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Inventory of Existing Conditions

Introduction.

The City of Renton is located on the south shore of Lake Washington, in King County, Washington. Renton is the fifth largest city in King County, and the 11th largest city in the State of Washington. The City of Renton is centrally located in the greater Puget Sound Region, approximately 11 miles away from downtown Seattle, the City provides abundant transportation access options for businesses and employees. Renton Municipal Airport, part of the regional transportation system, contributes approximately \$6.3 Billion dollars of total economic impact to the region. A major part of this economic impact is colocation of The Boeing Company's 737 manufacturing facilities, and the output and jobs associated with production of all lines of 737 aircraft.

The Renton Municipal Airport can trace its origins to the 1920's, and a short turf runway called Bryn Mawr Airport. In 1935, the Airport served as the historic take-off point for Will Rogers and Wiley Post's fateful trip into the Alaskan wilderness. The first aircraft manufactured in Renton was the Boeing XPBB-1 Sea Ranger, built for the U.S. Navy, starting in 1941. The new manufacturing plant comprised of 95 acres on the south shore of Lake Washington. By 1943 U.S. Navy traded the Renton manufacturing site to the U.S. Army, where Boeing workers produced over 1,100 B-29 Superfortess aircraft. In 1947, through the Surplus Property Act of 1944, the United States of America deeded the rights and assets of the Defense Plant Corporation, to the City of Renton.

As the Airport was transferred to the City of Renton, The Boeing Company maintained the Airplane Programs manufacturing site adjacent to the Airport. In 1952, Boeing developed the Boeing 367-80 prototype, from which the Boeing 707 was developed. During the 1960s, Boeing developed the 727, and 737 with production occurring at Renton. In 2005, the Airport was renamed Clayton Scott Field to celebrate the 100th birthday of Clayton Scott, a local aviation pioneer who's flying career dates back to the Airports very early days. Today, Boeing performs preflight test on all 737s at the Renton Municipal Airport. Based on recently renewed lease agreements, Boeing will continue to produce aircraft in Renton and continue to utilize the Airport throughout the 20-year planning period.

The purpose of this Airport Master Plan is to provide a long-term physical development plan that will be based on the goals of the 2012 Sustainability Management Plan, identify space for potentially needed facilities, provide an on-airport land use plan and be compatible with the environment, land uses adjacent to the Airport, other modes of transportation and other airports in the region. The requirement of future facilities will be evaluated not only from an aviation standpoint, but also the relationship of airport facilities to the surrounding land uses, and the community as a whole. The focus will be on the total aviation facility and its environs, with the overall planning goal being the development of an aviation facility that can accommodate future demand, is not significantly constrained by its environs, and does not adversely impact its surroundings.

Airport Role and Facilities

As illustrated in the following figures, entitled *AIRPORT LOCATION MAP*, and *AIRPORT VICINITY MAP*, Renton Municipal Airport is located approximately 25 minutes south of downtown Seattle, and is located in the center of the regional transportation network that connects State Highways to Interstate Highways.

Renton Municipal Airport is owned by the City of Renton, and is managed by the City of Renton Public Works Department. The Airport Reference Point (ARP) is located at Latitude 47° 29' 35.30"N, Longitude 122° 12' 56.70"W, the airport elevation is 32 feet above mean sea level (AMSL) and the Airport has property consisting of approximately 168 Acres. The Airport consists of one single runway, a full length parallel taxiway, a partial parallel taxiway, exit taxiways, aprons, hangars, and various aviation related facilities. The following illustration, entitled *EXISTING AIRPORT LAYOUT*, provided a graphic presentation of the Airport.

Renton Municipal Airport is part of the National Plan of Integrated Systems (NPIAS), a national airport system plan developed by the Federal Aviation Administration (FAA), which identifies nearly 3,400 existing and proposed airports that are significant to national air transportation and thus eligible to receive Federal grants from the Airport Improvement Program (AIP). The NPIAS also includes estimate of the amount of AIP money needed to fund infrastructure development projects that will bring airports up to current design standards.

The current NPIAS report, *National Plan of Integrated Airport Systems (NPIAS) 2015-2019*, lists Renton Municipal Airport as a reliever airport. The report states that the FAA encourages the development of high-capacity general aviation airports in major metropolitan areas. Reliever airports provide general aviation with access to the surrounding area, and provide pilots with an attractive alternative to the congested hub airport. To be eligible for the reliever designation, an airport must be open to the public, have 100 or more based aircraft, or have 25,000 annual itinerant operations. In total the system currently has 264 reliever airports, and accommodates 23 percent of the Nation's general aviation fleet.

Renton Municipal Airport is also part of and classified by the Washington Aviation System Plan. The last Washington State Department of Transportation, Long-Term Air Transportation Study was published in 2009. At the time of publication, the plan noted that there were 138 public-use airports that represented an essential element of the State transportation system and provided critical support to the State economy. The plan created six classifications for the Washington State airport system, to include; Commercial Service Airports, Regional Service Airports, Community Service Airports, Local Service Airports, Rural Essential Airports, and Seaplane Bases. Renton Municipal Airport was classified, along with 18 other airports, as a Regional Service Airport. In the plan a Regional Service Airport was defined as an airport that serves large or multiple communities, defined as a Reliever Airport in NPIAS, has 40 or more based aircraft, and a 4,000 foot long runway.

Renton Airport Advisory Committee (RAAC)

In 2001, City of Renton Resolution 3495 established the 15 voting member and four non-voting member Renton Airport Advisory Committee. In 2007, the committee was changed to 17 voting, four non-voting members. The RAAC's 17 voting members include Neighborhood Representatives, Airport Representatives, City Council Transportation Committee, and the Administrator of Planning/Building/Public Works. The four non-voting included, the Renton Municipal Airport Manager, a City Department Representative, a Washington State Aviation Division Representative, and a Federal Aviation Administration Representative. The RAAC members are to be appointed by the Mayor and confirmed by a majority of the members of the

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City Council. The RAAC convenes on a quarterly basis and will serve as the Study Committee for this airport planning process.

Previous Planning Studies

A number of studies and planning documents have been completed over time relating to the growth, development and operation of the Renton Municipal Airport. Listed below is a summary of some of the more recent planning studies.

1997 Airport Master Plan. A 1997 update to the original 1978 Master Plan was approved by the City Council in August 1997. A primary purpose of the 1997 update was to determine the existing and future role of the Airport and to provide the City with information and direction in the future planning and continued development of the Airport. The objective of the study was to develop a plan for providing the necessary facilities to best accommodate the aviation needs of the airport and contiguous seaplane base over the next twenty years. The study work scope consisted of inventories, forecasts of aviation demand, demand/capacity analyses, facility requirements, airport layout plans and land use plans, development staging and costs, financial plans, and an environmental impact assessment report.

2002 Airport Business Plan. The 2002 Renton Municipal Airport Business Plan was prepared at the direction of the Renton City Council. The purpose of the plan was to review business potential for the Airport and develop a plan for the management and operation of the Airport, given the needs of aviation and the neighborhoods surrounding the Airport. The Airport Business Plan reaffirmed Renton's commitment to strong management and operation of the Renton Municipal Airport. The recommendations reaffirmed the mix of uses presently at the Airport while supporting increased efforts to curb aircraft noise.

2007 Master Plan Update. The purpose of this update to the master plan was to review the existing and long range needs of the Renton Municipal Airport and update the official FAA-approved drawings. The Master Plan Update identified improvements needed to address design deficiencies, growth in aviation demand levels, as well as changing conditions and circumstances at the Airport and also included a Capital Improvement Program (CIP) addressing the projects and improvements identified as needed over the next 20 years. Airport improvement projects must be reflected on an FAA-approved Airport Layout Plan in order to be eligible for FAA funding. Many of the short and medium term project identified in this Update have since been completed.

2013 Sustainability Management Plan. In seeking a new management model, the Renton Municipal Airport voluntarily undertook the preparation of a Sustainability management Plan as part of the FAA Sustainability Pilot Program. In preparing this plan, Airport Management adopted the following sustainability policy: The Airport strives to become more financially viable, operationally efficient, while conserving natural resources, and being socially responsible. This plan identified the Airport's approach to sustainability as well as action items that the Airport would endeavor to implement. This plan is based on community and local values and has measurable metrics. The 2015 Airport Master Plan is an opportunity to align future improvements with the Airport's Sustainability Management Plan and to reassess the goals, objectives of that study. Specific categories and goals outlined in the Sustainability Management Plan included:

Airport Finance category

- Providing an economically stable asset that contributes to the community; and,
- Balance expenditures with revenue to remain financially self-sufficient in the long- term.
- Improve revenue to provide for future development opportunities.
- Provide financial capacity that will enable the Airport to pursue sustainability initiatives in the future.

Airport and Local Economic Values category

- Attract airport tenants and aircraft operations that add economic value to the local economy.
- Continuously improve as a tier one supplier for Boeing aircraft manufacturing.
- Diversify tenants and aviation services for land and sea based operations.
- Increase employment.

Community Outreach and Education category

- Continuously improve the airport's relations with the surrounding neighborhoods and with airport tenants.
- Raise community awareness of airport services and value to regional employment.

Energy Consumption /Greenhouse Gases category

- Reduce energy consumption without adversely affecting the Airport or its tenants.
- Reduce Airport owned greenhouse gas emissions.

Noise from Aircraft Operations category

- Maintain 65 DNL noise contour on airport property.
- Minimize aircraft noise over neighborhoods.

Operations, Maintenance, Capital Improvements of Airport Facilities category

- Maintain a safe airport on a daily basis.
- Maintain airport and seaplane infrastructure in good condition.

Water Quality category

- Reduce stormwater runoff quantity.
- Improve stormwater quality.



FIGURE A1 Airport Location Map

Renton Municipal Airport/ Clayton Scott Field



FIGURE A2 Airport Vicinity Map

Renton Municipal Airport/ Clayton Scott Field

Airside Facilities

Runways. The existing runway Renton Municipal Airport, Runway 16/34, is 5,382 feet in length, and 200 feet in width. The approach thresholds to the runway are displaced by 300 feet at the north end and 340 feet at the south end. The runway is constructed of asphalt and concrete, with a grooved surface, and is considered to be in good condition, and has a gross weight bearing capacity of 100,000 pounds single wheel, 130,000 pounds double wheel, and 340,000 pounds double tandem wheel main landing gear configuration. The runway is equipped with Medium Intensity Runway Lights (MIRL), and Runway End Identifier Lights (REIL). REILs provide rapid and positive identification of the end of the runway. The system consists of two synchronized flashing, unidirectional lights, one on each corner of the runway-landing threshold at an angle of 10 to 15 degrees. The unidirectional lights face the approach area, and are effective for identification of a runway surrounded by a preponderance of other lighting. A two-light Precision Approach Path Indicator (PAPI) serves Runway 16 for a 3.00 degree glide path, Runway 34 is served by a two-light PAPI with a 3.75 degree glide path. A 20 foot high wooden blast fence is located 505 feet south of the displaced threshold at the Runway 34 end. The Airport is currently planning to remove and replace the large red and white checkerboard blast fence the same location. The new fence will include an aesthetically pleasing design and a shorter height.

Taxiways. In addition to the runway, the airside facilities at Renton Municipal Airport consist of several taxiways that provided access to the general aviation area, aircraft manufacturing areas, and other aviation facilities. Taxiway A consists of a 50-foot wide full parallel taxiway serving Runway 16/34, and is connected to Runway 16/34 through connector taxiways A1, A2, A3, A4, A5, A6, and A7. Taxiway B is a 50-foot wide partial parallel taxiway on the east side of Runway 16/34 and serves the approach end of Runway 34, and is connected to Runway 16/34 through connector taxiways B3, B4, B5, B6, and B7. The taxiway lights at Renton Municipal are Medium Intensity Taxiway Lights.

Landside Facilities

Landside development at Renton Municipal Airport included aircraft manufacturing apron areas, general aviation facilities, and aircraft storage facilities, aircraft parking aprons, Fixed Based Operator (FBO) facilities, fuel storage facilities, and access roadways.

Airport Administration Office. The Airport Administration Office is located at 616 West Perimeter Rd in the ground floor of the control tower with an airside and landside door. Office hours are 8:00 am to 5:00 pm Monday through Friday.

Aircraft Manufacturing Facilities. The *Boeing Commercial Airplane Group* assembles all lines of the Boeing 737 aircraft adjacent to the Renton Municipal Airport. Boeing is the major lease holder at the Airport, and leases manufacturing related areas on airport property. Boeing also has facilities which are accessed through a through-the-fence agreement and two taxilane bridges over the Cedar River Commercial Waterway. The taxilane bridges are labeled as the North Bridge and the South Bridge. It is estimated that once a 737 departs the Boeing Renton manufacturing facility, it will remain on Renton Municipal Airport property for seven days, and then depart for King County International Airport/Boeing Field.

Currently Boeing produces 42 aircraft a month, or 504 aircraft a year, at the Renton facility and according to published reports, this production rate is slated to increase to 47 per month, or 564 aircraft per year by 2017 and as high as ?? per year by. Every Boeing 737, upon exiting the factory, is towed across the north bridge at

the Cedar River to access the Airport. Towed aircraft cross the runway to Taxiway A1 and then proceed down Taxiway Alpha to Boeing aircraft stalls on either the southwest or southeast side of the approach end of Runway 34. For aircraft being parked on the east side of the runway, the aircraft tow will cross the runway again at Taxiway B7 and proceed via Taxiway Bravo. Some aircraft tows, in lieu of being parked on airport property, cross the south bridge to aircraft parking positions east of the Cedar River.

Boeing 737 aircraft ready for first flights will enter the runway at Taxiway B6 or Taxiway B7 if they originate from the east side of the runway, or from Taxiway A7 if they originate west of the runway. Once on the runway, Boeing first flights will perform aircraft checks while taxiing to the runway end not in use (downwind taxi). At the runway end not in use, first flights will apply full power, proceed down the runway for a short distance, and then perform a preplanned aborted takeoff. The aircraft slows down to normal taxi speed at the conclusion of the aborted takeoff and continues on its way to the runway end in use. Once it reaches the end of the runway in use, the aircraft will turn 180 degrees on the runway, requiring full use of the 200-foot wide runway width. The aircraft then await instructions from the ATCT for departure. Total time on the runway for each first flight is approximately 10 minutes.

Boeing 737 aircraft also occasionally return to Renton although these operations are infrequent. Usually, an aircraft will return for a mechanical issue that cannot be addressed at either Paine Field, Moses Lake or Boeing Field. Historically, there have only been a handful of annual landing operations by 737 aircraft and this is not expected to change throughout the 20-year planning period.

Boeing Compass Rose. The Boeing Compass Rose is located on the east side of Renton Municipal Airport and is utilized in the manufacturing process. The Compass Rose consists of approximately 3,332 square yards of pavement.

General Aviation Facilities. Renton Municipal Airport not only supports aircraft manufacturing but primarily supports numerous general aviation related business and facilities. Airport tenants that offer Fixed Based Operator (FBO) services include, Ace Aviation, Boeing Employee Flying Association, Clean Craft Detailing, Ellison Fluid Systems (Kaynan Inc.), Landing Gear Works, Northwest Seaplanes, Inc., Pro-Flight Aviation, and Rainier Flight Support.

Business currently located on the west side of Renton Municipal Airport include:

- Northwest Seaplanes:
 - Provides scheduled and charter seaplane flights throughout the region.
- Clean Craft Detailing:
 - Provides aircraft cleaning and detailing services
- BEFA (Boeing Employees Flying Association):
 - Provides use of small aircraft for personal and flying and flight training to all current Boeing Employees and retirees
- Rainer Flight Service:
 - Provides flight training
- Pro-Flight Aviation:
 - Provides multiple services to include, flight training and rental, Aviation Fuel (100LL and Jet A), aircraft maintenance, and car rental
- Lane Hangars: Lane Hangar Condos are private hangars offering storage of aircraft

Business currently located on the east side of Renton Municipal Airport include:

- Aerodyne Aviation:
 - Provides technical expertise in aeronautical engineering, aviation safety, unmanned aircraft systems, and flight operations
- The Landing Gear Works
 - Provides manufacturing and improvement services of landing gear for general aviation aircraft
- Ace Aviation
 - Provides aircraft maintenance and repair

Aprons. There are four main aprons at Renton Municipal Airport labeled A, B, C, and the Transient Parking Apron. The aprons at Renton Municipal Airport are split between aircraft manufacturing use and general aviation use.

Apron A (388,458 SF), is located on the east side of the Airport near Taxiway B6, and the South Bridge, and is utilized by Boeing for a key phase in the manufacturing process, and has space for seven 737s and parking for Boeing employees.

Apron B (191,403 SF), is located on the west side of the Airport near Taxiway A7 and the Run Up Area, and is also utilized for the manufacturing of 737s. Apron B has hard stands for five Boeing aircraft.

Apron C (319,680 SF), also located on the west side of the Airport is between Taxiway A3 and A4. Apron C, is primarily utilized for general aviation parking and storage.

The Transient Parking Apron (97,290 SF) is located on the west side of the Airport adjacent to BEFA and Rainer Flight Service. The Transient Parking Apron provides overnight parking for up to five aircraft. Check-in for the Transient Parking Apron is required with the Airport Manager's office. Transient aircraft shall only park in designated transient parking areas. Transient tie-down parking is on a first come, first served basis. Transient parking in other than designated transient parking areas on public use ramps or other areas may be approved by the Airport Manager or designated representative, and aircraft shall park in accordance with the assignment. Transient parking shall be free for the first 72 hours, unless signage at the site indicates otherwise. Fees will be assessed to transient aircraft if they are continuously located on the Airport longer than 72 hours.

Airport Traffic Control Tower (ATCT). The FAA ATCT is located on the west side of Runway 16/34 at approximately mid-field, adjacent to Taxiway A5, and is 55 feet tall. The Control Tower is operated daily from October 1st through April 30th from 7:00 AM until 8:00 PM, and from May 1st through September 30th, from 7:00 AM until 9:00 PM.

Pilot Controlled Lighting. The Renton Municipal Airport utilizes Pilot Controlled Lighting, which provides air-to-ground radio control of the airport lighting system. The pilot selects the intensity by selecting the proper frequency on the communication radio, then keying the microphone a prescribed number of times with a five second interval. The lights will remain at the selection intensity for 15 minutes if no subsequent pluses are received to change the intensity. The Pilot Controlled Lighting is available when the ATCT is closed.

Airport Maintenance Facility. The Renton Municipal Airport Maintenance Facility is located on west side of the Airport, adjunct to Apron C and Rainier Flight Service. As the Maintenance Facility is a small building, approximately 550 square feet, the majority of the maintenance equipment is stored outside.

Hangar Facilities. Renton Municipal Airport has conventional and T-hangars on both the east and west sides of the field. In 2005 Renton Municipal Airport created a policy for T-hangar leasing and hangar waiting list, which set guidelines for leasing T-hangars and guidance for the hangar waiting list. A one-time, non-refundable fee of \$100 is collected by the Airport Office from individuals applying for the hangar waiting list. Private hangars are also located on Renton Municipal Airport, offering private aircraft storage with direct access to the taxiways and runway.

Weather Monitoring Equipment. The Renton Municipal Airport has an Automated Surface Observing System (ASOS), which can be monitored on the ATIS frequency of 126.95 MHz or by calling the station at (425) 255-6080. The ASOS tower is located on the east side of the Airport.

Fuel Storage Facilities. Renton Municipal Airport has two 10,000 gallon Jet A, above ground tanks, and two 10,000 gallon Avgas or 100 Low Lead, above ground tanks. There are also below ground tanks owned and operate by The Boeing Company. Boeing operates four Jet A tanks which are 40,000 gallons each, one diesel tank at 15,000 gallons, and one recycled waste oil tank at 15,000 gallons. Fuel sales by month for calendar year 2013 are shown in the following table entitled *FUEL SALES AT RENTON MUNICIPAL AIRPORT, 2013*.

Table A1 FUEL SALES AT RENTON MUNICIPAL AIRPORT, 2013

Month	AV GAS (Gallons)	JET A (Gallons)
January	9,114	124,290
February	9,129	164,699
March	20,121	152,955
April	9,038	142,138
May	17,987	195,574
June	26,808	182,302
July	26,754	110,381
August	33,017	161,348
September	17,613	173,577
October	10,026	207,593
November	38,379	124,206
December	9,188	103,394
2013 Totals	227,174	1,739,063

SOURCE: Airport Records.

Blast Fence. The Renton Municipal Airport is currently underway on a project to lower the Blast Fence, which is 22 feet tall, on the approach end of Runway 34. The project will lower the height of the Blast Fence in its current location, while creating a more aesthetically pleasing structure.

Vehicular Access and Parking. Renton Municipal Airport has two main access points, one on the south side of the Airport from Airport Way, and one from the west side of the Airport from Rainer Avenue. Interior

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vehicular access of the Airport is conducted through Perimeter Road. Perimeter Road provides access to the aircraft manufacturing facilities as well as the general aviation facilities throughout the Airport. There are multiple vehicular parking areas spread throughout the Airport, providing parking for Boeing Employees as well as general aviation users. Prior to gaining access to Renton Municipal Airport, a user must read the *Renton Airport Ground Vehicle Operations Rules* booklet, fill out forms, and complete the *Airport Ground Vehicle Test*. The purpose of the ground vehicle training program at Renton Municipal Airport is to promote safe airfield driving through education. This program applies to Airport employees, tenants, and any other ground vehicle operators.

US Customs Service. Federal Inspection Service (FIS) is provided by the US Customs Service. They control the entry and clearance of aircraft arriving into the United States and inspect the crew, passengers, baggage, stores, and cargo carried thereon. All inspections regardless of type of aircraft, must be conducted at the inspection facility, located in a portable building at the north end of the Airport. Aircraft inspections are to taxi to the inspection station, and proceed inside the building. Commercial carriers must request landing rights in advance in writing, post an international carrier's bond in an amount established by Customs, and transmit the crew and passenger data electronically to Customs. As a Landing Rights airport, Customs will respond within one hour with prior notification. All airside and landside facilities described in the previous sections are illustrated on the following figure entitled *EXISTING AIRPORT LAYOUT*.

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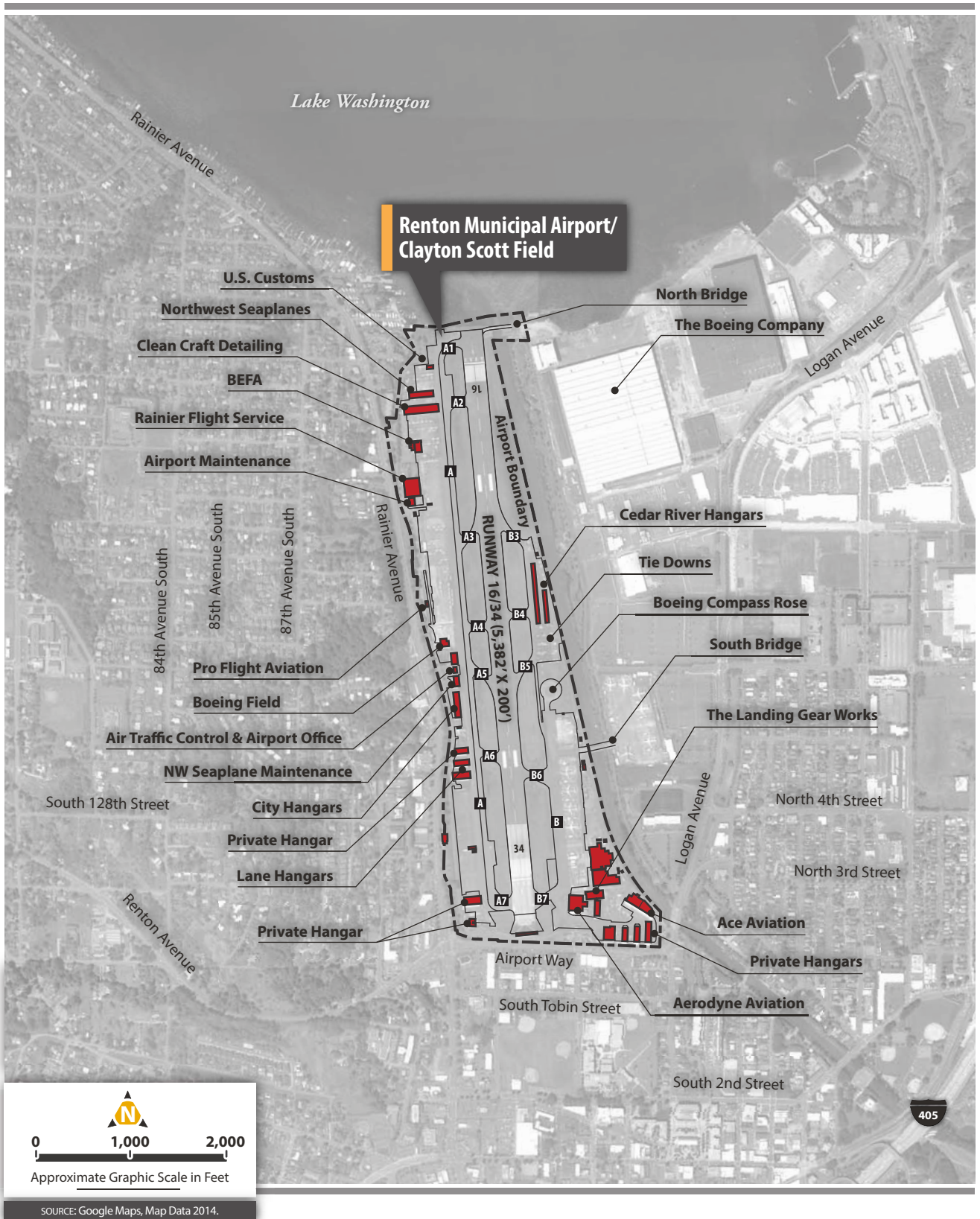


FIGURE A3 Existing Airport Layout

Renton Municipal Airport/ Clayton Scott Field

Airspace System and NAVAIDS

Renton Municipal Airport, as with all airports, functions within a local, regional, and national system of airports and airspace. The following illustration, entitled *AIRSPACE/NAVAIDS SUMMARY*, and narrative provide a brief description the Airport's role as an element within these systems.

Air Traffic and Service Areas and Aviation Communications. FAA air traffic controllers, stationed in Air Route Traffic Control Centers (ARTCC), provide positive air traffic control within defined geographic jurisdictions. There are some twenty-two geographic ARTCC jurisdictions established within the continental United States. Renton Municipal Airport is contained within the Seattle ARTCC jurisdiction. The Seattle ARTCC includes the airspace in portions of Washington, Oregon, California, Nevada, Idaho, and Montana.

Aviation communication facilities associated with the Airport include the Renton Airport Traffic Control Tower (frequencies: 124.7 MHz common traffic advisory frequency (CTAF) and Tower, and 121.6 MHz Ground) and the Aeronautical Advisory Station (UNICOM) on frequency 122.95 MHz. In addition, the Airport has an Automated Terminal Information System (ATIS) that can be accessed on frequency 126.95 MHz.

Airspace. Renton Municipal Airport is a controlled airport with an airport traffic control tower (ATCT). The immediate area surrounding the Airport is classified as Class D airspace, and is unique, in that it lies under the Terminal Control Area, Class B Airspace, of Sea-Tac International Airport (SEA). Renton Municipal Class D airspace has a ceiling of 2,500 feet Mean Sea Level (MSL) and is semi-circular in shape. The western boundary, as shown in the following illustration, is only a few hundred feet from the western airport property line to keep aircraft out of Sea-Tac airspace.

The airspace between 2,000 - 2,500 Feet is owned by Seattle Approach/Departure Control by a letter of agreement with Renton Tower. An operation requesting permission to transit the Class D surface area of Renton Municipal Airport could contact Seattle Approach/Departure Control on frequency 119.2/123.9 MHz, and not ask Renton Control Tower for this permission.

Navigational Aids. A variety of navigational facilities are currently available to pilots in the vicinity of Renton Municipal Airport, whether located at the field or at other location in the region. Many of these navigational aids are available to en-route air traffic, as well. In addition, this is a complement of navigational aids (NAVAIDS) that allow a variety of instrument approaches at the Airport. The NAVAIDS available for use by pilots in the vicinity of and on approach to the Airport are Non-Directional radio Beacon (NDB) facilities and very high frequency Omnidirectional Range (VOR) facilities. NDBs are general purpose low- or medium-frequency radio beacons that an aircraft equipped with a loop antenna can home in on or determine its bearing relative to the sending facility. VOR systems transmit very high frequency (VHF) signals, 360 degrees in azimuth oriented from magnetic north. The Seattle VORTAC is located approximately five nautical miles southwest of the Airport on broadcast on a frequency of 116.80 MHz. Presently, there are three straight-in instrument approach procedures, published for Renton Municipal Airport. These are listed in the following table, entitled *INSTRUMENT APPROACH PROCEDURES*.

Table A2 INSTRUMENT APPROACH PROCEDURES

Approach	Designated Runway(s)	Ceiling Minimums (AGL)	Visibility Minimums
NDB	Runway 16	976' AGL	1 ¼ mile ¹ , 1 ½ mile ² , 3 miles ³
NDB	Circling	968' AGL	1 ¼ mile ¹ , 1 ½ mile ² , 3 miles ³
NDB (ODAGE Fix Minimums, Dual ADF Receivers Required)	Runway 16	876' AGL	1 mile ¹ , 1 ¼ mile ² , 2 ½ miles ³
NDB (ODAGE Fix Minimums, Dual ADF Receivers Required)	Circling	888' AGL	1 ¼ mile ⁴ , 2 ¾ miles ⁵ , 3 miles ⁶
RNAV (GPS) – Y LNAV	Runway 16	736' AGL	1 mile ⁴ , 2 miles ³
RNAV (GPS) – Y	Circling	888' AGL	1 ¼ mile ⁴ , 2 ¾ miles ⁵ , 3 miles ⁶
RNAV (GPS) – Z LPV	Runway 16	542' AGL	1 3/8 mile ⁴ , N/A ³

SOURCE: U.S. Terminal Procedures October 16, 2014 through November 13, 2014.

- NOTE: ¹Authorized for use by Category A aircraft
²Authorized for use by Category B aircraft
³Authorized for use by Category C and D aircraft
⁴Authorized for use by Category A and B aircraft
⁵Authorized for use by Category C aircraft
⁶Authorized for use by Category D aircraft

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FIGURE A4 Airspace/NAVAIDS Summary

Renton Municipal Airport/ Clayton Scott Field

Airport Environs

An important step in the airport planning process is to identify existing land uses, zoning patterns, and the various land use planning and control documents used to guide development of property surrounding an airport. Planning for land use compatibility with airport development and operations requires knowledge of what land uses are proposed and what, if any, changes need to be made.

Renton Municipal Airport is located less than a mile from downtown Renton, and is surrounded on three sides by urban development. The following paragraphs provide a generalized description of the existing zoning, existing land use, and planned future land use patterns for the areas surrounding the Airport.

Existing Zoning. Zoning in the City of Renton is administered by the Department of Community & Economic Development, Planning Division. The Planning Division is responsible for development and enforcement of the City's land use policies and regulations, including the Comprehensive Plan, zoning, shoreline management, and environmental ordinances, and review and processing of all land use and subdivision permit applications. The Planning Division reviews both private and public land use application in conjunction with the City's Zoning and Development Regulations, Subdivision Code, Critical Areas Regulations, Shoreline Master Program, and State Environmental Policy Act (SEPA).

Airport property is zoned Industrial – Medium on the September, 2014 City of Renton Zoning Map. Areas directly to the east are zoned Urban Center – North, and Industrial – Light, to the south Commercial Arterial, Residential, and Center Downtown, to the West, Commercial Arterial, Residential, and Commercial Office. The generalized existing zoning is depicted in the following illustration entitled *GENERALIZED EXISTING ZONING*.

Existing Land Use. Existing land use patterns in the area follow closely to what is portrayed on the zoning map. On the existing land use map dated September, 2014, airport property is listed as Employment Area Industrial. Land uses to the east of the Airport include Urban Center North, and Employment Area Industrial. Land uses to the south include, Residential Single Family, Commercial Corridor, and Urban Center Downtown. Land uses to the west of the Airport include, Residential Single Family, Residential Multi-Family, and Commercial Corridor. Generalized existing land uses are depicted in the following illustration entitled *GENERALIZED EXISTING LAND USE*.

Future Land Use. For the most part, future land use patterns as illustrated in the 2011 Amendment to the City of Renton Comprehensive Plan, mirror existing land use patterns in the vicinity of the Airport as illustrated in the following figure entitled *GENERALIZED FUTURE LAND USE*.

The Comprehensive Plan states that the Renton Municipal Airport is more than a transportation facility, it is also a vital element to the City of Renton's commercial and industrial economy. The Plan set out objectives and policies intended to support increased aviation activities and the appropriate mitigation of any adverse impacts. The Comprehensive Plan includes three objectives and five policies related to the Airport.

Objectives:

- Promote and develop local air transportation facilities in a responsible and efficient manner and recognize the Renton Municipal Airport as a unique, valuable, and long-standing public transportation facility within the region.

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- Maximize available space on the airport site for uses that require direct access to taxiways and runways such as storage and parking of aircraft and aircraft maintenance and service facilities
- Continue operation of the Airport as a Landing Rights Airport, ultimately providing permanent inspection facilities to the U.S. Customs Service.

Policies

- Support the land base and seaplane base activities. Acknowledge that there are certain costs to the community associated with the existence of the Renton Municipal Airport, such as noise generation, but recognize that these costs have historically been accepted by the community in exchange for the economic and transportation-related benefits and the civic prestige that are also associated with the airport.
- Promote and develop airport facilities and services for all wheeled and float-equipped aircraft, owners, pilots, and passengers in a manner that maximizes safety, efficiency, and opportunity for use.
- Lease airport property for aviation-related uses that create jobs and expand the City's tax base
- The Renton Municipal Airport provides the only publicly-owned seaplane facility in the area and, therefore, the northern shore of the airport should be restricted to seaplane access.
- Develop appropriate land use plans and regulations for structures and vegetation with the airport's runway approach zones.

In the 2011 Comprehensive Plan Amendments, Airport Compatible Land Use Policies were set forth, with the goal of minimizing risk associated with potential aviation incidents on the ground and for aircraft occupants. This policy was developed to meet a mandate of the State of Washington, Growth Management Act.

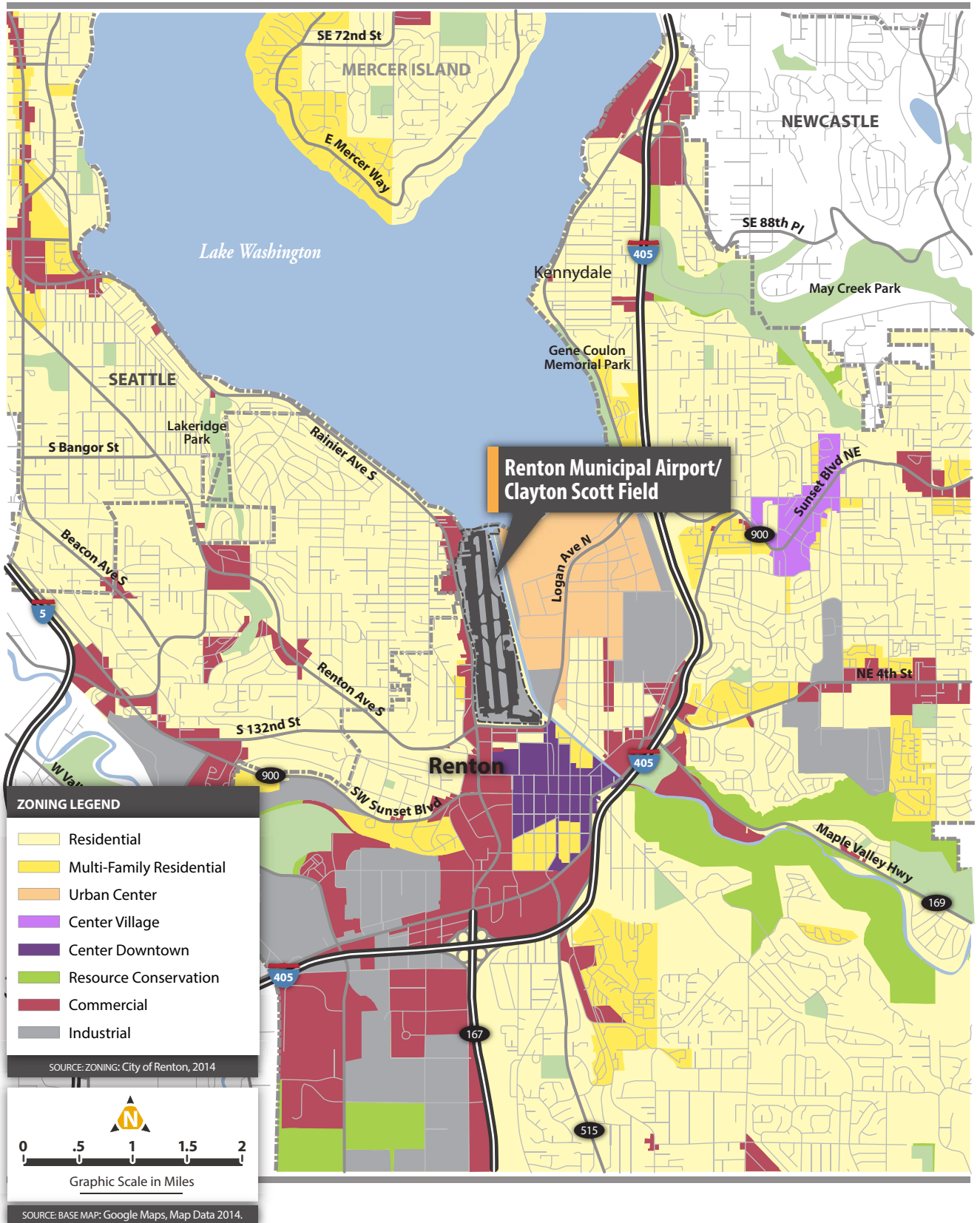


FIGURE A5 Generalized Existing Zoning

Renton Municipal Airport/ Clayton Scott Field

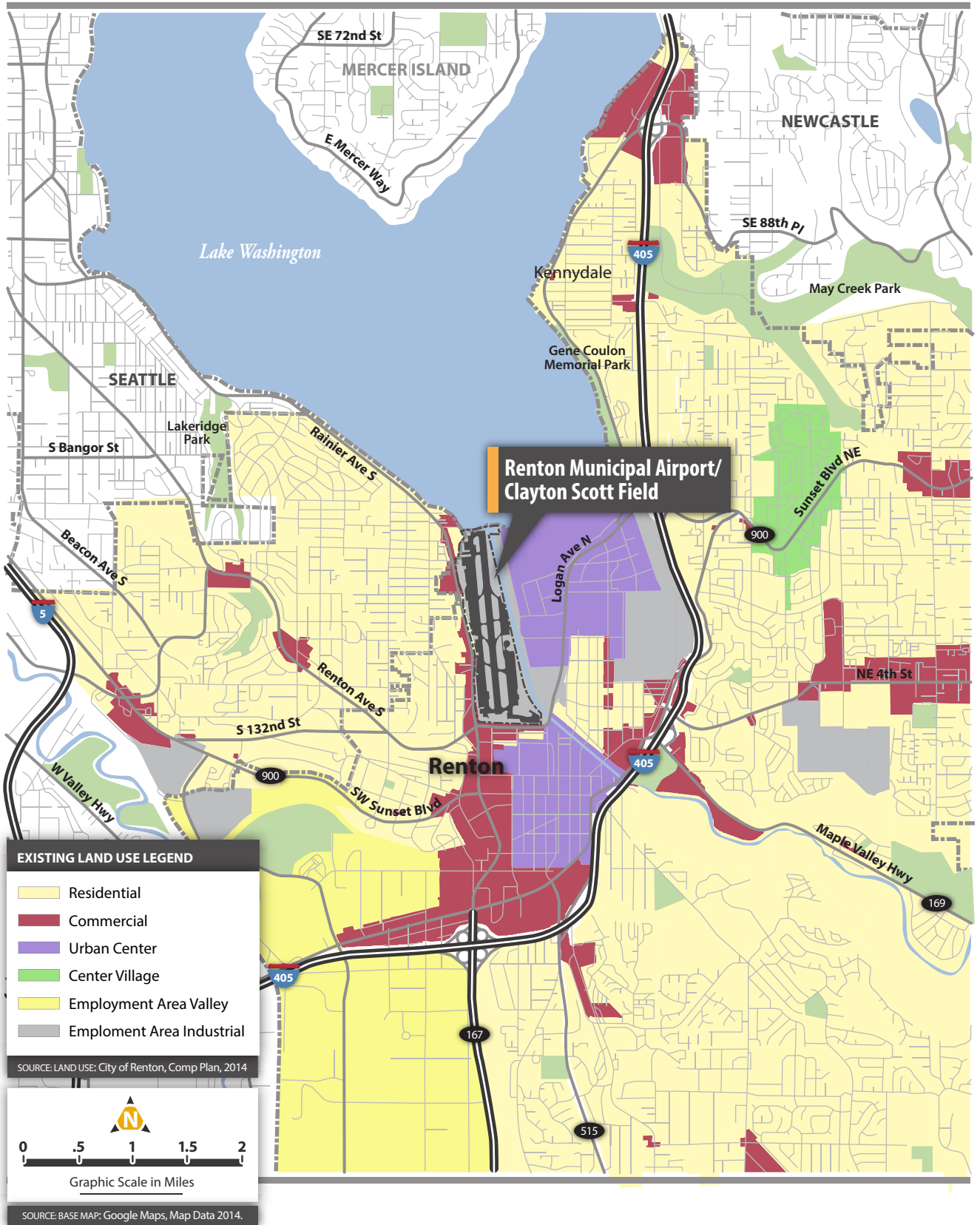


FIGURE A6 Generalized Existing Land Use

Renton Municipal Airport/ Clayton Scott Field

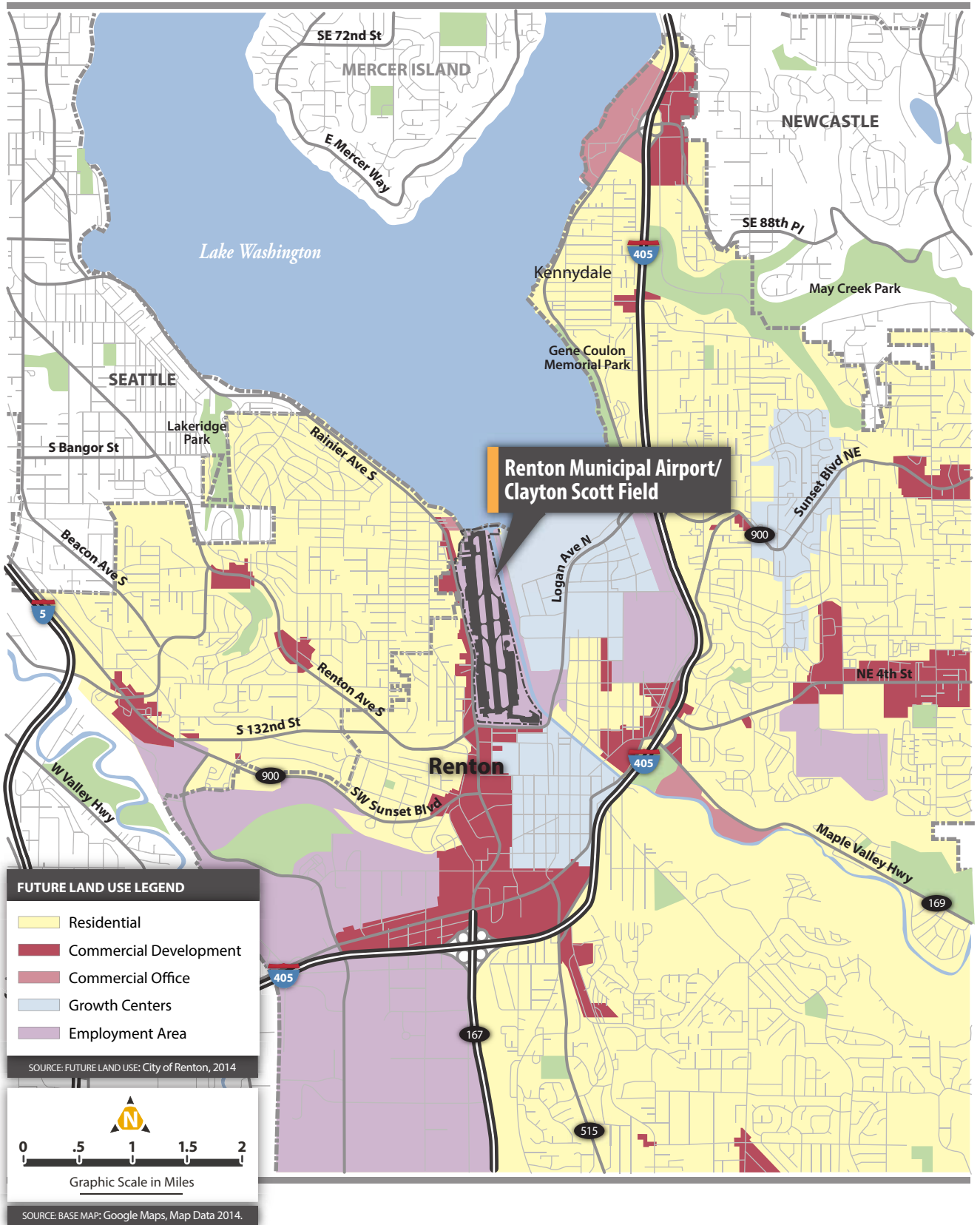


FIGURE A7 Generalized Future Land Use

Renton Municipal Airport/ Clayton Scott Field

Airport Environs Overlay Zoning

According to the Revised Code of Washington Title 36, Chapter 70, Section 547, entitled *General Aviation Airports – Siting of Incompatible Uses*, every county, city and town in which there is located a general aviation airport that is operated for the benefit of the general public, whether publicly or privately owned, public use, shall, through its comprehensive plan an development regulations discourage the siting of incompatible uses adjacent to such general aviation airports.

To meet this mandate the City of Renton has developed set of objectives and policies to address land use compatibility between the Renton Municipal Airport and an area of the City known as the Airport Influence Area. Under Title IV Development Regulations, Chapter 3 Environmental Regulations and Overlay Districts, Section 020 Airport Related Height and Use Regulations, the Renton Municipal Code states, in order to regulate the use of property in the vicinity of the airport, all of the land within Safety Zones 1 through 6 of the Renton Municipal Airport shall be known as the Airport Influence Area.

This section includes height restriction and airport overly zones based primarily on Federal Aviation Regulations (FAR) Part 77 imaginary surfaces. The overlay zones consist of Runway Protection Zone, Inner Approach/Departure Zone, Inner Turning Zone, Outer Approach/Departure Zone, Sideline Approach/Departure Zone, and Traffic Pattern Zone. As part of this Airport Master Plan, the FAR Part 77 map will be updated and consideration should be given by the City of Renton to adopting the update map for the purposed of airport height restriction and land use overly zoning. Airport Overlay Zones are depicted in the following illustration entitled *AIRPORT OVERLAY ZONES*.

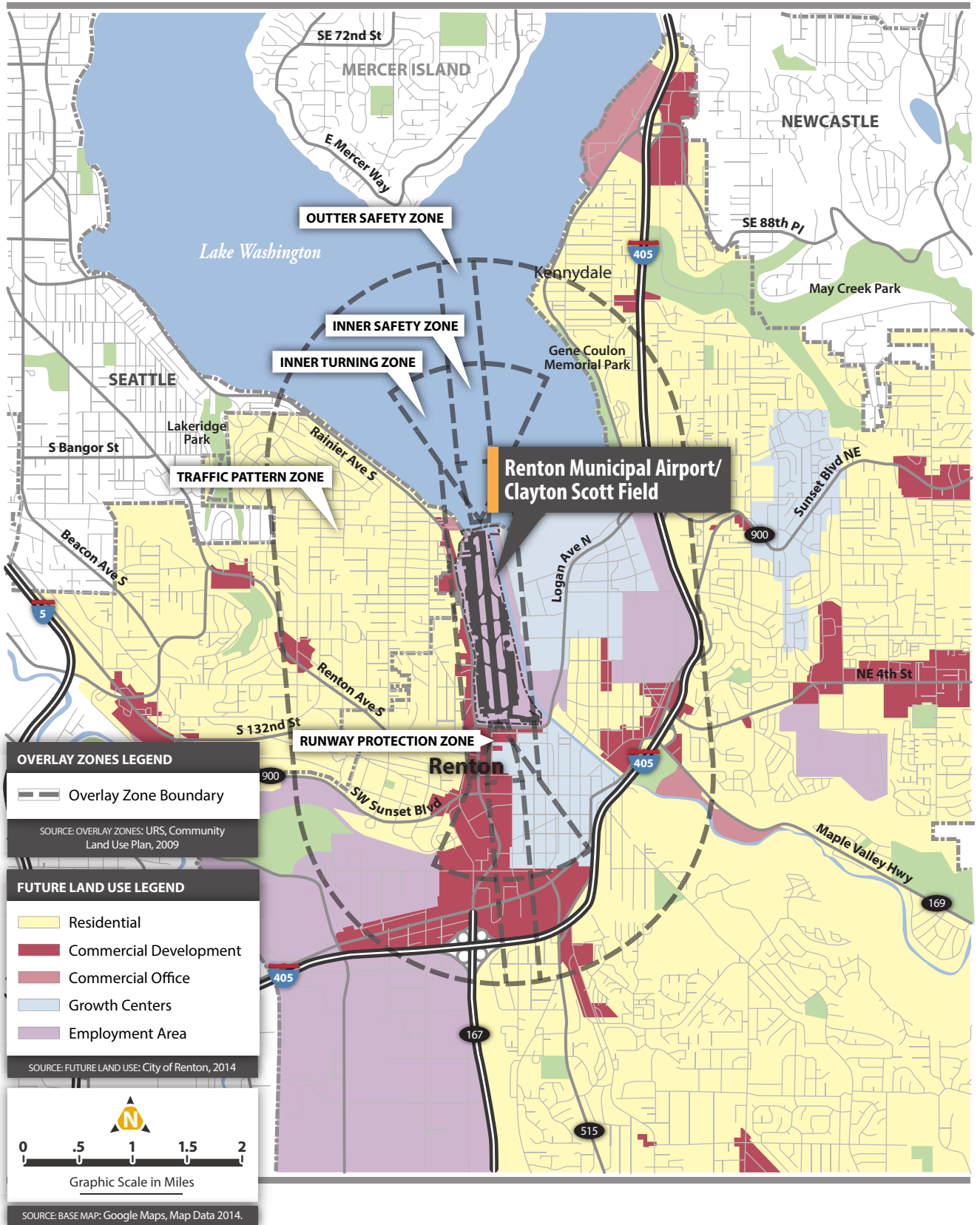


FIGURE A8 Overlay Zoning with Generalized Future Land Use

Renton Municipal Airport/ Clayton Scott Field

Environmental Review

Environmental considerations and factors are important to review during the airport planning process when analyzing development alternatives and identifying preferred alternatives. It is necessary to provide the airport sponsor with the information needed to assess and disclose potential environmental impacts of future airport development projects. The following sections provide brief descriptions of environmental impact categories that are pertinent to airport planning, as well as airport-specific environmental information.

Air Quality. The U.S. Environmental Protection Agency (EPA) has established National Ambient Air Quality Standards (NAAQS) for six criteria air pollutants: carbon monoxide (CO), ozone (O₃), particulate matter (PM₁₀), sulfur dioxide (SO₂), oxides of nitrogen (NO_x), and lead (Pb). According to the EPA, Augusta-Richmond County is currently designated as being "in attainment" for all criteria pollutants under the NAAQS. An attainment area is one in which air pollution levels do not exceed the NAAQS. Future projects at airports in non-attainment areas may need to be accounted for in the State Implementation Plan and/or be shown not to exceed the applicable *de minimis* levels as defined by General Conformity. Conformity requirements are addressed in Section 176(c)(1) of the Clean Air Act. These requirements are intended to ensure that the federal government does not take, approve, or support actions that are inconsistent with a state's plan to attain and maintain NAAQS. The Puget Sound Clean Air Agency has jurisdiction over the Puget Sound Basin and has established local ambient air quality standards to ensure compliance with the Clean Air Act.

Short-term air quality impacts may be expected from heavy equipment pollutant emissions, fugitive dust resulting from the movement of earth for cut and fill, any open burning that may occur on the Airport, and the operation of concrete batch plants. Contractors would be required to comply with all local, state, and federal air quality regulations, especially the procedures contained in the Federal Aviation Administration's Advisory Circular (AC) 150/5370-10A, *Standards for Specifying Construction of Airports*, which is the FAA guidance to airport sponsors concerning protection of the environment during construction projects.

Floodplains. Executive Order 11988 directs federal agencies to take action to reduce the risk of flood loss, minimize the impacts of floods on human safety, health, and welfare, and restore and preserve the natural and beneficial values served by floodplains.

According to Federal Emergency Management Association (FEMA) published floodplain maps, the majority of airport property is within the FEMA flood zone. Also, the Cedar River is subject to frequent flooding and designated by FEMA as a regulatory floodway. Floodplains and floodways are illustrated in the following figure, *ENVIRONMENTAL CONDITIONS*.

Hazardous Materials, Pollution Prevention, and Solid Waste. The handling and disposal of hazardous materials, chemicals, substances, and wastes are primarily governed by four laws: the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA) (as amended by the Superfund Amendments and Reauthorization Act of 1986 and the Community Environmental Response Facilitation Act of 1992); the Pollution Prevention Act of 1990; the Toxic Substances Control Act of 1976 (TSCA), as amended; and the Resource Conservation and Recovery Act of 1976 (RCRA) (as amended by the Solid Waste Disposal Act of 1980 (SWDA), the Hazardous and Solid Waste Amendment of 1984, and the Federal Facility Compliance Act of 1992 (FFCA)). The first and last statutes are of most importance to the FAA in proposing actions that could affect or be affected by hazardous materials, pollution, and solid waste.

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These agencies then provide the information to regional and national US Environmental Protection Agency (EPA) offices through the Resource Conservation and Recovery Act Information (RCRAInfo) System. Information on cleaning up after accidents or other activities that result in a release of hazardous materials to the water, air or land must also be reported through RCRAInfo.

Construction activities can generate hazardous wastes and some construction materials constitute hazardous substances. These include fuel, oil, lubricants, paints, solvents, concrete-curing compounds, fertilizers, herbicides, and pesticides. Proper practices should be implemented to prevent or minimize the potential for these hazardous substances to be released into the environment. Chemicals, petroleum-based products, and waste materials, including solid and liquid waste, should be stored in areas specifically designed to prevent discharge into storm water runoff. Areas used for storage of toxic materials should be designed with full enclosure in mind, such as the establishment of a dike around the perimeter of the storage area. Construction equipment maintenance should be performed in a designated area and control measures, such as drip pans to contain petroleum products, should be implemented. Spills should be cleaned up immediately and disposed of properly. In accordance with the FAA's Program Guidance Letter 12-08, a review of solid waste recycling at the Airport will be conducted as part of this Airport Master Plan and a Solid Waste Pollution Prevention Plan will be prepared.

Historical, Architectural, Archeological, and Cultural. Section 106 of the National Historic Preservation Act requires federal agencies, or their designated representatives, to take into account the effects of their undertakings on historic properties, which include archeological sites, buildings, structures, objects, and districts. According to the State Department of Archeology and Historic Preservation, there is one potentially historic buildings on airport property, known as Building 800.

The Native American Consultation Database (NACD), maintained by the National Park Service, lists three federally recognized tribes for King County including the Confederated Tribes and Bands of the Yakama Nation, the Confederated Tribes of the Colville Reservation, and the Mukleshoot Indian Tribe of the Mukleshoot Reservation. There are no known cultural resources on airport property. However, it is important to note that the Mukleshoot Tribe has historical ties to the Lake Washington watershed.

Noise. Noise is generally defined as unwanted sound and, as such, the determination of acceptable levels is subjective. The day-night sound level (DNL) methodology is used to determine both the noise levels resulting from existing conditions and the potential noise levels that could be expected to occur with proposed airport improvement projects. The basic unit in the computation of DNL is the Sound Exposure Level (SEL). An SEL is computed by adding the "A" weighted decibel level [dB(A)] level for each second of a noise event above a certain threshold ("A" weighted refers to the sound scale pertaining to the human ear). For example, a noise monitor located in a quiet residential area [40 dB(A)] receives the sound impulses of an approaching aircraft and records the highest dB(A) reading for each second of the event as the aircraft approaches and departs the site. Each of these one-second readings is then added logarithmically to compute the SEL.

The computation of DNL involves the addition, weighting, and averaging of each SEL to achieve the DNL level in a particular location. The SEL of any single noise event occurring between the hours of 10:00 p.m. and 7:00 a.m. is automatically weighted by adding 10 dB(A) to the SEL to account for the assumed additional irritation perceived during that time period. All SELs are then averaged over a given time period (day, week, year) to achieve a level characteristic of the total noise environment. Very simply, a DNL level for a specified area over a given time is approximately equal to the average dB(A) level that has the same sound level as the

intermittent noise events. Thus, a DNL 65 level describes an area as having a constant noise level of 65 dB(A), which is the approximate average of single noise events even though the area would experience noise events much higher than 65 dB(A) and periods of quiet.

The main advantage of DNL is that it provides a common measure for a variety of differing noise environments. The same DNL level can describe both an area with very few high level noise events and an area with many low level events. DNL is thus constructed because it has been found that the total noise energy in an area predicts community response.

DNL levels are usually depicted as grid cells or contours. Grid cells are squares of land of a specific size that are entirely characterized by a noise level. Contours are interpolations of noise levels based on the centroid of a grid cell and drawn to connect all points of similar level. Contours appear similar to topographical contours and form concentric "footprints" about a noise source. These footprints of DNL contours drawn about an airport are used to predict community response to the noise from aircraft using that airport. As part of this Airport Master Plan, noise contours will be developed for both the existing condition and future conditions based on forecast activity levels and proposed airfield layout changes.

It is also important to note that the Airport has implemented voluntary noise abatement procedures. These procedures at Renton Municipal Airport are voluntary measures by pilots to "fly friendly" and be good neighbors to the citizens who live under aircraft flight paths. Pilots should deviate from these procedures only when necessary to comply with any Air Traffic Control requests or in the interest of safety. Pilots of large or turbine-powered aircraft must comply with the provisions of FAR 91.129(e), rather than these procedures. The Departure and Approach procedures are described in the following sections and illustrated in the following figure entitled *VOLUNTARY NOISE ABATEMENT PROCEDURES*.

Departures

1. For aircraft with a constant speed propeller: After takeoff, pilots should reduce power and propeller RPM when at a safe altitude at or below 700'. The power and propeller may be increased when clear of noise sensitive areas or 2,000'. On approach for landing, pilots should not increase the propeller to full RPM until the power has been reduced to final approach power.
2. For departures which remain in the traffic pattern: Pilots should climb at Best Rate of Climb (Vy) or Best Angle of Climb (Vx), or a combination thereof, to at least 700' before turning crosswind, reduce pitch to Cruise Climb speed during crosswind, reduce power to pattern power at 1,000', and fly a close-in downwind West of I-405. Pilots should avoid descent over Kenndale and Renton East Hill below 800', turning base before these areas or maintaining altitude as necessary to fly over them at or above 800'.
3. For departures leaving the traffic pattern: Pilots should climb at Best Rate of Climb (Vy) or Best Angle of Climb (Vx), or a combination thereof, until reaching 1,000' and thereafter at Cruise Climb speed to departure altitude.
4.
 - **North Flow East Channel Departures:** Pilots should fly the centerline of the East Channel to the East Channel Bridge.
 - **North Flow Downwind Departure:** Pilots should fly the centerline of the East Channel to 1,000' before turning crosswind.
 - **South Flow Southeast Departure:** Pilots should fly runway centerline to 1,000', then left heading 130 degrees and continue to climb to at least 1,500' before turning on course.

- **South Flow Downwind Departure:** Pilots should fly runway centerline to 1,000' before turning crosswind.

Approach and Landing

For approach and landing: Pilots should approach the traffic area as high as practical at minimum power and minimum prop RPM, descending to arrive at the traffic pattern at traffic pattern altitude.

- **South Flow arrivals from the North:** Pilots should cross the East Channel bridge at or above 1,500', maintain the centerline of the East Channel until South Tip of Mercer Island, descend to intercept final approach course at 1,000', and avoid any over flight of Mercer Island.
- **South Flow arrivals from the South:** Pilots should enter the traffic pattern at 1,000' on the ATC designated path or location and fly a close-in downwind, West of I-405. Pilots should avoid descent over Kennydale below 800'. Turn base before Kennydale or maintain altitude as necessary to fly over Kennydale at or above 800'.
- **North Flow arrivals from the South:** Pilots should maintain 1,500' until intercept of visual glideslope and then fly at or above the glideslope to a straight-in landing.
- **North Flow arrivals from the North:** Pilots should maintain at at-least 1,500' as long as practical, descending to cross over the "white water tower" at 1,200' or Kennydale at 1,000', as designated by ATC. Pilots should fly a close-in downwind, West of I-405. Pilots should avoid descent over Renton East Hill below 800'. Turn base before the hill or maintain altitude as necessary to fly over the hill at or above 800'.

Direct and Induced Socioeconomic Impacts. While there are no resources to inventory under this category, it's still an important environmental consideration in airport planning. Direct social impacts include land purchased or encumbered, residential or business relocation, alternatives in surface transportation patterns; and loss or degradation of public lands or facilities contributing to the quality of life. Any direct impacts of proposed airport configuration alternatives need to be considered. Induced socioeconomic impacts are secondary effects resulting from a proposed airport action. Such impacts may include shifts in the pattern of population movement, growth, public service demands and changes in business and economic activity.

Threatened and Endangered Species. The Endangered Species Act (ESA), as amended, requires each federal agency to ensure that any action authorized, funded, or carried out by such agency is not likely to jeopardize the continued existence of any endangered or threatened species or result in the destruction or adverse modification of habitat of such species. The following table entitled *SPECIES AND CRITICAL HABITAT WITH FEDERAL ESA STATUS* details ESA-listed species and or critical habitats identified by the United States Fish and Wildlife Service (USFWS) and National Marine Fisheries Service (NMFS) as potentially occurring in the vicinity of the Airport.

Table A3 SPECIES AND CRITICAL HABITAT WITH FEDERAL ESA STATUS

Common Name (Scientific Name)	Jurisdiction	ESA Status	Critical Habitat
Chinook salmon (<i>Oncorhynchus tshawytscha</i>) Puget Sound ESU	NMFS	Threatened	Designated
Steelhead (<i>Oncorhynchus mykiss</i>) Puget Sound DPS	NMFS	Threatened	None designated (proposed January 14, 2013)
Bull trout (<i>Salvelinus confluentus</i>) Coastal- Puget Sound DPS	USFWS	Threatened	Designated
Marbled murrelet (<i>Brachyramphus marmoratus</i>)	USFWS	Threatened	None designated in Lake Washington

SOURCE: National Marine Fisheries Service (NMFS), United States Fish and Wildlife Service (USFWS)

NOTES:

ESU – Evolutionarily Significant Unit

DPS – Distinct Population Segment

NMFS – National Marine Fisheries Service

USFWS – U.S. Fish and Wildlife Service

USFWS identifies the additional listed species of Canada lynx (*Lynx canadensis*), gray wolf (*Canis lupus*), grizzly bear (*Ursus arctos*), and northern spotted owl (*Strix occidentalis caurina*), and species proposed for listing of North American wolverine (*Gulo gulo luteus*) and Oregon spotted frog (*Rana pretiosa*) to be present in King County. However, suitable habitat for these terrestrial species is not present within or within several miles of the Airport. Listed plant species identified by USFWS to be present in King County included the golden paintbrush (*Castilleja levisecta*). Suitable habitat for this species is also not present within and adjacent to the Airport. NMFS identifies several aquatic species that occur in marine environment of Puget Sound. Marine species are not applicable because the Airport is located adjacent to the freshwater environment of Lake Washington.

Review of the Washington State Department of Fish and Wildlife (WDFW) Priority Habitats and Species (PHS) Database online identified the following priority species as occurring in the vicinity of the Airport. The following table entitled *SPECIES DOCUMENTED ON THE WDFW PHS DATABASE* also identifies the state and federal status of the protected species and the occurrence and location of the species.

Table A4 SPECIES DOCUMENTED ON THE WDFW PHS DATABASE

Common Name (Scientific Name)	Federal Status	State Status	Occurrence and Location
Bald Eagle (<i>Haliaeetus leucocephalus</i>)	Species of Concern	Sensitive	Breeding area in forested habitat northwest of Airport
Osprey (<i>Pandion haliaetus</i>)	NA	Monitored	Breeding area in forested habitat east of Airport
Chinook salmon	Threatened	NA	Occurs in Lake Washington and Cedar River
Coho (<i>Oncorhynchus kisutch</i>)	NA	NA	Occurs in Lake Washington and Cedar River
Cutthroat Coastal Resident (<i>Oncorhynchus clarki</i>)	NA	NA	Occurs in Lake Washington and Cedar River
Dolly Varden/Bull trout (<i>Salvelinus malma</i>)	NA	NA	Occurs in Lake Washington and Cedar River
Kokanee (<i>Oncorhynchus nerka</i>)	NA	NA	Occurs in Lake Washington and Cedar River
Sockeye (<i>Oncorhynchus nerka</i>)	Not Warranted	NA	Occurs in Lake Washington and Cedar River
Steelhead (<i>Oncorhynchus mykiss</i>)	Threatened	NA	Occurs in Lake Washington and Cedar River

SOURCE: Washington Department of Fish and Wildlife (WDFW)

Essential Fish Habitat. Pursuant to the Magnuson-Stevens Fishery Conservation and Management Act (MSFCMA) and the 1996 Sustainable Fisheries Act (SFA), an Essential Fish Habitat (EFH) evaluation of impacts is necessary for activities that may adversely affect EFH. EFH is defined by the MSFCMA in 50 CFR 600.905-930 as “those waters and substrate necessary to fish for spawning, breeding, feeding, or growth to maturity.” Federal agencies are required to consult with NMFS on all activities, or proposed activities, authorized, funded, or undertaken by the agency that may adversely affect EFH. In the vicinity of the Airport, the Pacific Fishery Management Council (PFMC) has designated EFH for the EFH composite group of Pacific salmon. The Pacific salmon composite includes Chinook salmon, coho salmon, and pink salmon (*O. gorbuscha*). EFH for Pacific salmon includes all those streams, lakes, ponds, wetlands, other currently viable waterbodies, and most of the habitat historically accessible to salmon in Washington. The freshwater environment of Lake Washington does not include the two EFH composite groups of the marine species groundfish and coastal pelagic fish.

Other anadromous salmonids, such as chum salmon and steelhead trout, are rarely captured in the Pacific Fishery Management Council's ocean fisheries and are therefore not addressed with regard to EFH. However, the EFH evaluation for Pacific salmon species considers similar habitat needs and uses to those of additional anadromous salmonids.

Section 4(f) Property. According to Section 4(f) of the Department of Transportation Act (recodified as 49 USC, Subtitle I, Section 303), no publicly owned park, recreation area, wildlife or waterfowl refuge, or land of historic site that is of national, state or local significance shall be used, acquired, or affected by programs or projects requiring federal assistance for implementation unless there is no feasible or prudent alternative.

Several parks, open space and trails are located in the vicinity of the Airport. These parks include Pathfinder Park, Gene Coulon Memorial Beach Park, Earlington Park, Jones Park, Liberty Park and the Cedar River Park. Pathfinder Park is the closed park to the Airport located immediately east of the Cedar River and is dedicated to long-time pilot and business owner, Clayton Scott.

Water Quality. Water quality considerations related to airport development often include increased surface runoff and erosion, and pollution from fuel, oil, solvents and deicing fluids. Potential pollution could come from petroleum products spilled on the surface and carried through drainage channels off of airport property. During a storm, storm water can pick up these dilute concentrations of oil, grease, fuel and de-icing chemicals from runways, taxiways, parking lots, fuel storage facilities, and access roads, which can then drain into the surface water or ground water systems, thereby polluting them. State and federal laws and regulations have been established to safeguard these storage facilities and prevent extensive storm water pollution. Additionally, water pollution is regulated by the National Pollutant Discharge Elimination System (NPDES) permit program by controlling sources that discharge pollutants into waters of the United States. Given the proximity of Lake Washington and the Cedar River to the Renton Municipal Airport, the potential for quality impacts does exist. Early consultation with local, state and federal agencies charged with implementation of water quality regulations and the issuance of permits may be required for implementation of proposed airport actions.

Wetlands. Wetlands are defined as areas inundated by surface or groundwater, with a frequency sufficient to support vegetation or aquatic life requiring saturated or seasonally saturated soil conditions for growth and reproduction. The *USFWS Wetlands Mapper for NWI Map Information* does not identify any wetland features within the airport property.

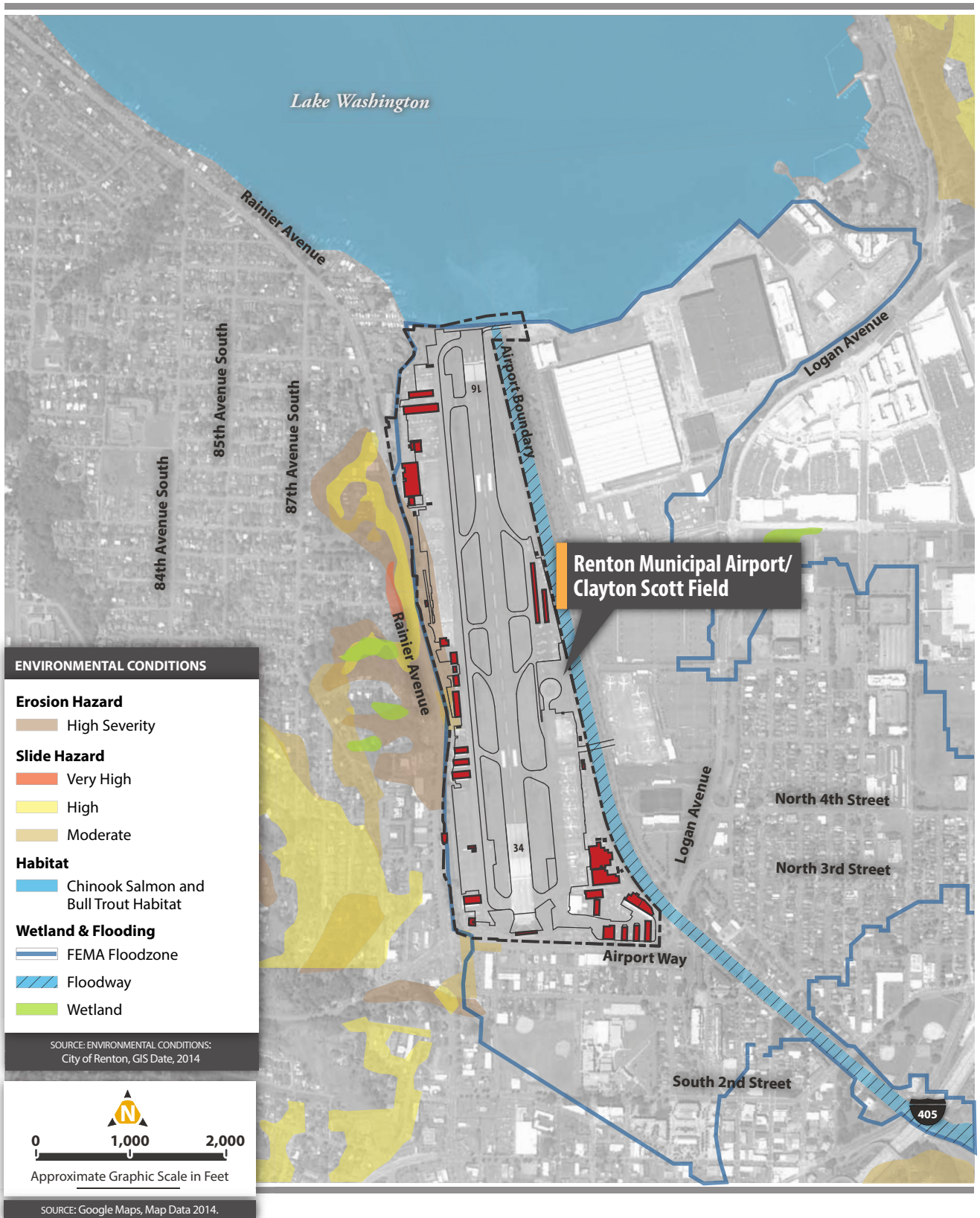


FIGURE A9 Environmental Conditions

Renton Municipal Airport/
Clayton Scott Field



FIGURE A10 Voluntary Noise Abatement Procedures

Renton Municipal Airport/ Clayton Scott Field

Master Plan

Summary

The goal of this chapter is to provide general background information pertaining to Renton Municipal Airport, its operating environment, and its physical surroundings. The *Inventory of Existing Conditions* chapter is vital from the standpoint that it will be used as a reference in the analysis and alternatives design process, which is required to prepare the Airport's future development plan.

The next step in the planning process is to formulate forecasts for the quantity and type of future aviation activity expected to occur at the Airport during the forthcoming twenty years.

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