



## **Renton Airport Advisory Committee**

June 12, 2007

### **MINUTES**

Chair Mike O'Halloran called the Renton Airport Advisory Committee (RAAC) meeting to order at 5:30 p.m.

The Chairman asked everyone to take some time to go over the previous minutes before they were presented for approval. Changes were requested by John Middlebrooks re. the allowance of alternate RAAC members to vote in place of the primary member, when the primary member is not in attendance of a meeting. The Chairman agreed that this would be added and called for approval of the previous minutes as corrected by Mr. Middlebrooks. The motion was seconded. Motion carried.

Mr. Ryan Zulauf apologized for not getting notifications out to the general public the on mailing list.

The Chairperson reviewed the agenda and announced there would be a change in the order of items on the printed agenda.

#### ***Items Discussed:***

#### **I. Transportation/Aviation Committee Member Introductions**

Councilmember and Transportation/Aviation Committee Member Don Persson was introduced to the RAAC.

#### **II. Changes to the Airport Development Policies, and changes to the Airport Leasing Policies**

Councilmember Don Persson started an overview of the Airport Development Policies and gave an explanation of each revised policy. Mr. Persson continued the discussion of the Airport as a self-sustaining enterprise fund.

Councilmember Persson read the "2007 Revised Airport Development Policy Priorities" adopted by Council on June 11, 2007. These policies formally revised the policies in the Airport Development Study that were previously adopted in June 2005.

Marleen Mandt, Kenndale Primary, questioned why the Airport Development Policies don't reflect more neighborhood concerns such as noise and the fly friendly policies. Councilmember Persson then read the four "Key Governing Policies" that council also passed on March 26, 2007, which specifies that "Airport operations should be sensitive to neighborhood impacts and should strive to minimize those impacts". Mr. Zulauf commented that Council has passed both documents ("2007 Revised Airport Development Policy Priorities" and the "Key Governing

Policies”) and the next step is to merge these documents into one formal document. Mr. Persson said that he would go back to the Committee and merge these documents together.

The Chairperson asked Mr. Persson why he thought the City would do a better job in taking care of buildings, such as the chamber building. Mr. Persson responded that the City would take care of the building, as evidenced by the “Cedar River Hangars.”

Mr. Persson explained that a cruise ship company has approached the City and is talking to the City about the possibility of building a dock at the seaplane base.

The Chairperson asked Mr. Persson whether we would ever have a corporate aviation center. Mr. Persson explained that they have a lot of work to do and that there was a lot of misunderstanding and that he was confident that we could meet everyone’s objectives. Mr. Persson noted the misinformation that has gone out to the community and airport tenants regarding the status of the airport layout plan and reiterated that it is not a done deal.

Mr. Marshall commented that there is a conflict between the goal for an all-weather runway with a customs building. Mr. Zulauf, explained that he had spoken with Jason Pitts who manages the FAA Flight Procedures Office and Jason indicated that the Precision Obstacle Free Zone is measured from the full strength pavement, not the existing threshold. Therefore the location of the Customs building is not an issue. Mr. Zulauf indicated that he would re-contact Mr. Pitts and get a written confirmation of the conversation.

### **III. Airport Issues**

Mr. Zulauf discussed the financial model that was developed which modeled:

- Airport Layout Plan Alternative #1 – “Recreational Flying”
- Airport Layout Plan Alternative #4 – “Recreational Flying – but no bonding for buildings”
- Airport Layout Plan Alternative #2 – “Recreational and Business Aircraft Storage”
- Airport Layout Plan Hybrid 3a/b – “Corporate Aviation Center”

Mr. Zulauf explained the modeling efforts, reviewed the financial spreadsheets, and answered questions on the model. The Airport Layout Plan Alternative #1 – “Recreational Flying – but no bonding for buildings” generated the least revenues and the Airport Layout Plan Hybrid 3a/b – “Corporate Aviation Center” generated the most. Mr. Zulauf explained that each of the financial estimations have been reviewed and approved for this analysis by the City’s Finance Administrator.

Some factors to consider: the main revenue sources are from the existing ground and building leases; the Boeing lease is up in May 2010. Mr. Zulauf indicated that the financial model conservatively estimated the new rent for Boeing and this is the info presented on the spreadsheets. He also explained that if the City charges Boeing less than fair market value after May 2010, the Airport will not have enough revenue to maintain the Airport. Mr. Zulauf also explained that no matter which Airport Layout Plan (ALP) Alternative is chosen, if the Airport

doesn't earn the revenue, less funds will be available for maintaining and improving the facility and over time, the airport will become more run down.

The Airport has never used bonding authority. Bonds would be used to jump start the construction of a few new buildings where there is a public good that is derived from the new facilities – US Customs was cited as an example. Tenants would need to cover bond debt on their buildings. Renovation of airport offices is only included in alternate #2. Ms. Mandt asked why this wasn't included in all alternatives. Mr. Zulauf explained that some of the ALP alternatives that were modeled do not produce as much revenue as other alternatives, hence, projects have to be pared back to be consistent with the revenue stream – and this was one of them.

#### **IV. Discussion – All**

- A Talbot neighborhood meeting was held with an attendance of about 25 citizens. They were glad to hear about the noise study with Mercer Island. They also are affected by Boeing Field, but believe that most of the noise comes from Renton Field. They are also concerned about the layout plans.
- Mr. Bruce Fisher, formerly the Renton Airport Operations Specialist, now works with the FAA as an FAA contractor.
- A question was raised over the total monies granted to the Renton Airport by the Federal Government over the years, as discussion has been raised about buying back the Airport.
- Mercer Island Memo of Understanding: The joint noise study component of the Airport Layout currently has both cities making efforts to get the noise study underway. There were six RFQ responses for the noise study. It has been narrowed down to three firms and interviews will take place this week.
- Capital Projects:
  - B-Ramp - A construction estimate and date has been requested from Puget Sound Energy to get off of grid.
  - 2008 Runway Paving: URS has been selected for design and construction management of the project, set to take place around August 7-28, 2008.
  - Seaplane Base Dredging Project: Parametrix is trying to get the permitting done and is facing more stringent regulations. There is a need for more budget and a contract adjustment. Public outreach will occur.
  - Taxiways Becoming Movement Areas: By August 1, 2007, all taxiways will be controlled by the ground controller in the Tower, which is standard for all airports.
  - Vehicle Gate Status: Some gates are still non functional – Convergent Technologies is working to determine the problem.

- Mr. Mark Hancock requested that the RAAC webpage be changed to a notification/subscription page.
- Jennifer Ann Rutkowski noted that Mac users have difficulty with the Airport website and/or receiving word documents. Mr. Zulauf said he will look into getting pdf files of minutes.

***Decisions/Recommendations:***

1. RAAC presentation requested for Renton Hill Neighborhood Picnic.
2. Change date of the August RAAC meeting to August 14, 2007 and schedule it to include a picnic, tour of the airport, include families. Mr. Zulauf will check into ability to finance picnic vs. potluck.

<b><i>Action Item(s)</i></b>	<b>Person(s) Responsible</b>	<b>Due Date</b>
1. Changes to minutes, per John Middlebrooks	Ryan Zulauf	

ATTENDANCE:

<u>Member Name</u>	<u>Representing</u>
Al Banholzer	Washington Pilots Association
Dina Davis	Renton Hill/Monterey Terrace
Marlene Mandt	Kennydale - Primary
Frank Marshall	Airport Leaseholders – Alternate
John Middlebrooks	West Hill – Alternate
Roger Lewis	West Hill - Primary
Michael O’Halloran, Chair	Highlands – Primary
Michael Schultz	Renton Hill/Monterey Terrace – Primary
Colleen Turner	Pilots Association – Primary
Richard Zwicker	North Renton
Ryan Zulauf	Airport Manager
Colleen Deal	Kennydale
Karen Stemwell	Washington Pilots Association
Jennifer Ann Rutkowski	Talbot Hill
Marcie Palmer	Renton City Council
Don Persson	Renton City Council

Guests:

Howard Wolvington  
Linda Herzog  
Mark Hancock

Issaquah  
Mercer Island  
Kennydale