

MASTER PLAN EXECUTIVE SUMMARY





BACKGROUND

The Port of Bremerton has updated the master plan for Bremerton National Airport (PWT) to define current and future airport facility needs. The master plan provides a path for facility development consistent with the Port's operational and financial requirements and Federal Aviation Administration (FAA) standards.

Although activity was slowed by the economic recession of the late 2000s, the airport has experienced overall growth in based aircraft and operations (takeoffs and landings) over the last decade. The addition of several locally-based business jets and a helicopter flight training school are examples of the airport's continued evolution to accommodate an ever-wider user base.

CHALLENGES

The previous airport master plan, completed in 2002, guided hangar and related development in the airport's west landside area and the reconfiguration and improvement of the runway. Projects included runway and taxiway improvements, expansion of aircraft hangars and facilities in the west landside area of the airport, and the first phase of an east-side connector road (Airport-Industrial Way) designed to provide access to the east side of the airfield and adjacent industrial lands.

The remaining developable areas in the west landside area will accommodate immediate aircraft hangar needs. The development of a new "east landside" area will accommodate longer term demand for hangars and related facilities.

The previous master plan provided very conceptual facility layouts for the "east landside" area. The updated airport master plan provides additional detail on site topography, environmentally-sensitive areas, and site development needs including vehicle and aircraft access, utilities and stormwater management.

ACTIVITY

- Based aircraft at PWT increased from 160 to 192 between 2002 and 2012
- 3 Business jets are currently based at PWT
- Total takeoffs and landings were estimated at more than 54,000 in 2012
- Based aircraft projected to increase to 276 by 2032
- Annual takeoffs and landings projected to pass 90,000 by 2032

DEVELOPMENT PLAN

The future improvements at Bremerton National Airport are intended to strengthen the airport's functional role as a general aviation facility that accommodates locally-generated and transient business aviation activity, and limited military activity.

The improvements focus on two primary areas of emphasis: airside facilities (the runway-taxiway system), and landside facilities (hangar, apron areas, aviation-related business):

KEY FEATURES

Runway/Taxiway System

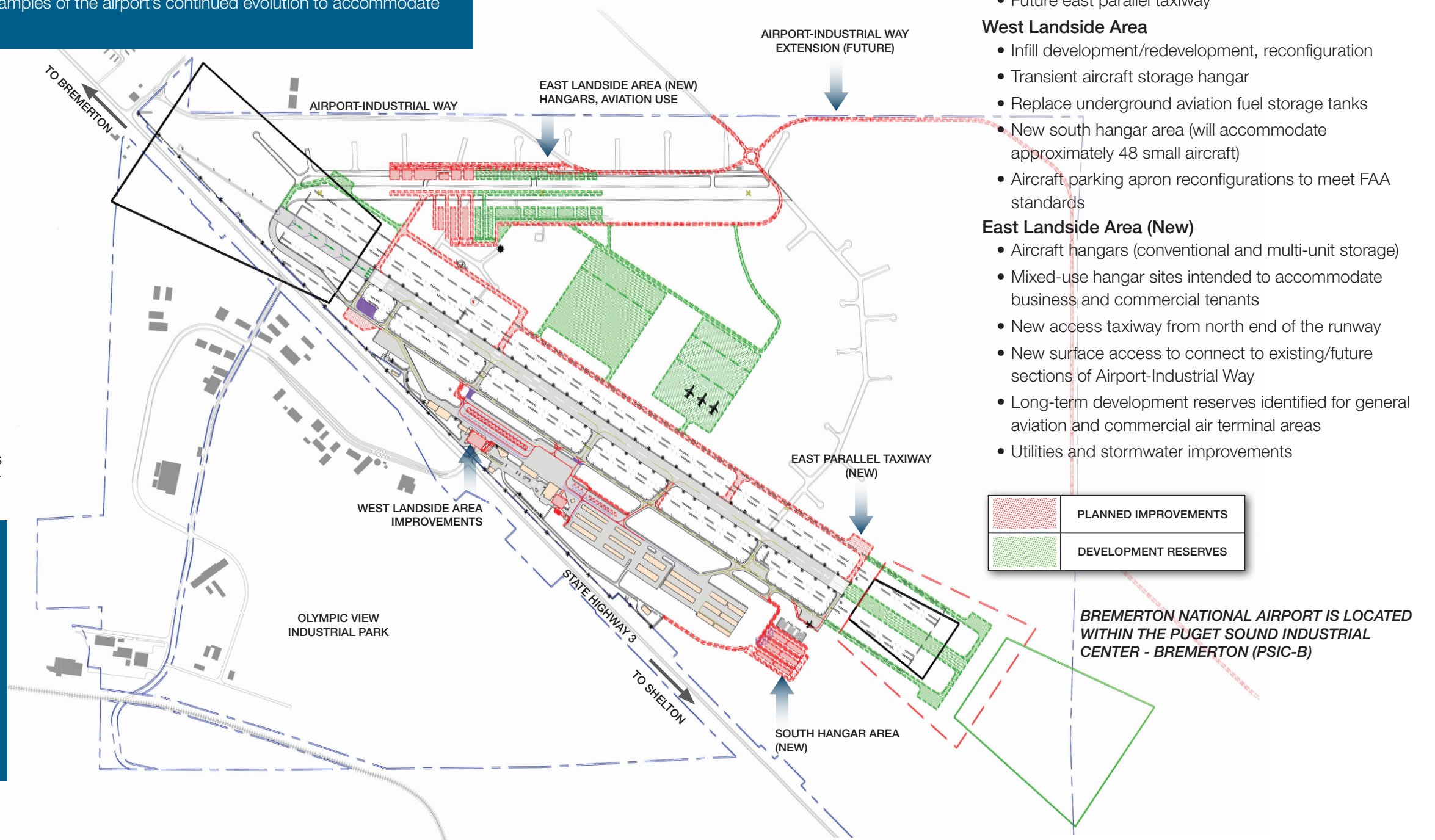
- Maintain current capabilities (length, width, strength, instrumentation, lighting)
- Runway extension reserves
- Limited reconfiguration of exit and connecting taxiways on west parallel taxiway
- Future east parallel taxiway

West Landside Area

- Infill development/redevelopment, reconfiguration
- Transient aircraft storage hangar
- Replace underground aviation fuel storage tanks
- New south hangar area (will accommodate approximately 48 small aircraft)
- Aircraft parking apron reconfigurations to meet FAA standards

East Landside Area (New)

- Aircraft hangars (conventional and multi-unit storage)
- Mixed-use hangar sites intended to accommodate business and commercial tenants
- New access taxiway from north end of the runway
- New surface access to connect to existing/future sections of Airport-Industrial Way
- Long-term development reserves identified for general aviation and commercial air terminal areas
- Utilities and stormwater improvements



Airport Business Plan

An airport business plan was prepared in conjunction with the airport master plan to evaluate the business operations of Bremerton National Airport. The business plan found that the overall financial structure of the airport is sound and the airport is strategically positioned to capture a larger share of business aviation activity in the Puget Sound region. An ongoing investment in facilities, services, and marketing will be required to realize the potential of an expanded market share. Among the recommendations of the business plan:

- Focus on attracting new and retaining current business aviation users and tenants
- Expand and improve facilities and fixed base operator (FBO) services for business aviation
 - Aircraft servicing, deicing, catering, etc.
 - Turbine aircraft maintenance
 - Construct transient hangar space for overnight and extended stays

Land Use

Bremerton National Airport and the surrounding land area is designated for industrial related land uses that are compatible with aviation activity. The City of Bremerton created the South Kitsap Industrial Area (SKIA) Subarea in 2012 that established appropriate land use, zoning, and development standards consistent with the overall vision of the site. In 2014, SKIA was renamed “Puget Sound Industrial Center-Bremerton” to reflect the ongoing evolution of the site.

Capital Improvement Program (CIP)

The airport master plan CIP identifies projects recommended during the current twenty year planning period (2014-2034) and prioritizes projects based on anticipated need. The majority of future improvements recommended at Bremerton National Airport are eligible for FAA funding. As presented, the FAA-eligible share of the 20-year CIP is approximately 74 percent (26 percent Port/Other). Items such as hangar construction and utilities are not typically funded by the FAA.

Although the future availability of project funding cannot be guaranteed, the CIP presents a current measure of need that may be adjusted to accommodate changes in demand and funding.

CIP (millions)	Short Term (0-5 years)	Intermediate Term (6-10 years)	Long Term (11 to 20 years)	Total (20 years)
FAA Eligible	\$6.2	\$8.5	\$8.6	\$23.2
Port/Other	\$1.3	\$4.8	\$2.3	\$8.4
Total	\$7.5	\$13.3	\$10.9	\$31.6



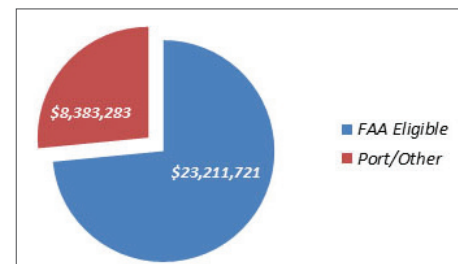
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BREMERTON NATIONAL AIRPORT - 20-YEAR CIP