

Airport Profile: Bremerton

Bremerton National

8850 SW State Highway 3 Port Orchard, WA 98367



Bremerton National is served by a fully instrumented runway, providing precision and non-precision approaches. The long 6,000 foot runway and wide open spaces provide an excellent training environment for fixed and rotary wing pilots. A main attraction is the Airport Diner, known for its delicious fish and chips. Bremerton National is a short flight from anywhere in the Puget Sound Region and serves as the gateway into the beautiful Kitap Peninsula and surrounding recreational facilities.

NOTE: Data on this page comes from the WA Airport Information System Database (AIS).

AIRPORT CHARACTERISTICS

Location		Service Classification		Approach	
Legislative Dist:	26	Federal:	General Aviation Airport	Airport Elevation:	439
Associated City:	Bremerton			Approach Category:	A: < 91 knots
County:	Kitsap	State:	Regional		
Organizational Structure		Runway(s)		Type of Airport	
Ownership Type:	Port	Number:	2	FAA:	IsA
Owner:	Port of Bremerton	Type(s):	Asphalt,Other	Description:	Piper Seneca

Airport Profile: Bremerton

AIRPORT ACTIVITY			
Activities	Based Aircraft		Cargo
	Based	Transient	
			AIS Last Updated: 12/14/2011
Agricultural Spraying	<input type="checkbox"/>	<input type="checkbox"/>	Jet 3
Air Ambulance	<input type="checkbox"/>	<input type="checkbox"/>	Multi-Engine 11
Medical Transport	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Single-Engine 174
Airplane Parts Manufacturing	<input type="checkbox"/>	<input type="checkbox"/>	Rotor Based 5
Aerial Surveying	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Glider 0
Wildland Firefighting	<input type="checkbox"/>	<input type="checkbox"/>	Military 0
Skydiving/Parachute Drops	<input type="checkbox"/>	<input type="checkbox"/>	Ultralight 1
Aerial Tours	<input type="checkbox"/>	<input type="checkbox"/>	Seaplane 0
Civil Air Patrol	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Total 194
Cargo Activity	<input type="checkbox"/>		Fixed Based Operators
Flight Training	<input checked="" type="checkbox"/>		AIS Last Updated: 12/29/2010
Commercial Carrier Activity	<input type="checkbox"/>		No. of FBOs 1
			Number of Cargo Carriers -
			Total Cargo Volume (Tons) -
			Ground Transportation
			AIS Last Updated: 12/29/2010
			Bus Service <input type="checkbox"/>
			Taxi Service <input checked="" type="checkbox"/>
			Marine Service <input type="checkbox"/>
			Rail Service <input type="checkbox"/>
			Shuttle Service <input type="checkbox"/>
			Limo Town Car <input type="checkbox"/>
			Other Ground Transportation <input checked="" type="checkbox"/>

Comparison by State Classification Take Offs and Landings (Operations)

	Airport	Classification		Take Offs and Landings (Operations)						
		Low	High	2005	2006	2007	2008	2009	2010	
Based Aircraft	194	5	658							
Operations	64,577	4,254	142,000							
Commercial Enplanements*										
2010			-							
2009			-							
2008			-							
*Enplanements are passengers boarding a commercial aircraft. Does not include disembarking passengers.										
Fuel Service										
80 LL	<input type="checkbox"/>									
100 LL	<input checked="" type="checkbox"/>									
MoGas	<input type="checkbox"/>									
Jet A	<input checked="" type="checkbox"/>									
Helicopter Fuel	<input type="checkbox"/>									
				Military Itinerant	900			900	900	900
				Military Local	0			0	0	0
				Commercial Air Taxi	400			73	487	502
				Commercial Air Carrier	0			0	0	0
				General Itinerant	19800			23724	24485	25270
				General Local	29700			35588	36729	37905

Airport Profile: Bremerton

Bremerton National

8850 SW State Highway 3 Port Orchard, WA 98367

Airport Businesses and Visitors

Economic and Fiscal Impacts calculated for each airport start with activity that can be directly associated with the airport, namely the businesses operating at the airport and the visitors traveling through the airport. For economic impacts, multiplier effects are estimated from this initial activity as portions of wages and business and visitor spending are re-spent within the local economy. Impacts of airport businesses are analyzed within the defined economic impact region, visitor spending is analyzed statewide, since once visitors land they may spend their dollars throughout the state. For fiscal impacts, taxes paid to various types of jurisdictions from this business and visitor activity are estimated.



NOTE: All impacts are shown in 2010 dollars.

ECONOMIC IMPACTS

AIRPORT BUSINESSES

Counties in Impact Region: Kitsap

Direct Jobs: Estimated jobs on the airport footprint (excluding businesses that are not aviation-dependent).
Direct Labor Income: Estimated income paid to the Direct Jobs located on the airport footprint.
Direct Output: Estimated value of original business activity that remains in the economic impact region (some business activity will be exported outside of the region).
Indirect/Induced Impacts: Increases in regional impacts from the local re-spending of direct dollars.
Total Impacts: The sum of Direct, Indirect, and Induced Impacts, for a total regional impact.

Estimated Regional Impact from Airport Businesses

Estimated Economic Impact	Direct	Indirect/Induced	Total Impact
Jobs	269	262	531
Labor Income	\$ 14,000,000	\$ 10,500,000	24,500,000
Output	\$ 51,200,000	\$ 32,100,000	83,300,000

VISITOR SPENDING

Impact Region: Washington State (once visitors land they may spend their money throughout the state).
Total Visitor Spending: Estimated total annual spending by visitors traveling through this airport.
Direct Jobs: Estimated jobs supported by the total estimated visitor expenditures.
Direct Labor Income: Estimated income paid to the Direct Jobs supported by visitor expenditures.
Direct Output: Estimated value of original visitor spending that remains in the state (some visitor spending dollars paid to businesses will be exported out of the state).
Indirect/Induced Impacts: Increases in regional impacts from the local re-spending of direct dollars.
Total Impacts: The sum of Direct, Indirect, and Induced Impacts, for a total regional impact.

Estimated Regional Impacts from Visitor Spending

Total Estimated Visitor Spending:	\$ 1,170,000		Total Impact	All State Impacts	% State Impact
	Direct	Indirect/Induced			
Jobs	12	8	16	94,000	0.02%
Labor Income	\$ 329,000	\$ 281,000	\$ 610,000	\$ 3,311,700,000	0.02%
Output	\$ 998,000	\$ 869,000	\$ 1,867,000	\$ 10,160,800,000	0.02%

FISCAL IMPACTS

Estimated Taxes Paid to Each Jurisdiction Type

	Cities	Counties	Special Districts	State	Total Taxes
Airport Businesses	\$ 304,000	\$ 118,000	\$ 272,000	\$ 1,100,000	\$ 1,794,000
Visitors	\$ 8,400	\$ 8,900	\$ 8,800	\$ 57,000	\$ 83,100
Total	\$ 312,400	\$ 126,900	\$ 280,800	\$ 1,157,000	\$ 1,877,100

NOTE: Tax estimates include Aircraft Excise Tax, Property Tax, Business & Occupation Tax, Sales Tax, Aviation Fuel Tax.

Airport Profile: Bremerton

ECONOMIC IMPACTS

Estimated Regional Impact from Airport Businesses

Estimated Economic Impact	Direct	Indirect/Induced	Total Impact
Jobs	269	262	531
Labor Income	\$ 14,000,000	\$ 10,500,000	24,500,000
Output	\$ 51,200,000	\$ 32,100,000	83,300,000

Estimated Regional Impacts from Visitor Spending

Total Estimated Visitor Spending:		\$ 1,170,000			
	Direct	Indirect/Induced	Total Impact	All State Impacts	% State Impact
Jobs	12	6	18	94,000	0.02%
Labor Income	\$ 329,000	\$ 281,000	\$ 610,000	\$ 3,311,700,000	0.02%
Output	\$ 998,000	\$ 869,000	\$ 1,867,000	\$ 10,160,600,000	0.02%

FISCAL IMPACTS

Estimated Taxes Paid to Each Jurisdiction Type

	Cities	Counties	Special Districts	State	Total Taxes
Airport Businesses	\$ 304,000	\$ 118,000	\$ 272,000	\$ 1,100,000	\$ 1,794,000
Visitors	\$ 8,400	\$ 8,900	\$ 8,800	\$ 57,000	\$ 83,100
Total	\$ 312,400	\$ 126,900	\$ 280,800	\$ 1,157,000	\$ 1,877,100

Airport Profile: Bremerton

Data Sheet A: Airport Footprint Map

The analysis of economic activity on each airport is based on an airport footprint boundary. The airport boundaries are composed of property owned or leased by the airport.

Through-the-fence Connections. In rare cases, additional properties with physical connections to the airport and aviation-dependent activity are included in the footprint. These properties are considered "through-the-fence" connections and are indicated on footprint maps shaded in red. Examples of these connections include Boeing's aircraft manufacturing operations at some airports and rural airparks that have direct connections to an airport.

When reviewing your airport footprint map, keep in mind that some footprints will show rights-of-way and other irregularities that do not affect the underlying analysis.

Exhibit 1
Airport Footprint Map

