



Renton Airport Advisory Committee

March 13, 2007

MINUTES

Chair Mike O'Halloran called the Renton Airport Advisory Committee (RAAC) meeting to order at 5:30 p.m. A sign-in sheet for members was routed around the table. A separate sign-in sheet was routed for the guests.

The Chairman asked everyone to take some time to go over the previous minutes before they were presented for approval.

The Chairman announced there would be a change in the order of items on the printed agenda. At 6:35 there would be a vote on a Vice-Chair position to be selected from the aviation side and at 6:45 Councilmember Palmer would present an update on the Council/Administrators retreat that was recently conducted.

The Chairman asked if there was any discussion concerning the previous minutes.

John Middlebrooks mentioned that he attended the February RAAC meeting. He asked that page four be changed to reflect that the West Hill neighborhood was represented.

The Chairman agreed and called for approval of the previous minutes as corrected by Mr. Middlebrooks. Councilmember Palmer seconded the motion. Motion carried.

Items Discussed:

I. Airport Issues Update – Presented by Ryan Zulauf

FAA

There was a recent meeting conducted involving representatives from both the cities of Renton and Mercer Island with representatives of the Federal Aviation Administration (FAA). The purpose was to speak with Jason Pitts and to formally request the FAA support implementation of the WAAS runway approach. It is hoped that the work can be accomplished and the FAA will be able to publish it with November 2008 as the effective date.

At this meeting, Paul Johnson, the FAA District Office Engineer, reminded us that we need to approve the Airport Layout Plan, and it must be accomplished sooner, rather than later. Mr. Johnson clarified that, even though the City is working towards a final plan that may or may not include a Corporate Aviation Center there was no reason to delay the process of completing the Airport Layout Plan Update. He suggested the City could eliminate Apron C from a formal designation. In doing so, the City of Renton might want to designate the available area with a label such as "undetermined" or something to that effect. He stressed the importance of

obtaining an approved Airport Layout Plan to aid the City's efforts in obtaining needed grant funding.

Mr. Pitts offered his staff to perform a fatal flaw diagnosis on the RNP WAAS/LNAV approach, but his staff has to be trained for the process before this can happen. He anticipates this may occur later on in 2007.

Mr. Zulauf reported that SeaTec Consultants have been directed to table their work until later this year, or possibly sometime in 2008.

The Airport financial model should be available for the March 21 City of Renton Transportation (Aviation) Committee meeting. Councilmember Palmer commented that there are a lot of items to cover during this particular meeting, so it may start a few hours earlier than the normal 4 p.m. start time. It will be announced during the March 19 Council Meeting. Interested parties may check the City of Renton's web site or call the Council Liaison, Julia Medzegian, at 425.430.6555 for specific information.

Renton and Mercer Island Memo of Understanding (MOU) Regarding Airport Issues

A copy of the MOU was enclosed in everyone's meeting packet and available at the entry to the Council Chambers. The City of Mercer Island has not yet had the opportunity to review and comment on it. The RAAC members should read and acquaint themselves with the intent of the MOU before the next RAAC meeting.

It is anticipated both cities will participate in funding a joint noise study and share in the costs equally.

Airport Capital Projects

A number of capital projects have been put on hold until the issues involving the Airport Layout Plan have been worked through.

Bruce Fisher, Airport Specialist, is currently working on the specifications for a project that will remove the major dips in the runway.

The demolition project for the 820 Building (formerly the Boeing avionics building) has been put on hold due to a funding and hazardous materials problem. Asbestos has been discovered and the rough estimate to remove and dispose of it came in at a cost of approximately \$130,000.

Items of Interest

The Airport web site was recently updated by Airport staff.

Boeing Field has scheduled a partial runway closure for March 15, from 1000-1300 hours.

The Renton Airport Advisory Committee voting sheet has been included in the information packet. Chairman O'Halloran inquired if anything had changed on it from the past. Mr. Zulauf explained that nothing had changed. He clarified that the formal appointments to the RAAC are made through the Mayor's office with Council's approval. As such, the Mayor's office maintains the official list.

Councilmember Palmer noted that Jennifer Ann Rutkowski had previously been quite active on the RAAC and she hasn't been at the past several meetings. She asked if anyone knew what happened to her or why she was no longer attending. Marlene Mandt works with Jennifer Ann and will speak with her about the RAAC in the near future.

Councilmember Palmer asked Mathew Devine (Tiffany Park) if he would be willing to contact members of other Talbot Hill groups to see if they would like a short presentation from the RAAC at their neighborhood association meeting. He agreed to do so.

Councilmember Palmer next acknowledged and welcomed Linda Herzog, Mercer Island emissary, and Todd Banks, General Manager for Kenmore Air, to this evening's meeting.

II. Review of Handout for the City Council/Administrators Retreat – Presented by Peter Hahn, Deputy Planning/Building/Public Works Administrator – Transportation

Peter Hahn gave an overview of the two-day City Council/Administrators workshop. He noted that he, Ryan Zulauf, Mike O'Halloran and several other members of the RAAC were present for the discussions concerning Renton Municipal Airport. Mr. Hahn advised that a handout entitled *Airport Development Policy Priorities and Process for Examining Alternatives*, dated March 1, 2007, (a copy of this document is in today's informational package) was distributed to everyone and he noted the Councilmembers appear to have different ideas and perspectives concerning the Airport.

Mr. Hahn called attention to the Key Governing Policies for the Airport (page three of the above noted document). Council has rearranged the order of the priorities. What is shown as #3, "Airport operations will be sensitive to neighborhood impacts, and will strive to minimize those impacts" has been moved up to the top item of priority. What are shown as #1 and #2 follow in their order after the new #1, as #2 and #3 respectively.

III. Discussion – All

- Q.* Chair O'Halloran asked if there would be vote from the RAAC coming soon.
- R.* It is entirely up to the RAAC Committee and their Chair to determine when a vote would take place.

Q. Will the noise study encompass the south end?

R. The intent is to cover all areas that will be impacted.

Q. Is the video of the meeting at Mercer Island on the City's web site now?

R. Mr. Zulauf wasn't sure. He'll look into it. (It is now on the City's website)

Q. Bob Moran wanted to know why it has taken the Committee five years to get a noise study completed.

R. The Airport Development Study was completed in 2005. Mr. Zulauf has been systematically working his way through those items listed within the Development Study as expeditiously as possible.

He clarified that the noise study being proposed as part of the Airport Layout Plan Update will model the noise impacts of the various alternatives. That type of work is very different than monitoring the existing daily noise event caused by a single aircraft operation.

Q. Colleen Turner wanted to know how these new developments with Council will affect the plans currently before the RAAC.

R. The first major change will be the elimination of the term "Preliminary Preferred Airport Layout Plan" from the vocabulary pertaining to the current Airport Layout Plan (ALP). This change was directed by Council in an effort to eliminate any confusion as to the status of the plans presented by the Consultant and should clarify to everyone that, to this point, no preferred selection has been made. The ALP drawings have already been modified and put out on the website.

The second issue is the noise study will be completed sooner, rather than later, as it may have an impact on the preferred selection for the ALP.

Peter Hahn interjected that no matter what else happens, the FAA still needs the information as soon as possible; the RAAC still needs to move quickly to select an ALP that can then be formally adopted by Council action and submitted to the FAA for approval.

Q. Al Banholzer questioned whether the noise study would be based on the FAA Part 150, or would it be accomplished through modeling?

R. It is the FAA's perspective that Renton does not have a noise problem. The Airport staff believes the Airport Layout Plan will need to go through the State

Environmental Protection Act (SEPA) approval process. An addendum to the required paperwork will be a noise study. Staff anticipates this will be accomplished using a modeling study for single (noise) events.

Q. Marlene Mandt referred back to the Airport Development Policy Priorities, Recommended Options #5 (page 3). She wanted to know about the possibility of using actual use-case study scenarios that would compare events such as the new Seahawks Training Facility with their anticipated schedules and expectations of 3,000 fans during their practice sessions; or in conjunction with the completion of The Landing, etc. for consideration in their deliberations over the ALP.

R. This is something that can be looked into.

Q. Mike Rice made reference to the City of Renton/Mercer Island Memorandum of Understanding that is currently being considered. He asked if Renton is still required to meet the needs of the current leaseholders?

R. Peter Hahn responded that the City is still obligated to keep moving forward. We need to continue to carry out the normal business activities of the Airport.

Ryan Zulauf commented that we are required to use the Airport for aviation-related purposes. We need to move forward in compliance with the Mayor and Council's objectives and wishes.

Councilmember Palmer added that we have to be realistic and move forward and keep business going.

Q. Chuck Kegly with the Pacific Northwest Business Aircraft Association (PNBAA) stated there is a general perception in the aviation field that there is currently a moratorium on leasing activity at Renton Municipal Airport until we get some final directions. He asked if this was true.

R. Councilmember Palmer responded that there is no official moratorium on leasing at the Airport. She will be bringing this matter up with the Transportation (Aviation) Committee at their next meeting.

Q. Colleen Turner asked if the Galvin proposal and a Corporate Aviation Center were mutually exclusive to each other.

R. Ryan Zulauf replied the issue is the finite amount of available usable land. Once the land is leased for a particular use, other uses of that land cannot be accommodated.

Bernie Paholke wanted the RAAC members to know that their new web site was up and running. It is chock full of good, useful information. The address is:

jetcenter.flyproflight.com. Your observations and comments are welcomed.

Mr. Paholke then mentioned folks should take a look at the other web sites for more information. The City of Renton's web site is a good source and the nojets.org web site is also functioning.

Councilmember Palmer and Ryan Zulauf both proclaimed their appreciation for ProFlight's help and their proactive approach in explaining the Airport's policies and the fly-friendly efforts.

Chairman O'Halloran announced it was time to vote on a Vice-Chair that needed to be selected from the aviation side of the RAAC and he asked for volunteers or nominations. Mike Rice volunteered; Diane Paholke was nominated. Bernie Paholke confirmed Diane would be interested in serving as Vice-Chair. There were no other nominations. Chair O'Halloran announced the vote would be taken by a show of hands and all of the primary members were allowed to vote. It was restated that the role of the alternate member is to when the primary member is not present. RAAC alternates voted where primary members were not present. Mike Rice was selected as the sitting Vice-Chair of the RAAC because he is a primary member. He will conduct any RAAC meetings in the event of the Chairperson should be unavailable.

- Q. Marlene Mandt wanted to know about studying the air quality in conjunction with the I-405 widening and the impending increase in airport activity.*
- R. Air quality analyses will not be a part of any Airport-related SEPA investigations. The Puget Sound Air Quality Authority already monitors the air quality in the Puget Sound Region to ensure that the region remains in compliance with the Clean Air Act.

Bob Moran commented that the Airport item on Channel 21 was only supposed to run for one week, but it's still being aired. He feels it is past time to "pull the plug" on it. Councilmember Palmer was in agreement. Ryan Zulauf will look into it.

Al Banholzer expressed frustration over all of the work for the past five years by the RAAC that now appears will go by the wayside. He asked for a game plan with a check-off list to be used in the future as a guide for the RAAC's deliberations and decisions.

Chairman O'Halloran responded that, at the present time, the RAAC is waiting for the financial reports to pencil out. We need the financials before we can begin to make any type of informed decision as to what would be best for the Airport.

Peter Hahn asked the members to refer to the Airport Development Policy Priorities (noted earlier) and look at page 3, Recommended Options for Proceeding. Mr. Hahn explained that this is the “check off” list requested by Al Banholzer. This covers all of the necessary items needed to arrive at a defined Airport Layout Plan, handle public outcry; the noise study; arriving at compatible arrangements with Mercer Island; and satisfying the FAA’s requirements in a more timely fashion by implementing their suggestions (referring to the “potential aviation center” or “undetermined use” language in the ALP), etc.

Al Banholzer said he was looking for something more in line of a punchlist of things to be done.

Chairman O’Halloran asked for a vote on following the Recommended Options for Proceeding as defined in the Airport Development Policy Priorities document.

After a brief discussion, it was decided the RAAC members should take a look at the Recommended Options and formulate an itemized list of topics each member believes this Committee still needs to resolve. At the next RAAC meeting, the topics will be put on a whiteboard and fully discussed. A final list will be compiled by adding/deleting the individual ideas as they are discussed. Ultimately, each topic will be ranked and pursued by the RAAC.

Q. Frank Marshall asked about the FAA’s role in deciding the RNP. If the FAA says “No RNP for Renton,” what then? What are the advantages of an RNP?

R. RNP stands for required navigational performance. In essence, it would mean Renton would be classified as an all-weather runway and it would allow more operations during times of inclement weather.

Q. Mr. Paholke inquired if the noise study would take into consideration the RNP approaches.

R. Mr. Zulauf noted that it would make sense to include that in the modeling process.

Chuck Kegley (with PNBA) commented that environmental justice might pose a problem for the Renton Airport in trying to implement RNP because the federal act may make it challenging to reduce impact to Mercer Island, if it results in more impacts to less affluent communities.

Q. David Dunner (Mercer Island) asked if SEPA should be included in the Recommended Options for Proceeding.

R. No, because it will already be a requirement when the ALP comes up for approval as SEPA is automatically triggered at that time.

Rich Zwicker commented that the RAAC could move this forward regardless of Council's concerns. He would like to use the Council's documents as a good starting point.

Q. Colleen Turner asked for clarification that the RNP and Corporate Aviation Center are not joined at the hip (we have to have the one in order to get the other). Without the RNP is the Corporate Aviation Center proposal premature?

R. Mike Rice and Bernie Paholke responded that that was not necessarily true.

Q. What did the Corporate Aviation Center proposals indicate? Is the RNP a requirement?

R. Mr. Zulauf responded that in order to achieve the air taxi concept work at Renton, an improved approach was needed. Since an ILS is not possible at Renton, staff looked at alternative means of improving the existing approaches and RNP was just one interesting option that has the potential in the future to improve the approach, and at the same time, help reduce overflights of residential areas, specifically on Mercer Island.

Ryan Zulauf commented that the Renton Municipal Airport could not obtain an instrument landing system (ILS).

Dina Davis mentioned that Appendix I of the Airport's Business Plan does include a SEPA form with items highlighted that the consultant thought was important. After a brief discussion, Councilmember Palmer asked Ms. Davis to please prepare her comments on this item and get them to her in advance of the next meeting.

IV. Council Update – Councilmember Marcie Palmer

Councilmember Palmer once again stressed the fact that the Airport is one of the City's top five (5) areas of concern and she expressed her appreciation for all of the hard work the RAAC had done. Councilmember Palmer will ask the Transportation (Aviation) Committee members for more guidance on the direction they would like to see the Airport take.

The financial modeling for each scenario of the proposed ALP will be presented to Council at the next Transportation (Aviation) Committee meeting (March 21).

Council has not decided if a Corporate Aviation Center will be built and, if it is built, who would build and/or operate it. Councilmember Palmer does not expect any decision at this meeting. She was clear that the RAAC would definitely be involved in the process.

The Memorandum of Understanding with Mercer Island will also be discussed at the Committee meeting.

Another topic of discussion on the Committee agenda will be the Kenmore lease proposal.

Councilmember Palmer stressed that the City Council is all over the map where the Airport is concerned. She explained that the Airport was on the “back burner” for so long and that most of the Councilmembers have never really been educated on the overall aspects of the Airport, let alone the ongoing situations at hand. Now that a general public outcry has arisen due to talk about a “Corporate Aviation Center,” the Council, as a whole, has decided that they need to have more information before they can make informed decisions whenever it comes to Airport business.

In closing, Councilmember Palmer said that she and Mr. Zulauf were working on setting up a potluck for the RAAC primary and alternate members. They anticipate holding it on a weekend in June.

The next RAAC meeting will be held on April 10, 5:30 to 7:00 p.m. in Council Chambers.

Decisions/Recommendations:

1. No SEPA until we reach a decision.
2. Noise study – when?

<i>Action Item(s)</i>	<i>Person(s) Responsible</i>	<i>Due Date</i>
1. Answers to Mercer Island’s questions from the Jan. 29 meeting.		
2. Financial modeling	Ryan Zulauf	
3. Time table for LPV/WAAS approval by FAA.		
4. Electronic copy of the Paholke paper.	Diane Paholke	Week of Feb. 19 Done
5. Obtain the January 29 Mercer Island DVD.	Peter Hahn	Week of Feb. 19 Done
6. Copy of February 13 presentation to	Ryan Zulauf	Feb. 15, 2007

<i>Action Item(s)</i>	Person(s) Responsible	Due Date
Elliott Newman.		
7. Check to see if the Mercer Island meeting video is available on the City of Renton web site.	Ryan Zulauf	Done
8. Coordinate with Norma McQuiller for Talbot Hill neighborhood association contacts.	Councilmember Palmer	
9. Surf the web for impacts from aviation on air quality ¹	Marlene Mandt	

Open Items/For future agendas

Voting decisions – Who? What? When? How?
The perception that there is a moratorium on leasing Airport space.

ATTENDANCE:

<u>Member Name</u>	<u>Representing</u>
Al Banholzer	Washington Pilots Association
Dina Davis	Renton Hill/Monterey Terrace
Greg Garner	Member-At-Large – Primary
Peter Hahn	Deputy PBPW Administrator – Transportation
Marlene Mandt	Kennydale
Frank Marshall	Airport Leaseholders – Alternate
John Middlebrooks	West Hill – Alternate
Robert Moran	South Renton – Primary
Michael O’Halloran, Chair	Highlands – Primary
Bernie Pahalke (for Diane Pahalke)	Member-At-Large – Primary
Marcie Palmer	City Councilmember – Primary
Mike Rice	Airport Leaseholders – Primary

¹ Some suggested sites were 1) Puget Sound Air Quality, and, 2) the Sea-Tac Airport web sites.

Michael Schultz
Colleen Turner
Richard Zwicker
Ryan Zulauf

Renton Hill/Monterey Terrace – Primary
Pilots Association – Primary
North Renton
Airport Manager

Guests:

Elizabeth Stevens
Fred Bahr
Howard Wolvington
Kevin Wyman
Todd Banks
Phil Carter
Matt Devine
David Dunner
Terry Persson
Linda Herzog

Renton, WA
Renton, WA
Issaquah, WA
Renton, WA
Kenmore, WA
Kenmore, WA
Renton, WA
Mercer Island, WA
Renton, WA
Mercer Island, WA

**Summary of Questions/Comments made at the Public Meeting held on
Mercer Island on January 29, 2007**

Use of the Airport

- Want information on current business uses (land based)
- Want data on current aircraft operations (typical day, busiest day, aircraft use)
- Want data on future operations for each alternative being evaluated
- If August 2006 were annualized, how will those number of operations compared to what are being used in the evaluations?
- Explain why in the past traffic grew or diminished 15,000 to 20,000 operations a year?
- What is the basis for the traffic growth of 1,300 operations a year?
- Are there plausible or probable scenarios where traffic growth could return to 20,000 operations a year?
- What is the current number of IFR approaches versus number of VFR approaches into the airport?
- What are the projected percentage splits between IFR and VFR with the various alternatives?

- What leverage do you have to encourage the migration of louder planes to quieter planes and how confident are you that the shift will actually occur?
- It was stated that the Renton runway is too short for the jets that normally fly into Boeing Field, so there is no need to worry about them returning to Renton. However, for a few weeks these jets did use Renton Airport. So which is correct? Either the potential exists for the louder jets to return to Renton, or it doesn't.
- What are the current number of jet arrivals and number of jet departures?
- What are the projected number of jet arrivals and number of jet departures for each of the various alternatives?
- What is the number of air traffic arrivals in the last 60-90 days?
- How do noise complaints get resolved today?
- What are the consequences for a violation?

Environmental Impacts

- What are current impacts (primarily noise)?
- What will be environmental impacts for each alternative being evaluated?
- Will the Airport undertake NEPA studies and if not, why?
- Will impacts on Bald Eagle nesting sites on south end of MI be evaluated?
- Will impacts on the two school and several parks in the south end of MI be evaluated?
- Will Renton pay for any mitigation (acoustic suppression) needed at homes and schools?

Flight Paths

- Is it impossible to modify the runway to take off directly toward Seward Park and use the west part of the lake?
- Will Renton go ahead with their plans to encourage and expand private jet use of the airport without altering the takeoff and landing heading over Mercer Island, over to the east of the Island? Why not obtain the new RNP flight track first?