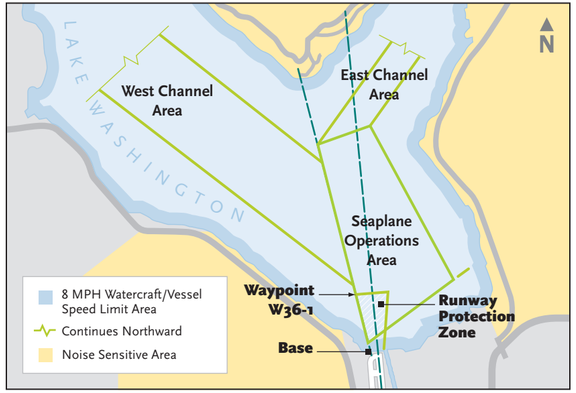
WILL ROGERS-WILEY POST **SEAPLANE BASE**

All takeoffs, landings, and idle taxiing should be carried out within the area identified as the Seaplane Operations Area with regard for wind, weather, and boat traffic. The Seaplane Operations Area is east of an imaginary line extending from the seaplane dock on a heading of 320 degrees. **NO STEP TAXIING.** Operations are at your own risk.



WASHINGTON ONE DEPARTURE: On initial contact with Renton Tower, advise your specific location on the lake (e.g. east or west of the extended runway centerline and whether you are out of our line of sight behind buildings). Request the "Washington One Departure" and tell the controller whether you will use the east or west channel. State the appropriate ATIS code. You must establish two-way radio contact prior to entering Delta airspace (i.e. prior to becoming airborne). Departure from the lake is at pilot's own risk–report airborne. Fly mid-channel to avoid noise sensitive areas. West Channel departures remain at or below 800' MSL while in the west channel, over the water, and until you're outside of Boeing airspace.

WASHINGTON ONE ARRIVAL: On initial contact with Renton Tower, advise your location. Request the "Washington One Arrival" and tell the controller whether you will use the east or west channel. State the appropriate ATIS code. You must establish two-way radio contact prior to entering Delta airspace. Fly mid-channel to avoid noise sensitive areas. Remain at or below 800' MSL while in the west channel, over the water, and in Boeing airspace. Landing on the lake is at the pilot's own risk–report on the lake.

Latitude : **N47° 29.99'**

Longitude : **W122° 13.16'**

Virtual Buoy : **Waypoint W36-1**

Waterway 12-30 : **5000' x 200'**

Waterway 12 : **Right Traffic**

VFR - VOLUNTARY **NOISE ABATEMENT**

Noise abatement procedures at Renton Airport are voluntary measures by pilots to "fly friendly" and be good neighbors to the citizens who live under aircraft flight paths. Pilots should only deviate from these procedures when necessary to comply with any Air Traffic Control requests or in the interest of safety. Pilots of large or turbine-powered aircraft must comply with the provisions of FAR 91.129(e), rather than these procedures. All altitudes are MSL.

FOR AIRCRAFT WITH A CONSTANT SPEED PROPELLER

After takeoff, pilots should reduce propeller RPM when at safe altitude at or below 700'. The propeller RPM may be increased when clear of noise sensitive areas or 2,000'. On approach for landing, pilots should not increase the propeller to full RPM until the power has been reduced to final approach power.

FOR TAKE-OFFS WHICH REMAIN IN THE TRAFFIC PATTERN

Pilots should climb at the Best Rate of Climb (Vy) or the Best Angle of Climb (Vx), or a combination thereof, to at least 700' before turning crosswind. At 1000', throttle down to pattern power and fly a close in downwind west of I-405. Depending on traffic flow, pilots should avoid descending below 800' over Kennydale or the Renton East Hill. Either turn base leg before these areas or maintain altitude as necessary to fly over them at 800' or above.

FOR DEPARTURES LEAVING THE TRAFFIC PATTERN

Pilots should climb at the Best Rate of Climb (Vy) or Best Angle of Climb (Vx), or a combination thereof, until reaching 1,000' and thereafter at cruise climb speed to departure altitude.

NOISE ABATEMENT PROCEDURES

Maintain highest FAA-advised altitude over noise-sensitive residential areas identified in yellow on the map.
(Reference VFR proceedings for noise-sensitive areas in FAA A/C 91-36D)

Honor voluntary curfew of nighttime engine maintenance run-ups.

See special procedures for seaplanes and helicopters.

RENTON AIRPORT **INFORMATION**

PHONE NUMBERS

Airport Office	(425) 430.7471
Air Traffic Control Tower	(206) 764.6632
Renton Police/Fire	911
Boeing Fire/Security	(206) 655.2222
Flight Service	(800) WX.BRIEF

FREQUENCIES

Do not enter Class Delta airspace unless two-way radio contact has been established with Renton Tower.

Renton Tower	124.7
CTAF	124.7
Renton Ground	121.6
Seattle Approach	119.2 / 123.9
Unicom	122.85 / 122.95
ATIS	126.95
NDB	353 KHz
Seattle TRACON	119.2

PATTERN ALTITUDES

East Side	1,000' AGL
West Side	1,218' AGL

TRANSIENT JETS or HELICOPTERS

For parking arrangements, transient jets or helicopters should contact:

AirO at 425.271.8447 or on Unicom 122.95

- or -

Pro-Flight at 425.228.9510 or on Unicom 122.85

BUSINESS DIRECTORY

Ace Aviation
(425) 204.0845
Tiedowns, Aircraft Maintenance and Repair

AcuWings
(425) 254.9464
Tiedowns, Flight Instruction

Aerodyne
(425) 255.7648
Tiedowns, Hangar

AirO
(425) 271.8447
Fuel Jet A, Helicopter Services

Boeing Employees Flying Association (BEFA)
(425) 271.2332
Tiedowns, Flight Instruction

Clean Craft Detailing
(206) 979.7044
Aircraft Cleaning

Kenmore Air
(425) 486.3224
Aircraft Maintenance

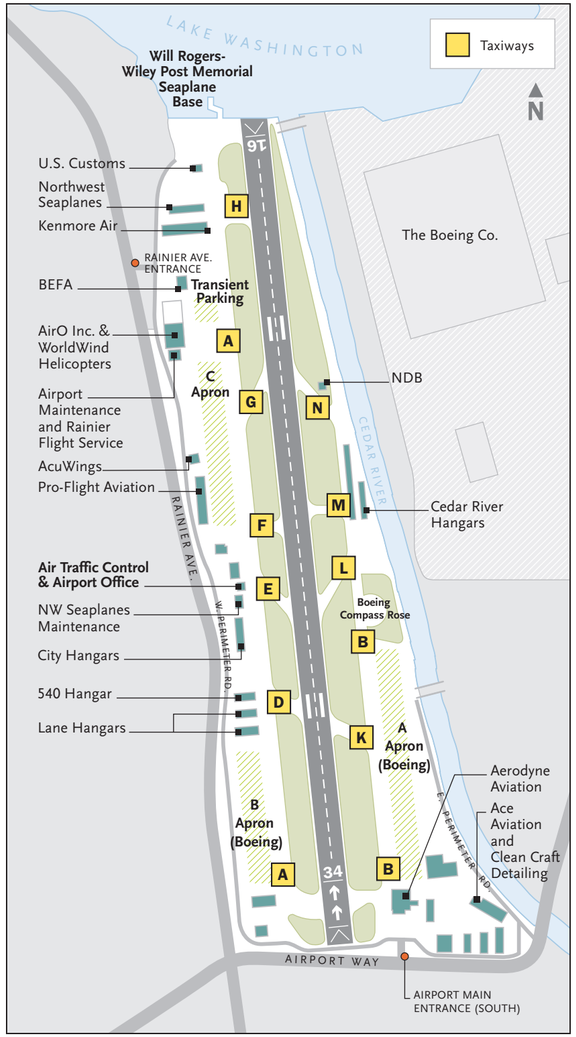
Northwest Seaplanes
(425) 277.1590
Aircraft Maintenance, Charters

Pro-Flight Aviation
(425) 228.9510
Flight Training, Fuel 100LL/Jet A, Aircraft Maintenance, Tiedowns

Rainier Flight Service
(425) 610.6293
Tie Downs, Flight Instruction

U.S. Customs (ADCUS)
(206) 553.7960

WorldWind Helicopters
(425) 271.8441
Helicopter Services, Charters



Renton Airport / Clayton Scott Field

Phone : **(425) 430.7471**

Web Site : **www.rentonwa.gov**

PUBLISHED BY RENTON AIRPORT : 2012

RENTON AIRPORT

CLAYTON SCOTT FIELD

2012/2013 PILOT INFORMATION

FLY FRIENDLY
Please adhere to our VFR Voluntary Noise Abatement procedures to help limit aircraft noise in Renton and our neighboring communities.

GENERAL VFR **DEPARTURE** PROCEDURES

SOUTH FLOW : RUNWAY 16

FACTORIA DEPARTURE: Fly runway centerline until reaching 1,000' then make standard left downwind west of I-405. When abeam the **Control Tower**, make 45° right turn to exit traffic pattern. Cross over I-405 and then fly direct toward **Factoria** to exit Delta airspace.

KENT DEPARTURE: Fly runway centerline until reaching 1,000' then fly direct toward the east side of **Valley Medical Center.** Continue straight ahead toward a point 1 mile east of SR-167 to exit Delta airspace without entering Boeing's Delta airspace.

LAKE YOUNGS DEPARTURE: Fly runway centerline until reaching 1,000' then turn left and fly direct toward the southwest side of **Lake Youngs** to exit Delta airspace.

BURIEN/SEATAC CROSSING: Request with Renton Ground on initial contact. If approved by Seattle Tower, you'll receive a transponder code. Fly runway centerline. Renton Tower will instruct you when to change frequencies after any potential traffic conflicts are resolved. Do not turn west until you establish two-way radio contact with Seattle Tower on frequency 119.9. Remember, you must receive a specific clearance from Seattle to enter their Bravo airspace.

MUSEUM/KBFI DEPARTURE: Request with Renton Ground on initial contact. Fly runway centerline and do not turn west until you establish two-way radio contact with Boeing Tower on frequency 118.3. Renton Tower will tell you when to change frequencies after any potential traffic conflicts are resolved.

NORTH FLOW : RUNWAY 34

EAST CHANNEL DEPARTURE: Fly runway centerline until 1 mile past departure end of runway then fly outbound over the middle of the East Channel. Fly direct toward the **East Channel Bridge** to exit Delta airspace.

LAKE YOUNGS DEPARTURE: Fly runway centerline until reaching 1,000' then make a standard right downwind west of I-405. When abeam the **Control Tower,** make 45° left turn to exit traffic pattern. Cross over I-405 and then fly direct toward northeast side of **Lake Youngs** to exit Delta airspace.

BURIEN/SEATAC CROSSING: Request with Renton Ground on initial contact. If approved by Seattle Tower, you'll receive a transponder code. Make standard right downwind departure. Do not turn west until you establish two-way radio contact with Seattle Tower on frequency 119.9. Renton Tower will instruct you when to change frequencies after any potential traffic conflicts are resolved.

MUSEUM/KBFI DEPARTURE: Request with Renton Ground on initial contact. Fly runway centerline and do not turn west until you establish two-way radio contact with Boeing Tower on frequency 118.3. Renton Tower will tell you when to change frequencies after any potential traffic conflicts are resolved.

GENERAL VFR **ARRIVAL** PROCEDURES

SOUTH FLOW : RUNWAY 16

EAST CHANNEL ARRIVAL: Make initial request approximately 8-12 miles (depending on airspeed) from KRNT. Enter Delta airspace via the **East Channel Bridge** and fly inbound over the middle of the East Channel. Unless otherwise instructed by Renton Tower, make straight-in. Report 2 mile final.

LAKE YOUNGS ARRIVAL: Make initial request approximately 8-12 miles (depending on airspeed) from KRNT. Enter Delta airspace via the northeast side of **Lake Youngs**. Fly direct to **Maplewood Golf Course**. Unless otherwise instructed by Renton Tower, make 45° to left downwind. Report over **Maplewood Golf Course.**

NORTH FLOW : RUNWAY 34

FACTORIA ARRIVAL: Make initial request approximately 8-12 miles (depending on airspeed) from KRNT. Enter Delta airspace via Factoria. Fly direct to the **Water Tower.** Unless otherwise instructed by Renton Tower, make 45° to right downwind. Report over the **Water Tower.**

KENT ARRIVAL: Make initial request approximately 8-12 miles (depending on airspeed) from KRNT. Enter Delta airspace 1 mile east of SR-167. Fly direct to the east side of **Valley Medical Center.** Unless otherwise instructed by Renton Tower, make straight-in. Report abeam **Valley Medical Center.**

LAKE YOUNGS ARRIVAL: Make initial request approximately 8-12 miles (depending on airspeed) from KRNT. Enter Delta airspace via the southwest side of **Lake Youngs.** Fly direct to **Maplewood Golf Course.** Unless otherwise instructed by Renton Tower, make a 1 mile right base. Report over **Maplewood Golf Course.**

HELICOPTER PROCEDURES

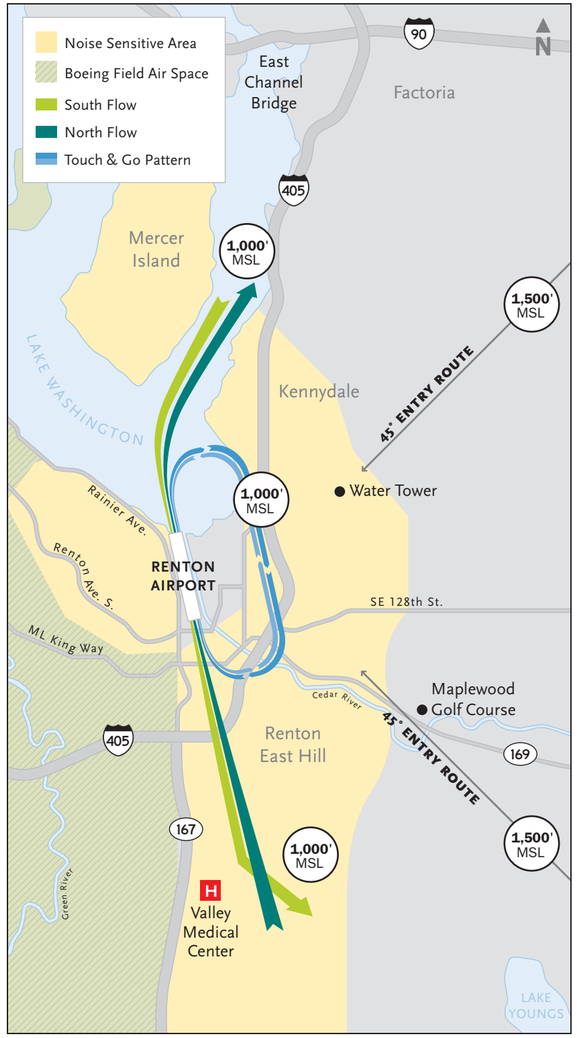
ARRIVAL: Enter the traffic pattern at or above 500' MSL and do not turn base leg closer than .5 mile.

DEPARTURE: Proceed straight out until .5 mile from the airport and 500' MSL before proceeding on course.

MID-FIELD ARRIVAL & DEPARTURES: Fly as instructed by the Tower.

PATTERN: Fly at 1,000' MSL.

Latitude : **N47° 29.59'**	**Runway 16 :** 5082' x 200'	**Runway 34 :** 5042' x 200'
Longitude : **W122° 12.95'**	300' displaced threshold	340' displaced threshold
Field Elevation : **32' MSL**	Glide path is 3.00° – PAPI	Glide path is 3.75° – PAPI



MAP NOT SUITABLE FOR NAVIGATION.