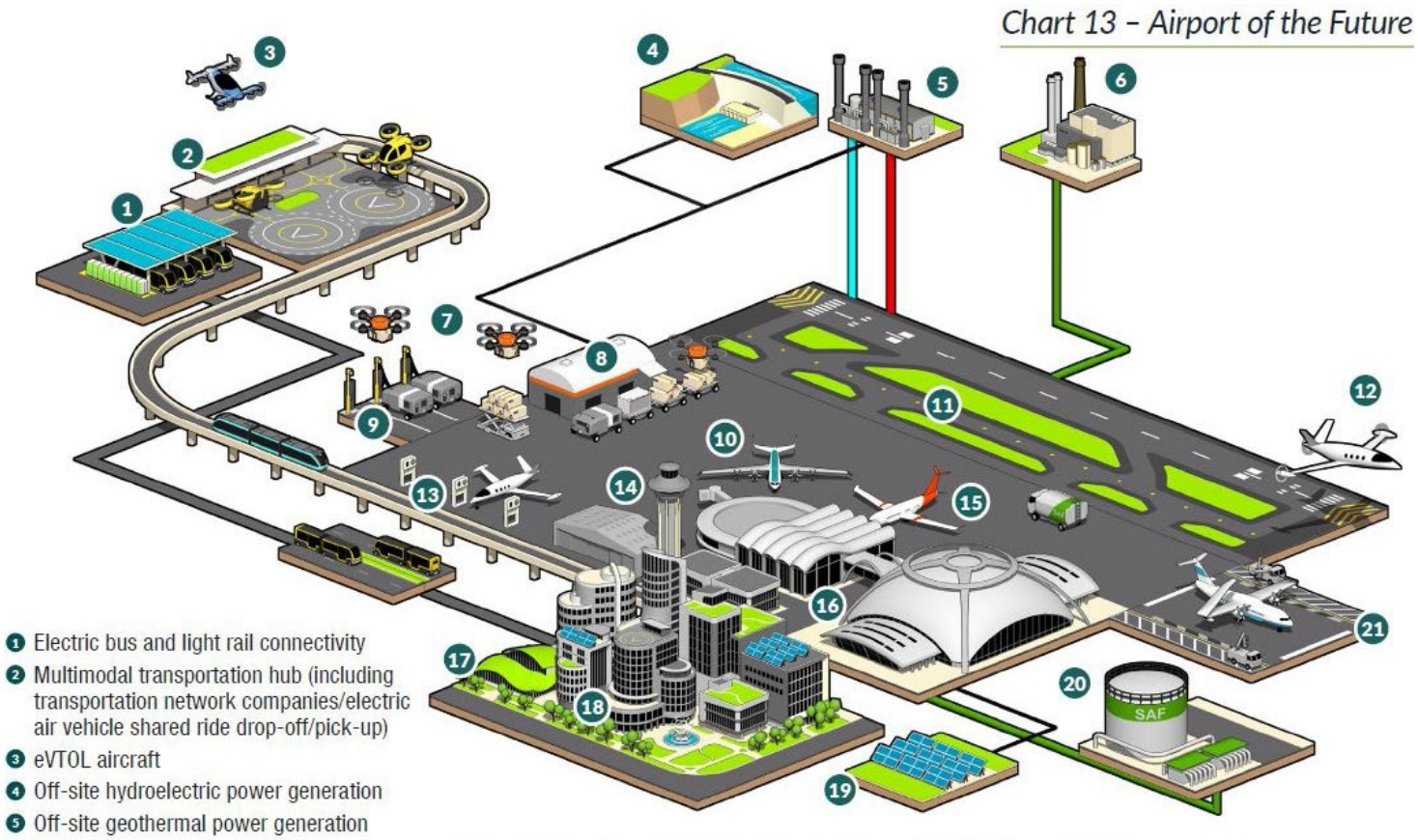
Chart 13 – Airport of the Future
SAF
1 Electric bus and light rail connectivity
2 Multimodal transportation hub (including transportation network companies/electric air vehicle shared ride drop-off/pick-up)
3 eVTOL aircraft
4 Off-site hydroelectric power generation
5 Off-site geothermal power generation
6 Off-site biomass refinery
7 UAS operating below 400 feet above ground level (AGL)
8 Air cargo handling facility
9 Electric ground support equipment (GSE)
10 Alternative propulsion aircraft
11 Light-emitting diode (LED) taxiway lighting
12 Short take-off and landing (STOL) aircraft
13 Electric aircraft charging stations
14 Air traffic control tower (airspace management/routing considerations)
15 Electric 150+ passenger jet
16 Natural lighting in commercial terminal
17 Green roof
18 Mixed-use landside development
19 On-site renewable energy generation with microgrid connectivity
20 SAF
21 Centralized deicing facility with glycol runoff collection system