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Airport Manager

Brief History of Renton Airport/ Clayton Scott Field

Inception through 2001

- First flight in 1920s
- Federal government expanded airport during WWII
- After War, Renton purchased airport for \$1
- Today, airport contributes \$17m annually to Renton

Brief History of Renton Airport/ Clayton Scott Field

Quit Claim Deed from federal government requires
Airport use in perpetuity

All of the Airport property “shall be used for public
airport purposes, and only such purposes, on
reasonable terms and without unjust
discrimination...”

– Quit Claim Deed, 1947

Brief History of Renton Airport/ Clayton Scott Field

Acceptance of FAA federal grant funds for major airport improvements requires the City to:

- actively use airport property for aviation purposes
- not discriminate based on aircraft type
- ensure that the runway is available 24/7

Brief History of Renton Airport/ Clayton Scott Field

- Since WWII, Boeing has leased most of the property on the Airport and manufactured the world's finest commercial aircraft.
- Approximately 11,000 airplanes have been built at Renton



Brief History of Renton Airport/ Clayton Scott Field

2001-Present

- Boeing started to surplus property in 2002
- City needed a plan to manage this public asset

Why Plan?

Boeing's reduction in land use at Renton Airport

(2007)



Why Plan?

- Federal Aviation Regulations
 - Require active, not passive use of airport property
- Federal grant monies for runway, taxiway and other improvements

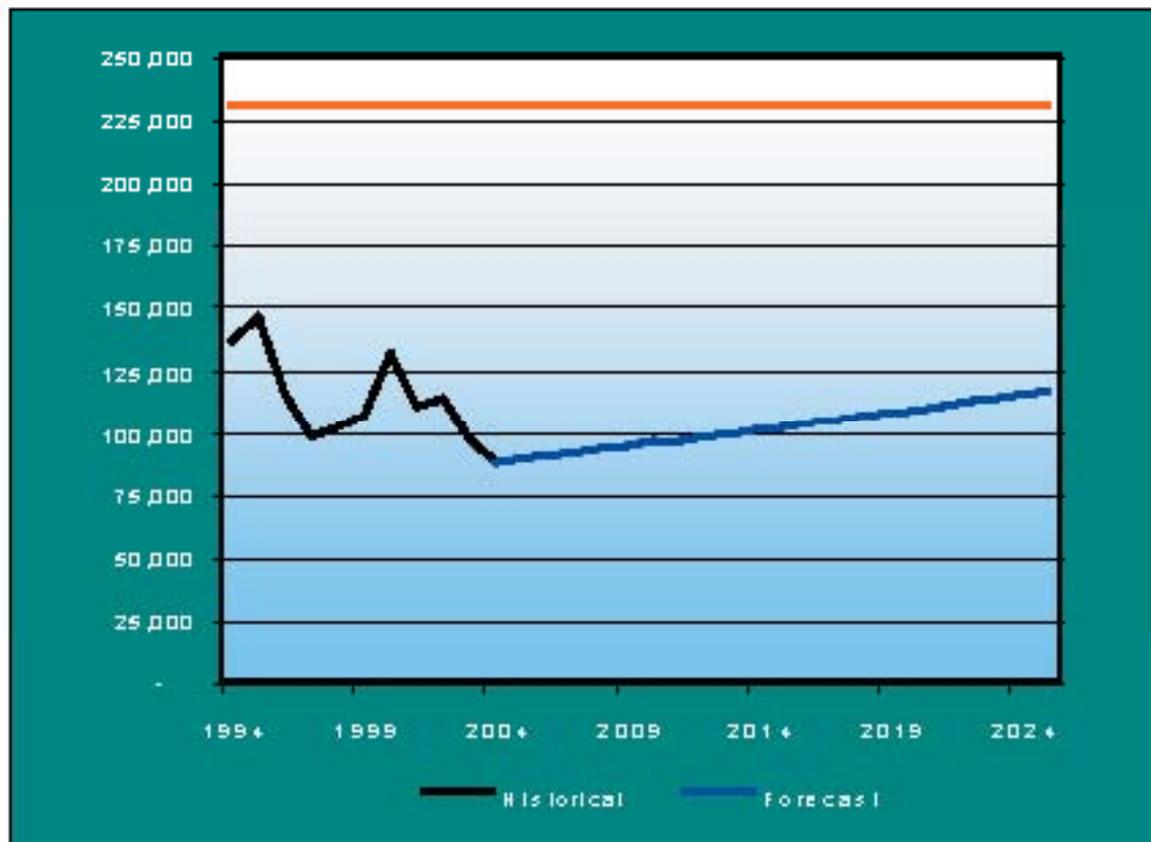
Why Plan?

- City's fiduciary duty
 - To the City's taxpayers
 - To our City budget
 - Commerce/jobs
- Manage noise
- Target desired markets
- A mixed-use plan focused on the quietest aircraft will help manage noise compared to other alternatives

Why Plan?

- Make conscious choices that maximize City control over how Airport property is developed without violating federal grant assurance/property deed restrictions

Past and Present Operations



Source: URS



The Process
Driven by citizens and airport users

Michael O'Halloran
Chairman

Renton Airport Advisory
Committee (RAAC)

RAAC's Mandate from City Council

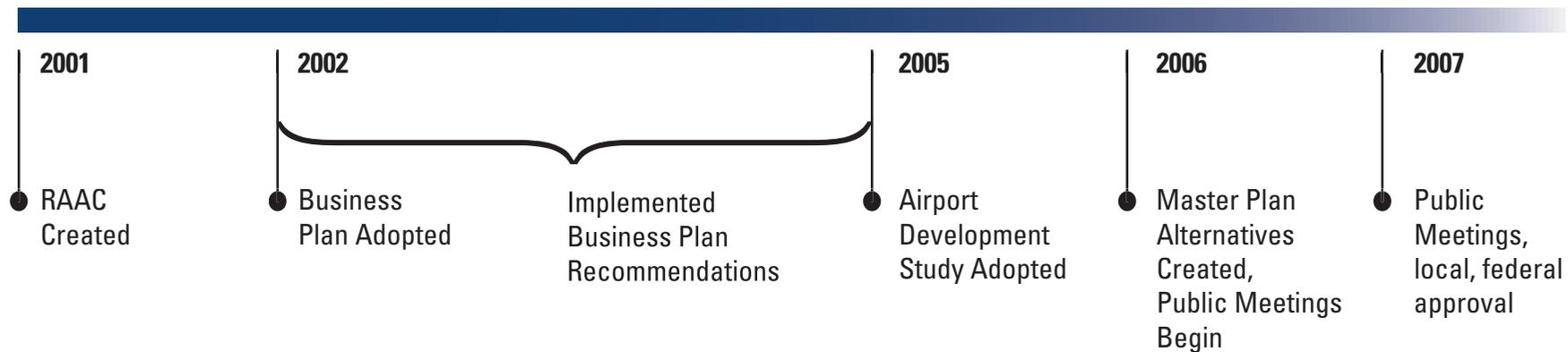
- “The role of the Airport Advisory Committee will be to act in an advisory capacity to the Mayor and City Council on matters referred to the Airport Advisory Committee by the City Council. The primary function will be to provide a forum for members of the community to discuss their concerns directly with airport operators and for collective problem solving and resolution of their issues.”

– City Resolution 3495, 3/26/01

History

- RAAC created in 2001
- Membership
 - 6 from aviation community
 - 7 neighborhood representatives
 - In 2006, added two more

Timeline of Airport Development Process



Airport Development Process

Sources of Information

- Staff
- Consultants
- Market studies
- Federal regulations
- Feedback from users and neighborhoods

Airport Development Process

- Completed 2 studies
- Contributed to the development of the “Airport Business Plan”
- Forwarded to City Council, adopted 12/5/02
- Contributed to the development of the “Airport Development Study”
- Forwarded to City Council, adopted 3/31/05
- Approximately 50 public meetings by RAAC 2001-2005

Airport Development Process

Key Findings of “Airport Development Study”

- Airport is land-poor; limited space to redevelop
- City policies call for development of a balanced use of leased properties
- Recommended actions include increasing the share of light-to-medium business jets and new generation Very Light Jets (VLJ) and Turbo-props

Airport Development Process

Key Findings of RAAC

City should seek to attract:

- Aircraft retrofitting services
- Aircraft production
- Aviation education
- Maintenance/Repair/Overhaul (MRO)

Airport Development Process

- Business Plan delivered to City Council in December 2002
- Development Study delivered to City Council in March 2005
- Since then, Council has approved both studies
- Staff and Consultants have developed a “Master Plan”
- Three Alternatives designed for new airport layout
- Consultant will explain the Master Plan

John Yarnish, Airport Planning Consultant

URS Corporation

Layout Plan

Three Alternative Airport Development Plans Were Analyzed

One was recommended to serve as the
20-Year Development Plan

Prior to acceptance the City needs:

- Environmental review
- Public comment
- Council approval
- FAA approval



Eclipse

- Pilot plus 4-5 passengers
- Length 34 ft
- Wingspan 38 ft
- Up to 30 db quieter than today's business jet



Pilatus PC-12

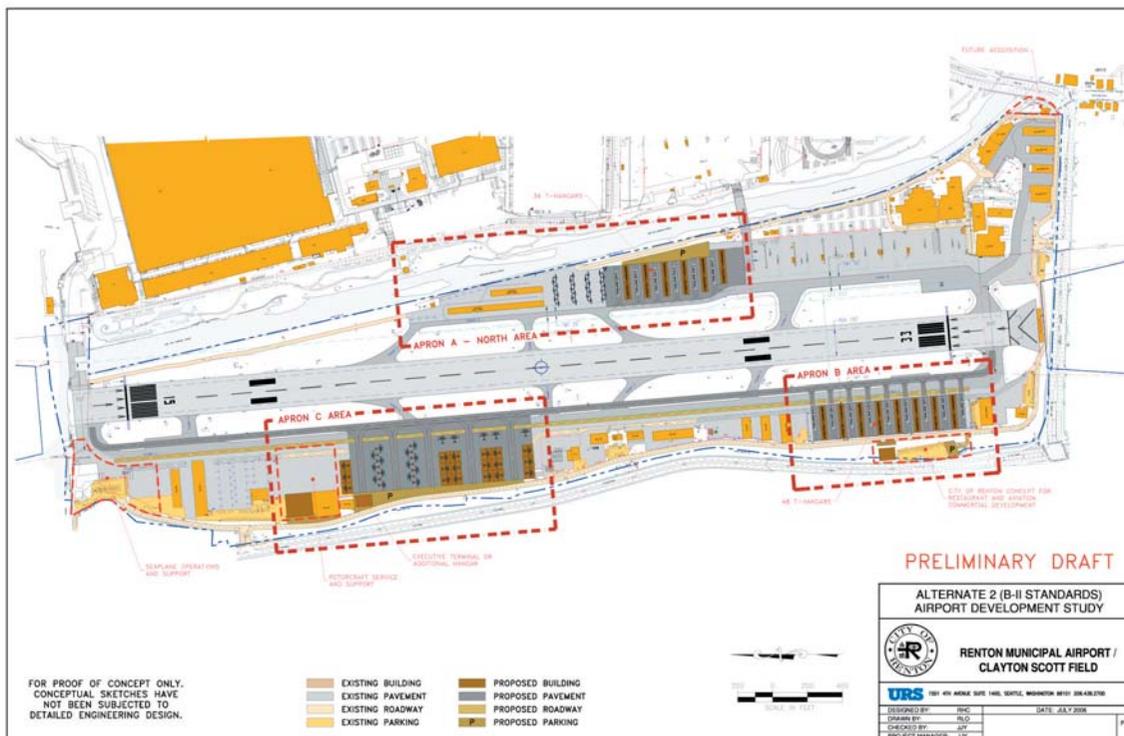
- Pilot plus 6-9
- Length 47 ft
- Wingspan 53 ft

Layout Plan

- **Alternative 1:** Recreational Aviation
- **Alternative 2:** Aircraft Storage
- **Alternative 3A:** Corporate Flight Center Option 1
- **Alternative 3B:** Corporate Flight Center Option 2
- **Preliminary Preferred Alternative:** Corporate Flight Center Hybrid 3A/3B

Layout Plan

- All layouts fall within the red dashed lines
- Differ only in configuration and uses



Year 2026 Alternative 1

Measure	Existing	Recreational Aviation	
		Total	Net Gain/Loss
Aircraft Parking Places	246	330	84
Based Aircraft	291	338	47
Aircraft Operations	87,266	116,948	29,682

Year 2026 Alternative 2

Measure	Existing	Aircraft Storage	
		Total	Net Gain/Loss
Aircraft Parking Places	246	281	35
Based Aircraft	291	289	(2)
Aircraft Operations	87,266	99,994	12,728

Year 2026 Alternative 3a

Measure	Existing	Corporate Flight Center Option #1	
		Total	Net Gain/Loss
Aircraft Parking Places	246	235	(11)
Based Aircraft	291	243	(48)
Aircraft Operations	87,266	84,078	(3,188)

Year 2026 Alternative 3b

Measure	Existing	Corporate Flight Center Option #2	
		Total	Net Gain/Loss
Aircraft Parking Places	246	267	21
Based Aircraft	291	275	(16)
Aircraft Operations	87,266	95,150	7,884

Preliminary Preferred Alternative

Measure	Existing	Corporate Flight Center Hybrid 3a/3b	
		Total	Net Gain/Loss
Aircraft Parking Places	246	242	(4)
Based Aircraft	291	243	(48)
Aircraft Operations	87,266	86,500	(766)

Noise

The City of Renton's Policy:

“...[the City will take] actions to reduce current noise and minimize noise growth....”

– Airport Vision Statement

Noise

- The ALP Update is a 20-Year Plan
- Aging airplanes are being retired
- New airplanes are much quieter
- Boeing Field closed in August for runway reconstruction
—one time event in a 20-year period resulted in short-term increase in noise.

Noise

- 36% of the business jet fleet (5,000 aircraft) in the US is more than 20 years old
- Approximately 3,000 are more than 25 years old
- 26% of the light- to medium-jet purchases in next five years will be replacement aircraft

Source: Honeywell 2006 market study

New airplanes are much quieter

- 250 Very Light Jets a year will be delivered by 2016
- In North America 7,320 business jets will be purchased by 2016
- 1,903 of these will be replacements for existing, older, noisier aircraft
- 97% of the surveyed purchasers list aircraft age as the primary reason for their decision

Noise Signature of Representative Aircraft at RNT

	Fly-Over Est db	Approach Est. db
Cessna Citation Encore	58.3*	83.0
Mitsubishi MU 300 Diamond	71.9	77.2**
Cessna 525 CJ	60.3	81.7
Cessna Citation I	67.3	77.7
Learjet 31	68.9	82.9
Piper Cheyenne	70.3	77.1
Beech Super King Air	68.8	77.8
Beech Baron	65.1	73.3
Cessna 421C	61.0	74.0
Cirrus SR22	73.6	63.8
Piper Malibu	70.0	63.9
Beech Bonanza	67.8	64.0
Eclipse 500 (Twin J) VLJ	54.9	72.8

*Currently rated quietest jet on fly-over

**Currently rated quietest jet on approach

Comparisons

Eclipse (Fly-Over)	55db
Typical Speech	60db
Dishwasher	62db
Eclipse (Approach)	75db
Busy traffic	85db
Modern Business Jet	~87-93db

Blow dryer	}	100db
Diesel truck		
Car at highway speed		
Normal fan		
Air compressor		
Propeller airplane		
Outboard motor		
Loud street noise		
Power lawn mower		
Helicopter		
Old Business Jet		

Leaf blower/chainsaw	110db
Ambulance/jackhammer	120db
12 gauge shotgun	165db

Noise

- Yes, more aircraft operations are forecast
- Recommended Alternative encourages light jets
- Replacement and next generation jets will be quieter than those they replace
- The new VLJs will be quiet

Summary

Public Benefit

- Creates jobs
- Creates new businesses
- City has a social responsibility to be sensitive to our citizens and those in surrounding areas
- No matter what Alternative the City chooses, jets will use Renton Airport in the future just as they do today

“Middle Ground” Alternative

- Seeks to attract next generation of quieter aircraft
- Mixed use, balances aircraft storage demands with the need to create new aviation related jobs

Summary

Federal rules limit the City's authority in regulating airport operations

– BUT with good planning, we can manage noise and maximize public benefit without violating federal obligations

Next Steps

- Public Meeting on Mercer Island
- Renton Neighborhood Meetings
- Mayor/Council Selection of Preliminary Preferred Alternative
- Environmental review with Formal Public Comment Period (SEPA)
- Formal Approval by City
- Formal Approval by FAA

Questions and Answers