



## Renton Airport Advisory Committee

September 26, 2007

CORRECTED MINUTES – Approved October 30, 2007

Renton Airport Advisory Committee (RAAC) Chair Mike O'Halloran called the meeting to order at 5:11 p.m. A sign-in sheet for members was stationed at the table by the main door to Council Chambers. A separate sign-in sheet was also there for guests to sign.

The Chair introduced the two newest RAAC members: Mathew Devine, representing Talbot Hill Alternate and Todd Banks, Kenmore Air, as Alternate Member-at-Large. Welcome, gentlemen!

The RAAC Chair introduced the other two councilmembers on the City's Transportation/Aviation Committee (besides Committee Chair Marcie Palmer): Councilmember Randy Corman, Vice-Chair, and Councilmember Don Persson, Member.

The RAAC Chair announced this as a special meeting to introduce the consultants in charge of the Airport Noise Study (the Study), to view their presentation, and then open the floor to discuss the Study. He went on to explain tonight's meeting as a combined meeting of the Renton Transportation/Aviation Committee and the RAAC. This meeting needs to end at 6:30 to allow staff to set up for the general open community meeting, covering the same information, scheduled to start at 7:00 p.m. Both of tonight's meetings are basically the same meeting that was presented to Mercer Island during an open house last night. Elliott Newman attended the Mercer Island meeting as a representative of the RAAC and the Chair invited him to briefly speak about his perception of the earlier meeting with Mercer Island.

Mr. Newman said it looked like there were between 30-35 people at last night's presentation. He summarized their apparent issues to be as follows:

- The impact threshold level – what are the background measurements?
- Modeling –
  - They would like to see the worst-case scenario captured.
  - They want to see an intermediate year forecast instead of 25 years.
  - They want to see actual flight tracks.
  - They want the City of Mercer Island to document complaints and officially forward them to the City of Renton.

At this point, Councilmember Marcie Palmer introduced Linda Herzog, Mercer Island's liaison with the City of Renton on the Airport issues. Marcie explained the Ms. Herzog was employed by the City of Renton a few years ago on an interim basis to cover the absence left by Derek Todd in the Mayor's office. Because of that experience, and that of her current role, she's a very good person to act as the liaison for both of the cities.

Chair O'Halloran introduced Ms. Mary Ellen Eagen and Mr. Bob Miller from the consulting firm of Harris Miller Miller & Hanson, Inc. (HMMH). They opened their presentation by giving a

brief overview of the various planning events that had already occurred as part of the overall planning process for the Airport:

- The Airport Development Study was completed in 2005;
- The Airport Layout Plan Update to the Master Plan (the Plan) identified a range of alternatives, but the Plan was put on hold until a noise study could be completed and analyzed.

They went on to explain that the Plan currently consists of three main scenarios to model for noise:

- Alternate #1 would maintain the status quo;
- Alternate #2 would center on recreational flying and business aircraft storage;
- Hybrid Alternate 3A/3B would add corporate aviation to the recreational flying and aircraft storage.

Each alternative has a conceptual layout of its own that has already been drawn up for consideration. While there are also separate Alternative 3C and Alternative 3B, those alternatives were similar enough to Hybrid Alternative 3A/3B that the Hybrid Alternative 3A/3B would likely result in the same noise footprint as the separate Alternate 3A and Alternate 3B. Therefore, only Hybrid Alternate 3A/3B would be modeled for noise.

They described the Noise Policy from the Airport's Vision Statement and segued, bringing our attention to the handout entitled Aviation Abbreviations and Definitions. They briefly went over some of the main terms and abbreviations used within the aviation industry when discussing noise-modeling technology. The ones they touched on were:

- *A-Weighted Maximum Sound Level (Lmax)* – This term is often used to describe a particular noise “event.” The a-weighted sound levels vary with time – increasing as an aircraft approaches, then decreasing and falling into the background noises as the aircraft recedes in the distance. The Lmax is the maximum sound level of the event.
- *Time Above (TA)* – A noise metric providing the duration during which sound levels exceed specified A-weighted sound levels (this usually translates to a 24-hour period that a sound level is exceeded).
- *NA – Noise above* – Is the number of noise events above a threshold level.
- *SEL – Sound exposure level* – The SEL accounts for both the duration and loudness of a noise event.
- *DNL – Day-Night Average Sound Level* – This represents noise as it occurs over a 24-hour period. This is based on the assumption that noise events occurring at night are 10 dB louder than they really are (adjusting for the much lower ambient nighttime noise level).
- *Comparison of metrics* – The FAA requires the use of DNL contours exclusively. The Study will include supplemental metrics to provide additional information for more detailed results.

HMMH will be performing noise modeling based on the *Integrated Noise Model (INM)* developed by the FAA in 1978, using version 7.0 that was released in 2007. This is the accepted international standard currently used for airport-related predictions.

The preliminary project scope for the Study will be done in two phases.

Phase 1 consists of:

- Project definition
- Soliciting community input
- Refining the project scope

Phase 2 consists of:

- Technical study
- Comparison with neighboring airports
- Evaluating airport layout plan alternatives
- Report back

Task 1: Data will be collected (from SeaTac Airport and Boeing Field)

Task 2: Aircraft  
Operations  
Approaches

Task 2A: Compare different aircraft types  
Depict virtual soundscapes

Task 2B: Cover operations analysis  
Compare development alternatives  
Present information in terms of noise events

Task 2C: Compare approach alternatives  
Analyze noise impacts for range of approaches:

- Existing RNAV/GPS – for all development options
- Proposed WAAS/LVP – for all development options
- Conceptual RNP – Hybrid Alternative 3A/B option only

Present a RNAV/GPS status quo baseline chart

This concluded the formal presentation by HMMH.

At 6:13 p.m. Chair O'Halloran opened the floor to the RAAC members for a question and answer period. He requested the questions be kept brief in order to make the 6:30 time line.

Q: Michael Schultz asked if the RNP would be covering the area to the south of the airport.

A: Yes.

Q: John Middlebrooks inquired about comparisons for single events as opposed to the 24-hour event time line. He also wanted to know if FAR 36 is also used as a noise scale and why wasn't this being addressed?

A: A brief discussion followed concerning the EPNDB. It was stated that a lot of the Boeing Field Stage II aircraft were using Renton Airport during the Boeing Field shutdown. Renton's aircraft are only A-weighted sound level (certificated) and don't have EPNDB values specified by the FAA. (A-weighted sound levels relate better to our hearing levels.)

Q: Diane Paholke said there are problems with whole range and projected operations. She asked if the Study would take into account the Tower's new rules that went into effect this year.

A: It was noted that the new rules will not have any measurable effect on the noise modeling effort.

Q: How will you determine night-time operations?

A: Their software will allow them to filter for this information from the radar data they will be gathering.

Q: Al Banholzer asked if the consultant's sensors wouldn't pick up this data.

A: No, they will not be using any physical sensors during the Study. It will all be gathered using current recognized computer modeling techniques. Their software is fully capable of filtering data to come up with reliable results.

Marleen Mandt commented that Kennydale receives a lot of aircraft noise.

Q: Mike O'Halloran wanted to know how reliable the Study model would be with modeling versus comparisons with a physical sound monitor on the ground.

A: It will be within 1 dB (extremely close).

Q: Mike Rice wanted to know if the Study would take into account the rest of the City (south end and the east side).

A: Yes, it will.

Q: Jennifer Ann Rutkowski asked if the Study would show Renton air traffic and Boeing air traffic.

A: The Study will filter out the outside air traffic so that only Renton aircraft traffic will show, but that the study will show other air traffic impacts to areas like Talbot Hill.

Q: Bob Moran wanted to know if the Study would take into account the Boeing Field corporate night flights.

A: They will glean as much information as they can from the radar data.

- Q: Dina Davis asked if the radar picks up all of Renton's air traffic.  
A: No, it does not, because of the hills surrounding the airport.

Marleen Mandt stated she would like the Study to take into account all of the new noise caused by all of the new development that is coming into the City as it relates to aircraft. She specifically mentioned the new apartments by Southport, The Landing residential and retail development, and others currently being built.

At this point, the meeting had overrun the ending time by ten (10) minutes. Chair O'Halloran explained that in 20 minutes HMMH consultants would be presenting the same information to the public. That meeting will be televised for future viewing on the City channel. Everyone was invited to stay for the final presentation and the open forum for questions and answers that will follow.

The meeting was adjourned at 6:42.

Attendance:

<u>Member Name</u>	<u>Representing</u>
Al Banholzer	Washington Pilots Association – Primary
Todd Banks	Member-At-Large – Alternate
Dina Davis	Renton Hill/Monterey Terrace – Alternate
Councilmember Corman	City of Renton Transportation/Aviation Committee
Marleen Mandt	Kennydale – Primary
Frank Marshall	Airport Leaseholders – Alternate
John Middlebrooks	West Hill – Alternate
Robert Moran	South Renton – Primary
Michael O'Halloran, Chair	Highlands – Primary
Michael O'Leary	Airport Leaseholders – Primary
Diane Paholke	Member-At-Large – Primary
Marcie Palmer	City Councilmember – Primary
Councilmember Persson	City of Renton Transportation/Aviation Committee
Mike Rice	Airport Leaseholders – Primary
Michael Schultz	Renton Hill/Monterey Terrace – Primary
Richard Zwicker	North Renton – Primary
Ryan Zulauf	Airport Manager – Non-voting
Colleen Ann Deal	Kennydale – Alternate
Elliott Newman	Mercer Island – Primary

Guests:

Ted Taylor	Renton, WA
David Dunner	Mercer Island, WA

John Houser	Renton, WA
Dan Hemenway	Renton, WA
John Smutny	Seattle, WA
Marty Duke	Renton, WA
Chuck Kegley	Renton, WA
Bernie Paholke	Renton, WA
Brian Peschel	Seattle, WA
Bob Dempster	Seattle, WA
Eric Goldbeck	Kirkland, WA
Richard Morris	Renton, WA