Airside Alternatives
Renton Airport Advisory Committee (RAAC), May 2018

Master Plan
Renton Municipal Airport/
Clayton Scott Field
Traditional Graded RSA vs. EMAS

- **RSA**
- **EMAS**

**NOTES:**
- 600 Feet Minimum Reduction Applies Only To Runway Ends With Vertical Guidance For Approaches.
- The Width Of The EMAS Bed Is The Width Of The Runway Plus Any Sloped Area Along The Sides Required For Safe Ingress/Exgress And Movement Of ARFF Equipment Operating During An Emergency.
- The EMAS Bed Is Designed To Stop Aircraft That Exits The End Of The Runway Traveling At 70 Knots.

**STANDARD (APPROACH CATEGORY C & D)**

**STANDARD EMAS**
FIGURE 09 - Alternative 5 - Declared Distances and ENAS w/ North Shift
Preferred Airfield Alternative Considerations

- RAAC Input
- FAA Standards for Runway Safety Area (RSA)
- Runway Protection Zone (RPZ) Compatible Land Use
- Potential impacts to Lake Washington
- Potential impacts to Cedar River
- Potential impacts to traffic and community
- Minimizing impacts to Renton High School
- Providing additional landside area for aircraft parking (both manufacturing and general aviation aircraft)
Next Steps

✈ Continued City Coordination on Preferred Airfield Alternative
✈ Development of Landside Alternatives
✈ Working Paper and RAAC Meeting (August 2018)
Thank You!

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