



Renton Airport Advisory Committee

February 20, 2008

MINUTES – Draft Approved September 22, 2009¹

Renton Airport Advisory Committee (RAAC) Chair Mike O'Halloran called the meeting to order at 5:34 p.m. Separate sign-in sheets for members and guests to sign were stationed at the door.

I. Welcome

The Chair introduced the City's staff present for tonight's meeting: City Council President Marcie Palmer; Councilman Don Persson, Vice-Chair of the Transportation/Aviation Committee; Peter Hahn, Deputy Planning, Building, Public Works Administrator – Transportation; Suzanne Dale-Estey, Economic Development Director; Ryan Zulauf, Airport Manager and Jonathan Wilson, Assistant Airport Manager; and Jennifer Jorgenson, Transportation Systems Division Secretary. Ms. Shaunta Hyde, Manager, Boeing Local Government Affairs – Puget Sound and Glen Kanenwisher, the Boeing Senior Manager at the Renton 737 Final Assembly facility were also present.

II. Approval of Previous Minutes

The Chair called for any corrections, comments, or notations to the previous minutes of December 18, 2007. There being none, the Chair declared the previous minutes approved as written.

Peter Hahn briefly addressed the Committee to explain recent developments concerning the Renton Municipal Airport.

First, a copy of the February 7, 2008 letter from The Boeing Company to the City of Renton was distributed to the membership. Mr. Hahn noted this was the formal step the City had been looking for in order to officially commence lease negotiations with Boeing for Ramp B at the Airport. For all intents and purposes of this Committee, Ramp B is no longer under consideration as available for anything other than Aircraft Manufacturing uses by The Boeing Company at this time.

Second, Mr. Hahn advised that last night during the regularly scheduled meeting of the Mercer Island City Council, the Memorandum of Understanding concerning the Renton Airport development that was signed by both entities has been officially withdrawn as requested by the City of Renton.

¹ The date of the attendance list was corrected to read February 20, 2008, instead of January 20, 2008.

III. Airport Layout Plan (ALP)

Ryan Zulauf, Airport Manager, next spoke briefly again on the process of updating the ALP and the hiring of the consulting firm of URS (John Yarnish) toward this effort. Mr. Yarnish has been working on the ALP since 2005.

John Yarnish took the floor and reiterated the background of his work progress to date. Previous efforts were concentrated on demand forecasts and analyzed anticipated available airport space in conjunction with those forecasts. Those changes envisioned more of the small corporate and private jets along with The Boeing Company vacating certain properties.

He gave a brief history of Aprons A, B, and C of the Airport Layout Plan in conjunction with Boeing's reduced footprint on the Airport.

He explained how his firm had arrived at their analyses of the approximately 100,000 annual operations and mix of aircraft. He explained what they believe the business community would be using in the future, and they built their layout plan accordingly. The result was a "preferred ALP" that had been presented for the RAAC's consideration. In this configuration, Apron C would have been used to accommodate the very light jets and smaller turbo craft, with the possibility of a formal future Jet Center with all of its amenities being established at the Renton Municipal Airport. However, once the mention of a "corporate jet center" came into play, things had very quickly and radically changed.

The public outcry was against any fundamental change to the Airport. In response to the outcry, the Renton City Council had determined that a "corporate jet center" was undesirable, and in essence, there would be no fundamental changes to the Airport. Thus, the previously recommended plan was abandoned and the consultants had to start their plan completely over.

In the interim, the City learned that The Boeing Company was considering the possibility of obtaining additional leased space on the airport, possibly once again leasing Apron B. It was soon determined that Apron B would be retained for possible lease to Boeing and Apron C should be retained for aviation uses that would include aircraft manufacturing, aircraft storage and/or limited aircraft services.

Mr. Yarnish went on to explain they believe the demand on the Airport appears to be for more hangars and tie-down spaces. At the same time, the Customs facility and floatplane space are to be preserved.

Chair O'Halloran invited questions.

John Middlebrooks commented the area of the old restaurant now is shown as General Aviation Use. Wasn't that area previously reserved for seaplanes?

Ryan Zulauf indicated that yes, it was and still is retained for seaplane use. He noted that the wording was changed on the layout plan due to Management direction, however the actual underlying use has not been changed.

Mike O'Halloran asked when the RAAC would next have to address the Airport Layout Plan.

Mr. Yarnish explained that, typically, the FAA reviews them for compliance every five years.

Mr. Zulauf commented that if the Airport were to come up with any substantial capital improvements, those might trigger a re-evaluation. But, with the shortfall of available funding, this is not a probability in the foreseeable future.

Diane Paholke stated she has four issues with this proposed revised Airport Layout Plan and she would like to address them individually.

First, she wanted to know if the FAA would buy off on the term "aviation use" because it is such a general term.

Mr. Yarnish advised that term is acceptable because the underlying uses have already been defined, and they all relate to aviation use in one way or another. Furthermore, the FAA goes through a stringent approval process before they will approve a final use. This is usually done through an environmental impact statement (EIS).

Second, Ms. Paholke asked what the policy is for the City to arrive at a lease decision.

The guiding document is the Airport Leasing Policies that were presented to the RAAC last year. Councilman Persson explained the Council would be addressing the Airport Leasing Policies next Monday, February 25, during their normal scheduled Council meeting. He noted there would be no substantial changes to the policies that were presented to the RAAC earlier; they just have a few basic formatting changes (i.e., moving the Recommendations to the end of the document as opposed to being placed at the front, etc.). However, if the formatting changes are not completed in time for the Council meeting, it will be held over for the next Council meeting.

He went on to say that the Council has moved more toward actually owning the buildings and taking care of the maintenance and oversight issues as opposed to owning the ground under the leased facilities that are built and taken care of by the private parties and then turned over to the City at the expiration of the lease. He explained how some of the previously leased facilities that had reverted back to the Airport had been neglected, unpainted, in a state of complete disrepair and an eyesore. He and Council President Palmer both stated that the City would no longer tolerate such things on public-owned facilities.

He also noted that several changes have been made to the application process, one of which is to require a complete financial statement and its analysis and a background check prior to commencing lease negotiations.

Third, Ms. Pahlke has current issues with a vehicle lane that runs directly in front of three leased buildings, one of which she owns. She moved to the enlarged layout plan, indicated the west side of the runway, and pointed out the three buildings south of the tower. She explained this traffic lane is currently located approximately 6-feet away from her building and runs directly in front of their main access door. She commented this is truly a safety issue and that her husband almost was struck by a truck when he exited the building on the runway side. She has spoken with her two airport neighbors and they share her concerns. She has been having discussions with the FAA about this issue. She also noted that she couldn't support this revised Airport Layout Plan as long as this vehicle lane is located directly in front of the businesses and presents such a hazard.

Ryan invited Assistant Airport Manager Jonathan Wilson to explain his recent activities in getting the traffic lanes re-painted to maintain a separation of the aircraft object free zone and the traffic lanes.

Jonathan explained the FAA has recently been out to review the situation and they will be working with Airport Management to arrive at a helpful, safe solution for all concerned parties.

Ryan went on to explain the past problems the Airport has had with runway incursions and some of the items that have been put in place to prevent them from happening in the future.

Councilman Persson interjected saying that this is a safety issue and it will be dealt with as such. This is not a matter for the RAAC to concern itself with in relation to the revised Airport Layout Plan and what we are trying to accomplish this evening. He assured everyone that whenever there is a safety issue, it will be dealt with and corrected in a concerted effort with the FAA, to the FAA's satisfaction.

Ms. Pahlke's fourth item was directed to the Boeing Company representatives. She wanted to know if Boeing would be taking all of the B-ramp, or if part of it was going to be made available to other airport uses, such as more tie-downs. She also wanted to know where their facilities would be located.

Mr. Yarnish explained that the underlying uses determined for Ramp B in the revised ALP would not change. That is to say, it will be leased for any of the three airport uses that were already discussed – aircraft manufacturing, aircraft storage, or limited aircraft-related services, no matter who leases the property. That means, if Boeing releases a future leased area (Ramp B) it could then be leased out for any of the above three uses; it would not have to be used strictly for Aircraft Manufacturing.

Councilman Persson explained the RAAC vote this evening would be *advisory* in nature only, but it would carry substantial weight with the City Council when they take up the issue of approving a final Airport Layout Plan to be presented to the FAA for acceptance.

Chair O'Halloran explained the details of tonight's voting process:

1. It will be a roll call vote.
2. Primary members will announce either aye, nay, or abstain.
3. If a Primary member is not available, their Alternate member will be called upon to cast a vote.
4. A simple majority will determine the outcome.

The Chair turned the meeting over to the recording secretary. The secretary explained this vote is a roll call vote to approve the Airport Layout Plan dated January 2008, sheet 2 of 7. She then polled each Primary Member on the Airport Advisory Voting Sheet. The tally of votes was nine (9) ayes; one (1) nay; two (2) abstain. The January 2008 Airport Layout Plan, sheet 2 of 7, is accepted as presented.

Chair O'Halloran advised the next meeting will be ad hoc and adjourned the meeting.

Meeting adjourned at 6:44 p.m.

Attendance for February 20, 2008:

| <u>Member Name</u> | <u>Representing</u> |
|---------------------------|--|
| Dina Davis | Renton Hill/Monterey Terrace – Alternate |
| Colleen Deal | Kennydale – Alternate |
| Matthew Devine | Talbot Hill – Alternate |
| Peter Hahn | City of Renton – Non-voting |
| Glen Kanenwisher | The Boeing Company – Alternate |
| Roger Lewis | West Hill – Primary |
| John Middlebrooks | West Hill – Alternate |
| Elliott Newman | Mercer Island – Primary |
| Michael O'Halloran, Chair | Highlands – Primary/Chair |
| Diane Paholke | Member-At-Large – Primary |
| Mike Rice | Airport Leaseholders – Primary |
| Michael Schultz | Renton Hill/Monterey Terrace – Primary |
| Karen Stemwell | Pilot's Association – Alternate |
| Colleen Turner | Aircraft Owners and Pilots Association |
| Jonathan Wilson | Airport Operations Specialist – Non-voting |
| Ryan Zulauf | Airport Manager – Non-voting |

Guests:

Marcie Palmer
Chuck Kegley
Shaunta Hyde

Suzanne Dale-Estey
Fred Bahr
John Yarnish, Consultant
Michael Krohn
Doug Barritt
Dan Hemenway
Linda Herzog

City Council President
Renton, WA
The Boeing Company, Manager, Local Government
Affairs – Puget Sound
City Department Representative
Renton, WA
Seattle, WA
Renton, WA
Maple Valley, WA
Renton, WA
Mercer Island, City Hall, WA