

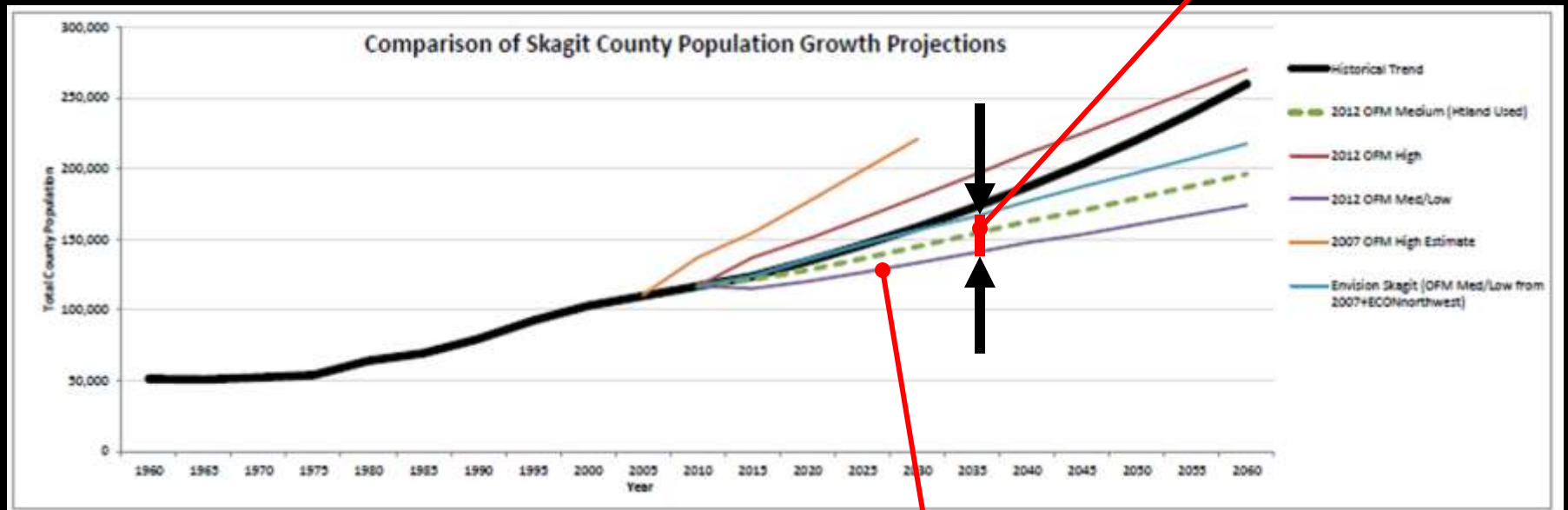
Why would we want to build a new town, half the size of Sedro-Woolley, denser than any town in Skagit, right under the flight pattern of a growing, regionally important airport?

What's Changed since **BVR** was Conceived?

- **Population Pressure Down**
- **Airport Mission, Accidents,
and Regulations Up**

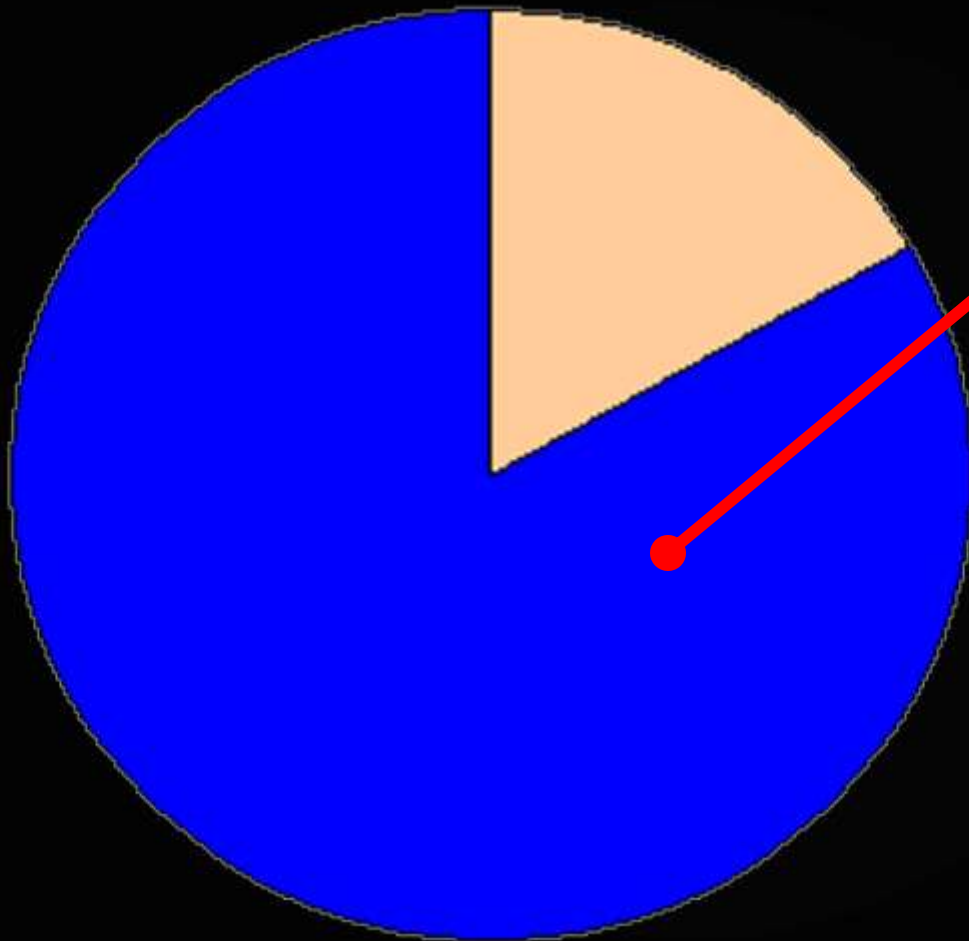
Population Forecasts Down

25,000 Fewer People in 2036 than expected



2012 OFM Medium/Low Forecast

Cities have taken Population



83%
have
moved
into
Existing
Urban
Areas

Source - US Census

Airport has Changed

Role is now

Business

Airport



Jet Fuel , Instrument Approach

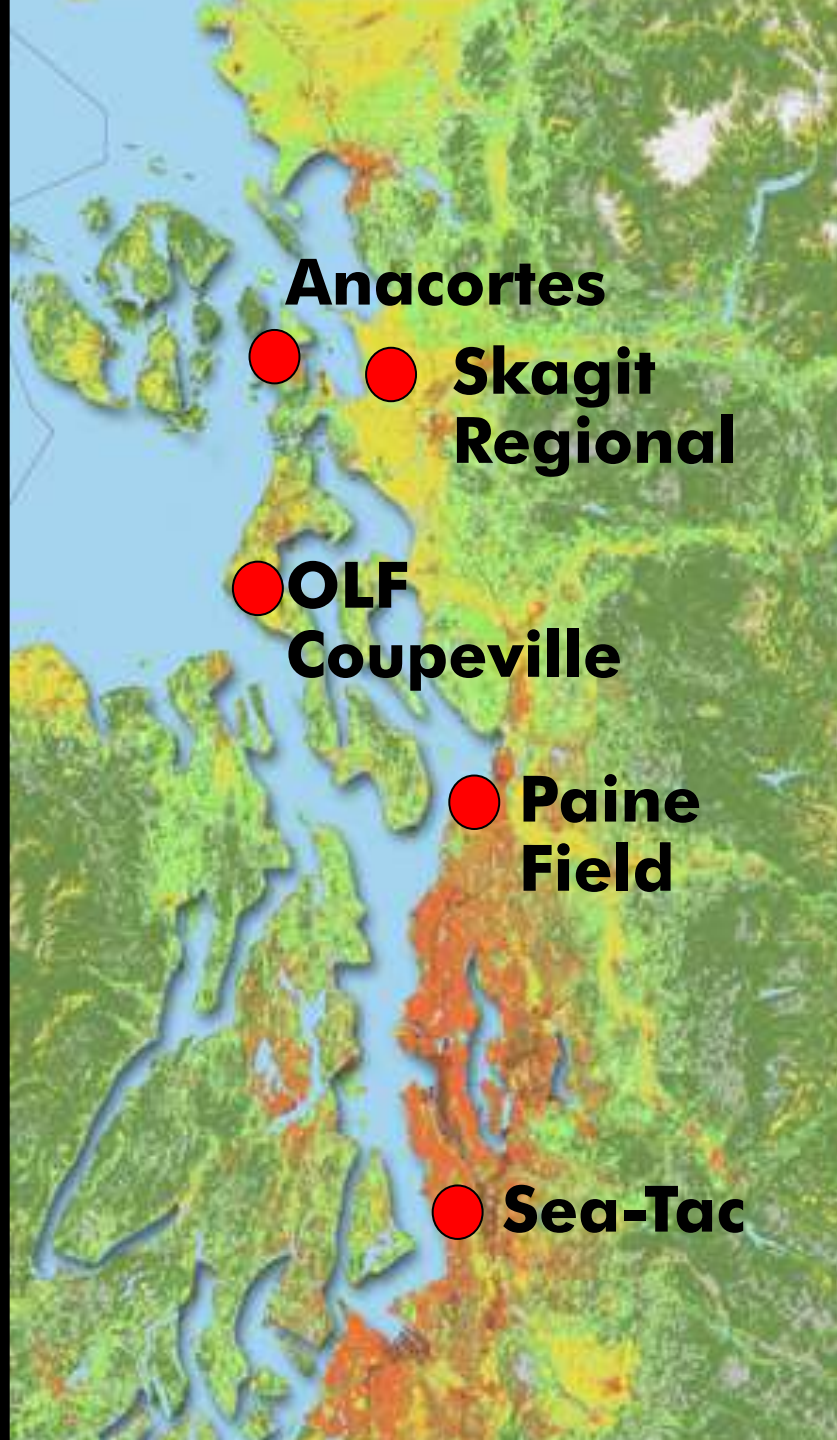
Airport Value to Area

\$57 Million per year

Source WSDOT

A/Ps & Housing Conflicts

- **Anacortes**
- **OLF Coupeville**
- **Paine Field**
- **Sea-Tac**



Anacortes



**Skagit
Regional**



**OLF
Coupeville**



**Paine
Field**




Sea-Tac



Anacortes Airport


Skyline Yacht Club

Skyline

A satellite map showing a coastal area. A black line runs diagonally from the top center towards the bottom right, passing through a brownish field. Two irregular yellow-shaded areas are visible: one in the middle-left and a larger one in the bottom-right. The text 'OLF Coupeville' is centered in the upper half, and 'Admiralty Cove' is centered in the lower half. A compass rose is in the top right corner.

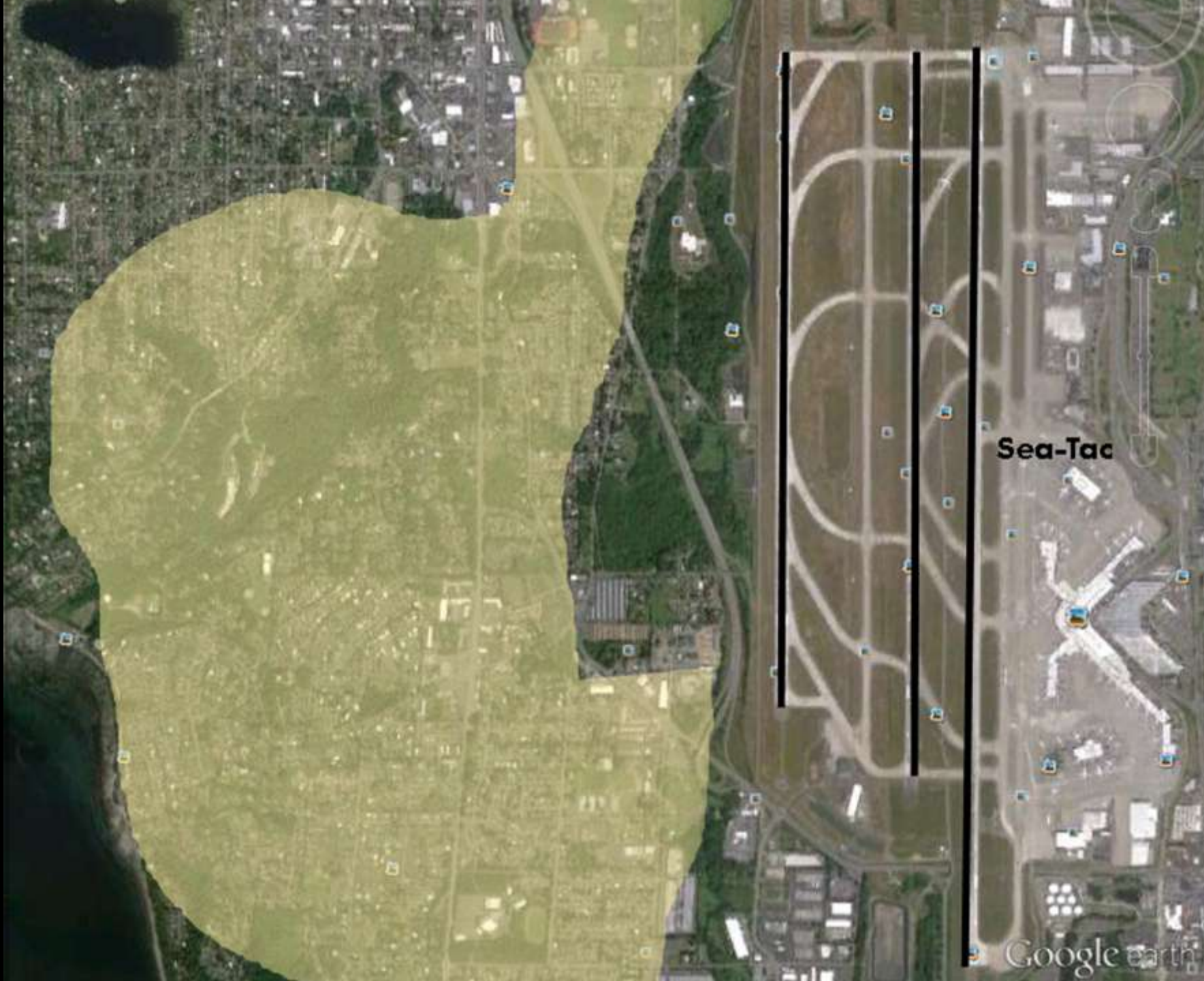
OLF Coupeville

Admiralty Cove

An aerial photograph of a coastal area. On the left is a dark, rocky coastline. A large, irregularly shaped area in the center is highlighted in a semi-transparent yellow color. To the right of this yellow area is a developed area with many buildings, parking lots, and roads. A thick black vertical line is drawn across the image, starting from a small blue and yellow icon on the yellow area and extending down to a similar icon in the developed area. The text 'Mukilteo' is centered in the yellow area, and 'Paine Field' is centered in the developed area.

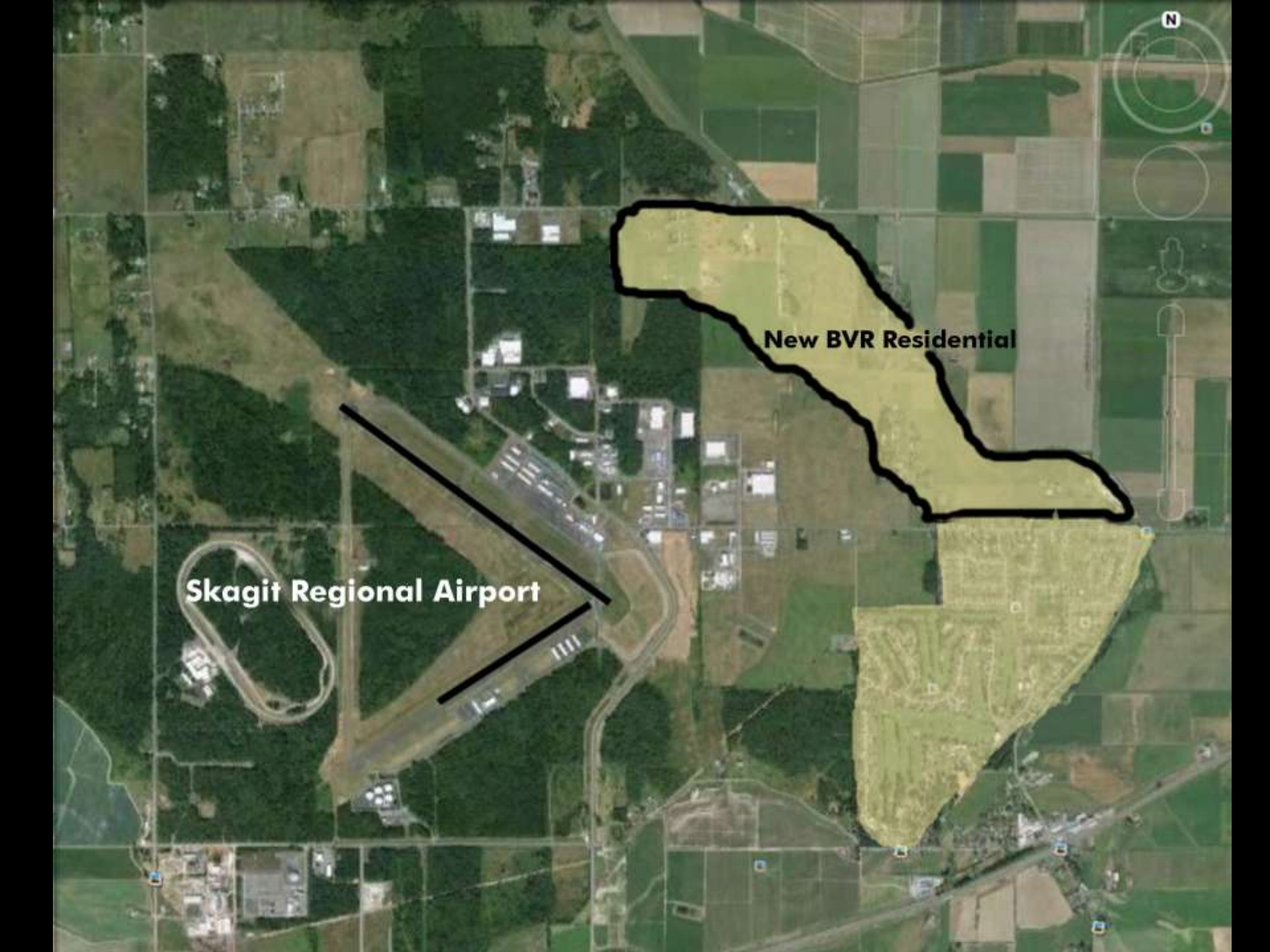
Mukilteo

Paine Field



Sea-Tac

Google earth

An aerial photograph of a rural area. On the left, the Skagit Regional Airport is visible, featuring a runway, taxiway, and a circular track. To the right of the airport, a large, irregularly shaped area is highlighted in yellow and outlined with a thick black border. This area is labeled 'New BVR Residential'. The surrounding landscape consists of green fields, some buildings, and a road network. In the top right corner, there are navigation icons including a north arrow and a scale bar.

Skagit Regional Airport

New BVR Residential

Skagit Aircraft Accidents

**4 Fatal Crashes
since 2006**

bracket the BVR

New Town

Bayview Ridge

- Fatal Aircraft Crashes '06 -'10
- Non-Fatal Crashes '05 -'10
- Petroleum Pipelines



2/22/2006
Twin-Engine Airplane
crashed after missed
instrument approach
to BVS - 1 Dead



9/13/2007
Single-Engine Airplane
crashed after missed
instrument approach
to BVS - 3 Dead



1/07/2006
Twin-Engine Airplane
crashed after missed
instrument approach
to BVS - 1 Dead



10/08/2009
Single-Engine Airplane
crashed on take-off
at BVS - 1 Dead



BP Substantiated Pipelines

Kinder Morgan Pipelines

Fairfield

Changing State Regs

- **No grade schools in Zones 1-6**
- **Zones expanding**

If **BVR** is not Built?

- **Safety Maximized**
- **Conflicts Minimized**
- **Airport Preserved**

Instrument Approach

NOT FOR NAVIGATIONAL PURPOSES - GlobalAfr.com

BURLINGTON/MOUNT VERNON, WASHINGTON

AL-6147 (FAA)

13290

WAAS CH 53500 W11A	APP CRS 110°	Rwy Idg THRE 145 App Elev 145	5478 145 145
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RNAV (GPS) RWY 11
SKAGIT RGNL (BVS)

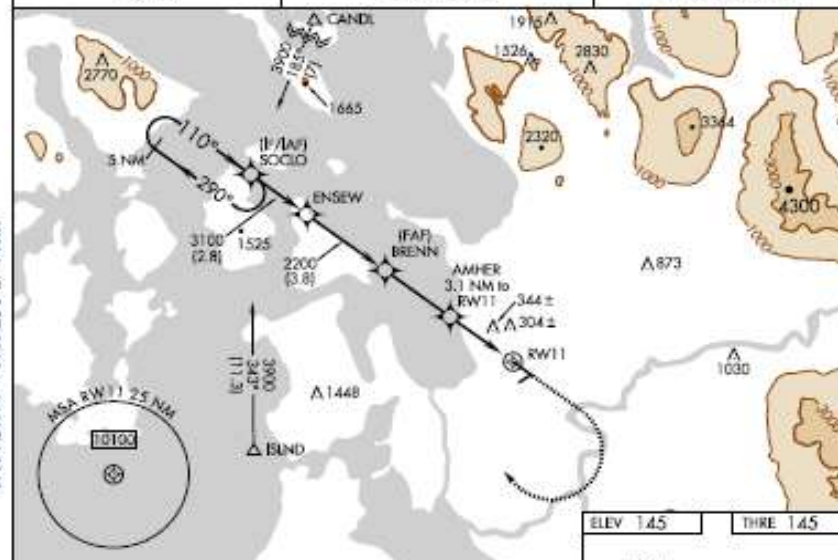
V When VGSi inop, Circling Rwy 4 NA at night. IBo-VNAV NA when using Friday Harbor altimeter setting. For uncompensated Baro-VNAV systems, UNAV/VNAV NA below +10°C (14°F) or above 42°C (107°F). When VGSi inop, Straight-in/Circling Rwy 11 procedure NA at night. DME/DME RNP < 0.3 NA. Visibility reduction by helicopters NA. When local altimeter not received, use Friday Harbor altimeter setting and increase all DA & 100 feet and all MDA 80 feet. Increase IPV and UNAV/VNAV all Cals visibility 1/4 mile and UNAV Cal C/D visibility to 1/2 mile.

MISSED APPROACH: Climb to 1000 then climb right turn to 3900 and hold. If field, continue climb to hold to 3900.

AWOS-3
121.125

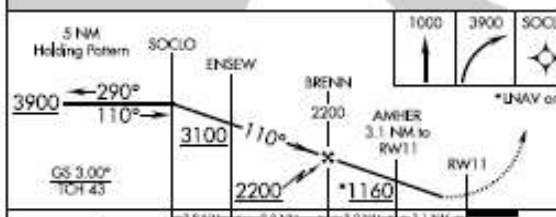
WHIDBEY APP CON
120.7 270.8

UNCOM
123.075 (CTAF) 0



NW-1, 17 OCT 2013 to 14 NOV 2013

NW-1, 17 OCT 2013 to 14 NOV 2013



ELEV 145 THRE 145



CATEGORY	A	B	C	D
IPV DA	490-1½		345 (400-1½)	
UNAV/VNAV DA	634-1½		489 (500-1½)	
INAV MDA	600-1	455 (500-1)	600-1½	455 (500-1½)
CIRCLING	660-1	515 (600-1)	660-1½	700-2 515 (600-1½) 555 (600-2)

URL Rwy 4-22
REL Rwy 10 and 28
MRL Rwy 10-28

BURLINGTON/MOUNT VERNON, WASHINGTON
Amd 2 07MAR13

48°28'N-122°25'W

SKAGIT RGNL (BVS)
RNAV (GPS) RWY 11