1. EXECUTIVE SUMMARY

The Aviation Feasibility Study analyzed the potential for civilian aviation activity at Brunswick Naval Air Station (BNAS) after the U.S. Navy is scheduled to leave in 2011, and concluded that civilian aviation activity at BNAS is feasible.

The Feasibility Study used a multi-phased screening process to identify and evaluate potential civilian aviation activities, the likelihood that they could occur at Brunswick Naval Air Station (BNAS), the economic impact of those activities, as well as the potential regional benefits and environmental impacts of civil aviation activity.

The primary objective of the Aviation Feasibility Study is to provide sufficient data for the Brunswick Local Redevelopment Authority (BLRA) to decide:

1. Whether civilian aviation activity is potentially feasible at BNAS after the Navy leaves in 2011.
2. What portion of the Navy airfield should be used as a civilian airport, and which portion of the airfield should be transferred from the Navy to the BLRA through Public Benefit Conveyance (PBC).
3. If the financial and economic impact of operating a civilian airport, including potential employment, enhances its viability as well as regional benefits.
4. Whether environmental issues would impact the surrounding community or prevent civilian aviation activity at BNAS.

It is important to note that if the BLRA decides to proceed with civilian aviation reuse, an airport master plan (AMP) will need to be prepared before the airfield is transferred by the Navy. The AMP would be partially funded by FAA and Maine DOT and would address those four issues, as well as others, in greater detail. This Aviation Feasibility Study is one of two planning studies being conducted by the BLRA, the other being the Master Reuse Plan. In making their decision about whether to proceed with aviation reuse and request a PBC for the airfield, the BRLA will consider not only the information presented in this aviation study but also the recommendations presented in the Master Reuse Plan that is being prepared separately, in addition to considering other sources of information, including extensive public input.

The Aviation Feasibility Study does not draw any conclusions or make any recommendations concerning the overall highest and best use of the airfield compared to possible non-aviation uses; its sole focus is the potential viability of civilian aviation reuse at BNAS. The Aviation Feasibility Study

Public Benefit Conveyance (PBC)
The DoD transfers the deed for certain property to a public agency for specific public-use purposes. The property can be transferred free of charge, or for a portion of the fair market value.
Aviation Feasibility Study

Brunswick Naval Air Station

process can also be described as a filter, starting with large concepts and filtering the options to identify the most likely aviation scenarios, as described below.

Based on this analysis, it was concluded that a number of civilian aviation activities could potentially occur at BNAS, and that incentives provided by the State of Maine such as the Pine Tree and Military Redevelopment Zones, as well as the North Star Alliance among others, would make BNAS even more attractive to prospective tenants.

The likeliest civilian aviation activities that would occur at BNAS were identified as:

- **Fixed Base Operator (FBO) - General and Corporate Aviation.** General and corporate aviation activities could include flight training, charter and air taxi service, corporate headquarters/flight department, fly-in communities, etc. FBO companies located in Maine have already expressed an interest in establishing an operation at Brunswick if it becomes a public-use airport.

- **Aircraft manufacturing as well as Maintenance, Repair and Overhaul (MRO), particularly composite materials.** Both general aviation and air carrier aircraft are increasingly made with composite materials (such as Very Light Jets – VLJ), and could be manufactured and/or maintained at Brunswick.

- **Government Agencies** such as the Department of Homeland Security, NOAA, FAA, Department of Interior, etc., operate and maintain large fleets of aircraft. Department of Defense (DoD) contractors range from small local firms to international corporations, and large contractors such as General Dynamics and Pratt & Whitney have existing operations in Maine. They, as well as other large companies such as General Electric, Boeing, Lockheed Martin, etc., manufacture and maintain aircraft and engines for civilian and military agencies, and their business has grown significantly in the last six years.

- **Aerospace research and development (R&D)** – both small firms and large defense contractors conduct advanced R&D. The U.S. Government is one of the largest sponsors of aeronautical research and development in the world, and has been rapidly increasing its investment in new
technologies such as unmanned aerial vehicles (UAV), hypersonic flight, etc. BNAS has the facilities to accommodate that type of R&D activity, and local firms engaged in advanced R&D have expressed an interest in locating at BNAS if it becomes a public-use airport.

The analysis concluded that scheduled passenger and cargo airline service would be much less likely to occur at BNAS, for a number of reasons:

- The passenger market in the Midcoast Region is not large enough, by itself, to support service by a major airline. Discussions with both airline and trade industry representatives indicated that Brunswick is too close to Portland Jetport to support airline service at both airports. Airlines have made large investments at Portland Jetport, and because Portland does not have delays there are few incentives for airlines to provide service to BNAS as well.

- While BNAS has excellent airfield facilities, the terminal area was not designed for airline service. Additional terminal area facilities would need to be constructed, and such improvements would cost millions of dollars, only a portion of which would be eligible for federal and state grants.

- Several airports in the region, including Augusta State, Knox-County Rockland, and Hancock County-Bar Harbor have commuter airline service and are designated by U.S. DOT as Essential Air Service (EAS) airports. As a result, airline service is subsidized by the federal government, and airport managers have indicated that if the subsidies were discontinued they would likely lose airline service. Under current DOT criteria, Brunswick is too close to Portland Jetport to qualify for EAS designation or DOT subsidies.

- Air cargo service at both Portland Jetport and Bangor Airport was examined, as well as regional and national air cargo service trends. Most of the cargo generated at LL Bean is trucked to Boston and New York airports for air shipment, as is the seafood caught off the Maine coast. Air cargo companies such as FedEx, UPS, and DHL are primarily freight forwarders, and since the cargo industry was deregulated in 1978, cargo companies decide how to ship packages. Those companies have established air hubs and mini-hub facilities at airports outside of Maine. As a result, although Brunswick offers excellent facilities for air cargo companies, current market trends indicate that freight forwarders will continue to truck large volumes of cargo generated in Maine to larger regional airports out of state. It is possible that Brunswick could be served by smaller cargo feeder carriers using single and multi-engine turboprop airplanes, as seen at Auburn-Lewiston Airport.
Study Process
The Aviation Feasibility Study used a screening process based on the SWOT analysis. The screening process involved a series of iterations examining a broad cross-section of aviation uses, and narrowing the potential aviation scenarios based on market trends and regional factors. An extensive public outreach program was also a key component of the study process, which included three public information meetings and workshops.

Feasibility Outcome

The SWOT analysis was used to evaluate each alternative, and served as the primary basis for determining which of the aviation scenarios were considered to be the most feasible. Based on that analysis, a public-use airport was determined to be financially feasible at BNAS. Certain sectors of the civilian aviation market have been and are projected to continue growing very rapidly beyond 2011, when the U.S. Navy is scheduled to leave BNAS. As a result, there are opportunities to attract those businesses to BNAS as future tenants.

BNAS as a civilian airport:

Strengths:
- The BNAS airfield facilities are rated in excellent to good condition and the Navy has committed to maintaining them in that condition until they are turned over to a civilian authority.
- The airfield could be obtained through PBC at little or no cost to a public authority.
- The composite industry cluster that is growing in Maine, particularly in the Midcoast Region, would be attractive to aircraft firms that manufacture and repair composite aircraft and parts.
- State incentives such as Pine Tree Zone, Military Redevelopment Zones, as well as the North Star Alliance, among others, will increase the attractiveness to locate at Brunswick.

Weaknesses:
- It is possible that a civilian airport would require subsidies for a period of 5 to 10 years.
- Based on the current Navy redeployment schedule, the airfield will not be available for civilian use until 2011.
Opportunities:
- Many sectors of the aviation industry are projected to continue to grow beyond 2015.
- BLRA has already received expressions of interest from aviation companies interested in locating on the base if it becomes a public-use airport.
- There will be a period of four years while the Navy will maintain and operate the base during which an on-going marketing and research campaign can determine if there is adequate demand from civilian aviation companies to operate a viable civilian airport.

Threats:
- 24 former military airfields have been converted to civilian use since the early 1990s, many of which are targeting the same large civilian tenants that Brunswick would market.
- Of the 3,400 public-use airports in FAA’s National Plan of Integrated Airport Systems (NPIAS), approximately 500 are former military airports, many of which are also marketing similar tenants.
- Rising fuel costs and other economic factors could decrease demand for aviation services and impact the anticipated growth rate of certain industry sectors.
- A number of states, particularly in the southern U.S., are offering large subsidies to aircraft manufacturing and repair firms, as well as defense contractors and R&D companies, to locate their facilities in their particular state. In addition, some states offer lower energy and labor costs, as well as lower business and personal income taxes, than Maine.

Economic Impact of a Civilian Airport
The Aviation Feasibility Study analyzed the potential economic impact of civilian aviation activity on the community, the Mid-coast Region, and the state. In general, aviation-related businesses hire highly skilled and educated employees, pay higher salaries than non-aviation commercial and industrial sectors, and offer better benefits. Each aviation industry sector was examined in terms of potential employment, and a range of employment levels was identified based in part on actual companies located at former military bases around the country.

<table>
<thead>
<tr>
<th>Potential Brunswick Airport Civilian Employment</th>
<th>Low</th>
<th>High</th>
</tr>
</thead>
<tbody>
<tr>
<td>Homeland Security/Coast Guard</td>
<td>40</td>
<td>400</td>
</tr>
<tr>
<td>MRO/Manufacturer/DoD Contractor</td>
<td>200</td>
<td>2500</td>
</tr>
<tr>
<td>Research &amp; Development/Space</td>
<td>20</td>
<td>200</td>
</tr>
<tr>
<td>VLJ / Composite Manufacturer</td>
<td>20</td>
<td>100</td>
</tr>
<tr>
<td>Fixed Base Operator (FBO)</td>
<td>5</td>
<td>50</td>
</tr>
<tr>
<td>Total Airfield Employment</td>
<td>285</td>
<td>3150</td>
</tr>
<tr>
<td>Annual Payroll ($Million)</td>
<td>$26.7</td>
<td>$294.8</td>
</tr>
</tbody>
</table>
Annual payroll was calculated based on an average salary of $45,000 per employee, which is considered conservative compared to some aviation companies that pay as much as $75,000 per employee.

In addition, the secondary benefits to the community could also be significant. Calculations were made based on FAA’s “Estimating the Regional Economic Significance of Airports”.

<table>
<thead>
<tr>
<th>Potential Brunswick Airport Regional Economic Benefits (in $ million)</th>
<th>Low</th>
<th>High</th>
</tr>
</thead>
<tbody>
<tr>
<td>Potential Annual Payroll</td>
<td>$26.7</td>
<td>$294.8</td>
</tr>
<tr>
<td>Indirect Benefit (Visitor spending)</td>
<td>$4.5</td>
<td>$13.3</td>
</tr>
<tr>
<td>Induced Benefit (Multiplier x 0.6)</td>
<td>$15.8</td>
<td>$176.9</td>
</tr>
<tr>
<td>Total Economic Benefit</td>
<td>$47</td>
<td>$485</td>
</tr>
</tbody>
</table>

**Environmental Issues**

The Aviation Feasibility Study examined three specific environmental issues: aircraft noise; stormwater runoff; and aircraft emissions. The Navy prepared a noise study in 1985 that included field measurements of military aircraft operations. The types of military aircraft operated in 1985 (such as P-3 Orions and C-130s, etc.), as well as the level of activity (annual operations) are very similar to what occurred at BNAS in 2006.

For comparative purposes, the 65 dB noise contour from a very active general and corporate aviation airport (Beverly, MA) that has 50% more takeoffs and landings than occurred at Brunswick was overlaid on the Navy’s contour (shown below).
The aircraft at Beverly Airport were single and multi-engine piston and turbine powered general aviation airplanes, including a large number of corporate jet aircraft. Based on this market analysis it is not anticipated that a civilian airport at Brunswick would generate 85,000 takeoffs and landings per year, however, forecasts of civilian aircraft operations would be examined in more detail in an airport master plan. For comparative purposes, the Maine Aviation Systems Plan Update estimated in 2006 that Auburn-Lewiston, Augusta, and Wiscasset Airports each had less than 40,000 operations per year.

65 decibels is a noise level that is used by a number of federal and state agencies, including FAA, Housing and Urban Development (HUD), EPA, etc., as a threshold for land use compatibility. The existing land uses in the vicinity of BNAS are primarily to the west of the base, and outside of both the Navy and general aviation/corporate 65 dB noise contour. If the base is used as a civilian airport, it is recommended that the Town of Brunswick use land use controls, including zoning, to prevent noise sensitive land uses being developed closer to the airfield. In addition, it will be important to control the construction of towers, tall buildings, and growing vegetation close to the runways in order to comply with FAA’s airspace criteria.

BNAS is located over the Mere Brook watershed. Mere Brook is classified by Maine DEP as an urban impaired stream and was placed on the Maine’s 303(d) list for impairment to aquatic life
Brunswick Naval Air Station

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because of industrial (military) and urban non-point source (NPS) pollution. Many waterbodies listed on the 303(d) list require a total maximum daily load (TMDL). A TMDL is a legal requirement under the Clean Water Act to designate sources of impairment, identify instream problems, and describe what is required to be done for a waterbody to meet water quality standards. A TMDL for Mere Brook is scheduled for 2008, therefore participation in the implementation of the TMDL (if developed) will likely be required as part of conversion to a civilian airport.

Maine DEP, Bureau of Land & Water Quality, and Stormwater Management Chapter 500 standards apply to Mere Brook. In terms of stormwater runoff, the Navy currently has a Site Law Permit from Maine DEP. Redevelopment resulting in alterations to any existing impervious surface (building, parking lot, runway, etc.) would require that the stormwater management systems be reconstructed to comply with the new general standards of Chapter 500 to an extent practicable as determined by Maine DEP. Any redevelopment of the Naval Air Station would also require the airport sponsor or developer to comply with the Urban Impaired Stream Standard of Chapter 500. To comply with this standard, the sponsor/developer would need to mitigate any adverse water quality impacts through an on-site or off-site project (for example by turning a parking lot or the outboard runway back into a meadow), or pay a compensation fee.

BNAS currently complies with federal and state stormwater regulations, and the existing aircraft deicing facilities used by the Navy exceeds current U.S. EPA standards. Civilian aircraft operators could use the Navy’s deicing facilities, and if no changes were made to the existing deicing storage, dispensing, or collection facilities, no changes to the Storm Water Pollution Prevention Plan (SWPPP) or state Site Permit would be required. U.S. EPA is in the process of updating its glycol deicing management regulations, which may impact future civilian aircraft deicing activities at BNAS. If the BLRA decides to proceed with the civilian airport option, the Navy will need to include a review of aircraft noise and stormwater runoff in its NEPA Environmental Impact Statement (EIS).

Regarding aircraft emissions, there is rapidly growing momentum in the U.S., and particularly in Europe, to significantly decrease emissions and enhance the environmental compatibility of commercial aviation. At many airports in the U.S., ground vehicles have converted to natural gas and other alternative fuels.

The European Union, under its Joint Technology Initiative, has adopted very aggressive emission reduction targets over the next six years (shown below). A consortium of European aircraft manufacturers and government agencies have committed almost $2.3 billion towards the research and development to achieve these goals.
European Clean Sky Goals – 2013:
- 80% cut in NOx emissions
- 50% cut in perceived aircraft noise
- 50% cut in CO2 emissions per passenger/mile
- A green design, manufacturing, maintenance and disposal product life cycle

The EU is proposing that the International Civil Aviation Organization (ICAO), of which the U.S. is a member, adopt these goals as international standards. The British government is also adopting a plan to include commercial aircraft in their emissions trading scheme. In addition, a new organization formed by Richard Branson and former Vice President Al Gore, Virgin Earth, is offering a $10 million prize to any individual or company that can develop practical technology that will reduce carbon dioxide in the atmosphere by 100 million tons per year. Branson's airline, Virgin Atlantic, is adopting numerous emission reduction operating procedures, such as being towed to the runway versus using aircraft engines, etc. Simultaneously, aircraft engine manufacturers are actively testing alternative fuels, and the U.S. Air Force has successfully tested alternative fuels in its aircraft and is working to make greater use of these fuels throughout its fleet.

In addition to enhancing the environmental compatibility of aircraft, these new green technologies are also presenting new opportunities for private industry and government agencies, and BNAS could serve as a location for some of these new R&D and production technologies, which are projected to increase significantly over the next decade.

Financial Viability
A key question concerning future civil aviation activity at BNAS is: would an airport be financially self-supporting? Future airfield operating and maintenance (O&M) costs were analyzed, as well as potential revenues that could be generated by civilian tenants. The financial structure of existing airports in the region was also examined, as well as airport industry lease rates, charges and fees. The analysis considered the amount and type of space available in the airfield buildings at BNAS, and revenue projections were developed based on conservative estimates of industry rates and charges.

A key factor in terms of future operating and maintenance (O&M) costs is that the Navy has committed to maintaining the airfield in its current excellent to very good condition until it is turned over to another entity. As a result, the pavement should not need reconstruction for a period of 15 – 20 years after it becomes a civilian airport, and operating and maintenance costs will be relatively low.

Annual O&M costs for a fully functioning civilian airport was estimated to be approximately $520,000 (in 2006 dollars), which would include both airport personnel and equipment. Both FAA and Maine
DOT offer grants for eligible airport capital improvement projects, but in general do not support O&M costs. Those costs would be offset by revenue generated by the airports tenants and users.

Using conservative lease rates, Building 250/Hangar 4 could generate an estimated $800,000 annually in revenue, which would more than cover annual O&M costs. Between all of the airfield buildings, including Hangars 4, 5 and 6 and Buildings 4 and 200 (shown below), there is almost 500,000 S.F. of hangar, office, and shop space that would be available for lease to civilian tenants, which could generate as much as $1.5 million in revenue annually. Aircraft parking, tiedown, landing, and fuel flowage fees could generate an additional $300,000 annually, so the total potential revenue could equal almost $2 million annually.

As with any start-up business, it is possible that a civilian airport could have an operating deficit for as much as five to ten years (as shown in the Break Even chart), which represents the worst-case scenario in terms of financial viability. Key factors in both the size and time frame of an operating deficit would be the ability to control O&M costs, attract civilian tenants, and charge industry-standard lease rates and fees. The fact that the Navy will maintain and operate the base until 2011 would provide an opportunity for the BLRA to market the base and confirm if the demand for access to a civilian airport would in fact cover its operating costs. There are a number of potential sources of funding to support an operating deficit, including revenue from non-aviation commercial development on the base, general fund appropriation from the State of Maine, tax incremental financing (TIF), state income tax increment financing, as well as other sources.
Impact of a Civilian Brunswick Airport on Other Airports in the Region

If the BLRA decides to operate a civilian airport at BNAS, what impact would it have on the existing airports in the region? That question was analyzed in several ways:

- Individual airport master plans, the Maine State Aviation Systems Plan Update (MASPU), FAA’s National Plan of Integrated Airport Systems (NPIAS), and FAA’s New England Regional Airport System Plan (NERASP) were analyzed. Each plan projected that aviation activity in the region will continue to grow throughout the next decade. Based on the types of aviation services projected at each airport, BNAS could serve several niche markets that would not compete directly with the region’s other airports, such as major aircraft manufacturing, maintenance, repair and overhaul (MRO), defense contracting, and aerospace research and development (R&D), etc.

- The MASPU recommended that Wiscasset Airport be upgraded to a Level I facility, and its runway be extended to 5,000 feet and a precision instrument approach be published. If BNAS were operated as a public-use airport, Maine DOT may reexamine those recommendations and determine whether BNAS adequately fills that role.

- Discussions were also held by Edwards and Kelcey with airport managers in the region. The managers acknowledged that a civilian airport at BNAS could draw some of their general aviation and corporate traffic, but that BNAS would not significantly impact the level of activity at their airport. Airport managers that had scheduled airline service did not anticipate that the airlines would move to Brunswick, which is consistent with other results in this study.

- Based on aircraft registration data maintained by Maine DOT, an analysis was prepared to assess approximately how many general aviation aircraft could be attracted to BNAS if it were a civilian airport. The BNAS catchment area was defined as the radius connecting the mid-points between BNAS and Portland Jetport, Auburn-Lewiston Airport, Augusta State Airport, and Knox County-Rockland Airport. Wiscasset Airport lies between BNAS and Rockland and was included in its catchment area (see attached regional airport figure).

- For the purposes of this analysis, it was assumed that there would be no access restrictions at BNAS as a civilian airport, that the airport operating rates and charges (such as landing, parking, and tiedown fees, etc.) would be equivalent to other airports, and that there would be a full service FBO in place at BNAS. Based on those assumptions, a Brunswick Airport could potentially attract a large share of the airplanes whose owners live within its catchment area.

There are three key factors in terms of attracting G.A. traffic to an airport:

1. Facilities - Brunswick would offer larger facilities and more capacity than the other airports in the region, and the 8,000 foot runway would be very attractive to high-performance general aviation and corporate airplanes in the area (and beyond). Maintaining the instrument landing system (ILS) on Runway 1R will be important for all-weather access for those airplanes.
2. Services - a good FBO is essential because, a) they provide quality service (fuel, maintenance, flight training, supplies, etc.), and almost as importantly, b) can effectively market the airport and bring in new business quickly. A good FBO would also attract airplanes from outside the catchment area shown on the regional map below, in which case Brunswick would likely attract more based aircraft.

3. Cost and convenience - are both very important factors for G.A. airplane owners. If tiedown and hangar lease rates, fuel prices, landing and parking fees are competitive with other airports in the region, Brunswick would be a very attractive airport. Since pilots typically lease their hangars and tiedowns, they can move to other airports very easily. It is also likely that Brunswick would attract new airplanes not currently registered in the state, such as new corporate jets and turboprops, particularly given the recent change in state tax law.

- In terms of identifying the potential impact on surrounding airports, 73 based airplanes at Brunswick would indicate a ‘worst-case’ scenario for the other airports, but even then the region’s other airports would still have more than 75% of their existing based airplanes left, which is consistent with what the airport managers indicated. FBOs located at some of the regional airports have already expressed interest in establishing an operation at Brunswick if it becomes a public-use airport, and maintain their existing FBO as well. In other words, they anticipate there would be sufficient traffic to support both operations.

<table>
<thead>
<tr>
<th>Year</th>
<th>Based A/C – Brunswick Airport</th>
<th>Growth Rate *</th>
</tr>
</thead>
<tbody>
<tr>
<td>2011</td>
<td>73</td>
<td>5.0% (2006-2011)</td>
</tr>
<tr>
<td>2021</td>
<td>80</td>
<td>9.5% (2011-2021)</td>
</tr>
</tbody>
</table>

* Source: Maine Aviation Systems Plan Update, Chapter Four, Table 4-7

- The projected growth rate of based aircraft presented in the Maine Aviation Systems Plan Update was applied to BNAS to identify potential growth (table above). That growth rate would be analyzed in more detail in an airport master plan.

- Experience at former military and joint-use bases, such as Pease and Westover Air Reserve Base in Chicopee, MA, for example, indicate that using a base as a civilian airport develops niche markets, and is not a zero-sum proposition – its growth doesn’t come at the expense of the airports around it.
What Are the Next Steps?

Based on the conclusions and recommendations presented in the Aviation Feasibility Study and the Master Reuse Plan, as well as input from the public, the BLRA will decide whether to proceed with a civilian airport option. If the BLRA decides to operate a civilian airport at BNAS, then what are the next steps?

The first step would be to undertake a more detailed and extensive marketing program of potential aviation tenants. The initial focus should be on a wide range of aviation firms presently operating in Maine. Secondly, FAA has indicated that an airport master plan will need to be prepared, and both FAA and Maine DOT would provide financial support for the plan. Several key products would result from an airport master plan: an approved Airport Layout Plan (ALP); an Airport Capital Improvement Program (ACIP); and an environmental assessment (EA). A number of other products, such as a detailed financial and business plan, would also be developed as well. Airport marketing studies, however, are not eligible for FAA grants.

Airport marketing plans are not eligible for FAA funding, and need to be undertaken separately. In addition, both Maine DOT and FAA will need to include Brunswick in their respective system plans\(^1\) in order for the airport to be eligible for capital improvement grants. That would typically occur after the airport master plan was completed.

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1. Solicit public comments & input on civilian airport
2. BLRA decides whether to request airfield through PBC
   - **If Yes**
     3. Prepare aviation-related marketing program
     4. Prepare airport master plan (FAA & State funding)
     5. Maine DOT include Brunswick in State Aviation System Plan

One of the key elements of the airport master plans would be the precise determination of the area of the airfield to be requested transferred via PBC. FAA has noted that the area identified for a public-

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\(^1\) Maine Aviation Systems Plan Update (MASPU) and FAA National Plan of Integrated Airport Systems (NPIAS)
use airport should include not only the facilities necessary for anticipated aviation activity, but also any facilities and/or property that could generate revenue to support the airport financially.

At some former military bases, the golf course was transferred as part of the PBC for the airfield, and the revenue generated by the course was used to support the airport until it was financially self-sufficient. The analysis in the Aviation Feasibility Study indicated that a civilian airport could operate efficiently with a single runway (the inboard runway – 1R-19L), as shown on the attached figure. Such a facility would encompass approximately 600 acres.

The BLRA could also request both parallel runways through PBC (see attached figure), which encompasses approximately 800 acres, and use the additional property for non-aviation purposes, if it so chose. A civilian airport could operate with a single runway, and some of the airfield facilities such as Hangar 6 and the associated ramp and/or possibly the outboard runway, could be used for non-aviation purposes. A number of additional steps will also be required before the airfield would be transferred from the Navy to a public agency.

Any changes in the Navy’s deployment schedule could impact the timing of the transfer of the airfield property, either moving the transfer point closer or farther out (beyond 2011), which could impact the civilian reuse schedule. One final consideration is that if the BLRA decides to proceed with a civilian airport option, the Authority can market the base and complete all but the very last step, outlined above, but will not be legally committed to operating a civilian airport until the Navy transfers the property and the Authority signs the deed.
Brunswick Naval Air Station

Aviation Feasibility Study

Number of Registered Aircraft by Town

Legend
- Brunswick NAS
- Area Airports
- Number of Registered Aircraft
  - 1
  - 2
  - 3 - 4
  - 5 - 6
  - 7 - 14

Population Density
- 1 Dot = 320
- POP_DENSITY

1 inch equals 5 miles

69 REGISTERED AIRCRAFT IN BNAS STUDY AREA
Potential Civilian Airport - Single Runway

Airport Boundary (600 acres)
BRUNSWICK AIRPORT - FAA IMAGINARY SURFACES
(Source: FAR Part 77)
Potential Civilian Airport - Dual Runways

Airport Boundary (800 acres)