NOISE ABATEMENT PROCEDURES

 Maintain highest FAA advised altitude over noise sensitive residential areas identified in yellow on the map. (Reference VFR procedures for noise sensitive areas in FAR 91.96-91.60)

For takeoffs which remain in the traffic pattern

Pilots should climb at the Best Rate of Climb (Vy) or Best Angle of Climb (Vx), or a combination thereof, to at least 700’ before turning crosswind. At 1000’ , throttle down to final approach power.

After takeoff, pilots should reduce propeller to full RPM when at safe altitude at or below 700’ . The landing, pilots should not increase the propeller to full RPM until the power has been reduced to final approach power.

FOR TAKE-OFFS WHICH REMAIN IN THE TRAFFIC PATTERN

Pilots should climb at the Best Rate of Climb (Vy) or Best Angle of Climb (Vx), or a combination thereof, to at least 700’ before turning crosswind. At 1000’, throttle down to final approach power.

Pilots should avoid descending below 800’ over Kennydale or the Renton East Hill. Either turn base leg before these areas or maintain altitude as necessary to fly over them at 800’ or above.

PATTERNS ALTITUDES

East Side .................................................. 1,800’ AGL
West Side .................................................. 1,218’ AGL

NOISE ABATEMENT PROCEDURES

Maintain highest FAA advised altitude over noise sensitive residential areas identified in yellow on the map. (Reference VFR procedures for noise sensitive areas in FAR 91.96-91.60)

NOISE ABATEMENT PROCEDURES

Honor voluntary curfew of nighttime engine maintenance run-ups.

See special procedures for seaplanes and helicopters.

For takeoffs which remain in the traffic pattern

Pilots should climb at the Best Rate of Climb (Vy) or Best Angle of Climb (Vx), or a combination thereof, to at least 700’ before turning crosswind. At 1000’, throttle down to final approach power.

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GENERAL VFR DEPARTURE PROCEDURES

FACTORIA DEPARTURE: Fly runway centerline until reaching 1,000’ then make standard right downwind west of 145. When above the Central Tower, make 45° right turn to exit traffic pattern. Cross over I-405 and then fly direct toward Factoria to exit Delta airspace.

KENT DEPARTURE: Fly runway centerline until reaching 1,000’ then fly direct to east side of Valley Medical Center. Continue straight ahead toward point 1 mile east of SR-167 to exit Delta airspace without entering Boeing’s Delta airspace.

LAKE YOUNGS DEPARTURE: Fly runway centerline until reaching 1,000’. When above the Central Tower, make 45° left turn to exit traffic pattern. Cross over I-405 and then fly direct toward northeast side of Lake Youngs to exit Delta airspace.

BURLINGTON CROSSING: Request with Renton Ground on initial contact. If approved by Seattle Tower, you’ll receive a transponder code. Make standard right downwind departure. Do not turn west until you establish two-way radio contact with Seattle Tower on frequency 120.95. Seattle Tower will instruct you when to change frequencies after any potential traffic conflicts are resolved.

MUSEUM/BIF STAY AT FACTORIA: Request with Renton Ground on initial contact. Fly runway centerline and do not turn west until you establish two-way radio contact with Renton Tower on frequency 118.3. Renton Tower will tell you when to change frequencies after any potential traffic conflicts are resolved.

EAST CHANNEL DEPARTURE: Fly runway centerline until 1 mile past departure end of runway then fly northbound over the middle of the East Channel. Fly direct toward the East Channel Bridge to exit Delta airspace.

LAKE YOUNGS DEPARTURE: Fly runway centerline until reaching 1,000’. When above the Central Tower, make 45° right turn to exit traffic pattern. Cross over I-405 and then fly direct toward northeast side of Lake Youngs to exit Delta airspace.

BURLINGTON CROSSING: Request with Renton Ground on initial contact. If approved by Seattle Tower, you’ll receive a transponder code. Make standard right downwind departure. Do not turn west until you establish two-way radio contact with Seattle Tower on frequency 120.95. Seattle Tower will instruct you when to change frequencies after any potential traffic conflicts are resolved.

MUSEUM/BIF DEPARTURE: Request with Renton Ground on initial contact. Fly runway centerline and do not turn west until you establish two-way radio contact with Renton Tower on frequency 118.3. Renton Tower will tell you when to change frequencies after any potential traffic conflicts are resolved.

EAST CHANNEL ARRIVAL: Make initial request approximately 6-12 miles (depending on airspeed) from Renton Delta airspace via the East Channel Bridge and fly inbound over the middle of the East Channel. Unless otherwise instructed by Renton Tower, make straight-in. Report 2 mile final.

LAKE YOUNGS ARRIVAL: Make initial request approximately 6-12 miles (depending on airspeed) from Renton Delta airspace via the northwest side of Lake Youngs. Fly direct to Maplewood Golf Course. Unless otherwise instructed by Renton Tower, make 45° to left downwind. Report over Maplewood Golf Course.

FACTORIA ARRIVAL: Make initial request approximately 6-12 miles (depending on airspeed) from Renton Delta airspace via Factoria. Fly direct to the Water Tower. Unless otherwise instructed by Renton Tower, make 45° to right downwind. Report over the Water Tower.

KENT ARRIVAL: Make initial request approximately 6-12 miles (depending on airspeed) from Renton Delta airspace via Factoria. Fly direct to the east side of Valley Medical Center. Unless otherwise instructed by Renton Tower, make straight-in. Report above Valley Medical Center.

LAKE YOUNGS ARRIVAL: Make initial request approximately 6-12 miles (depending on airspeed) from Renton Delta airspace via the southeast side of Lake Youngs. Fly direct to Maplewood Golf Course. Unless otherwise instructed by Renton Tower, make a 1 mile right base. Report over Maplewood Golf Course.