R.A.A.C. News

October 2008

Renton Airport 616 West Perimeter Road, Unit A Renton, WA 98057 425-430-7471

Greetings to everyone on the Renton Airport Advisory Committee (RAAC)

We hope that you all have enjoyed the nice fall weather that we had in September - it was certainly a nice summer at the airport. As you all know, it has been several months since we have had a RAAC meeting. We hope that this e-mail will help catch everyone up on airport news.

Airport Layout Plan

The Airport Layout Plan has been undergoing review by the FAA. We anticipate some minor changes to the draft as a result of the review effort, but we don't anticipate any major obstacles to receiving approval - hopefully before the end of the year.

Airport Maintenance

Assistant Manager Jonathan Wilson and the Airport Maintenance staff have been working hard to improve the look of the airport. They have completed the following enhancement projects with the goal of making nice facilities on the airport:

Quonset Hut - The steel shell of the Quonset Hut was finally re-fastened which consumed about 1000 new screws, some of the dented sheet metal skin was replaced, and the building received its first coat of paint in at least 30 years. In keeping with its history, the Quonset Hut was painted a WWII army green color. Attached is a picture of the finished product. There is a design for a large mural of a B-29 planned for the Rainier Avenue side of the building, but the project has been tabled until the next fiscal year. If you like architecture and want to know more about quonset huts, please go to: http://www.quonsethuts.org/huts/index.htm

City T-Hangars - The "T Hangars" on the west side of the airport have received new windows, the south facing concrete block wall which was literally crumbling because of moisture was re-sealed, most of the fascia boards were replaced because of dry rot and the building received its first coat of fresh coat of paint in at least 10-15 years. Next year, a small sink and toilet will be installed in the hangar building so we can shed the monthly cost for the portable unit we currently rent.

Quonset Hut refurbishment included exterior repairs and repainting

Cedar River Hangars Roof - The roof on the Cedar river is in desperate need of replacement, but the replacement work is tabled until the airport has sufficient capital to replace it. In the meantime, airport maintenance staff replaced portions of the roof trusses that contained dry rot and remain on top of any new leaks that pop up.

1976 Centennial Monument - The centennial monument adjacent to Rainier Ave has received a face lift. The brick path around the monument which had become a serious tripping hazard was replaced with concrete, the irrigation system was replaced and new drought tolerant plants were placed around the monument.

Airport Entrance Signage - We finally finished the signage at the front entrance to the airport. R&R Graphics installed the stainless steel letters and the art deco "wings" and "fireballs" were cut out of aluminum sheets by Specialty Metals in Kent. The design was created by Bill Jepson of Mercer Island, who also designed the statue of Clayton Scott. Airport Maintenance then did a nice job of installing the wings and fireballs on the concrete walls. Hopefully, the airport will have enough room in the 2009 budget to replace the banners at the northern entrance to the airport, so that the signage at the northern entrance can match the southern entrance.

Completed Airport Entrance Project includes Clayton Scott Monument, directional signage, and native plantings

Ground Rent Increases

As the lease terms have allowed, the City has increased the ground rental rates based on the 2007 Airport Property Appraisal. The 2007 ground lease rate is $0.57 per square foot per year. All airport leases allow for CPI adjustments every three (3) to five (5) years (5 years is the old standard). A property appraisal can also be employed to adjust to fair market value. Each lease is then adjusted on the adjustment date as permitted in the lease. Using the 2007 Airport Property Appraisal to adjust lease rates has caused tenant ground rates to increase between 30% and 40% this year, with one tenants' lease rate increasing more than 100% due to situations unique to that leased area. The revenue from these leases is helping to fund the daily operating and maintenance costs of the airport, and will help make the airport a more attractive facility for the community.

Fiscal Health of the Airport

Previously, the RAAC had an overview of the cash flow model that was developed for the airport. Since that time, we have continued to update and refine the model and the capital projects in the model with current and comprehensive data. For example, the model now includes the cost of all of the pavements that the City is responsible for maintaining on the airport. For the first time, the City has the ability to project the long terms costs of airport operations, maintenance and capital replacement needs.

The airport is currently self-sustaining on a daily basis with no revenue coming from the City's general fund. While daily operations and maintenance are funded, no income is being generated to replace the airports aging pavement, and aging facilities. Reliance on the City's general fund is not an option. The 2008 projected income derived from airport tenants is $1,124,031. The projected Operating and Maintenance Expenditures are $1,114,970. This leaves no revenue for capital replacement expenditures.

Needless to say, the current fiscal outlook for the airport is not good, even though we have worked very hard to avoid this situation. Income must be generated from the vacant and under utilized area on the airport. In addition, all existing tenants must share the cost of daily operations and maintenance, and the capital replacement costs of airport infrastructure.

New Leases Approved

This last summer, two new long term leases of airport property were approved by the City Council for The Boeing Company and AcuWings. These two new leases are the first leases approved since 2003 that are longer than a month-to-month lease. Boeing again leased all of the property known as the B-Ramp (Apron B) to support their commercial aircraft operations. AcuWings will be leasing a building and property on Apron C for the purpose of flight training, the sale of pilot supplies, and aircraft rental and sales. The income from these two leases will help support the daily operations and maintenance of the airport.

Federal Aviation Regulation Part 16 Complaints

Over the summer, the City has resolved its two federal complaints from airport tenants. The complaints had held up federal grant funding that was needed to complete the Runway Resurfacing Project in 2008. Consequently, that important project was postponed until the summer of 2009.

Runway Resurfacing Project

FINALLY! The City of Renton has received an FAA grant for $3.9 million to re-pave the runway. The Airport must provide a grant match of 5% to receive this grant. Construction is tentatively scheduled to start the last week in July, or the first week in August. To get a sense of how big this project is, we will be repaving roughly 12 lane miles of asphalt in a series of back to back days, working in 24 hour shifts. Schedule coordination with Boeing has already begun so that impacts to the 737 production are minimized. Once completed, the runway will have the dips removed from the pavement, and the pavement will be grooved to reduce the potential of aircraft hydroplaning while braking in wet weather. We are all looking forward to completing this project next summer.

Seaplane Base Dredging and Shoreline Mitigation Project

Cedar River flood events over the last few years have deposited silt, logs and stumps into the area around the seaplane dock and launch ramp. This has created a safety hazard to navigation for floatplanes. To alleviate this problem, the City contracted with Parametrix for the engineering design and permitting of a small project to dredge the hazardous areas within the seaplane base. Mitigation required by the regulatory agencies as a condition of the dredging permits will result in dramatic habitat improvements to the shoreline along the north end of the runway. These improvements will restore many of the habitat features and functions required by endangered salmon species.

The City recognizes that a one-time dredging event will not stop the natural processes that cause Cedar River silt and debris to deposit onto the seaplane base. The City also recognizes the critical environmental value of the area around the Cedar River delta, and understands the importance of making lasting improvements to this area. Because of this pragmatic outlook, the City is working with the regulatory agencies and the Muckleshoot Tribe to identify a long-term solution to address these issues. The current dredging project poses a unique opportunity to address Cedar River silt and deposits, while concurrently creating high-quality new habitat in this environmentally-critical area. The preliminary concept under development involves reusing dredged material to create a habitat peninsula on the river delta between the seaplane base and the mouth of the Cedar River. The concept

Will Rogers - Wiley Post Seaplane Base sandbar circa 2006

was developed to create new habitat and work with natural processes, while concurrently diverting future silt and debris deposits away from the seaplane base.

The City and Parametrix are actively working with the Muckleshoot Tribe, Army Corp of Engineers, National Marine Fisheries Service, Federal Emergency Management Agency, Washington Department of Transportation Aviation Division, and the Washington Departments of Ecology, Natural Resources, and Fish and Wildlife to receive regulatory approval for the project. So far, the Tribe and the resources agencies have voiced support for this project, in recognition of the many benefits that would not otherwise be possible.

One of the challenges will be to find funding for project construction and we hope to rely on several non-FAA grant programs to fund construction in the FY 2009. The City and Parametrix are actively pursuing these funding opportunities, and to date have already received a partial funding commitment from FEMA.

New Approach to Runway 15

As promised, the FAA will be formally publishing the new LPV WAAS approach this November. Once the approach is published, any pilot who's aircraft is equipped with the right avionics can fly the approach. The new approach has a much steeper angle of descent, and the glide slope is continuous. As you may remember from the SATS presentation given by Colleen Turner, Aircraft Owners and Pilots Association representative on the RAAC, the technology is essentially GPS for aircraft and there are no changes required to the airport.

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New Approach to Runway 15 (cont.)

From a noise perspective, there should be two benefits from the new WAAS approach. First, pilots flying the WAAS approach won't have to add power and level out over Mercer Island (creating more noise) before descending again at the south end of the Island. Second, the steeper approach to the runway will mean that aircraft flying the approach will remain higher over the Island, thus increasing the separation between noise sensitive areas and the aircraft. At least one corporation which owns an aircraft based at Renton is already planning to upgrade the older avionics on their aircraft so that they can use the new WAAS approach.

The other two non-precision approaches to Runway 15 will continue to remain in use indefinitely. Thus, single noise events will still occur over the Island. However, we anticipate that pilots who are flying aircraft equipped with the new avionics are going to choose the WAAS approach. The WAAS approach should be easier to fly than the two other existing non-precision approaches, and will help keep aircraft at a higher altitude than the other other two non-precision approaches - and for pilots - altitude is always your best friend.

The new WAAS approach will not be a silver bullet for all of the citizens concerned with excess noise, but, we hope that citizens will notice a positive difference.

New sidewalk and plantings around the 1976 Centennial Monument

Noise Complaints at Renton Airport Calculated for Third Quarter 2008

58 Total Complaints July-September, 2008

Complaints were from:

Mercer Island	48%
Renton	38%
Unknown	9%
Bellevue	3%
Seattle	2%

Complaints were regarding:

Jets	45%
General Aviation	36%
737's/Engine Run-ups	10%
Helicopters	7%
Seaplanes	2%

Boeing Corporate Jet visits Renton Airport, April 2008

Renton Airport ~ Clayton Scott Field

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