Renton Airport Advisory Committee Meeting

Tuesday, August 18, 2015

5:30 PM Meeting called to order and agenda reviewed by Marleen Mandt, co-Chair

5:32 PM Meeting minutes of May 14, 2015, were reviewed and unanimously approved

5:35 PM Introductions – Jonathan Wilson introduced Harry Barrett Jr, as the new Assistant Airport Manager

Neighborhood Communications – (held to end of meeting)

- Mark Hancock commented on seaplane activity changing pattern today and flying over Kennydale.
- Lee Chicoine commented on Boeing engine testing early in morning and late at night. Heavy testing on Sunday morning at 7:30am (August 16).

5:37 PM **Old Business**

- **Airport Master Plan – Runway Safety Area Alternatives**, presented by Ryan Hayes, Mead & Hunt
  - Project Schedule
    - On schedule, about halfway through process
    - This marks the beginning of the interactive phase of process
    - Neighborhood representatives have the opportunity to invite Jonathan and Ryan Hayes to neighborhood meetings to present alternatives between now and November 2015. Marleen offered to attend meetings also.
  - Issues
    - Airport category to change
      - Due to increase in operations from 737s and business jets
      - Affects setbacks and safety areas
        - Runway Safety Area
        - Runway Protection Zone
        - Other non-standard conditions

            - Runway Safety Area
                - Extends beyond end of runway to north and south
                - In the event a plane overruns the runway
    - Assumptions
        - Airport role remains the same as current
        - Airport is developed consistent with federal regulations
        - D-III standards
    - **Sustainability Goals**, presented by Mary Vigilante
        - Capture sustainability effort in Master Plan
        - Historically, alternatives chosen based on cost and functionality
        - Alternatives to include financial, economic, and environmental
        - Incorporated into alternatives screening criteria
- Alternatives
    - FAA order 5200.8 Runway Safety Area Program
        - Traditional created safety area
        - Relocation of runway/airport
        - Shifting thresholds north or south
        - EMAS
    - Alternative 1 – Traditional graded RSA
        - Requires Boeing bridge shift
        - Requires Cedar river channel shift
        - Impact to Cedar River Trail
        - Airport Way shift
        - Roughly $60million
    - Alternative 2 – Shifting threshold to south
        - Additional runway pavement
        - Additional taxiway pavement
        - Relocate Airport Way in tunnel ($40million)
        - Requires Boeing bridge shift
        - Roughly $113.9
    - Alternative 3 – Shifting threshold to north
        - Fill south shore Lake Washington
        - High environmental impact
        - Requires Boeing bridge shift
        - Roughly $56.9million
    - Alternative 4 – EMAS and threshold shift to south
        - Shift Airport Way – to Tobin Street
        - Additional runway pavement – within current airport boundary
        - Includes a Boeing jet pathway at north end of runway beyond EMAS bed
        - Roughly $70.6million
    - Alternative 5 – EMAS and threshold shift to north

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        - Fill south shore of Lake Washington; pile-on construction on south shore of Lake Washington
        - Requires Boeing bridge shift
        - Requires Cedar River channel shift
        - Roughly $51.3million
    - Project costs are covered at 90% under FAA funding, with the City cost at 10%.
    - Provide comments relative to criteria for each alternative. Rate categories by importance and/or impact.
    - Report Out from Alternatives Discussions
        - Station A – Financial
            - Maintenance costs of each alternative
            - Land acquisition for building into lake
            - Boeing bridge – cost of new bridge replacement and disruption to operations
            - Mitigation project costs of in-water construction
        - Station B – On-Airport Affects
            - Declared distance not favored
            - EMAS more favorable
            - Alternative 1 and 5 – little affect on small GA operations
            - Boat house receives minimal impact
            - Land uses in RPZ – next step in master plan
            - Construction phasing impact to operations
        - Station C – Off-Airport Affects
            - Negative impact for Alternative 1 shift threshold to south
            - Positive impact for Alternative 5 shift threshold to north
            - Construction phasing impact to Cedar Park users and Boeing operations
        - Station D – Social Affects
            - Negative impact for Alternative 1 shift threshold to south
            - Construction phasing impact to park users
            - EMAS effective for large planes, but large planes don't land at Renton very often
            - Affect to boaters under Alternative 5
            - Impact to high school under Alternative 1
        - Station E – Environmental/Natural Resources
            - Tribal subsistence rights – fishing
            - Impact on Cedar River
            - Impact on Lake Washington; hydrological affect
            - No action? FAA response
            - City Shoreline Master Plan
            - Permitting timeline

- RSA standards cannot be modified - Can't take a no action stand
- Financial feasibility

- **Next Steps**
  - Runway Protection Zone
    - FAA regulations for compatible land uses in RPZ
    - Discourage zoning that encourages congregations of people
    - Next Working Paper
      - Analysis of RPZ Alternatives
      - Analysis of other non-standard conditions
    - Select Alternative for RSA and RPZ by end of year
    - Media coverage of plan

6:50 PM **Questions on Airport Lines of Business** (see attached pages 7 - 12)

- Airport Business Management Update
- Airport Operations/Maintenance Update
- Airport Capital Projects Update

6:55 PM Meeting process check and agenda inputs for next meeting.

Marleen requested regular attendance at the meetings for work on Master Plan

- ***Next meeting dates; November 10, 2015; February 9, 2016; May 10, 2016***

7:23 PM Meeting adjourned

RAAC Meeting Calendar –November 10, 2015, February 9, 2016, and May 10, 2016

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Attendees	Absentees
Kennydale	
Marleen Mandt (P co-Chair)	
Mark Hancock (A)	
Highlands	
Harold (KC) Jones (P)	
Jeffrey Thomson (A)	
Talbot Hill	
Matthew Devine (P)	
Jennifer Ann Rutkowski (A)	
South Renton	
Neil Sheesley (A)	Robert Moran (P)
West Hill	
	Ken Williams (P)
	Frederick Lund (A)
Renton Hill/Monterey	
	David Basco (P)
	Melody Kroeger (A)
North Renton	
Lee Chicoine (P)	Ben Johnson (A)
Airport Leaseholders	
(Bernie) Diane Paholke (P)	Chuck Kegley (P co-Chair)
Steve Beardslee (A)	Gordon Alvord (A)
Airport at Large	
Mark Spiegelman (P)	Todd Banks (A)
	Mike Johnson (A)
	Kurt Boswell (P)

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Attendees	Absentees
Boeing	
Jesse Uman	Becky Crompton (P)
	Valdis Martinsons (A)
Pilots Association	
	Karen Stemwell (A)
	Robert Dempster (P)
WPA – Green River Chapter	
Al Banholzer (P)	
Mercer Island	
Mike Cero (P)	
Federal Aviation Administration	
Jennifer Kandel	
Mary Vigilante	
Councilmembers	
Marcie Palmer (P)	
City Staff	
Doug Jacobson (A)	
Jonathan Wilson	
Harry Barrett Jr.	
Susan Campbell-Hehr	
Guests	
Ryan Hayes, Mead & Hunt	
Byron, Mead & Hunt	
Mark McFarland, McFarland Architects	
Ryan Orth and Sharla, Enviroissues	
Gary Young (tenants)	
Eric Evans (tenants)	

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Airport Update for RAAC

Airport Business Management

1. **Comcast Lease** – In Progress

What: Addition of cable line on Airport property.

Why: Requested by tenants in the southeast corner for high speed internet and television. This is also a good infrastructure improvement for the remaining tenants.

How: Design and construction costs covered by Comcast.

Status: Comcast staff continues to design their conduit runs around the Airport after receiving Airport feedback on the design. The agreement has been in Comcast's hands for several months. No change or appreciable movement since August's meeting. No change since meeting in February 2015.

2. **Airport Master Plan Update** - In Progress

What: Update of the Airport's existing 1997 Master Plan. A Master Plan is a comprehensive study of an Airport that identifies the short, medium, and long term development alternatives to meet future aviation demand.

Why: Master Plans are typically updated every 20 years. The last Master Plan was completed in 1997. The Airport completed an Airport Layout Plan update in 2009.

How: FAA grant funded at 90%. Airport revenues will cover 10% of the project costs. The Airport has contracted with Mead and Hunt to assist in completing the project.

Status: Airport aerial survey has been mostly completed. The draft Inventory chapter has been completed and discussed at the November 2014 RAAC meeting. The Forecast draft chapter was discussed at the February 2015 RAAC meeting. The Capacity Analysis and Facility Requirements Chapter was presented at the May 2015 meeting. The initial Alternatives discussion will be presented at the August 2015 meeting.

3. **Bosair Building Construction**– In Progress

What: Construction of a new aviation maintenance hangar at 289 East Perimeter Road.

Why: Bosair has outgrown their existing buildings. The business requires a larger facility to support their growing maintenance business.

How: Project is fully funded via Bosair. One of their two buildings has been demolished and a new building is being erected in its place. All business activities have been conducted out of the other building during construction.

Status: Building is currently under construction. Much of the outer shell of the building has been completed. Interior construction is underway. Building should be fully completed shortly.

4. **Boeing North Bridge Construction**– In Progress

What: Construction of a new bridge at the northeast corner of the Airport. Bridge is used to bring Boeing jets from private property onto Airport property.

Why: The existing bridge was seismically inadequate. This bridge is critical to Boeing logistical operations. All 737's leaving the factory use this bridge to access the Airport.

How: Project is fully funded by The Boeing Company.

Status: The new bridge is complete. Most of the site work is also complete. Bridge project in total should be complete by the end of August 2015. Runway has been repainted and all threshold materials have been removed from the infields.

Airport Operations and Maintenance

1. **Wildlife Hazard Assessment -** In Progress

What: An FAA grant funded project to complete a Wildlife Hazard Assessment (WHA) at the Airport. WHAs are completed to help airports formulate Wildlife Hazard Management Plans. These plans help airports mitigate and reduce the effects of wildlife on airport operations.

Why: Ever since the bird strikes that brought down the US Airways flight into the Hudson River, the FAA has placed new emphasis on Airports completing Wildlife Hazard Assessments. Historically, these were only done for Part 139 certificated airports, but recently federal funding has been made available for certain non-certificated airports to participate.

How: Federal grant funding of up to $150,000 (90%) and airport revenue up to $16,667 (10%).

Status: WH Pacific is complete with their surveys for the Wildlife Hazard Assessment and has forwarded the final report. Report has been received and is being reviewed for action.

2. **New Airport Badge Standards -** In Progress

What: A new ID badge program for tenants and contractors who need to access the Airside of the Airport.

Why: The Airport currently has a badging system for tenants and contractors. Badges do not have any identifying information on them. When someone is stopped by Airport Operations, they might have a badge on them, but it is unknown whether it's their badge and where on the Airport the driver should be.

How: The Airport has budgeted money to purchase a new ID badge system from HID. New badges will have a photo, name, airport business (if applicable), airplane information (if applicable), and expiration date. All badges will be valid for one year instead of the current standard of up to five years (expires when the driver's license expires).

Status: All equipment has been installed and tested. The new card design has been created. Instructions for office staff are being created now. Implementation is forthcoming and is being completed by our new Assistant Airport Manager.

3. **Tower First Floor Remodel -** In Progress

What: Remodel of the first floor of the Control Tower.

Why: The first floor is being remodeled to improve the functionality of the floor plan layout and optimize operations.

How: Airport generated revenue will cover the cost of the remodel when the estimated cost is determined.

Status: The Request for Proposal for this project has been created and is advertised. A design/construction management team has been selected and contract is being negotiated.

Airport Capital Program

1. **Washington Manufacturing Advanced Training Institute– In Progress**

What: The Airport will be managing the construction of a new facility called the Washington Manufacturing Advanced Training Institute (formerly Renton Aerospace Training Center) located on the same site as the old Chamber of Commerce building.

Why: The project is to build a facility and provide equipment to help train critically needed manufacturing workers in the aerospace, maritime, and medical industries. This facility will be a resource to help meet the immediate need for trained workers in these industries and be a long-term asset for the community.

How: The State legislature provided a $2.5 million grant in 2012 and an additional $9.5 million aerospace grant in 2013 to build this facility in concert with industry and potential tenant partners. SRG Partnership Inc. will design the project.

Status: 100% design documents have been received. Comments are being incorporated into the bid documents. Project will be advertised on September 8, 2015. Bid opening will occur on October 15, 2015. Construction will be complete by the end of 2016.

2. **Shoreline Enhancement – On Hold**

What: As part of the permitting for the Maintenance Dredge project at the Seaplane Base, the Airport will make improvements to the shoreline north of the Runway. We will remove concrete rubble and replace with rock to prevent erosion.

Why: This project is driven by permits issued for the seaplane base maintenance project that was completed early this year.

How: The Airport will fund this project.

Status: Project has been placed on hold temporarily pending the hire of a new Airport Engineer.

3. **Cedar River Hangar Building Electrical Upgrades– Building Electrical Upgrades - On Hold**

What: The Airport will update the electrical system in the hangars over the next four years.

Why: The electrical system in the Cedar River Hangars is outdated and insufficient for tenant needs.

How: The Airport will fund the electrical upgrades. URS prepared construction plans for the project. The design for electrical project is complete and the permit is ready to be picked up.

Status: The electrical project is on hold while other larger capital projects are being completed.

4. **Restripe Drive Lane and Taxiway A–** In Progress

What: The A Taxiway and the drive lane need to be repainted. The project includes restriping the existing markings and extending the drive lane north to the seaplane base.

Why: Taxiway Alpha and drive lane markings are faded and need to be repainted.

How: This is a pavement management plan project and is being funded by the Airport.

Status: The Airport has a contract with the City's Job Order Contractor to complete this work. Work is scheduled to be completed the week of the August RAAC meeting. Due to funding, only the Taxiway striping will be completed at this time. Drive lane striping will wait until 2016.