

## Meeting Notes

### Project Meeting- November 12, 2013

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*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 a 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.*