



Renton Airport Advisory Committee Meeting

Thursday, May 14, 2015

- 5:30 PM Meeting called to order and agenda reviewed by Marleen Mandt
- 5:32 PM Meeting minutes of February 17, 2014 were reviewed. Changes were suggested to add an answer to the question on floatplane operations in the Master Plan operations forecasting model in Working Paper Two.
- 5:35 PM **Neighborhood Communications** - There were no comments from neighborhoods regarding any issues brought up by the neighborhoods.
- 5:37 PM **Old Business**
- **Sustainability Report for 2014**, presented by Jonathan Wilson, Airport Manager
 - Aircraft operations increased over 2013 numbers
 - Revenues and Expenditures increased over 2013 due to large grant funded capital improvement projects in 2014
 - Power usage decreased from 2013 usage, due in part to the demolition of the 820 Building in early 2014
 - Noise complaints filed with the airport office were down over 2013 numbers. A comment was made that this could be due to residents essentially giving up on filing the complaint when they do experience noise from aircraft.
 - Kennydale has set up an online noise activity notification tree
 - US Open Golf Tournament is expected to generate a higher than normal volume of private jet traffic June 15 – 20.
 - Gordon Alvord asked the question on communities that generate most noise complaints due to traffic pattern occurrence/Answer - Kennydale, Talbot Hill, West Hill. Gordon offered to review flight patterns over these communities to see if adjustments can be made to reduce noise impacts.

- **Airport Master Plan Project Updates**, presented by Ryan Hayes, Mead & Hunt

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Clayton Scott Field and Will Rogers-Wiley Post Memorial Seaplane Base

616 West Perimeter Road, Unit A, Renton WA 98057 425-430-7471

- Draft Capacity Analysis and Facility Requirements Chapter
 - Executive Summary was provided for easier review
 - Next steps Airside Alternatives and Landside Alternatives
 - Wind/Weather Analysis
 - No cross-wind runway required at Renton
 - Renton has favorable VFR weather conditions, and current minimums will not be lowered
 - Airfield Capacity
 - Currently operating at approximately 43% of its annual capacity
 - Forecasted to be operating at approximately 53% of its annual capacity
 - Mix of large and small aircraft is a component of the calculation
 - Landside Capacity
 - Support Facilities
 - Al Banholzer asked that the Seaplane Base dock and ramp area be designated as a required support facility
 - Airfield Facility Requirements
 - Change in Critical Aircraft – currently B-II/King Air; changing to D-III/Learjet and B-737 families
 - 500 Annual operations is threshold for required change
 - Runway Safety Area is 1000 feet of overrun and 500 feet wide; Airport currently has 300 feet of overrun
 - No modification to standards are allowed by FAA for the Runway Safety Area
 - FAA recognizes any improvement in size of safety area
 - Runway Protection Zones
 - Lake is to the north
 - Extensive development to the south
 - Modifications to standards are allowed by the FAA for the Runway Protection Zone
 - Airfield Runway Considerations
 - Strength of pavement is adequate
 - Runway width is adequate with modifications to standards; currently width of Safety Area is 150 feet - standard is 300 feet
 - Runway length is not adequate
 - Consider physical constraints to lengthening the runway

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- Maintain existing usable length
- Draft alternatives will use Boeing's data on maximum take-off weight of the B-P8, and including future aircraft models
- Traditional graded, shifting thresholds, declared distances, engineered materials arresting system (EMAS)
 - Declared distances; number of feet available for takeoff and landing on each runway
 - Priority – Meet Runway Safety Area standards, and land use zoning in Runway Protection Zone
- Next Steps – Discuss Draft Runway Safety Area and Runway Protection Zone Alternatives, including cost estimates and environmental impacts for each alternative

6:50 PM **Questions on Airport Lines of Business** (see attached pages 6 – 10)

- Airport Business Management Update
 - Contract Tower – funding projected for next five years
- Airport Operations/Maintenance Update
- Airport Capital Projects Update

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

- Marleen requested updated attendance log from past meetings and ways to encourage better attendance at future meetings. Only 13 of 35 members, on average, have been attending.
- **Next meeting dates August 18, 2015, November 2015**
- Rainier Flight Service will hold an Open House event for their new location on Saturday, May 30, 2015 at 3:00pm

7:00 PM Meeting adjourned

RAAC Meeting Calendar – August 18, 2015, November 10, 2015

Attendees

Absentees

Kennydale

Marleen Mandt
Mark Hancock

Highlands

Jeffrey Thomson
Harold (KC) Jones

Talbot Hill

Matthew Devine

Jennifer Ann Rutkowski

South Renton

Neil Sheesley
Robert Moran

West Hill

Ken Williams

Frederick Lund

Renton Hill/Monterey

Melody Kroeger

David Basco

North Renton

Ben Johnson

Lee Chicoine

Airport Leaseholders

Bernie Paholke
Steve Beardslee
Gordon Alvord

Chuck Kegley

Airport at Large

Kurt Boswell
Mark Spiegelman
Mike Johnson

Todd Banks

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Attendees

Absentees

Boeing

Becky Crompton
Valdis Martinsons

Pilots Association

Robert Dempster

Karen Stemwell

WPA – Green River Chapter

Al Banholzer

Mercer Island

Mike Cero

Councilmembers

Marcie Palmer

City Staff

Jonathan Wilson

Susan Campbell-Hehr

Guests

Ryan Hayes, Mead & Hunt

Mark McFarland, McFarland Architects

Ryan Orth, Enviroissues

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Airport Update for RAAC

Airport Business Management

1. Federal Contract Tower (FCT) Program Update - Completed

- What:** Funding for a number of Federal Contract Towers (including Renton's Tower) might be cut in future federal budgets.
- Why:** Sequestration at the federal level meant agencies needed to make difficult budget cuts. One of the potential cuts was in the federal contract tower program administered by the FAA.
- How:** Not applicable.
- Status:** (4/29/2015 from AAAE) This morning the House Transportation and Housing and Urban Development Appropriations Subcommittee approved the DOT/FAA appropriations bill for FY 2016 that includes \$154.4 million in statutory bill language for the contract tower program. That is the full amount we requested that is expected to (1) fund all current 252 contract towers, including the 16 towers in cost share program; (2) a full year of funding for Arora State in Oregon that will be operational soon; (3) one new start tower in FY '16; (4) the new five-year contract for the three ATC contractors that was announced a couple of weeks ago, (5) and catch-up of U.S. Department of Labor mandated wage determinations that haven't been done for about four years.
- (4/7/2015 from AAAE) The FAA just announced the new five year contract for the ATC contractors for the FAA contract tower (FCT) program.

2. 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.

3. 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 will be presented at the May 2015 meeting.

4. 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 complete in June of 2015.

5. 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. Work this summer is expected to start on May 25. Displaced thresholds will start at this time as well. The remaining work includes removing the temporary work bridge, landscaping, and general site repairs. This is the last summer of work scheduled for this project.

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 currently in progress drafting their final report. Report will be forwarded to Airport staff for review and comment shortly.

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. Finishing implementation will be delegated to the new Assistant Airport Manager when he/she is hired.

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 site walk is being held on Thursday, May 14.

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: 40% design of the building has been submitted. Bid documents should be ready by September of this year. The general contractor for the project will be under contract in December of this year.

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.

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. Blast Wall Replacement– Completed

What: The blast wall on the south end of the runway will be removed and replaced with a new blast wall to meet FAA Part 77 standards. The project includes aesthetic treatments to the Airport way side of the blast fence along with new landscaping.

Why: The existing blast fence has exceeded its useful life and is an obstruction to airspace per the Airport Layout Plan (ALP).

How: This is an FAA grant project (90%) with the airport contributing 10% of the project cost.

Status: The blast wall project schedule I and III are now substantially complete (schedule II – artwork – was removed from the contractor's scope). There is a short list of small items to correct (punch list). Artwork for the blast fence is being completed by the Job Order Contractor. The artwork is a lead item and should be installed before the next RAAC meeting in August 2015.

5. 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 issued an RFQ to find an outside consultant to help assemble this project.