

# Chapter 1 – Introduction & Project Overview



## Chapter 1 – Introduction and Project Overview

*The Port of Bremerton is updating the Airport Master Plan for Bremerton National Airport (PWT) in cooperation with the Federal Aviation Administration (FAA) to address the airport’s needs for the next twenty years. The Airport Master Plan will provide specific guidance in making the improvements necessary to maintain a safe and efficient airport that is economically, environmentally, and socially sustainable.*



### Study Purpose

The purpose of the Airport Master Plan is to define the current, short-term and long-term needs of the Airport through a comprehensive evaluation of facilities, conditions and FAA airport planning and design standards. The study will also address elements of local planning (land use, transportation, environmental, economic development, etc.) that have the potential of affecting the planning, development and operation of the airport. FAA Advisory Circular 150/5070-6B Airport Master Plans defines the specific requirements and evaluation methods established by FAA for the study.

### Project Need

Bremerton National Airport is included in the federal airport system—the National Plan of Integrated Airport Systems (NPIAS). Participation in the NPIAS is limited to public use airports that meet specific FAA activity criteria. The FAA recognizes NPIAS airports as being vital to serving the public needs of air transportation. In doing so, the FAA recognizes that access to the nation’s air transportation system is not limited to commercial air service. There are more than 3,300 NPIAS airports, of which more than 75

percent are general aviation airports similar to Bremerton National. Bremerton National is the only NPIAS airport in Kitsap County; other nearby NPIAS airports are located in Vashon, Shelton and Tacoma. The nearest scheduled commercial air service is available at Seattle-Tacoma International Airport (SEATAC), approximately 57 driving miles from Bremerton.

NPIAS airports are eligible for federal funding of improvements through FAA programs such as the Airport Improvement Program (AIP). However, to maintain eligibility for funding, the FAA requires airports to periodically update their master plans as conditions change in order to maintain current planning.

This project updates the 2004 Airport Master Plan (Coffman), which has provided the primary airport planning guidance for the Airport over the last eight years. As many of the previous airport master plan recommendations have been implemented, the need now exists to update the long-term planning for the Airport. In addition to addressing changing local conditions, recently updated FAA standards and current trends within the aviation industry also need to be reflected in updated airport planning. When completed, the 2012-2032 Airport Master Plan and Airport Layout Plan (ALP) will replace the previous master plan and will meet the FAA's requirement to maintain current planning.

## Project Funding

Funding for the Airport Master Plan Update is being provided through an FAA Airport Improvement Program (AIP) grant (90%) with a local match (10%) provided by the Port of Bremerton. The AIP is a dedicated fund administered by FAA with the specific purpose of maintaining and improving the nation's public use airports. The AIP is funded exclusively through fees paid by users of general aviation and commercial aviation and the funds can only be for eligible aviation related projects.

## Airport History

According to local records, Bremerton National Airport was originally developed as an unpaved landing strip in 1936 by a local aviator group, the Bremerton Pilot's Association.<sup>1</sup> The association reportedly approached local land owners about developing an airfield on the site and organized a volunteer effort to construct a 600-foot landing strip. The new airfield accommodated the first air mail flight to Bremerton in 1938.<sup>2</sup> Beginning in 1939, the Airport, then known as Kitsap County Airport, was owned and operated by Kitsap County. During World War II, the federal government assumed ownership and operation of the Airport and significantly upgraded the airfield with two paved runways, paved taxiways and paved aircraft parking aprons. Following World War II, the Airport was deeded to Kitsap County (in 1948) through the

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<sup>1</sup> [www.historylink.com](http://www.historylink.com)

<sup>2</sup> Kitsap Historical Society and Museum.

Surplus Property Act of 1944. The County owned and operated the Airport until 1963, when it was deeded to the Port of Bremerton as part of nearly 1,200 acres that included land on the west side of State Highway 3 that now includes the Olympic View Business and Industrial Park.<sup>3</sup> The Airport was renamed Bremerton National Airport in 1983.

## Airport Ownership

As noted above, the Port of Bremerton has owned and operated Bremerton National Airport (PWT) for nearly 50 years. As the airport owner (sponsor) of record, the Port of Bremerton is responsible for conforming to all applicable FAA regulations, design standards and grant assurances.

The Port of Bremerton was established in 1913 by public vote, the fourth port district created in the state of Washington and the first in Kitsap County.<sup>4</sup> The Port of Bremerton Board of Commissioners consists of three commissioners, elected to six year terms. Port commissions are independent quasi-legislative bodies that are responsible for establishing policies to guide the development, growth and operation of port facilities and functions. The Board of Commissioners oversee a professional staff responsible for the Port's three primary lines of business including the Airport, business and industrial park development, and marinas in Bremerton and Port Orchard. The Director of Airport Operations is responsible for the operation of the Airport and the adjacent 348-acre Olympic View Business and Industrial Park.

## History of Airport Planning and Development

As noted earlier, major components of Bremerton National Airport were constructed during World War II. Over that last 50 years, the Port of Bremerton has continued to modernize every part of the airport including the runway-taxiway system; aircraft parking aprons; airfield lighting, weather observation and navigational aids; terminal and fixed base operator (FBO) buildings; aviation fuel storage and dispensing; security fencing; drainage, stormwater, and utilities; and aircraft hangars. Private investment on the Airport has also been substantial, in particular with hangar construction and the airport restaurant. The Port has also developed the adjacent 348-acre Olympic View Business and Industrial Park which currently accommodates more than 20 tenants.

Planning for Bremerton National Airport has been updated on a regular basis since the 1970s. Projects include FAA-funded airport master plan updates completed in 2004, 1994, and 1986; a Terminal Area Plan was completed in 1976. The Port's sustained commitment to long-term planning is reflected in the condition, configuration, and functional capabilities of the airport.

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<sup>3</sup> [www.historylink.com](http://www.historylink.com)

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Improvements completed since the last master plan update include a major runway shift that eliminated the north 1,190-foot displaced threshold (converted to paved overrun) and added 990 feet of new runway, parallel taxiway and a new aircraft holding area at the south end of Runway 02/20. Hangar expansion has occurred at the north and south ends of the west flightline.

On a broader basis, the Port's airport and industrial park facilities are major infrastructure components within the South Kitsap Industrial Area (SKIA) subarea that encompasses about 3,700 acres in southwest Bremerton. Development within the SKIA subarea is projected to generate significant growth in economic development and employment. Phase 1 of the Cross-SKIA Connector (Airport Way) was completed in 2010, extending from Highway 3 along the northeast section of the Airport. Phase 2 will connect Old Clifton Road and Phase 3 will connect Lake Flora Road. When completed, the Cross-SKIA Connector will significantly improve surface access and land development potential throughout the SKIA. It is noted that the completion of Phase 1 provides critically important surface access to the east side of the Airport, which was identified in the previous airport master plan as a primary development area in the future.

The previous planning studies, the 2004 ALP drawings, subsequent airfield design drawings, recent aerial photography, available mapping and survey data, and local planning studies will be used as primary information sources for preparing the updated Airport Master Plan and ALP.

## Study Organization

Work in progress on the Airport Master Plan Update will be documented in a series of technical memoranda (presented as draft chapters). The chapters are prepared to document progress in the study, facilitate the review of preliminary results, and to obtain input early and throughout the master planning process. The draft chapters are not finished products. Inevitably, certain information compiled in the chapters becomes obsolete during the planning process as conditions change or new information becomes available. In these instances it is not intended to revise and re-issue the chapters, but rather, to reflect new information in subsequent chapters or in the draft and final Airport Master Plan reports.

The draft chapters and supporting documents will be prepared over a period of approximately 12 months. Each draft chapter will be reviewed locally and also by the FAA and Washington Department of Transportation - Aviation Division (WSDOT) for consistency with federal and state regulations, policies and standards.

The 2012-2032 Bremerton National Airport Master Plan will include the following chapters:

- *Chapter 1 – Introduction and Project Overview*
- *Chapter 2 – Inventory of Facilities*

- *Chapter 3 – Aviation Activity Forecasts*
- *Chapter 4 – Demand-Capacity & Facility Requirements Analyses*
- *Chapter 5 – Airport Development Alternatives*
- *Chapter 6 – Environmental Review*
- *Chapter 7 – Airport Financial Plan/CIP*
- *Chapter 8 – Airport Layout Plan*
- *Chapter 9 – Land Use Planning*
- *Chapter 10 – FAA Compliance Review*

## **Local Citizen Participation**

The Port of Bremerton is committed to an inclusive, transparent planning process and will make all project work products available for public review. The public involvement element of the Airport Master Plan Update will provide several ways for all interested individuals, organizations, or groups to participate in the project.

First, all draft work products developed during the project will be available for public review and comment. Links to the documents will be posted on the Port’s webpage to allow for convenient access, review and comment. Copies of the draft work products will also be available for public review and comment at the Port Administration office throughout the project. Comment forms will be available for both electronic and printed versions of the draft work products.

Second, a series of public meetings will be held during the project to facilitate public participation. The public meetings will include periodic study sessions and briefings with the Port of Bremerton Commissioners and separate project meetings and open houses. The project team will present information, provide updates on study progress and identify upcoming decision points during these meetings. The project team will utilize a variety of tools to encourage citizen participation, including surveys, project newsletters, and project updates posted on the Port’s webpage.

Third, a local planning advisory committee (PAC) has been formed to assist the project team in reviewing draft technical working papers and to provide input into the planning process. The composition of the PAC is intended to provide an effective blend of airport users, neighbors, local business, local government representation, and other interests. Representatives from the FAA Seattle Airports District Office and the Washington Department of Transportation - Aviation Division (WSDOT) will serve as ex officio

members of the PAC. The PAC will meet throughout the project, review and comment on draft work products, discuss key project issues and provide local knowledge and expertise to the planning process.

The PAC meetings will be open to public; however, since the meetings are organized as work sessions, the time allocated for public comment will be limited. An expanded public comment period will be provided in the public meetings that coincide with specific PAC meetings when PAC and Public input is integral to the planning process to ensure that all interested stakeholders have an opportunity to participate in the project.

## Summary

The FAA-defined airport master planning process requires a sequential, systematic approach which leads to selection of a preferred development option for the airport that is integrated into the Airport Layout Plan (ALP) and Airport Capital Improvement Program (ACIP). To meet this goal, the Airport Master Plan Update will:

- *Provide an updated assessment of existing facilities and activity;*
- *Forecast airport activity measures (design aircraft, based aircraft, aircraft operations, etc.) for the current 20-year planning period;*
- *Examine previous planning recommendations (2004 Airport Master Plan) as appropriate, to meet the current and projected airport facility needs, consistent with FAA airport design standards;*
- *Determine current and future facility requirements for both demand-driven development and conformance with FAA design standards;*
- *Provide consistency between airport planning and land use planning to promote maximum compatibility between the airport and surrounding areas;*
- *Prepare an updated Airport Layout Plan (ALP) drawing set to accurately reflect current conditions and master plan facility recommendations; and*
- *Develop an Airport Capital Improvement Program (ACIP) that prioritizes improvements and estimates project development costs and funding eligibility for the 20-year planning period. The Port is also developing an Airport Business Plan simultaneously with the master plan that will focus on financial management and market development. The Airport Master Plan and Airport Business Plan will use common data and financial assumptions.*
- *Evaluate airport sponsor compliance with FAA Airport Improvement Program (AIP) grant assurances.*



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