Chapter 8 – Airport Layout Plan

Chapter 8 – Airport Layout Plan Drawings

Introduction

The options that were considered for the long-term development of Bremerton National Airport resulted in the selection of a preferred alternative. The preferred alternative has been incorporated into the airport layout plan drawings, which are depicted in this chapter. The set of airport plans, which is referred to in aggregate as the "Airport Layout Plan" (ALP) has been prepared in accordance with FAA guidelines. The drawings illustrate existing conditions, recommended changes in airfield facilities, property ownership, land use, and obstruction removal. The ALP set is presented at the end of this chapter:

- Sheet 1 – Cover Sheet
- Sheet 2 – Airport Data Sheet
- Sheet 3 – Airport Layout Plan
- Sheet 4 –Terminal Area Plan(West)
- Sheet 5 –Terminal Area Plan (East)
- Sheet 6 – FAR Part Airspace Plan (1 of 2)
- Sheet 7 – FAR Part Airspace Plan (2 of 2)
- Sheet 8 – Runway 2 Approach Surface Plan & Profile
- Sheet 9 – Runway 20 Approach Surface Plan & Profile; Threshold Siting Surface
- Sheet 10 – Runway 2 RPZ & Inner Approach Surface
- Sheet 11 – Runway 20 RPZ & Inner Approach Surface
- Sheet 12 – On-Airport Land Use Plan

- Sheet 13 – Off-Airport Land Use Plan w/ 2032 Noise Contours
- Sheet 14 – Airport Property Plan (Exhibit A)

The airport layout plan drawings provide detailed information for existing and future facilities. The future improvements depicted in the drawing set are consistent with the airport master plan's updated 20-year capital improvement program contained in Chapter 7. The ALP drawing set will be submitted along with the draft final airport master plan report to Federal Aviation Administration (FAA) for review and approval. The drawings will be reviewed by the FAA Airports District Office (ADO) with additional review coordinated with other FAA offices (Flight Procedures, Flight Standards, etc.). Once approved, the final ALP drawing set will be signed by the Port of Bremerton and the FAA Seattle Airports District Office (ADO). As individual projects are completed, minor "as-built" updates to the ALP drawing may be completed (with FAA coordination) without updating the airport master plan. A complete update of the full ALP drawing set will be conducted as part of the next master plan update.

The airport layout plan drawings are prepared using AutoCAD® computer-aided drafting software, which allows for easier updating and revision. The drawing files may also be imported into local geographic information systems (GIS) to support land use planning, airport overlay zone mapping, etc.

A brief summary of the individual drawings is provided below:

AIRPORT DATA SHEET DRAWING

The Airport Data Sheet drawing contains detailed runway and airfield dimensions, FAA dimensional standards, wind roses, and other data that is reflected on the sheets in the drawing set.

AIRPORT LAYOUT PLAN DRAWING

The Airport Layout Plan (ALP) drawing graphically depicts existing and future airfield facilities. No changes to Runway 2/20 are recommended in the current 20-year planning period. Minor reconfigurations of existing taxiways and aircraft hold areas on the west parallel taxiway are recommended; an east parallel taxiway is also recommended to accommodate future development of aircraft hangars and related development on the east side of Runway 2/20.

Future facilities are color-coded (red) to distinguish them from existing facilities. Future facilities are represented in the airport master plan's 20-year capital improvement program (CIP) as individual projects or project groupings. Long term development reserves depicted on the ALP are also color coded (green). These items are intended to serve as placeholders or are provided for reference only. Demand for facilities identified as development reserves is not anticipated to occur in the current 20-year planning period and therefore the corresponding projects are not included in the master plan CIP. A change of

events that could move a development reserve into an actual project would require updated planning and coordination with FAA.

TERMINAL AREA PLAN DRAWINGS

Terminal Area Plan drawings for the landside areas located on the west and east side of Runway 2/20 provide additional detail for existing and new facilities. Recommended improvements include reconfigured/expanded aircraft parking apron, new hangar areas, fuel storage facilities, taxiway reconfigurations and access roads.

FAR PART 77 AIRSPACE DRAWINGS

The FAR Part 77 Airspace drawings depict the protected airspace defined for Runway 2/20 in Federal Air Regulation (FAR) Part 77, *Objects Affecting Navigable Airspace*. The airspace plan drawings depict the five "imaginary surfaces" defined in FAR Part 77.25 including the primary, transitional, approach, horizontal and conical surfaces, previously described in Chapter 4. Part 77 surfaces should be free of built or terrain obstructions to the great extent possible. Objects that penetrate FAR Part 77 surfaces may require action to mark or remove depending on their severity, location and the feasibility of the action. The drawing includes a table of obstructions with recommended dispositions.

The physical characteristics of the Part 77 surfaces are defined the size of aircraft using the runway and the approach capabilities of the runway. Runway 2/20 accommodates large aircraft (over 12,500 pounds) with precision instrument approach capabilities on Runway 20 and nonprecision instrument approach capabilities on Runway 2.

- **Runway 20 Approach Surface**: Extends 50,000 feet from the end of the runway primary surface. The inner 10,000 feet of the approach surface has a slope of 50:1 and the outer 40,000 feet has a slope of 40:1. The approach surface slope represents the horizontal distance required for each increment of vertical rise.

- **Runway 2 Approach Surface**: Extends 10,000 feet from the end of the runway primary surface with a slope of 34:1.

- **Primary Surface:** Based on the precision instrument approach capabilities, the primary surface is 1,000 feet wide (500 feet on either side of runway centerline), extending 200 feet beyond each end of the runway. The primary surface is a flat plane of airspace centered on the runway with the same elevation as the nearest point on the runway centerline. For Runway 2/20, the primary surface is 6,400 feet long and 1,000 feet wide.

- **Runway Transitional Surface:** The runway transitional surfaces extend outward and upward from the outer edges of the primary surface. The transitional surfaces have a slope of 7:1 and extend to an elevation 150 feet above airfield elevation and connect to the runway horizontal surface. Runway 20 has an approach transitional surface that extends upward at a 7:1 slope, extending 5,000 feet beyond the sides of the runway approach surface. This surface is required for precision instrument approach surfaces.

- **Horizontal Surface:** The horizontal surface is drawn from 10,000-foot radii that extend from both ends of the primary surface to form an oval. The horizontal surface is a flat plane of airspace with an elevation 150 feet above airport elevation. The majority of obstructions identified in the horizontal surface are trees located off airport property.

- **Conical Surface:** The conical surface extends from the outer edge of the horizontal surface at a slope of 20:1 for 4,000 feet. An area of terrain penetration is identified in the northwest section of the conical surface.

RUNWAY APPROACH SURFACE PLAN AND PROFILE DRAWINGS

The Approach Surface drawings depict plan and profile views of the runway approach surfaces depicted in the FAR Part 77 airspace plan. The drawings provide additional detail in identify obstructions, terrain and other physical features within the approach surfaces. The drawings include obstruction data tables for items depicted on the drawing, using the same numbering identifiers from the overall Part 77 Airspace Plan. The drawing for Runway 20 also depicts the threshold siting surface (TSS) that is used to mitigate obstructions to the Part 77 approach surface. The appropriate applications, dimensions and slope for the TSS are defined in FAA Advisory Circular (AC) 150/5300-13A (paragraph 303, section b.).

RUNWAY RPZ & INNER APPROACH SURFACE DRAWINGS

The runway protection zone (RPZ) and inner approach surface drawings depict detailed plan views of these areas and a profile view of the approach surface and threshold siting surface (when used). The drawings include obstruction data tables for items depicted on the drawing, using the same numbering identifiers from the overall Part 77 Airspace Plan and Approach Surface Plan and Profile drawings.

ON-AIRPORT LAND USE PLAN

The On-Airport Land Use Plan drawing depicts existing land uses within airport property in relation to the airfield facilities and surface access to and within the site. The land uses on the airport include a variety of aviation and non-aviation uses. The existing race facility located on the airport's closed runway will be relocated as part of the Port's overall planned development on the east side of the airport. Land uses within the Port-owned industrial park are exclusively non-aviation due to terrain and the inability to

provide aeronautical access to the airfield (over State Highway 3). Updated 20-year noise contours are depicted based on the FAA-approved master plan aviation activity forecasts (2032). All aviation and non-aviation uses (industrial, commercial) at the airport, the adjacent airport industrial park, and the SKIA Subarea are compatible with current and long term (forecast) noise exposure levels.

OFF-AIRPORT LAND USE PLAN

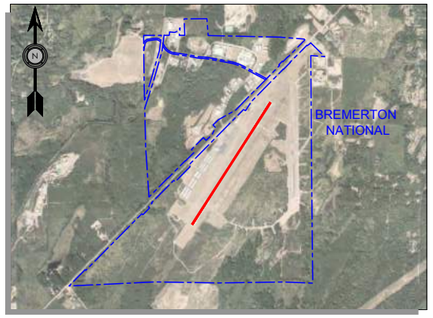
The Off-Airport Land Use Plan drawing depicts existing land uses and zoning for the airport and its immediate vicinity, which encompasses the South Kitsap Industrial Area (SKIA). 20-year noise contours are also depicted on the drawing. The 2032 65 DNL noise contour is contained almost entirely within airport property, with only a small area extending into the adjacent right of way for State Highway 3. The majority of the SKIA subarea is located within the City of Bremerton city limits. Land use and zoning for areas outside to the SKIA subarea are in Kitsap County or Mason County jurisdiction.

EXHIBIT "A" – AIRPORT PROPERTY PLAN

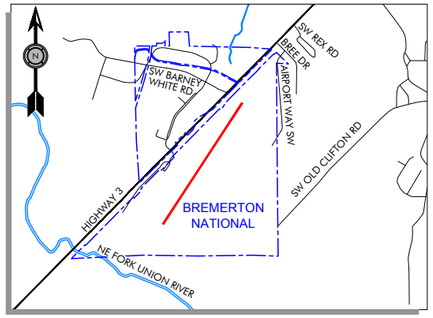
The Airport Property Plan drawing provides depicts all property owned by the Port included in the airport and adjacent industrial park. The drawing notes the form of ownership or control (fee simple, avigation easement, etc.) and the date of acquisition per FAA guidelines.

BREMERTON NATIONAL AIRPORT (PWT)
AIRPORT MASTER PLAN

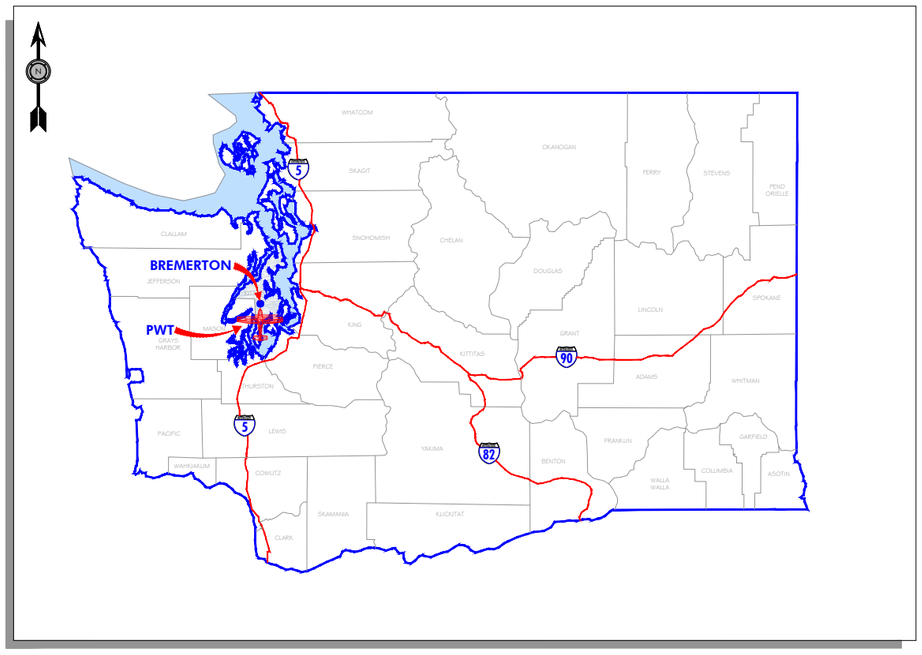
PORT OF BREMERTON, WASHINGTON
AIP NO. 3-53-0007-26-2012
AIRPORT LAYOUT PLAN
MAY 2015



AERIAL PHOTO



VICINITY MAP



LOCATION MAP

SHEET INDEX

NUMBER	CONTENTS
1	COVER SHEET
2	AIRPORT DATA SHEET
3	AIRPORT LAYOUT PLAN
4	TERMINAL AREA PLAN (WEST)
5	TERMINAL AREA PLAN (EAST)
6	FAR PART 77 (1 OF 2)
7	FAR PART 77 (2 OF 2)
8	RUNWAY 2 APPROACH SURFACE PLAN AND PROFILE
9	RUNWAY 20 APPROACH SURFACE PLAN AND PROFILE; THRESHOLD SITING SURFACE
10	RUNWAY 2 RPZ & INNER APPROACH SURFACE
11	RUNWAY 20 RPZ & INNER APPROACH SURFACE
12	ON-AIRPORT LAND USE PLAN
13	OFF-AIRPORT LAND USE PLAN W/2032 NOISE CONTOURS
14	EXHIBIT A PROPERTY PLAN

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www.centurywest.com

AIRPORT DATA TABLE

DESCRIPTION		EXISTING	FUTURE
AIRPORT ELEVATION (MSL)		443.9'	SAME
AIRPORT ACREAGE		1,729 EST.	SAME
ARP COORDINATES	LAT. LONG.	N 47° 29' 24.872" W 122° 45' 53.335"	SAME
MAGNETIC DECLINATION		16°17'33"E (3/2014)	ANNUAL RATE OF CHANGE 10.7'W
MEAN MAX. DAILY TEMPERATURE		75.3° F	SAME
FAA IDENTIFIER		KPWT	SAME
DATUM		NAD 83/NGVD 88	SAME

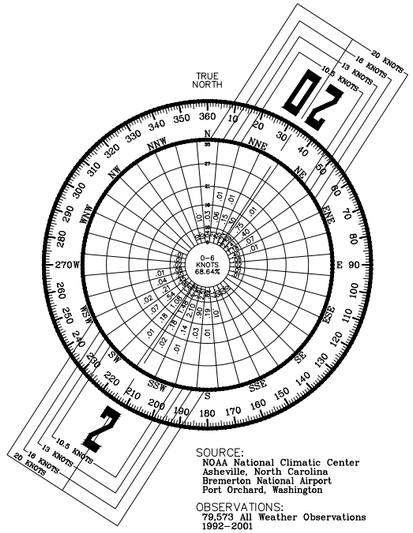
RUNWAY DATA TABLE

	EXISTING CONDITIONS RUNWAY 2 - 20	FUTURE CONDITIONS RUNWAY 2 - 20
RUNWAY LENGTH AND WIDTH	6000' X 150'	SAME
RUNWAY LIGHTING	HIRL	SAME
RUNWAY PAVEMENT STRENGTH (IN 1000 LBS)	33 (SW); 196 (DW); 336 (DT)	SAME
RUNWAY PAVEMENT TYPE	ASPHALT (GROOVED)	SAME
RUNWAY PERCENT WIND COVERAGE (12 MPH)	99.99% EST.	SAME
RUNWAY PERCENT GRADIENT / MAXIMUM GRADE	0.05%	SAME
AIRPORT REFERENCE CODE (ARC)	B-II (VIS < 3/4 MILE)	SAME (RESERVE C/D-II)
FAR PART 77 DESIGNATION	LARGER THAN UTILITY (PIR)	SAME
NPIAS ROLE / SERVICE LEVEL	GENERAL AVIATION	SAME
TERMINAL NAVAIDS	BEACON / NDB / GS-LOC / DME	BEACON / GS-LOC / DME
TAXIWAY LIGHTING	MITL, REFLECTORS	SAME
TAXIWAY MARKING	CENTERLINE; HOLD LINES	SAME

RUNWAY DATA TABLE

	EXISTING CONDITIONS	EXISTING STANDARD	FUTURE CONDITIONS	FUTURE STANDARD
RUNWAY SAFETY AREA LENGTH AND WIDTH LENGTH BEYOND RUNWAY END	7200' x 300' 600'	7200' x 300' 600'	7200' x 300' 600'	7200' x 300' 600'
OBJECT FREE AREA LENGTH AND WIDTH LENGTH BEYOND RUNWAY END	7200' x 800' 600'	7200' x 800' 600'	7200' x 800' 600'	7200' x 800' 600'
RUNWAY OBSTACLE FREE ZONE LENGTH AND WIDTH LENGTH BEYOND RUNWAY END	6400' x 400' 200'	6400' x 400' 200'	6400' x 400' 200'	6400' x 400' 200'
OFZ PENETRATION (YES / NO)	NO	NO	NO	NO

		EXISTING CONDITIONS		FUTURE CONDITIONS	
RUNWAY END		2	20	2	20
RUNWAY APPROACH CATEGORY		NPI	PIR	SAME	SAME
RUNWAY APPROACH SLOPE	PART 77 REQUIRED	34:1	50:1 / 40:1	SAME	SAME
	ACTUAL	34:1	34:1 SEE NOTE 1	SAME	SAME
APPROACH VISIBILITY MINIMUMS		1 MILE	1/2 MILE	3/4 MILE	1/2 MILE
RUNWAY MARKINGS		NPI	PIR	NPI	PIR
RUNWAY END COORDINATES	LAT. LONG.	N 47° 28' 59.975" W 122° 46' 16.976"	N 47° 29' 49.769" W 122° 45' 29.688"	SAME	SAME
INSTRUMENTATION AND APPROACH AIDS		NDB; GPS	CAT-I / ILS	GPS	SAME
APPROACH / RUNWAY END LIGHTING		PAPI-4; REIL	MALS-R; PAPI-4	PAPI-4; MALS-R	MALS-R; PAPI-4
CRITICAL AIRCRAFT (ARC)		CESSNA - CE 560		SAME / (CE 750 RESERVE)	
WINGSPAN		≤ 79 FEET		SAME / RESERVE: SAME	
WEIGHT		≤ 60,000 LBS		SAME / RESERVE: SAME	
APPROACH SPEED		< 121 KNOTS		SAME / RESERVE: < 141 KNOTS	
LENGTH OF HAUL		< 500 NAUTICAL MILES		SAME / RESERVE: SAME	

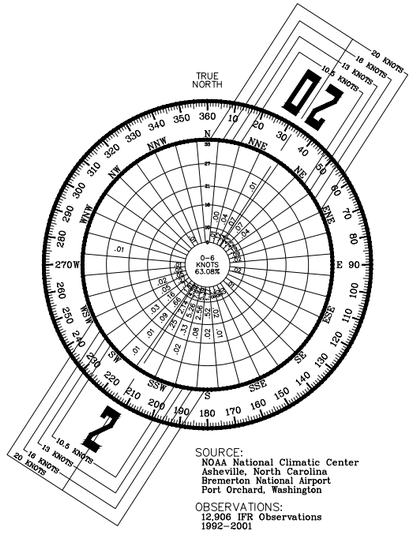


SOURCE:
NOAA National Climatic Center
Asheville, North Carolina
Bremerton National Airport
Port Orchard, Washington

OBSERVATIONS:
79,573 All Weather Observations
1992–2001

ALL WEATHER WIND COVERAGE

RUNWAYS	10.5 KNOTS	13 KNOTS	16 KNOTS	20 KNOTS
RUNWAY 2-20	99.97%	99.99%	100.00%	100.00%



SOURCE:
NOAA National Climatic Center
Asheville, North Carolina
Bremerton National Airport
Port Orchard, Washington

OBSERVATIONS:
12,906 IFR Observations
1992–2001

IFR WIND COVERAGE

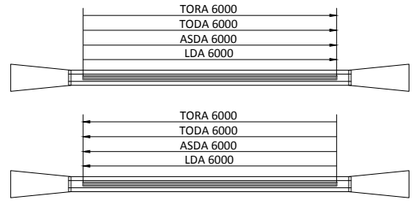
RUNWAYS	10.5 KNOTS	13 KNOTS	16 KNOTS	20 KNOTS
RUNWAY 2-20	99.97%	99.99%	99.99%	99.99%

NON STANDARD CONDITIONS

NO.	ITEM	DESCRIPTION	DISPOSITION
1	TAXILANE OFA	LESS THAN STANDARD CLEARANCE FROM CENTERLINE TO PARKED AC	RECONFIGURATION (TAXILANE / APRON)
2	TAXILANE OFA	LESS THAN STANDARD CLEARANCE FROM HANGAR TAXILANES	NONE

RUNWAY 2-20 DECLARED DISTANCES

EXISTING / FUTURE: (NO REDUCTIONS)



NOTES:
1. RUNWAY 20 HAS A DESIGNATED 34:1 THRESHOLD SITING SURFACE (TSS) BASED ON RUNWAY APPROACH TYPE FOR OBSTRUCTION CLEARANCE.
2. RUNWAY 2/20 WAS REDESIGNATED IN 2013 BASED ON CHANGE IN MAGNETIC DECLINATION; PREVIOUSLY DESIGNATED 1/19.

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NO.	DATE	BY	APPR	REVISIONS

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0" [redacted] 1"
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PORT OF BREMERTON APPROVAL

APPROVAL DATE: _____

SIGNATURE

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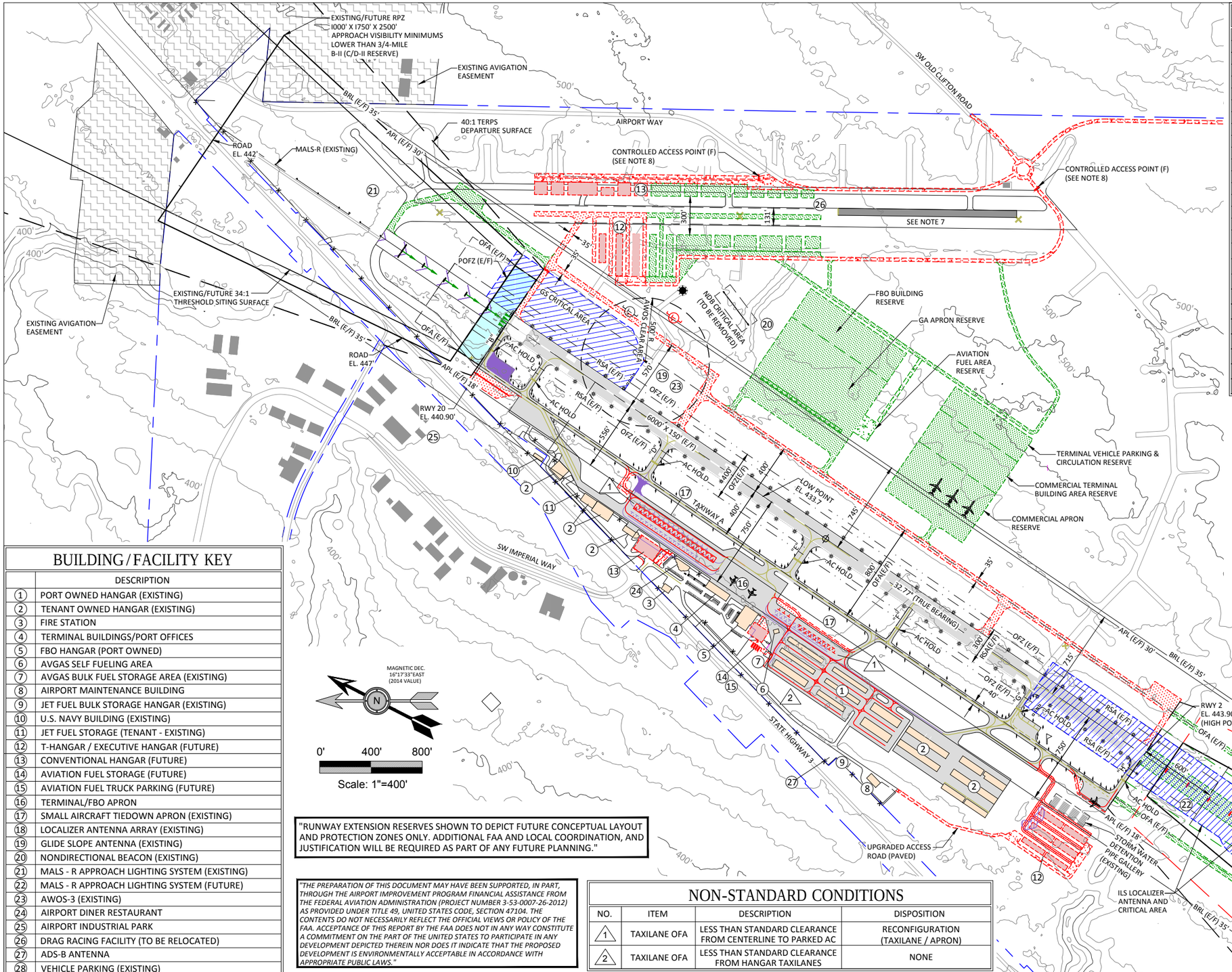
DESIGNED BY:	DRAWN BY:	CHECKED BY:	SCALE:
DM	JLS	WMR	AS SHOWN
DATE: MAY 2015		PROJECT NO: 1244500101	

BREMERTON NATIONAL AIRPORT

AIRPORT DATA SHEET



LEGEND

	EXISTING	FUTURE
BUILDINGS		
AIRFIELD PAVEMENT		
BUILDING RESTRICTION LINE (BRL)	BRL (E)	BRL (F)
AIRCRAFT PARKING LINE (APL)	APL (E)	APL (F)
AIRPORT PROPERTY LINE		
RUNWAY SAFETY AREA (RSA)		
OBJECT FREE AREA (OFA)		
OBSTACLE FREE ZONE (OFZ)		
TAXIWAY OBJECT FREE AREA (TOFA)		SAME
RUNWAY PROTECTION ZONE (RPZ)		
TERPS DEPARTURE SURFACE		SAME
OBSTACLE CLEARANCE SURFACE (OCS)		SAME
GROUND CONTOURS	10'	SAME
AIRPORT REFERENCE POINT (ARP)		
RUNWAY END IDENTIFIER LIGHTS (REIL)		SAME
VISUAL GUIDANCE INDICATORS (PAPI)		SAME
WIND INDICATOR		
SEGMENTED CIRCLE/WIND INDICATOR		
FENCE		
BEACON		SAME
THRESHOLD LIGHTS		SAME
ACCESS ROAD/VEHICLE PARKING		
DEVELOPMENT RESERVE (PAVEMENT/BUILDINGS)	N/A	
TO BE REMOVED		N/A
HIGH INTENSITY RUNWAY LIGHTS (HIRL)		SAME
PRECISION OBSTACLE FREE ZONE (POFZ)		SAME
AVIGATION EASEMENT		

NOTES:

1. ENTIRE AIRPORT PROPERTY LINE NOT DEPICTED ON THIS DRAWING DUE TO SCALE REQUIREMENTS. SEE SHEET 12 OF 14 FOR DEPICTION OF FULL AIRPORT BOUNDARY.
2. RESERVES (DEPICTED IN GREEN) ARE FOR REFERENCE ONLY TO GUIDE FUTURE PLANNING BEYOND CURRENT DEMAND FORECASTS.
3. THERE ARE NO OBSTACLE FREE ZONE (OFZ) PENETRATIONS FOR RUNWAY 2/20.
4. SOURCES FOR EXISTING COORDINATES AND ELEVATIONS: ASISDATA SHEET SYSTEM (ADS) BREMERTON NATIONAL AIRPORT DATUM NAD-83, NGVD 88, AND USGS MAPS USING NAD-27.
5. NDB TO BE REMOVED OR RELOCATED.
6. RUNWAY 2 EXTENSION RESERVE BASED ON ARC C/D-II STANDARDS.
7. EXISTING RACEWAY FACILITIES TO BE CLOSED/RELOCATED. PAVEMENT TO BE MARKED AS NON-AERONAUTICAL.
8. THE ROADWAY SECTIONS LOCATED INSIDE THE CONTROLLED ACCESS POINTS WILL SERVE ON-AIRPORT AVIATION USE DEVELOPMENT EXCLUSIVELY AND ARE ELIGIBLE FOR FAA FUNDING. THE SECTIONS OF NEW ROADWAY CONSTRUCTED OUTSIDE THE CONTROLLED ACCESS POINTS WILL NOT BE ELIGIBLE FOR FAA FUNDING SINCE THEY WILL PROVIDE ACCESS TO THE AIRPORT AND ADJACENT AREAS OFF AIRPORT PROPERTY.

BUILDING / FACILITY KEY

	DESCRIPTION
1	PORT OWNED HANGAR (EXISTING)
2	TENANT OWNED HANGAR (EXISTING)
3	FIRE STATION
4	TERMINAL BUILDINGS/PORT OFFICES
5	FBO HANGAR (PORT OWNED)
6	AVGAS SELF FUELING AREA
7	AVGAS BULK FUEL STORAGE AREA (EXISTING)
8	AIRPORT MAINTENANCE BUILDING
9	JET FUEL BULK STORAGE HANGAR (EXISTING)
10	U.S. NAVY BUILDING (EXISTING)
11	JET FUEL STORAGE (TENANT - EXISTING)
12	T-HANGAR / EXECUTIVE HANGAR (FUTURE)
13	CONVENTIONAL HANGAR (FUTURE)
14	AVIATION FUEL STORAGE (FUTURE)
15	AVIATION FUEL TRUCK PARKING (FUTURE)
16	TERMINAL/FBO APRON
17	SMALL AIRCRAFT TIEDOWN APRON (EXISTING)
18	LOCALIZER ANTENNA ARRAY (EXISTING)
19	GLIDE SLOPE ANTENNA (EXISTING)
20	NONDIRECTIONAL BEACON (EXISTING)
21	MALS - R APPROACH LIGHTING SYSTEM (EXISTING)
22	MALS - R APPROACH LIGHTING SYSTEM (FUTURE)
23	AWOS-3 (EXISTING)
24	AIRPORT DINER RESTAURANT
25	AIRPORT INDUSTRIAL PARK
26	DRAG RACING FACILITY (TO BE RELOCATED)
27	ADS-B ANTENNA
28	VEHICLE PARKING (EXISTING)

"RUNWAY EXTENSION RESERVES SHOWN TO DEPICT FUTURE CONCEPTUAL LAYOUT AND PROTECTION ZONES ONLY. ADDITIONAL FAA AND LOCAL COORDINATION, AND JUSTIFICATION WILL BE REQUIRED AS PART OF ANY FUTURE PLANNING."

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NON-STANDARD CONDITIONS

NO.	ITEM	DESCRIPTION	DISPOSITION
1	TAXILANE OFA	LESS THAN STANDARD CLEARANCE FROM CENTERLINE TO PARKED AC	RECONFIGURATION (TAXILANE / APRON)
2	TAXILANE OFA	LESS THAN STANDARD CLEARANCE FROM HANGAR TAXILANES	NONE

NO.	DATE	BY	APPR	REVISIONS

VERIFY SCALES

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PORT OF BREMERTON APPROVAL

APPROVAL DATE: _____

SIGNATURE

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DM	JLS	WMR	AS SHOWN

DATE: MAY 2015

PROJECT NO: 1244500101

BREMERTON NATIONAL AIRPORT

AIRPORT LAYOUT PLAN

SHEET NO. 3 OF 14

BUILDING / FACILITY KEY (SEE NOTE 1)

	DESCRIPTION		
1	PORT OWNED HANGAR (EXISTING)	15	AVIATION FUEL TRUCK PARKING (FUTURE)
2	TENANT OWNED HANGAR (EXISTING)	16	TERMINAL/FBO APRON
3	FIRE STATION	17	SMALL AIRCRAFT TIEDOWN APRON (EXISTING)
4	TERMINAL BUILDINGS/PORT OFFICES	18	LOCALIZER ANTENNA ARRAY (EXISTING)
5	FBO HANGAR (PORT OWNED)	19	GLIDE SLOPE ANTENNA (EXISTING)
6	AVGAS SELF FUELING AREA	20	NONDIRECTIONAL BEACON (EXISTING)
7	AVGAS BULK FUEL STORAGE AREA (EXISTING)	21	MALS - R APPROACH LIGHTING SYSTEM (EXISTING)
8	AIRPORT MAINTENANCE BUILDING	22	MALS - R APPROACH LIGHTING SYSTEM (FUTURE)
9	JET FUEL BULK STORAGE HANGAR (EXISTING)	23	AWOS-3 (EXISTING)
10	U.S. NAVY BUILDING (EXISTING)	24	AIRPORT DINER RESTAURANT
11	JET FUEL STORAGE (TENANT - EXISTING)	25	AIRPORT INDUSTRIAL PARK
12	T-HANGAR / EXECUTIVE HANGAR (FUTURE)	26	DRAG RACING FACILITY (TO BE RELOCATED)
13	CONVENTIONAL HANGAR (FUTURE)	27	ADS-B ANTENNA
14	AVIATION FUEL STORAGE (FUTURE)	28	VEHICLE PARKING (EXISTING)

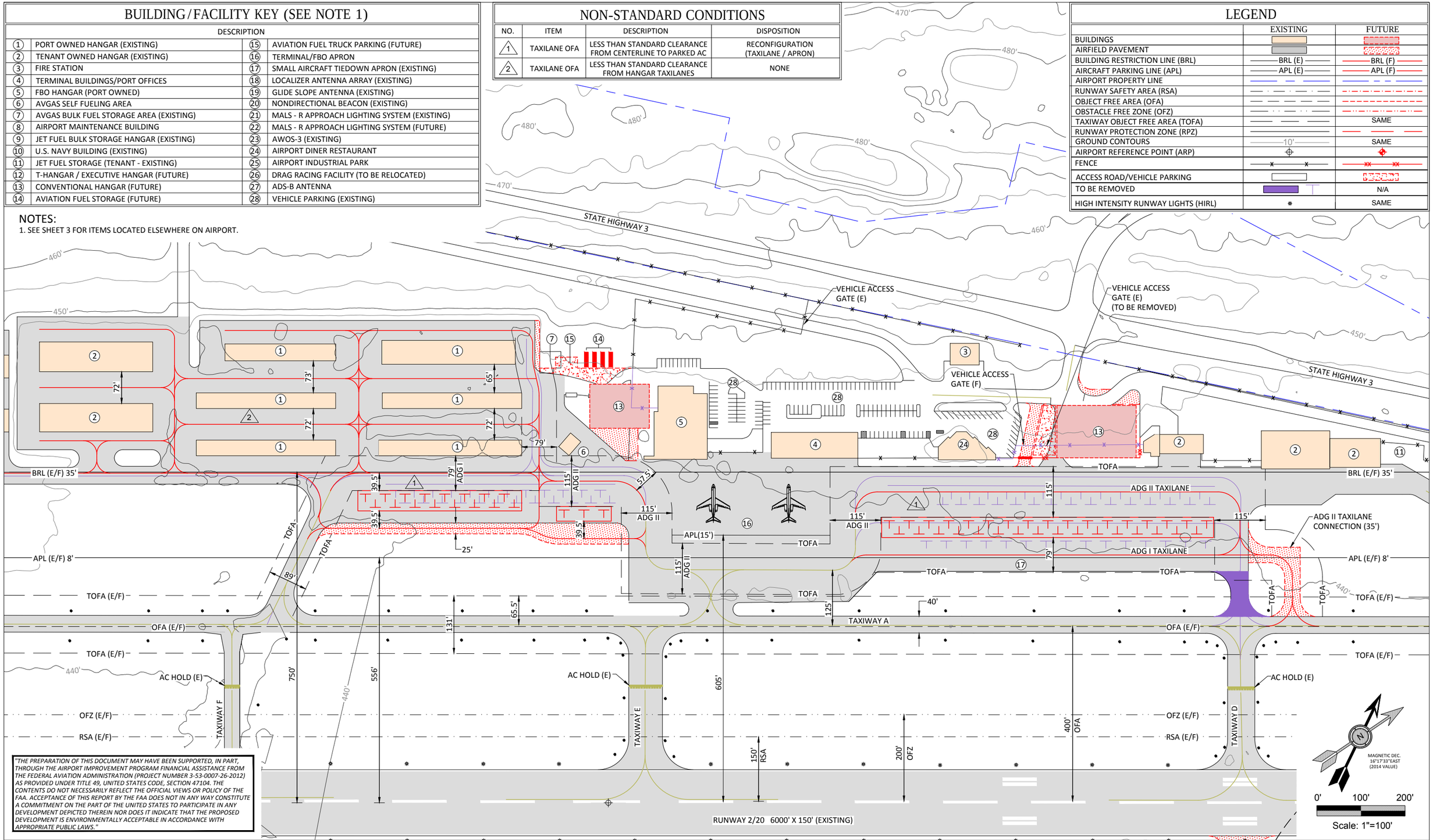
NON-STANDARD CONDITIONS

NO.	ITEM	DESCRIPTION	DISPOSITION
1	TAXILANE OFA	LESS THAN STANDARD CLEARANCE FROM CENTERLINE TO PARKED AC	RECONFIGURATION (TAXILANE / APRON)
2	TAXILANE OFA	LESS THAN STANDARD CLEARANCE FROM HANGAR TAXILANES	NONE

LEGEND

	EXISTING	FUTURE
BUILDINGS		
AIRFIELD PAVEMENT		
BUILDING RESTRICTION LINE (BRL)	BRL (E)	BRL (F)
AIRCRAFT PARKING LINE (APL)	APL (E)	APL (F)
AIRPORT PROPERTY LINE		
RUNWAY SAFETY AREA (RSA)		
OBJECT FREE AREA (OFA)		
OBSTACLE FREE ZONE (OFZ)		
TAXIWAY OBJECT FREE AREA (TOFA)		SAME
RUNWAY PROTECTION ZONE (RPZ)		
GROUND CONTOURS	10'	SAME
AIRPORT REFERENCE POINT (ARP)		
FENCE		
ACCESS ROAD/VEHICLE PARKING		
TO BE REMOVED		N/A
HIGH INTENSITY RUNWAY LIGHTS (HIRL)		SAME

NOTES:
1. SEE SHEET 3 FOR ITEMS LOCATED ELSEWHERE ON AIRPORT.



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NO.	DATE	BY	APPR	REVISIONS

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APPROVAL DATE: _____
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APPROVAL DATE: _____
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CENTURY WEST ENGINEERING CORPORATION
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DM	JLS	WMR	AS SHOWN
DATE: MAY 2015		PROJECT NO: 1244500101	

BREMERTON NATIONAL AIRPORT

WEST TERMINAL AREA PLAN

SHEET NO. 4 OF 14

BUILDING / FACILITY KEY

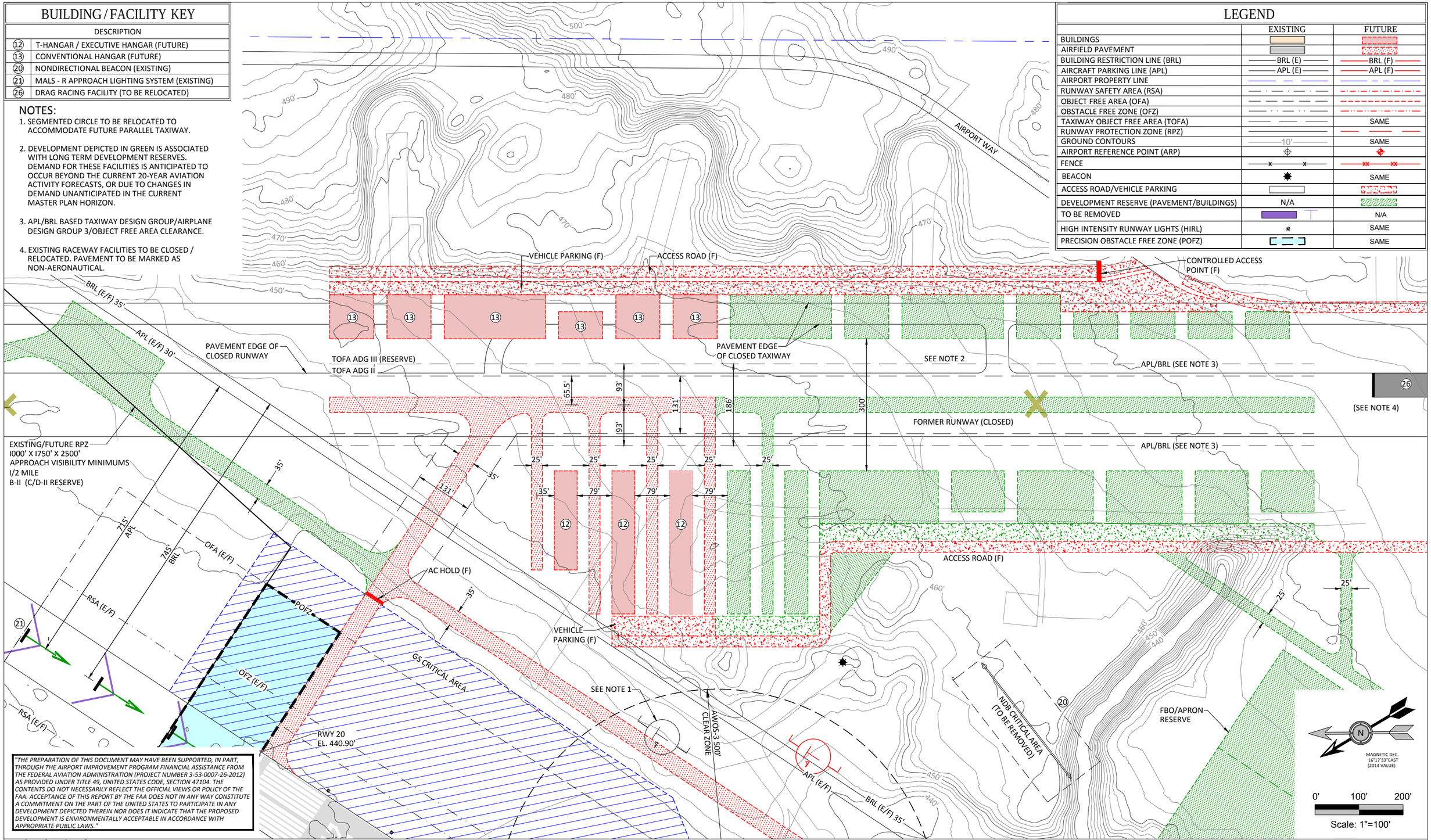
	DESCRIPTION
12	T-HANGAR / EXECUTIVE HANGAR (FUTURE)
13	CONVENTIONAL HANGAR (FUTURE)
20	NONDIRECTIONAL BEACON (EXISTING)
21	MALS - R APPROACH LIGHTING SYSTEM (EXISTING)
26	DRAG RACING FACILITY (TO BE RELOCATED)

NOTES:

1. SEGMENTED CIRCLE TO BE RELOCATED TO ACCOMMODATE FUTURE PARALLEL TAXIWAY.
2. DEVELOPMENT DEPICTED IN GREEN IS ASSOCIATED WITH LONG TERM DEVELOPMENT RESERVES. DEMAND FOR THESE FACILITIES IS ANTICIPATED TO OCCUR BEYOND THE CURRENT 20-YEAR AVIATION ACTIVITY FORECASTS, OR DUE TO CHANGES IN DEMAND UNANTICIPATED IN THE CURRENT MASTER PLAN HORIZON.
3. APL/BRL BASED TAXIWAY DESIGN GROUP/AIRPLANE DESIGN GROUP 3/OBJECT FREE AREA CLEARANCE.
4. EXISTING RACEWAY FACILITIES TO BE CLOSED / RELOCATED. PAVEMENT TO BE MARKED AS NON-AERONAUTICAL.

LEGEND

	EXISTING	FUTURE
BUILDINGS		
AIRFIELD PAVEMENT		
BUILDING RESTRICTION LINE (BRL)	BRL (E)	BRL (F)
AIRCRAFT PARKING LINE (APL)	APL (E)	APL (F)
AIRPORT PROPERTY LINE		
RUNWAY SAFETY AREA (RSA)		
OBJECT FREE AREA (OFA)		
OBSTACLE FREE ZONE (OFZ)		
TAXIWAY OBJECT FREE AREA (TOFA)		SAME
RUNWAY PROTECTION ZONE (RPZ)		
GROUND CONTOURS	10'	SAME
AIRPORT REFERENCE POINT (ARP)		
FENCE		SAME
BEACON		SAME
ACCESS ROAD/VEHICLE PARKING		
DEVELOPMENT RESERVE (PAVEMENT/BUILDINGS)	N/A	
TO BE REMOVED		N/A
HIGH INTENSITY RUNWAY LIGHTS (HIRL)		SAME
PRECISION OBSTACLE FREE ZONE (POFZ)		SAME



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DM	JLS	WMR	AS SHOWN
DATE: MAY 2015		PROJECT NO: 1244500101	

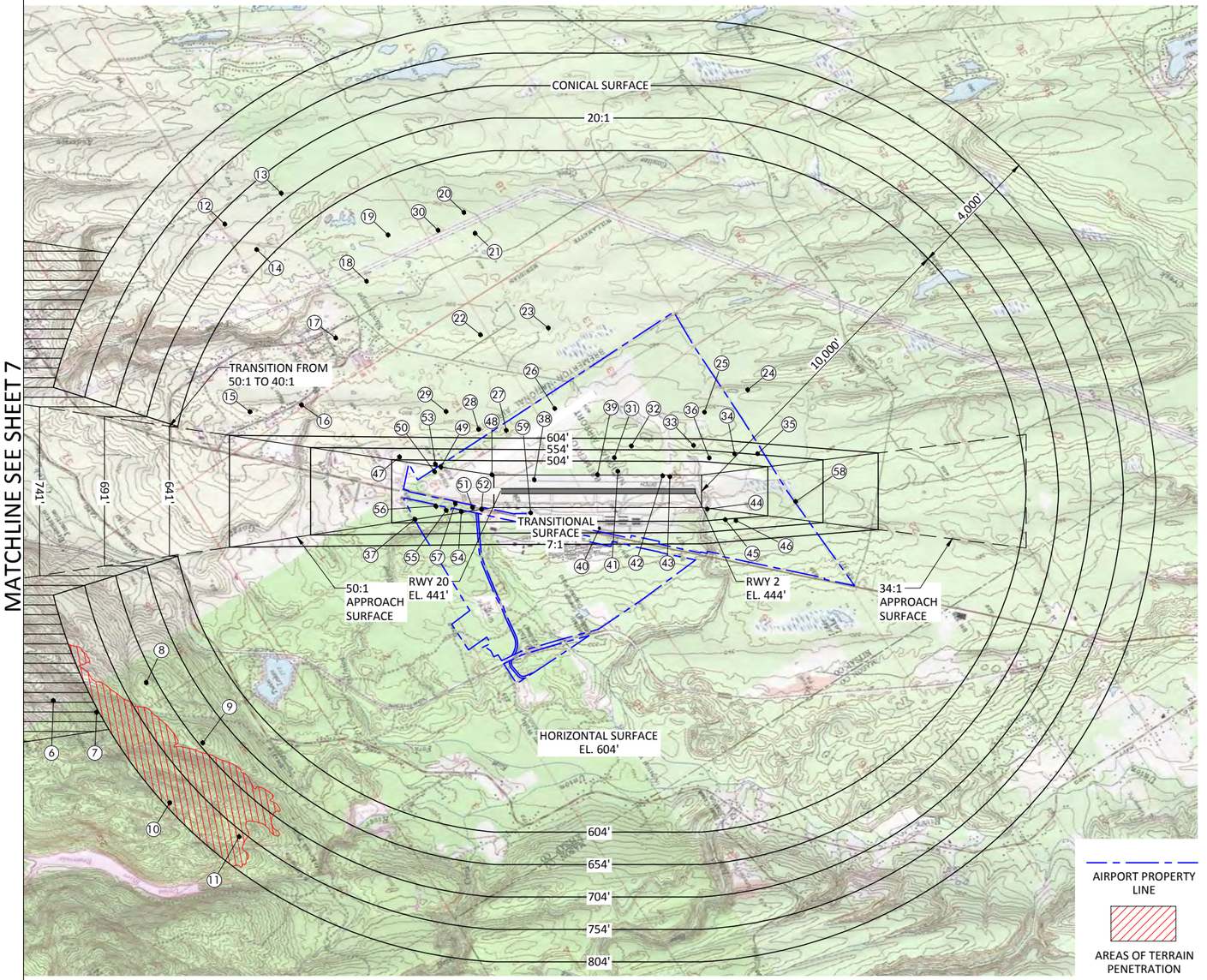
BREMERTON NATIONAL AIRPORT

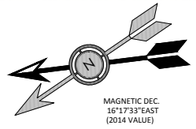
EAST TERMINAL AREA PLAN

OBSTRUCTION CHART

NO.	ITEM	PART 77 SURFACE	MSL ELEV (EST.)	DISTANCE FROM RWY CL	DISTANCE FROM RWY END	AMOUNT OF PENETRATION (ESTIMATED)	AIRPORT PROPERTY	DISPOSITION
1	ROD ON OL TOWER	40:1 APPROACH SURFACE	928'	347'	21880'	1' CLEAR	NO	NO ACTION
2	TREES	TRANSITIONAL SURFACE	1096'	4142'	17488'	126'	NO	TRIM AND/OR OL ON POLE
3	TREES	TRANSITIONAL SURFACE	1249'	5272'	17244'	119'	NO	TRIM AND/OR OL ON POLE
4	TREES	TRANSITIONAL SURFACE	1365'	5930'	16536'	143'	NO	TRIM AND/OR OL ON POLE
5	TREES	TRANSITIONAL SURFACE	1450'	6785'	15960'	108'	NO	TRIM AND/OR OL ON POLE
6	TREES	TRANSITIONAL SURFACE	1176'	6450'	13778'	CLEAR	NO	TRIM AND/OR OL ON POLE
7	GROUND	CONICAL SURFACE	840'	6809'	12443'	40'	NO	TRIM AND/OR OL ON POLE
8	TREES	CONICAL SURFACE	711'	5895'	10914'	1'	NO	TRIM AND/OR OL ON POLE
9	TREES	CONICAL SURFACE	736'	7752'	9173'	44'	NO	TRIM AND/OR OL ON POLE
10	TREES	CONICAL SURFACE	1115'	9598'	10189'	323'	NO	TRIM AND/OR OL ON POLE
11	TREES	CONICAL SURFACE	834'	10644'	8053'	73'	NO	TRIM AND/OR OL ON POLE
12	TREES	CONICAL SURFACE	640'	8232'	8492'	CLEAR	NO	TRIM AND/OR OL ON POLE
13	TREES	CONICAL SURFACE	627'	9185'	6752'	CLEAR	NO	TRIM AND/OR OL ON POLE
14	TREES	CONICAL SURFACE	653'	7448'	7511'	32'	NO	TRIM AND/OR OL ON POLE
15	TREES	HORIZONTAL SURFACE	610'	2451'	7718'	6'	NO	TRIM AND/OR OL ON POLE
16	TREES	HORIZONTAL SURFACE	603'	2657'	6128'	1' CLEAR	NO	TRIM AND/OR OL ON POLE
17	TREES	HORIZONTAL SURFACE	602'	4724'	5074'	2' CLEAR	NO	TRIM AND/OR OL ON POLE
18	TREES	HORIZONTAL SURFACE	605'	6472'	4125'	1'	NO	TRIM AND/OR OL ON POLE
19	TREES	HORIZONTAL SURFACE	637'	7898'	3462'	33'	NO	TRIM AND/OR OL ON POLE
20	TREES	HORIZONTAL SURFACE	613'	8589'	1124'	9'	NO	TRIM AND/OR OL ON POLE
21	TREES	HORIZONTAL SURFACE	619'	7951'	783'	15'	NO	TRIM AND/OR OL ON POLE
22	TREES	HORIZONTAL SURFACE	640'	4823'	615'	36'	NO	TRIM AND/OR OL ON POLE
23	TREES	HORIZONTAL SURFACE	604'	5032'	-1476'	CLEAR	NO	TRIM AND/OR OL ON POLE
24	TREES	HORIZONTAL SURFACE	612'	3127'	1621'	8'	NO	TRIM AND/OR OL ON POLE
25	TREES	HORIZONTAL SURFACE	614'	2438'	288'	10'	YES	TRIM AND/OR OL ON POLE
26	TREES	HORIZONTAL SURFACE	606'	2550'	-1676'	2'	YES	TRIM AND/OR OL ON POLE
27	TREES	HORIZONTAL SURFACE	618'	1879'	-183'	14'	YES	TRIM AND/OR OL ON POLE
28	TREES	HORIZONTAL SURFACE	622'	1908'	673'	18'	NO	TRIM AND/OR OL ON POLE
29	TREES	HORIZONTAL SURFACE	616'	2459'	1676'	12'	NO	TRIM AND/OR OL ON POLE
30	TRANSMISSION TOWERS	HORIZONTAL SURFACE	604'	8042'	1919'	CLEAR	NO	REQUEST AERONAUTICAL STUDY
31	TREES	TRANSITIONAL SURFACE	579'	1036'	-2490'	109'	YES	TRIM AND/OR REMOVE
32	TREES	TRANSITIONAL SURFACE	614'	1394'	-1966'	93'	YES	TRIM AND/OR REMOVE
33	TREES	TRANSITIONAL SURFACE	626'	1414'	-48'	53'	YES	TRIM AND/OR REMOVE
34	TREES	TRANSITIONAL SURFACE	591'	1156'	1215'	43'	YES	TRIM AND/OR REMOVE
35	TREES	TRANSITIONAL SURFACE	568'	1155'	1925'	12'	YES	TRIM AND/OR REMOVE
36	TREE	TRANSITIONAL SURFACE	578'	1028'	436'	57'	YES	REMOVE
37	TREE	TRANSITIONAL SURFACE	561'	863'	2634'	87'	YES	REMOVE
38	ROD ON OL GS	PRIMARY SURFACE	465'	356'	-1043'	30'	YES	NO ACTION
39	GROUND	TRANSITIONAL SURFACE	440'	513'	-2990'	5'	YES	EXCAVATE
40	TREES	TRANSITIONAL SURFACE	549'	1139'	-2947'	19'	YES	TRIM AND/OR REMOVE
41	GROUND	PRIMARY SURFACE	455'	620'	-2383'	5'	YES	EXCAVATE
42	GROUND	PRIMARY SURFACE	449'	478'	1000'	6'	YES	EXCAVATE
43	GROUND	PRIMARY SURFACE	446'	451'	-778'	3'	YES	EXCAVATE
44	TREES	TRANSITIONAL SURFACE	489'	546'	375'	37'	YES	TRIM AND/OR REMOVE
45	TREES	TRANSITIONAL SURFACE	569'	876'	929'	65'	YES	TRIM AND/OR REMOVE
46	TREES	TRANSITIONAL SURFACE	569'	900'	1257'	61'	YES	TRIM AND/OR REMOVE
47	TREE	TRANSITIONAL SURFACE	599'	1059'	3107'	32'	NO	REMOVE
48	TERRAIN	50:1 APPROACH SURFACE	444'	509'	260'	2'	YES	EXCAVATE *
49	ROAD	50:1 APPROACH SURFACE	496'	745'	1835'	23'	YES	EXCAVATE *
50	ROAD	50:1 APPROACH SURFACE	491'	610'	2032'	39'	YES	EXCAVATE *
51	EXISTING ROAD	50:1 APPROACH SURFACE	459'	499'	680'	5'	NO	NO ACTION *
52	EXISTING ROAD	50:1 APPROACH SURFACE	459'	557'	582'	11'	NO	EXCAVATE *
53	TERRAIN	50:1 APPROACH SURFACE	466'	832'	2001'	UP TO 5'	NO	NO ACTION *
54	TREES	50:1 APPROACH SURFACE	479'	624'	1205'	18'	YES	TRIM/REMOVE TREES *
55	POLE	50:1 APPROACH SURFACE	484'	592'	1671'	13'	YES	REMOVE *
56	POLE	50:1 APPROACH SURFACE	489'	455'	1989'	12'	YES	REMOVE *
57	TREES	34:1 APPROACH SURFACE	552'	372'	1391'	19'	NO	TRIM/REMOVE TREES
58	TREES	34:1 APPROACH SURFACE	552'	315'	3096'	19'	NO	TRIM/REMOVE TREES
59	HANGAR	TRANSITIONAL SURFACE	472'	663'	-932'	2.3'	YES	OBSTRUCTION LIGHT

* A 34:1 THRESHOLD SITING SURFACE FOR RUNWAY 20 IS USED FOR IMPROVED OBSTRUCTION CLEARANCE. SEE SHEET 11 FOR DETAIL.





FAR PART 77 PLAN VIEW

0' 2000' 4000'

Scale: 1"=2000'

NOTES:
1. DISTANCES FOR NOTED OBSTRUCTIONS ARE BASED ON THE ULTIMATE RUNWAY CONFIGURATION. DIMENSIONS INCLUDE 200' DISTANCE FROM RUNWAY END TO BEGINNING OF APPROACH.
2. SEE SHEET 7 OF 14 FOR CONTINUATION OF PART 77

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DATE: MAY 2015		PROJECT NO: 1244500101	

BREMERTON NATIONAL AIRPORT

FAR PART 77 AIRSPACE PLAN 1 OF 2

SHEET NO.
6 OF 14

OBSTRUCTION CHART

NO.	ITEM	PART 77 SURFACE	MSL ELEV (EST.)	DISTANCE FROM RWY CL	DISTANCE FROM RWY END	AMOUNT OF PENETRATION (ESTIMATED)	AIRPORT PROPERTY	DISPOSITION
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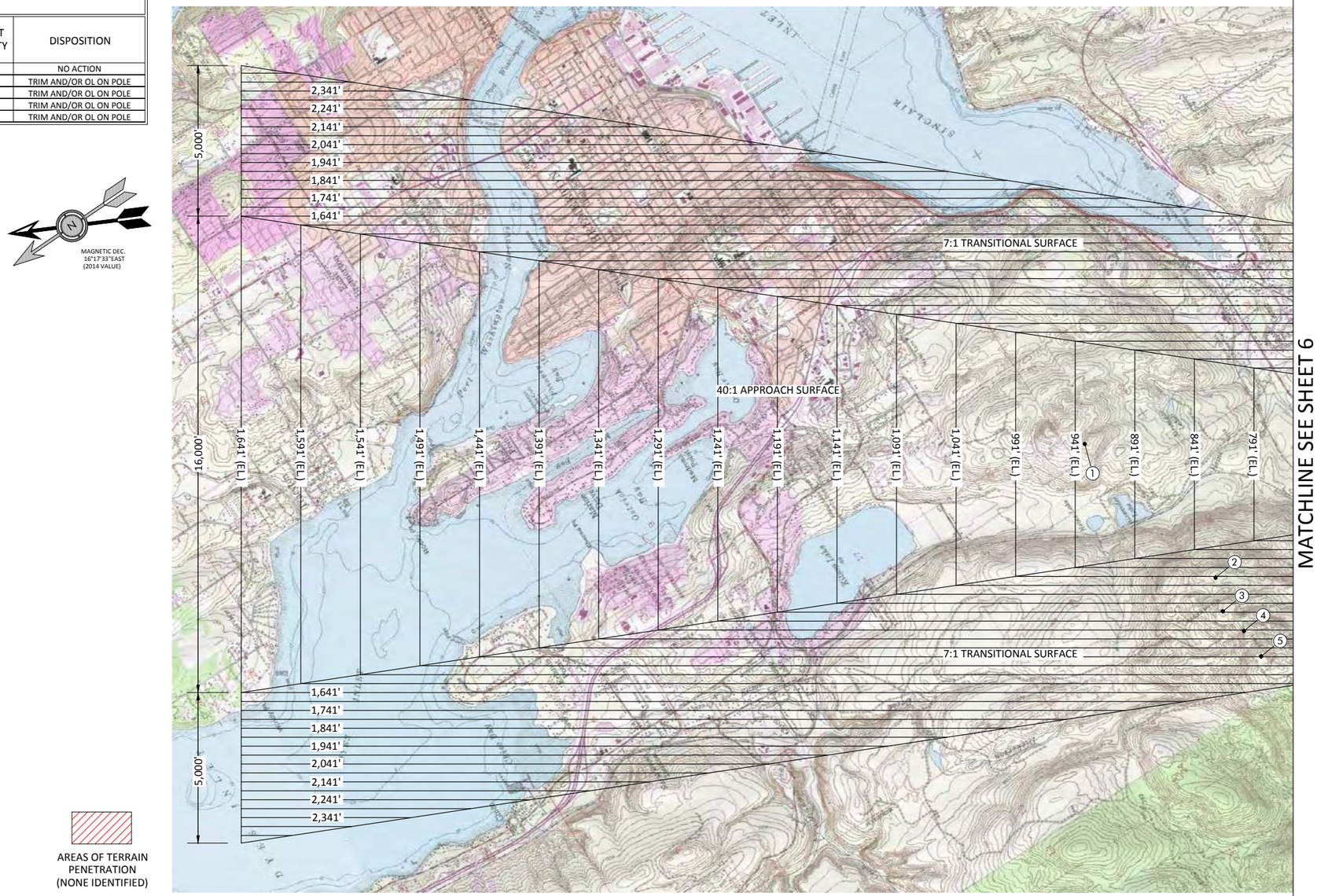
2	TREES	TRANSITIONAL SURFACE	1096'	4142'	17488'	126'	NO	TRIM AND/OR OL ON POLE
3	TREES	TRANSITIONAL SURFACE	1249'	5272'	17244'	119'	NO	TRIM AND/OR OL ON POLE
4	TREES	TRANSITIONAL SURFACE	1365'	5930'	16536'	143'	NO	TRIM AND/OR OL ON POLE
5	TREES	TRANSITIONAL SURFACE	1450'	6785'	15960'	108'	NO	TRIM AND/OR OL ON POLE



MATCHLINE SEE SHEET 6

MAGNETIC DEC.
16°17'33"EAST
(2014 VALUE)

AREAS OF TERRAIN PENETRATION (NONE IDENTIFIED)

0' 2000' 4000'

Scale: 1"=2000'

FAR PART 77 PLAN VIEW

RUNWAY 20 PRECISION APPROACH/

TRANSITIONAL SURFACE

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NOTES:

1. DISTANCES FOR NOTED OBSTRUCTIONS ARE BASED ON THE ULTIMATE RUNWAY CONFIGURATION. DIMENSIONS INCLUDE 200' DISTANCE FROM RUNWAY END TO BEGINNING OF APPROACH.
2. SEE SHEET 6 OF 14 FOR CONTINUATION OF PART 77

NO.	DATE	BY	APPR	REVISIONS

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DATE: MAY 2015		PROJECT NO: 1244500101	

BREMERTON NATIONAL AIRPORT

FAR PART 77 AIRSPACE PLAN 2-2 (RUNWAY 20 PRECISION APPROACH)

OBSTRUCTION CHART

NO.	ITEM	PART 77 SURFACE	MSL ELEV (EST.)	DISTANCE FROM RWY CL	DISTANCE FROM RWY END	AMOUNT OF PENETRATION (ESTIMATED)	AIRPORT PROPERTY	DISPOSITION
1	ROD ON OL TOWER	40:1 APPROACH SURFACE	928'	347'	21880'	1' CLEAR	NO	NO ACTION
2	TREES	TRANSITIONAL SURFACE	1096'	4142'	17488'	126'	NO	TRIM AND/OR OL ON POLE
3	TREES	TRANSITIONAL SURFACE	1249'	5272'	17244'	119'	NO	TRIM AND/OR OL ON POLE
4	TREES	TRANSITIONAL SURFACE	1365'	5930'	16536'	143'	NO	TRIM AND/OR OL ON POLE
5	TREES	TRANSITIONAL SURFACE	1450'	6785'	15960'	108'	NO	TRIM AND/OR OL ON POLE
6	TREES	TRANSITIONAL SURFACE	1176'	6450'	13778'	CLEAR	NO	TRIM AND/OR OL ON POLE
7	GROUND	CONICAL SURFACE	840'	6809'	12443'	40'	NO	TRIM AND/OR OL ON POLE
8	TREES	CONICAL SURFACE	711'	5895'	10914'	1'	NO	TRIM AND/OR OL ON POLE
9	TREES	CONICAL SURFACE	736'	7752'	9173'	44'	NO	TRIM AND/OR OL ON POLE
10	TREES	CONICAL SURFACE	1115'	9598'	10189'	323'	NO	TRIM AND/OR OL ON POLE
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12	TREES	CONICAL SURFACE	640'	8232'	8492'	CLEAR	NO	TRIM AND/OR OL ON POLE
13	TREES	CONICAL SURFACE	627'	9185'	6752'	CLEAR	NO	TRIM AND/OR OL ON POLE
14	TREES	CONICAL SURFACE	653'	7448'	7511'	32'	NO	TRIM AND/OR OL ON POLE
15	TREES	HORIZONTAL SURFACE	610'	2451'	7718'	6'	NO	TRIM AND/OR OL ON POLE
16	TREES	HORIZONTAL SURFACE	603'	2657'	6128'	1' CLEAR	NO	TRIM AND/OR OL ON POLE
17	TREES	HORIZONTAL SURFACE	602'	4724'	5074'	2' CLEAR	NO	TRIM AND/OR OL ON POLE
18	TREES	HORIZONTAL SURFACE	605'	6472'	4125'	1'	NO	TRIM AND/OR OL ON POLE
19	TREES	HORIZONTAL SURFACE	637'	7898'	3462'	33'	NO	TRIM AND/OR OL ON POLE
20	TREES	HORIZONTAL SURFACE	613'	8589'	1124'	9'	NO	TRIM AND/OR OL ON POLE
21	TREES	HORIZONTAL SURFACE	619'	7951'	783'	15'	NO	TRIM AND/OR OL ON POLE
22	TREES	HORIZONTAL SURFACE	640'	4823'	615'	36'	NO	TRIM AND/OR OL ON POLE
23	TREES	HORIZONTAL SURFACE	604'	5032'	-1476'	CLEAR	NO	TRIM AND/OR OL ON POLE
24	TREES	HORIZONTAL SURFACE	612'	3127'	1621'	8'	NO	TRIM AND/OR OL ON POLE
25	TREES	HORIZONTAL SURFACE	614'	2438'	288'	10'	YES	TRIM AND/OR OL ON POLE
26	TREES	HORIZONTAL SURFACE	606'	2550'	-1676'	2'	YES	TRIM AND/OR OL ON POLE
27	TREES	HORIZONTAL SURFACE	618'	1879'	-183'	14'	YES	TRIM AND/OR OL ON POLE
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29	TREES	HORIZONTAL SURFACE	616'	2459'	1676'	12'	NO	TRIM AND/OR OL ON POLE
30	TRANSMISSION TOWERS	HORIZONTAL SURFACE	604'	8042'	1919'	CLEAR	NO	REQUEST AERONAUTICAL STUDY
31	TREES	TRANSITIONAL SURFACE	579'	1036'	-2490'	109'	YES	TRIM AND/OR REMOVE
32	TREES	TRANSITIONAL SURFACE	614'	1394'	-1966'	93'	YES	TRIM AND/OR REMOVE
33	TREES	TRANSITIONAL SURFACE	626'	1414'	-48'	53'	YES	TRIM AND/OR REMOVE
34	TREES	TRANSITIONAL SURFACE	591'	1156'	1215'	43'	YES	TRIM AND/OR REMOVE
35	TREES	TRANSITIONAL SURFACE	568'	1155'	1925'	12'	YES	TRIM AND/OR REMOVE
36	TREE	TRANSITIONAL SURFACE	578'	1028'	436'	57'	YES	REMOVE
37	TREE	TRANSITIONAL SURFACE	561'	863'	2634'	87'	YES	REMOVE
38	ROD ON OL GS	PRIMARY SURFACE	465'	356'	-1043'	30'	YES	NO ACTION
39	GROUND	TRANSITIONAL SURFACE	440'	513'	-2990'	5'	YES	EXCAVATE
40	TREES	TRANSITIONAL SURFACE	549'	1139'	-2947'	19'	YES	TRIM AND/OR REMOVE
41	GROUND	PRIMARY SURFACE	455'	620'	-2383'	5'	YES	EXCAVATE
42	GROUND	PRIMARY SURFACE	449'	478'	1000'	6'	YES	EXCAVATE
43	GROUND	PRIMARY SURFACE	446'	451'	-778'	3'	YES	EXCAVATE
44	TREES	TRANSITIONAL SURFACE	489'	546'	375'	37'	YES	TRIM AND/OR REMOVE
45	TREES	TRANSITIONAL SURFACE	569'	876'	929'	65'	YES	TRIM AND/OR REMOVE
46	TREES	TRANSITIONAL SURFACE	569'	900'	1257'	61'	YES	TRIM AND/OR REMOVE
47	TREE	TRANSITIONAL SURFACE	599'	1059'	3107'	32'	NO	REMOVE
48	TERRAIN	50:1 APPROACH SURFACE	444'	509'	260'	2'	YES	EXCAVATE *
49	ROAD	50:1 APPROACH SURFACE	496'	745'	1835'	23'	YES	EXCAVATE *
50	ROAD	50:1 APPROACH SURFACE	491'	610'	2032'	39'	YES	EXCAVATE *
51	EXISTING ROAD	50:1 APPROACH SURFACE	459'	499'	680'	5'	NO	NO ACTION *
52	EXISTING ROAD	50:1 APPROACH SURFACE	459'	557'	582'	11'	NO	EXCAVATE *
53	TERRAIN	50:1 APPROACH SURFACE	466'	832'	2001'	UP TO 5'	NO	NO ACTION *
54	TREES	50:1 APPROACH SURFACE	479'	624'	1205'	18'	YES	TRIM/REMOVE TREES *
55	POLE	50:1 APPROACH SURFACE	484'	592'	1671'	13'	YES	REMOVE *
56	POLE	50:1 APPROACH SURFACE	489'	455'	1989'	12'	YES	REMOVE *
57	TREES	34:1 APPROACH SURFACE	552'	372'	1391'	19'	NO	TRIM/REMOVE TREES
58	TREES	34:1 APPROACH SURFACE	552'	315'	3096'	19'	NO	TRIM/REMOVE TREES
59	HANGAR	TRANSITIONAL SURFACE	472'	663'	-932'	2.3'	YES	OBSTRUCTION LIGHT

* A 34:1 THRESHOLD SITING SURFACE FOR RUNWAY 20 IS USED FOR IMPROVED OBSTRUCTION CLEARANCE. SEE SHEET 11 FOR DETAIL.

NOTE:
1. SEE SHEET 9 FOR DEPICTION OF OBSTRUCTIONS IN VICINITY OF RUNWAY 20 END.

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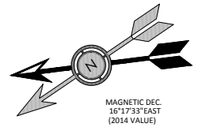
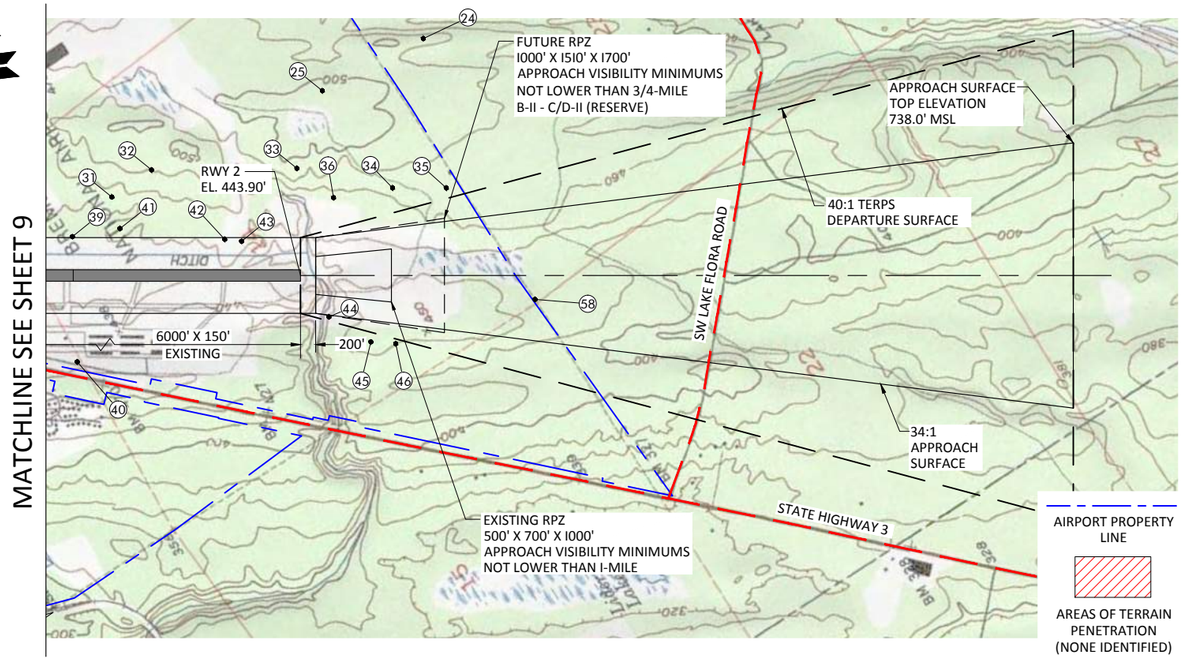
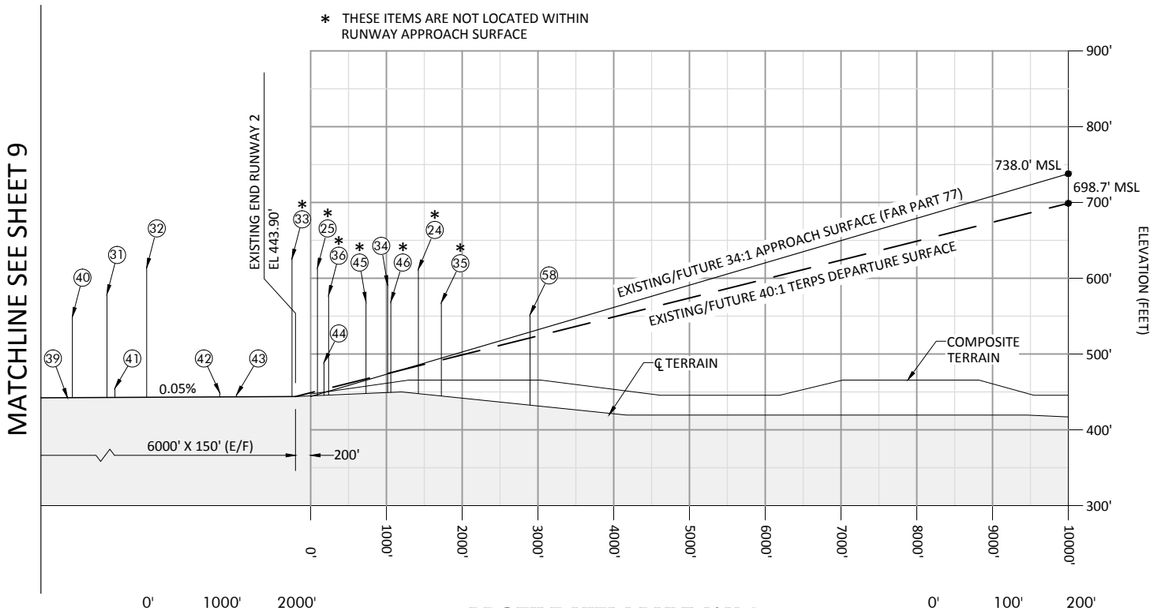




PLAN VIEW RUNWAY 2

0' 1000' 2000'
Scale: 1"=1000'



PROFILE VIEW RUNWAY 2

0' 1000' 2000'
Scale: 1"=1000'
Horizontal Scale: 1"=1000'

0' 100' 200'
Scale: 1"=100'
Vertical Scale: 1"=100'

NO.	DATE	BY	APPR	REVISIONS

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FEDERAL AVIATION ADMINISTRATION APPROVAL
APPROVAL DATE: _____
SIGNATURE

PORT OF BREMERTON APPROVAL
APPROVAL DATE: _____
SIGNATURE

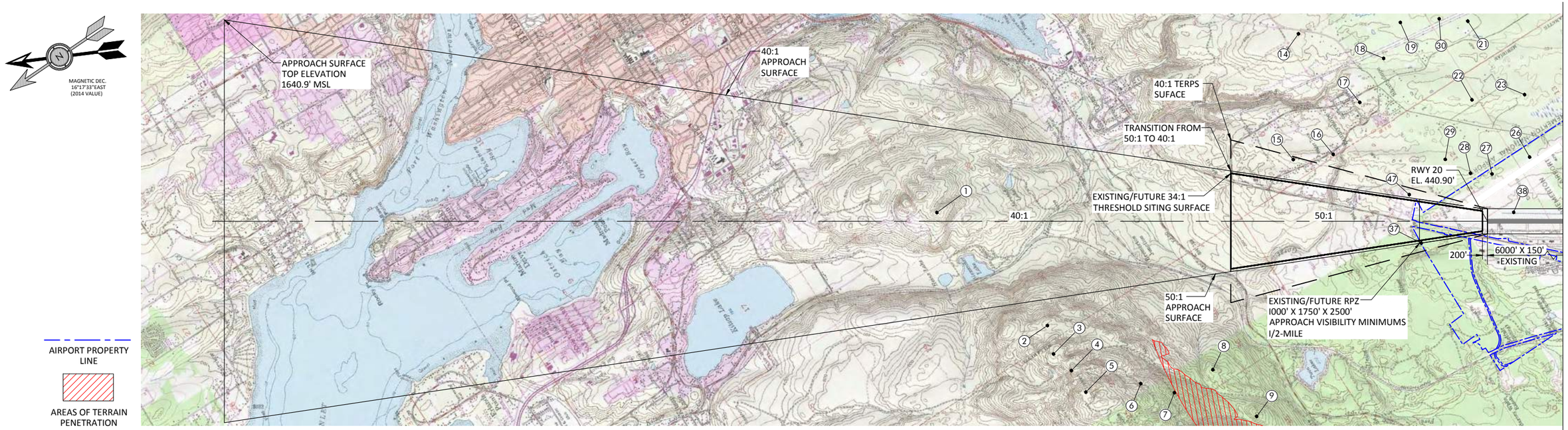
CENTURY WEST ENGINEERING CORPORATION
BEND OFFICE
1020 SW EMKAY DRIVE #100
BEND, OR 97702
541.322.8962
541.382.2423 (FAX)
WWW.CENTURYWEST.COM

DESIGNED BY:	DRAWN BY:	CHECKED BY:	SCALE:
DM	JLS	WMR	AS SHOWN
DATE: MAY 2015		PROJECT NO: 1244500101	

BREMERTON NATIONAL AIRPORT

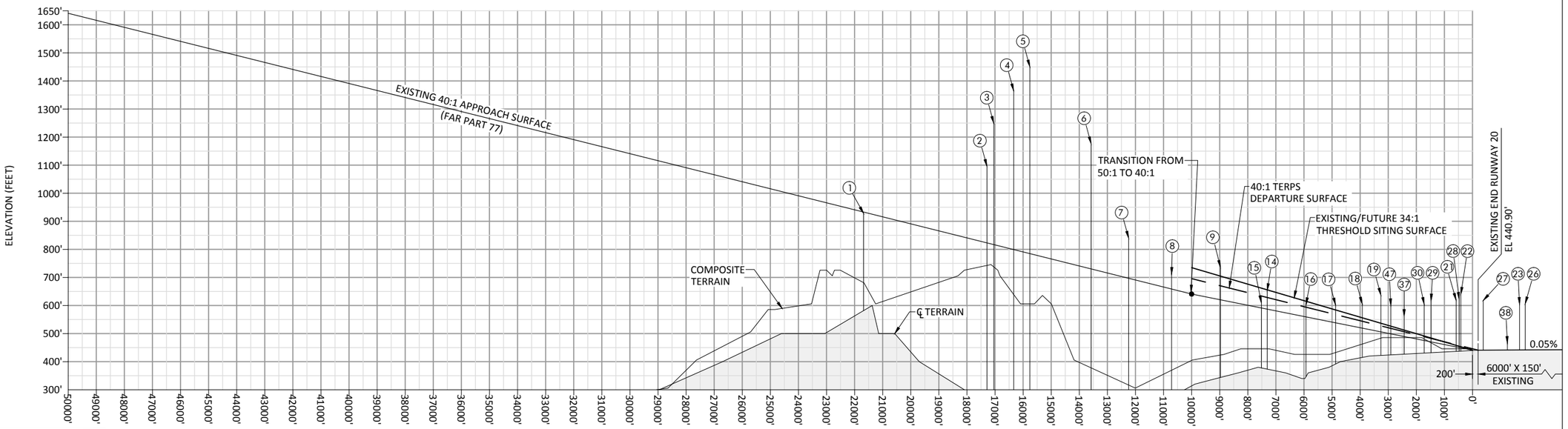
RUNWAY 2 APPROACH SURFACE PLAN AND PROFILE

SHEET NO.
8 OF 14



PLAN VIEW RUNWAY 20

MATCHLINE SEE SHEET 8



PROFILE VIEW RUNWAY 20

MATCHLINE SEE SHEET 8

NOTE:
1. SEE SHEET (6 OF 14) FOR RUNWAY 20 LIST OF OBSTRUCTIONS.

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DATE: MAY 2015		PROJECT NO: 1244500101	

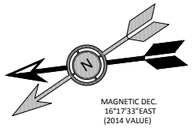
BREMERTON NATIONAL AIRPORT

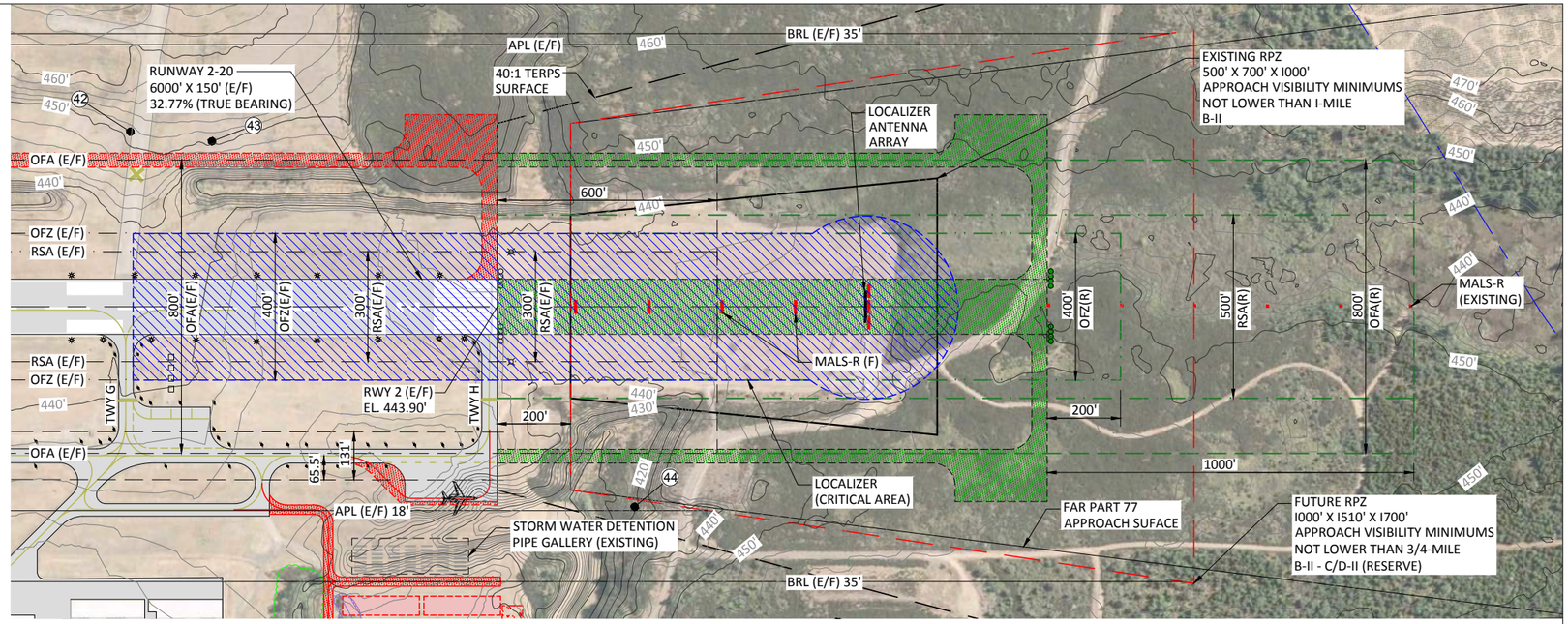
RUNWAY 20 APPROACH SURFACE PLAN AND PROFILE

SHEET NO.
9 OF 14

OBSTRUCTION CHART

NO.	ITEM	PART 77 SURFACE	MSL ELEV (EST.)	DISTANCE FROM RWY CL	DISTANCE FROM RWY END	AMOUNT OF PENETRATION (ESTIMATED)	AIRPORT PROPERTY	DISPOSITION
42	GROUND	PRIMARY SURFACE	449'	478'	1000'	6'	YES	EXCAVATE
43	GROUND	PRIMARY SURFACE	446'	451'	-778'	3'	YES	EXCAVATE
44	TREES	TRANSITIONAL SURFACE	489'	546'	375'	37'	YES	TRIM AND/OR REMOVE

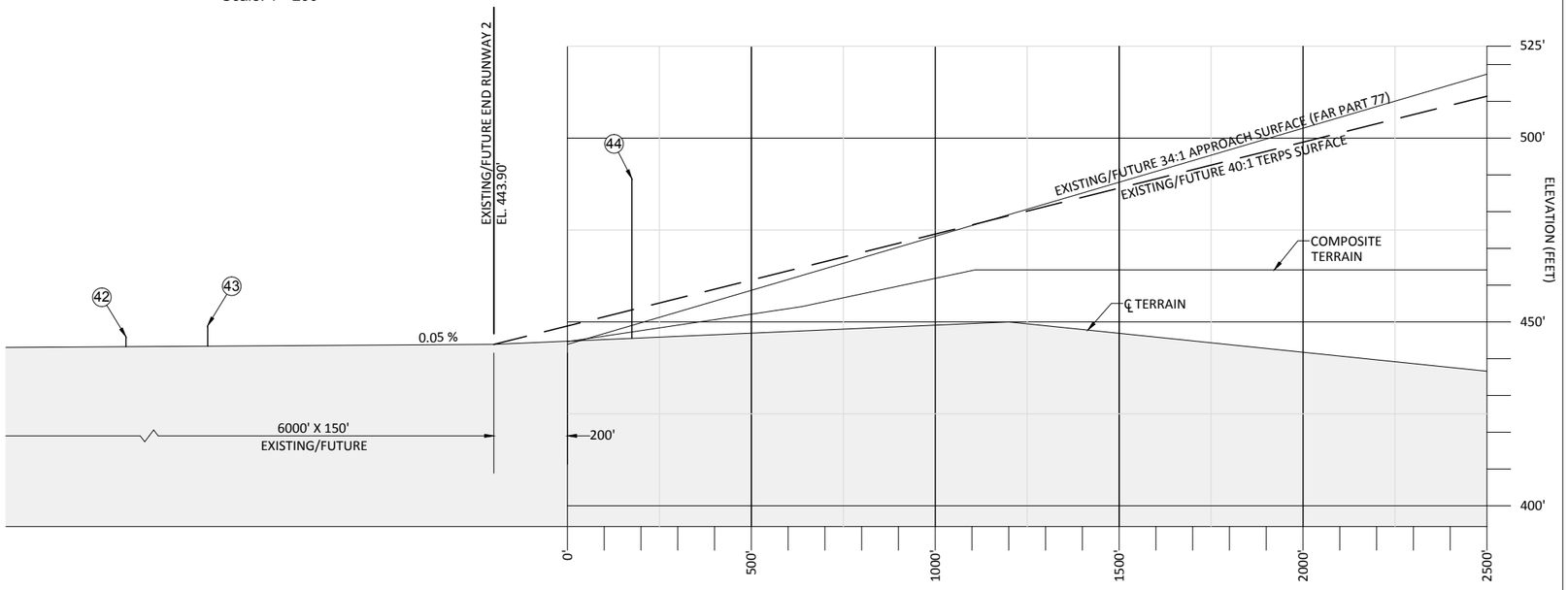




0' 200' 400'

Scale: 1"=200'

RUNWAY 2 PLAN VIEW



0' 20' 40'

Vertical Scale: 1"=20'

RUNWAY 2 PROFILE VIEW

0' 200' 400'

Horizontal Scale: 1"=200'

NOTES:

1. DISTANCES FOR NOTED OBSTRUCTIONS ARE BASED ON THE ULTIMATE RUNWAY CONFIGURATION. DIMENSIONS INCLUDE 200' DISTANCE FROM RUNWAY END TO BEGINNING OF APPROACH.
2. SEE SHEET (6 OF 14) FOR RUNWAY 2-20 LIST OF OBSTRUCTIONS.
3. RUNWAY 2 EXTENSION RESERVE BASED ON ARC C/D-II STANDARDS.

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APPROVAL DATE: _____

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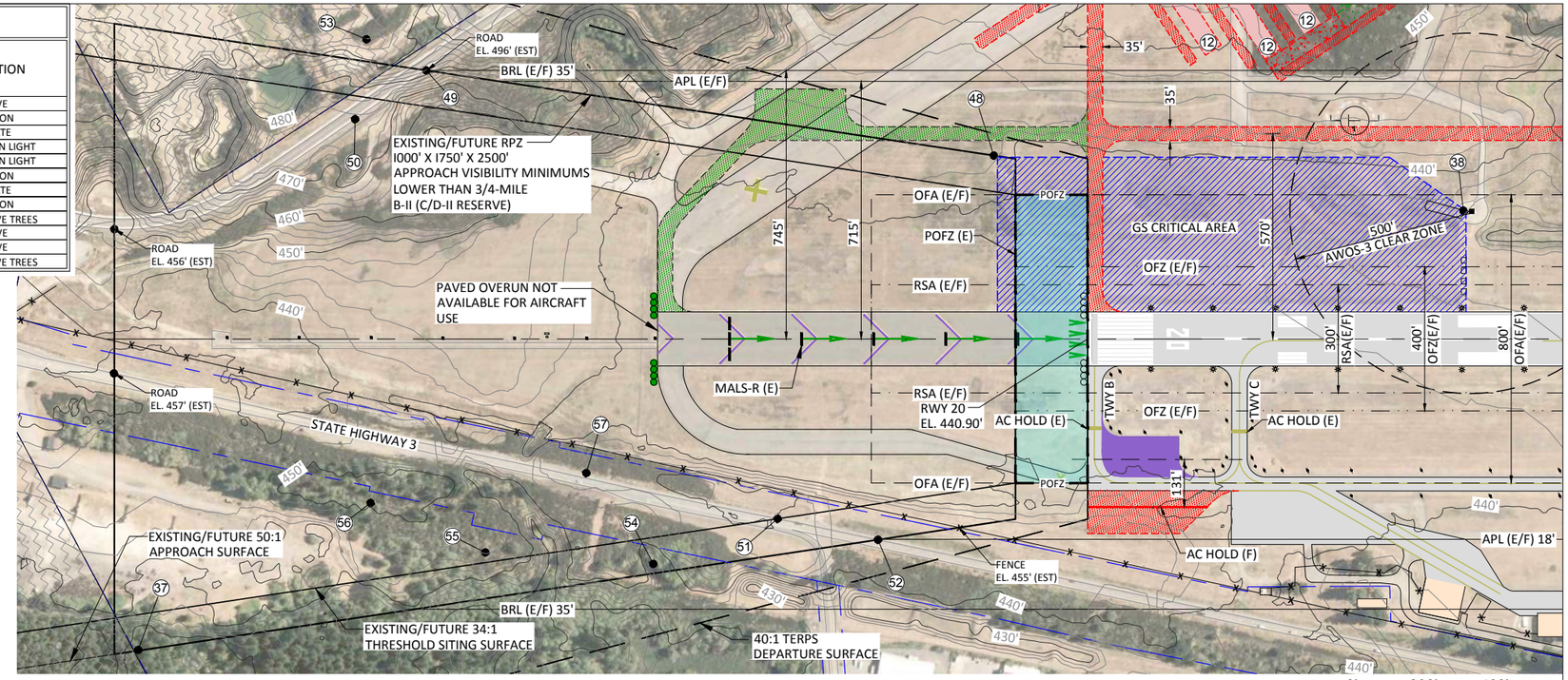
BREMERTON NATIONAL AIRPORT

RUNWAY 2 RPZ AND INNER APPROACH PLAN AND PROFILE

OBSTRUCTION CHART

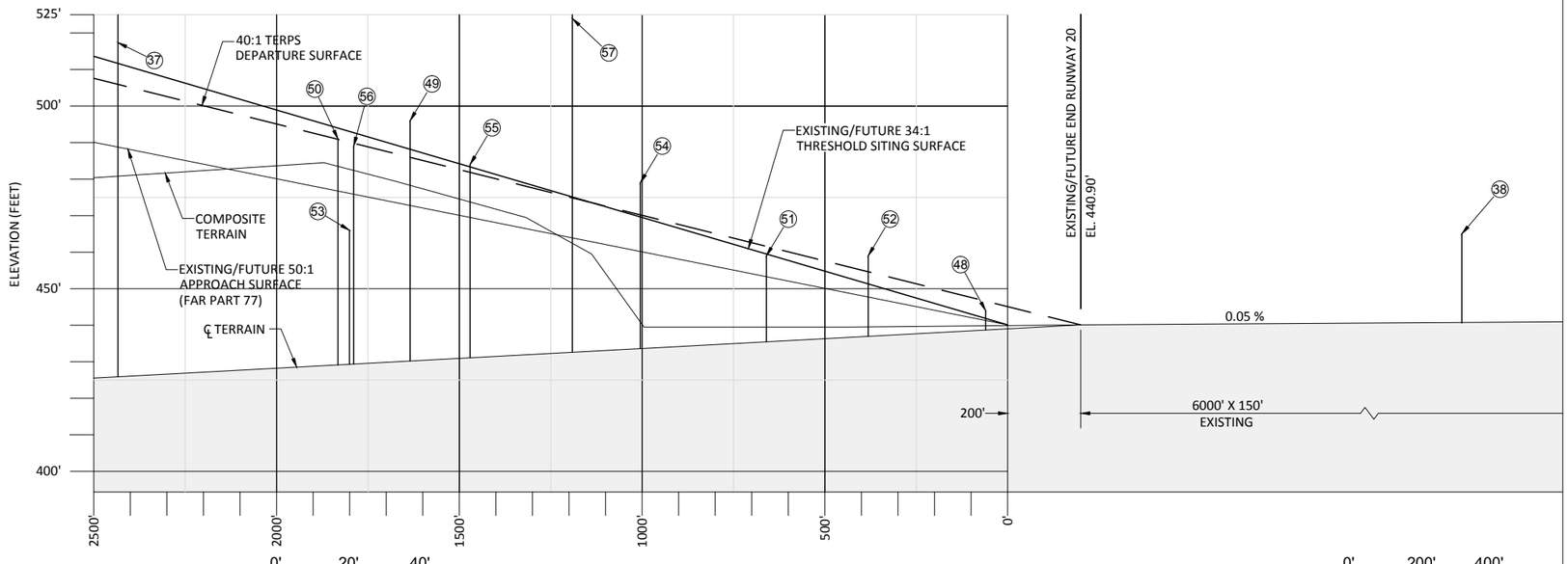
NO.	ITEM	PART 77 SURFACE	MSL ELEV (EST.)	DISTANCE FROM RWY CL	DISTANCE FROM RWY END	AMOUNT OF PENETRATION (ESTIMATED)	AIRPORT PROPERTY	DISPOSITION
37	TREE	TRANSITIONAL SURFACE	561'	863'	2634'	87'	YES	REMOVE
38	ROD ON OL GS	PRIMARY SURFACE	465'	356'	-1043'	30'	YES	NO ACTION
48	TERRAIN	50:1 APPROACH SURFACE	444'	509'	260'	2'	YES	EXCAVATE
49	ROAD	50:1 APPROACH SURFACE	496'	745'	1835'	23'	YES	OBSTRUCTION LIGHT
50	ROAD	50:1 APPROACH SURFACE	491'	610'	2032'	39'	YES	OBSTRUCTION LIGHT
51	EXISTING ROAD	50:1 APPROACH SURFACE	459'	499'	680'	5'	NO	NO ACTION
52	EXISTING ROAD	50:1 APPROACH SURFACE	459'	557'	582'	11'	NO	EXCAVATE
53	TERRAIN	50:1 APPROACH SURFACE	466'	832'	2001'	UP TO 5'	NO	NO ACTION
54	TREES	50:1 APPROACH SURFACE	479'	624'	1205'	18'	YES	TRIM/REMOVE TREES
55	POLE	50:1 APPROACH SURFACE	484'	592'	1671'	13'	YES	REMOVE
56	POLE	50:1 APPROACH SURFACE	489'	455'	1989'	12'	YES	REMOVE
57	TREES	34:1 APPROACH SURFACE	552'	372'	1391'	19'	NO	TRIM/REMOVE TREES



RUNWAY 20 PLAN VIEW

0' 200' 400'

Scale: 1"=200'



RUNWAY 20 PROFILE VIEW

0' 20' 40'

Vertical Scale: 1"=20'

0' 200' 400'

Horizontal Scale: 1"=200'

NOTES:

1. RUNWAY 2 TAKEOFF AND LANDING DISTANCES CORRESPOND TO END OF USEABLE RUNWAY (RUNWAY 20 THRESHOLD).
2. DISPLACED THRESHOLD RESERVE DEPICTED FOR INFORMATION PURPOSES ONLY. IF DEVELOPED, UPDATED RPZ DETAILS REQUIRED.

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BEND, OR 97702
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541.382.2423 (FAX)
WWW.CENTURYWEST.COM

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DM	JLS	WMR	AS SHOWN

DATE: MAY 2015

PROJECT NO: 1244500101

BREMERTON NATIONAL AIRPORT

RUNWAY 20 RPZ AND INNER APPROACH PLAN AND PROFILE

LAND USE LEGEND

AVIATION USE

- AIRFIELD OPERATIONS
- APPROACH PROTECTION
- AVIATION USE / HANGAR STORAGE AVIATION RESERVE

NON-AVIATION USE

- BUSINESS PARK
- INDUSTRIAL
- LIGHT INDUSTRIAL
- BUSINESS SERVICES
- SPECIAL BUSINESS OPPORTUNITIES AREA

LEGEND

- LAND USE DISTRICTS
- AIRPORT TRAFFIC PATTERN (TYP.)
- RUNWAY PROTECTION ZONE
- APPROACH SURFACE
- AIRPORT PROPERTY LINE (EXISTING)
- 75 DNL — NOISE CONTOURS (2032)
- CITY LIMIT BOUNDARY (BREMERTON)
- URBAN GROWTH AREA (UGA)
- SKIA SUBAREA BOUNDARY
- FAR PART 77 APPROACH SURFACE
- AVIGATION EASEMENT

KITSAP COUNTY ZONING		CITY OF BREMERTON SKIA SUBAREA ZONING	
RP	RURAL PROTECTION	AB	AVIATION BUSINESS
PF	PUBLIC FACILITY	PIM	PORT INDUSTRIAL MIX
RR	RURAL RESIDENTIAL	GI	GENERAL INDUSTRIAL
MR	MINERAL RESOURCE	ME	MIXED EMPLOYMENT
RC	RURAL COMMERCIAL		

NOTE:
1. 2032 NOISE CONTOURS DEPICTED PER FAA APPROVED AIRPORT MASTER PLAN FORECAST.

RR
RC
MR
GI
AB
PIM
RP
PF
ME

EXISTING DRAG RACEWAY (TO BE RELOCATED)
AVIATION RESERVE (175.65)
SPECIAL BUSINESS OPPORTUNITY AREA (223.86)
EXISTING/FUTURE RPZ 1000' X 1750' X 2500' (PARTIALLY OWNED EASEMENT)
50:1 APPROACH SURFACE
AIRPORT WAY
AVIATION RESERVE/ HANGAR STORAGE (97.63 ACRES)
FUTURE RPZ 1000' X 1510' X 1700' (OWNED FEE-SIMPLE)
RWY 20 EL. 440.90'
AIRFIELD OPERATIONS (330.83 ACRES)
RWY 2 EL. 443.90'
34:1 APPROACH SURFACE
65 DNL
70 DNL
75 DNL
80 DNL
OPEN SPACE (8.62 ACRES)
SW LAKE FLORA RD.
STATE HIGHWAY 3
AVIATION USE/ HANGAR STORAGE (53.83 ACRES)
CRITICAL AREA (8.36 ACRES)
LIGHT INDUSTRIAL (40.20 ACRES)
BUSINESS SERVICE (8.07 ACRES)
AVIATION RESERVE (14.40 ACRES)
BUSINESS PARK PHASE-III (65.83 ACRES)
LIGHT INDUSTRIAL (45.40 ACRES)
BUSINESS PARK (174.40 ACRES)
BUSINESS PARK PHASE-IV (57.73 ACRES)
BUSINESS PARK Phase I (102.32)
BUSINESS PARK PHASE II (72.08 ACRES)
CRITICAL AREA (27.85 ACRES)
LIGHT INDUSTRIAL (40.79 ACRES)
INDUSTRIAL (78.07 ACRES)
CRITICAL AREA (26.08 ACRES)
OPEN SPACE (48.72 ACRES)
OPEN SPACE (15.19 ACRES)
INDUSTRIAL RAIL (12.51 ACRES)
INDUSTRIAL RAIL (21.94 ACRES)

MAGNETIC DEC. 16°17'33"EAST (2014 VALUE)

0' 600' 1200'
Scale: 1"=600'

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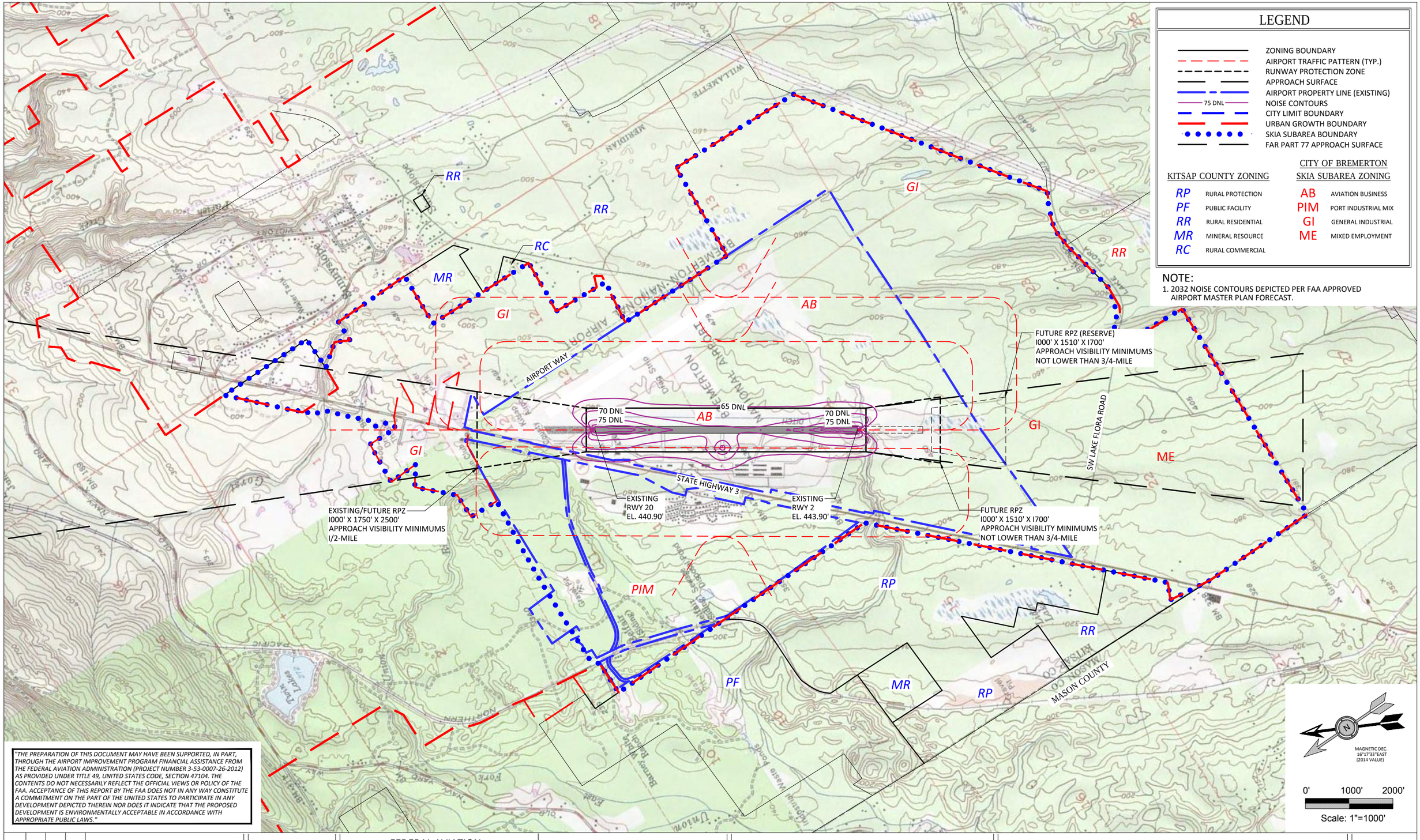
DM	JLS	MWR	AS SHOWN
DATE: MAY 2015		PROJECT NO: 1244500101	

BREMERTON NATIONAL AIRPORT

ON-AIRPORT LAND USE PLAN W/ 2032 NOISE CONTOURS



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BREMERTON NATIONAL AIRPORT

OFF-AIRPORT LAND USE PLAN

SHEET NO.
13 OF 14

NO.	REVISIONS	DATE	BY
#3	ADDED EASEMENT ACQUISITION FOR GUN CLUB	3 AUG. 2001	RMI
#2	ADDED LAND ACQUISITION	21 APRIL 1995	W & H PACIFIC
1	ADDED P.S.P. & L. EASEMENT	1 APRIL 1975	J.V.

* INFORMATION TAKEN FROM COPY OF EXHIBIT A ON FILE AT FAA AND PUT ON ORIGINAL EXHIBIT A DATED AUGUST 73.

KITSAP COUNTY AIRPORT
PROPERTY MAP
EXHIBIT A
TO ACCOMPANY ADAP PROJECT NO. 7-53-0007-03
PORT OF BREMERTON, WASHINGTON
REID, MIDDLETON & ASSOCIATES, INC.
CONSULTING ENGINEERS & LAND SURVERYORS
324 MAIN ST. EDMONDS, WASH. 1629 PACIFIC AVE. EVERETT, WASH.

SCALE: 1"=500'
DATE: AUGUST '73
DESIGN:
DRAWN: KR
CHECKED:
FILE NO. 6384A 6506
SHEET OF

PARCEL	ACRES	PROJECT NUMBER
1A	25±	NON-AIP
2C	4±	3-53-0007-06

NOTE:
1. AIRPORT BOUNDARY INFORMATION SHOWN HEREON IS FROM U.S. ENGINEER OFFICE, SEATTLE WASH. DRAWINGS TITLED "KITSAP AIRFILED KITSAP COUNTY WASHINGTON HORIZONTAL & VERTICAL CONTROL MAP" DATED APRIL 15, 1943 FILE NO. N-8-57.

HISTORIC REFERENCES

EASEMENT NOTES:

1. EASEMENT TO THE CITY OF BREMERTON GRANTING THE CITY THE RIGHT TO THE USE OF A 20-FOOT WIDE STRIP OF LAND FOR THE PLACEMENT OF WATER SUPPLY LINES ACROSS SUBJECT REAL PROPERTY.

2. AN EASEMENT TO BREM-AIR DISPOSAL, INC., A WASHINGTON CORPORATION GRANTING RIGHT TO CROSS A PORTION OF THE SUBJECT REAL PROPERTY FOR INGRESS AND EGRESS TO ADJACENT LANDS OWNED BY THE SAID CORPORATION. THIS INGRESS AND EGRESS IS OVER EXISTING ROADS AND MAY BE CHANGED AT DISCRETION OF THE PORT OF BREMERTON.

3. AN EASEMENT TO PACIFIC NORTHWEST BELL TELEPHONE COMPANY GRANTING AN EASEMENT RIGHT TO ERECT AND MAINTAIN TELEPHONE LINES ADJACENT TO THE STATE HIGHWAY ON SUBJECT REAL PROPERTY.

4. A RESERVATION IN THE DEED FROM KITSAP COUNTY, STATE OF WASHINGTON, A MUNICIPAL CORPORATION, TO SPONSOR, DATED APRIL 8, 1963, WHEREIN THE COUNTY RESERVES THE RIGHT TO RELOCATE A COUNTY ROAD UPON THE SUBJECT REAL PROPERTY, KNOWN AS "BARNEY WHITE ROAD" WITHIN REASONABLE PROXIMITY OF ITS THEN LOCATION.

5. AN EASEMENT TO NORMAN FITZ AND HARRY WORKLAN, GRANTING A 40-FOOT WIDE EASEMENT FOR INGRESS AND EGRESS TO THEIR REAL PROPERTY ADJACENT TO SUBJECT REAL PROPERTY.

6. AN EASEMENT TO CASCADE NATURAL GAS COMPANY GRANTING THE RIGHT TO THE USE OF A 20-FOOT WIDE STRIP OF LAND FOR THE PLACEMENT OF NATURAL GAS SUPPLY LINES ACROSS SUBJECT REAL PROPERTY.

7. AN EASEMENT TO CASCADE NATURAL GAS COMPANY GRANTING THE RIGHT TO THE USE OF A TRACT OF LAND APPROXIMATELY 30 FT. X 30 FT. FOR PLACEMENT OF A REGULATOR STATION AND ABOVE GROUND EQUIPMENT ON SUBJECT REAL PROPERTY.

8. AN AVIGATION EASEMENT TO THE PORT OF BREMERTON FROM THE STATE OF WASHINGTON IMPOSING CERTAIN HEIGHT LIMITATIONS WITH RESPECT TO STRUCTURES OR OBJECTS OF NATURAL GROWTH.

9. GENERAL EASEMENT TO P.S.P. & L.

N1°10'10"E 659.20
N88°35'13"W 1343.08
N0°45'17"E 1364.17
N0°07'32"E 2612.78
N2°19'56"W 2367.58
N46°00'00"E 4756.54
N88°45'23"E 3553.84
N87°35'16"W 2630.06
N89°20'21"W 2697.38
N86°18'22"W 1228.73
N0°51'55"E 2735.82
N0°58'37"E 2692.81
N1°06'47"E 2672.33
N1°04'55"E 1994.13
N87°13'44"W 2979.23
N88°09'27"W 1337.32
TWP. 23N, RG. 1W., W.M.

AREA 1
AREA 2
BARNEY WHITE ROAD
AIRPORT BOUNDARY
STATE HIGHWAY 3
U.S. NAVY PROPRTY
NOTE 1
NOTE 3
NOTE 5
NOTE 6
NOTE 7
NOTE 8
NOTE 9
ULTIMATE RPZ
500' X 1700' X 1010'
(OWNED FEE SIMPLE)
1 MILE VISIBILITY MINIMUMS
EXISTING/ULTIMATE RUNWAY 1L END-EL. 44.0' (HIGH POINT)
EXISTING RUNWAY 19 END-EL. 441.0'
EXISTING RPZ
500' X 1000' X 700'
(OWNED FEE SIMPLE)
1 MILE VISIBILITY MINIMUMS
50:1
2500'
1000'
1750'
PARCEL A AF #1016993
PARCEL B AF #1016993
PARCEL C AF #878659
PARCEL D AF #295423
PARCEL E AF #878658
GUN CLUB PARCELS A-E EASEMENTS ACQUIRED UNDER AIP 11
PARCEL NUMBER - (F)
EXISTING / ULTIMATE RPZ
100' X 2500' X 1750'
(PARTIALLY OWNED / EASEMENT)
1/2 MILE VISIBILITY MINIMUMS

LEGEND

- AIRPORT PROPERTY LINE (AREA 1)
- SECTION CORNER
- QUARTER SECTION CORNER
- AVIGATION EASEMENT OBTAINED UNDER ADAP PROJ. 7-53-0007-02 (AREA 2) PARCEL H-COUNTY ROAD RIGHT OF WAY
- PUGET SOUND POWER AND LIGHT GENERAL EASEMENT
- EXISTING PAVEMENT
- SECTION LINES

"THE PREPARATION OF THIS DOCUMENT MAY HAVE BEEN SUPPORTED, IN PART, THROUGH THE AIRPORT IMPROVEMENT PROGRAM FINANCIAL ASSISTANCE FROM THE FEDERAL AVIATION ADMINISTRATION (PROJECT NUMBER 3-53-0007-26-2012) 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 THIS REPORT BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED THEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS."

MAGNETIC DEC. 16°17'33"EAST (2014 VALUE)
0' 600' 1200'
Scale: 1"=600'

DRAWING NOTE:
THIS DRAWING IS BASED ON MARCH 10, 2006 AIRPORT PROPERTY MAP (COFFMAN), AND HISTORIC PROPERTY INFORMATION DEPICTED ON AUGUST 1973 EXHIBIT "A" AIRPORT PROPERTY MAP (REID MIDDLETON).

NO.	DATE	BY	APPR	REVISIONS

VERIFY SCALES
BAR IS ONE INCH ON ORIGINAL DRAWING. 0" ——— 1" IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

FEDERAL AVIATION ADMINISTRATION APPROVAL
APPROVAL DATE: _____
SIGNATURE

PORT OF BREMERTON APPROVAL
APPROVAL DATE: _____
SIGNATURE

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DESIGNED BY:	DRAWN BY:	CHECKED BY:	SCALE:
DM	JLS	WMR	AS SHOWN
DATE: MAY 2015		PROJECT NO: 1244500101	

BREMERTON NATIONAL AIRPORT

EXHIBIT "A" AIRPORT PROPERTY MAP

SHEET NO.
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