

**Renton Airport Advisory Committee**

Draft Minutes

June 14, 2011

1. Meeting was called to order at 5:30pm by Chairman Ulf Goranson
  - a. Welcomed the RAAC Members and thanked them for their attendance tonight. Called for a round of introductions.
  - b. Minutes approved unanimously.
  - c. KC Jones introduced himself and said that he is looking to become a RAAC member in an alternate position representing the Renton Highlands.
  
2. Airport Issues Update by Mr. Zulauf
  - a. Ms. Paholke was asked to give an update on her new hangar building project, and she said that the project is mostly complete with a few minor tasks to be completed inside her office. Final occupancy is expected by July 1. Ms. Palmer asked about keeping the news helicopters more over the freeway, and Diane said she would ask the pilots to do that.
  - b. Ryan provided a chamber of commerce lease update
  - c. Ryan provided an update on Boeing, and Jesse Uman was introduced as the new government liaison within the Boeing Co for Renton. Lee Chicoine brought up an engine runup complaint that they are doing it too early and it was clarified that it should start no earlier than 0800. This prompted further discussion by Ms. Mandt on jet traffic from Seatac being routed over Kennydale, which cannot be confirmed by the Airport Management.
  - d. Airport Operations and Improvements that have been implemented since the last RAAC meeting are: 1) the Airport is now subscribing to Whispertrack to provide access to the Voluntary Noise Abatement program by pilots through their Ipads, 2) Teufel Landscape is on contract to keep the entrance maintained and weed-free, 3) Continuing to look at adding a 6<sup>th</sup> safety worker position, and a Capital Projects Coordinator. The Capital Projects Coordinator will help to deliver capital projects. There are several applications being reviewed at this time, and the hiring process will hopefully be completed in August.

- e. Seaplane Base Dredging Project—looking at dredging due to past floods that have caused siltation. Explained scope of project. We had to delete the creation of islands using dredged silt material from the scope of the project, due to DNR’s leasing requirements that make it unfeasible to pay for the islands into the future. There may be another opportunity to dredge again in 5 years. Question was asked how dredging will affect wildlife—response was that we are working during the “fish” window and the dredging project won’t adversely affect the bird population, because they create a safety hazard currently. Explained that WRIA8 supports the dredging and salmon habitat/island phase of the project. Everyone agreed that the dredging needs to be done right away. Mr. Cero asked about salmon habitat and where that would be placed—response was that there will be rip-rap added along the lake shore to enhance the current salmon habitat.
  - f. Construction in 2012 on Taxiway Bravo will require coordination with Boeing.
  - g. Perimeter fence from North Apron B to Pro-Flight will consist of replacing the old galvanized fence with new black vinyl-coated fencing.
  - h. Marcie asked about gypsy moth containers. They were placed along the perimeter fence to track gypsy moth migration and infestation. Airport staff had no information on the gypsy moth containers.
3. Sustainability Management Plan, presented by Brad from Barnard Dunkelberg and Company, from Denver, Colorado.
- a. What the Airport is undertaking with this project, why, who, and decision which aspect this plan should investigate in detail. Explained that this is a pilot program through the FAA that can be used across the country. Exciting opportunity for this airport in this program. Ms. Rutkowski asked how the airport was selected to participate. Response was that the FAA gathered information from airports on what airports wanted to get out of the study and then the FAA selected two in this region, Renton Airport being one and Denver Airport being the other.
  - b. Mr. Banholzer questioned what is the difference between the Business Plan and the Sustainability Study. It’s similar, but the Business Plan is the precursor to the Sustainability Study. The Business Plan identified problems in and around the Airport. The issues identified by the Business Plan are resolved and now it’s time to take on more difficult issues that show a more economical and socially responsible airport. The Sustainability Study will show how the Airport will reduce its footprint, which will allow it to maintain lease rates, and also provide a way to control and prevent environmental contamination, for example when a tenant does a project like construct a new hangar building. Ms. Mandt asked if

all sizes of airports are being represented in this study, and the answer was, yes there is a mixture of small, medium and large airports being represented.

- c. The Airport is participating in this project to develop a way to meet the needs of the present businesses and surrounding community without compromising future generations of businesses and the surrounding community.
- d. Sustainability is a system to recognize efforts to make the operation sustainable.
- e. How does sustainability apply to the Renton Airport? By setting expectations that are geared for our small airport. Ms. Mandt questioned how many of the other participating airports have a "RAAC"? That information is not known. The RAAC will be involved in the study because the study involves the surrounding businesses and community too. Barnard Dunkelberg & Co. will be providing more information to the RAAC as the study progresses.
- f. Once the Sustainability Management Plan is developed, then the Airport will implement the plan with coordination from Boeing and the community.
- g. How is the plan prepared? By providing the Airport Management with tools to achieve specific outcomes. Ryan commented that we have already cut electrical usage by working leaner, but currently have no way of communicating efforts to reduce the Airport's footprint. Brad continued with the economics of reaching goals and how to reach them, and finally to prepare the study which is the "seed" of the program for the Airport to implement. Barnard Dunkelberg and the City may select several items that will be focused on for the study, and those items may change as the plan is put together. Ms. Paholke questioned what the end goal is. Is it to keep businesses on the Airport? The Study will provide the Airport Management with tools for decision-making that factor in the environmental and economic issues that affect Airport businesses and the surrounding community. The Study is not going to overlook the economics, but rather will emphasize the social, economic and environmental aspects equally. There was a question on how the Airport will report its progress in achieving the different parts of the Sustainability Study. The Study will use baseline data from 2010. Mr. Johnson asked how Barnard Dunkelberg & Co. is defining the matrix. Brad answered, by using existing data that the Airport already has available (business plan for example) and that there is an extensive range of data being collected from the Airport.
- h. Mr. Siers asked about-tracking GA operations, and would the goal be to halt the decline of GA operations? Brad-deferred the answer until later in the presentation.
- i. The results of the Study need to be something that the Airport Management has the ability to do and can afford to do. The items need to be low-intensity but

provide useful data that can actually be used, such as focusing on things that the Airport can directly control like consumption of Airport vehicle fuel and electricity, and not what tenants are consuming. Another example would be the operations of facilities, maintenance and repairs of facilities, capital improvements, and partnerships with tenants, neighbors, and other stakeholders.

- j. Ms. Mandt asked if there is going to be sharing between the other participating airports. Brad answered, absolutely. That's where this process provides the airports to be tied in to the community, FAA, and other airports. Barnard Dunkelberg & Co. is asking pilots and other airport users to report back on successes that can be put into a document that can be used immediately.
- k. The FAA recognizes the differences between airports, such as Denver has a dedicated Sustainability Manager to work on achieving the goals of the Study.
- l. A question was asked if any other participating airports have a seaplane port, and that Renton Airport has a problem with the seaplanes operating from the seaplane base and hopes that the seaplane base is in the study front and center. The response was that there are no other participating airports that have a seaplane port.
- m. Mr. Cero commented that the social, economic, environmental tools that come out of the study should be valued by the business operators. One example was how the reduction of carbon would be valued? Rich Perteet responded that reducing greenhouse gases isn't a big part of this study, because the City, as a whole, is working on achieving greenhouse gas reduction and the airport will be a part of that also.
- n. There is a range of issues to be considered: 1) Energy consumption, 2) greenhouse gases, 3) Airport finances, 4) water quality, 5) noise, 6) natural habitats, 7) Airport operations, 8) outreach/education, 9) material purchase/disposal, and 10) construction activities.
- o. Mr. Siers commented that the information seems to focus on resources used and environmental impact, but should also look at services provided, such as the cost of aviation fuel and maintenance of aircraft.
- p. Barnard Dunkelberg & Co. wants to include services in the study and wants to know how users value the different services.
- q. Discussion took place on exactly what the goal of the Study is, and how the Study will attempt to reduce the cost of operating the Airport along with improving accessibility to Airport facilities, such as the Seaplane Base, without adversely affecting the surround community, and that the Management Plan will

incorporate existing agreements. A matrix will be developed to identify ways to measure how well the Airport is achieving the goals.

- r. Ms. Palmer recommended wrapping up the information.
  - s. Further discussion broke out on how to minimize future large lease rate increases, and how the lease rates are calculated. Ryan responded that the Airport follows Boeing Field on lease rates, and wants to use the Study to find ways to reduce operating costs in order to maintain lease rates.
  - t. Barnard Dunkelberg & Co. needs input on what businesses want to see in the Study, but the City is limiting the list of items to five due to budget and time constraints.
  - u. To summarize the presentation, Barnard Dunkelberg & Co. will be drafting a document similar to tonight's presentation and will narrow the list of goals and then bring it back to the RAAC for more input at its next meeting. This is the first step of the Study. The draft document is expected to be completed in 10 months. The FAA's goals are to have all the pieces of the Study together at the end of the year. Information provided by Barnard Dunkelberg & Co. will be posted on the Airport's facebook page so that RAAC members can see each other's comments and suggestions.
4. Discussion on setting the next meeting for when Barnard Dunkelberg & Co. is ready to bring more information to the RAAC. The next quarterly meeting is still set for the 2<sup>nd</sup> week of September.
5. Ms. Mandt thought that last year's picnic was very good and that there should be one this summer.
6. Meeting adjourned at 7:20pm.

### **Members Present**

Marleen Mandt

Richard Siers

Jennifer Ann Rutkowski

Robert Moran

Lee Chicoine

Ben Johnson

Robert Ingersoll

Diane Paholke  
Ulf Goranson  
Jesse Uman  
Keith Searles  
Karen Stemwell  
Al Banholzer  
Marcie Palmer  
Rich Perteet  
Ryan Zulauf  
Mike Cero  
KC Jones  
Susan Campbell-Hehr