

Meeting Notes

Project Meeting- November 12, 2013

Bremerton National Airport- 11/12/13

Intro- Last plan in process

-update on work completed to date- through preferred alternatives

Business Plan Compatibility- Business plan to be updated and refined slightly with preferred alternatives

Runway taxiway system--> convert displaced threshold and runway extension

- *Shown as reserves, allow it to show on ALP w/o significant justification*
- *Updated to ALP*

Review of Runway improvements→ parallel taxiways, hold areas, etc.

SKIA and KADA SPZ development areas integrated into Master Plan Development Areas

Taxiway Echo and Delta connections

Figure 5-10→ FAA discourages straight shot access to the runways and parallel taxiways

Figure shows new connections for taxiways to be relocated in the future.

Modification to Taxiways F will be included on ALP

North Apron→ parking positions do not allow adequate taxilane width to meet standards. When arrow is reconfigured this would be addressed.

Take MD80 off of Fig 5-10

The downs lost with reconfiguration- additional the downs shown in reserve

Fig 5-9→ infill opportunities→ additional hangar area on south end- 3 rows of hangars

No taxiway on west side of back hangar, but that could be done if excavation into hill could be completed.

5-9→ Development will create impervious surface requiring stormwater management.

FBO area improvements→ Bulk fuel storage area shown, large transient hangar, small aircraft tie downs

Fig 5-11 East Side Development

- *Large amount of development in compact area.*
- *Development considers wetland areas and topography*

Fig 5-12- shows configuration

- *Wetlands vs. areas of concern→ wetlands are mapped and delineated. Drainages shown in yellow area areas where wetlands could exist.*
- *BRL(35)→ Building restriction line shown location behind which a 35' high building could be located.*
- *Concept provides a variety of building types and locations. Port can accommodate a wide range of users.*
- *Vehicular access→ Airport Way Phase 2→ keeps access at controlled access point*
- *Noise contours→ FAA noise model- contours for current year, 5 year, and 20 year projected activity*
- *DNL- Day Night level→ does not depict a single event but the average over the year.*
- *FAA recognizes G5 DNL and above as areas of concern- significant impact when off airport property.*