



Renton Airport Advisory Committee

February 13, 2007

MINUTES – Approved March 13, 2007

The meeting was called to order by Chair Mike O'Halloran at 5:30 p.m. and the sign-in sheet was routed around the table.

Items Discussed:

I. Airport Issues Update

Chair Mike O'Halloran opened the meeting and commented that there were some procedural items to be taken care of before going into the scheduled agenda items.

He introduced Jennifer Jorgenson to the membership. Jennifer is a Secretary in the Transportation Systems Division. She will be responsible for recording the minutes for this and future RAAC meetings.

Chair O'Halloran stated he takes full responsibility for pressing the membership for a final vote on the Airport Layout Plan (ALP) alternatives. He wants the vote to be taken in the very near future. This brings up the matter of participation, such as how the voting procedure is to be implemented and how it should be presented. A discussion on this item will take place during the meeting at 6:45 tonight.

Airport Manager Ryan Zulauf stated that the past minutes should be sent out soon.

Chair O'Halloran briefly touched on the Mercer Island meeting that was conducted on January 29. He noted the public turnout was very impressive, with over 300 people in attendance. He stated that although it seemed acrimonious at first, things soon settled down and he felt the RAAC members were well received.

Mr. O'Halloran noted that one of the highlights of the Mercer Island meeting was an information sheet that had been prepared by Diane Paholke and distributed to the public. Mr. O'Halloran would like each member to receive a copy. Ryan stated he would check to see if Diane has an electronic .pdf file he could obtain and distribute.

Chair O'Halloran introduced Elliott Newman (Mercer Island) for the second item on the agenda.

II. Review of Mercer Island January 29 Meeting

Mr. Newman thanked the RAAC members for taking the time to attend the Mercer Island meeting. The meeting was recorded and a DVD copy of it is available for purchase from the City of Mercer Island for a nominal charge of \$5.00.

Mr. Newman thought the meeting was a useful tool for the citizens of Mercer Island. He read a series of questions that were indicative of those generated during the meeting.

Primarily, they would like to know more about the Airport's use. They are looking for information as to who and what types of businesses are leasing space on the Airport.

The environmental comments centered on the noise impacts to the residents of Mercer Island. They are looking for a full environmental impact analysis to be completed.

The concern with safety issues in the event of another aircraft mishap is the third major area of concern.

Mercer Island would like any of the major environmental studies to take into account any national guidelines as opposed to the state's guidelines.

Mr. Newman expressed hope that their questions would be taken seriously and given complete answers. Mercer Island would like a response in a month, or so.

Bob Moran commented that he also attended the Mercer Island meeting. He thought that it was a good meeting with a good turnout.

John Middlebrooks has a copy of the DVD.

Councilmember Marcie Palmer explained that she also attended the meeting. She believes that it might be beneficial for the Mercer Island community to view our Council meetings, especially the Transportation/Aviation Committee segment. She went on to say that the City of Renton's web site was recently updated and it now has our local government access channel 21 connected via live streaming video. Because of this, it is possible for members of the general public to view our televised Council meetings using the web site.

Dina Davis echoed she has many of the same concerns as the Mercer Island people.

Frank Marshall attended the Mercer Island meeting and felt they were well received.

Mike Rice also attended the meeting. He stated that he was subjected to a hostile reception, even after the meeting was well underway.

Councilmember Palmer commented on the meeting and noted the large turnout. She thanked everyone who took the time to attend as representatives of the RAAC, despite the obvious animosity. She went on to comment that it was obvious that these people had done quite a bit of research by the nature of the in-depth questions that were raised. In closing, she commended Ryan Zulauf for his presentation during the meeting.

Chair O'Halloran introduced Airport Manager Ryan Zulauf for the third item on the agenda.

III. LNAV WAAS Approach

(LNAV stands for lateral navigation and WAAS is an acronym for wide area augmentation system.)

Ryan briefly commented that Howard Wolvington had worked hard to prepare tonight's graphic presentation and he believes it will go a long way toward explaining the possibilities for improved landing patterns from the north, over Mercer Island. He then turned the meeting over to Mr. Wolvington.

Mr. Wolvington presented a PowerPoint slide show and discussed the differences between an ILS approach and a WAAS approach and the improved technology currently available. Peter Morton with SeaTec Consultants helped to explain the RNP process.

ILS stands for an instrument landing system. This type of system transmits signals for horizontal and glide slope elevations. A survey in 1989 revealed obstacles on Mercer Island that would prevent an ILS from being implemented at Renton Airport.

WAAS-approved receivers are needed in an aircraft to implement this type of system. Once an aircraft is equipped with the basic box, the cost for the software upgrade varies, but is generally in the neighborhood of \$1,500 +/-.

Mr. Wolvington went on to say that raising the level of glide slope would help reduce noise over Mercer Island and the FAA has agreed in principal that this could be done.

In the interim, a step-down fix could be implemented when approaching from Mercer Island, as long as the craft is outfitted with a GPS receiver.

Mr. Wolvington was asked what the next steps were in order to achieve this goal with the FAA.

The ALP (Airport Layout Plan) needs to be updated, submitted and approved by the FAA. They are already on board with the concept.

Approach lights are not required, but they are desirable. In essence, costs are minimal with improved outcomes for everyone – pilots, businesses and residents.

How would this affect approaches from the south? There would be no difference from the current situation because the Boeing airfield traffic is in conflict with Renton's air space. Because of this, pilots coming from the south use only a visual or VFR approach.

Ryan Zulauf explained there are some short-term items we can do now to improve the situation.

RNP employs a curved approach down the east channel versus the WAAS/LPV approach.

Colleen Turner – Would like to see the RNP.

Diane Paholke – Agrees with this solution and would also like to see the RNP approach implemented.

Elliott Newman – Would like to obtain a copy of the presentation.

Dina Davis – Can the IFR approach be included in a Fly Friendly plan for jet traffic? Yes, it will be included in future publications.

Marcie Palmer – What needs to be done to move forward on this?

Ryan Zulauf stated the City must formally approach the FAA. He believes it would be more productive if we could partner with the City of Mercer Island for a combined effort.

What is the likely timing required for this? By 2008, or maybe earlier, but the Airport Layout Plan needs to be completed. It was decided that a detailed schedule would be prepared in time for the next meeting.

Marcie would like this item to be placed on the Council's Transportation/Aviation Committee agenda.

Chair O'Halloran concluded this portion of the agenda and moved forward to the fourth item.

IV. Process Check

Councilmember Marcie Palmer thanked those in attendance and noted the absence tonight of representatives from Talbot Hill, Kennydale, and the North Renton communities.

She stated that the overall short answer is that Council has no deadline at this point and that it is up to Mike O'Halloran as Chair, and this committee to formulate their recommendations.

Council would like to see some financial modeling. She stressed the importance of the Airport remaining totally self-sustaining. The RAAC is tasked with reviewing the documentation they already have in hand to arrive at a preferred option that will be of the most benefit to the City of Renton. She cautioned that it has already been determined that to "do nothing" by merely converting the current empty spaces to tie-down usage will not sustain the Airport. Ryan Zulauf mentioned there are already more than four (4) acres of vacant tie-downs available on the Airport.

Councilmember Palmer next explained that Council has been confused by the term "preferred alternative." Council has been under the impression that the RAAC had already voted and arrived jointly at the currently expressed Preferred Alternative that is under consideration. Once

she had explained that the RAAC had not yet voted, they wanted to know who preferred it. The term came from the consultants in charge of the Airport Layout Plan Study. They came up with it after carefully measuring the various alternatives against previously adopted City policies (the 2005 Airport Development Plan.)

Because the RAAC has not yet voted on it, and to avoid further confusion, Councilmember Palmer has requested that the word “preferred” be removed from all future references to the Airport Layout Plan. Instead, each alternative should be considered by its numerical designation i.e., Alternative 1, 2, 3, etc. Only after the advisory vote has been taken and tabulated will the word “preferred” be used in conjunction with the RAAC’s choice.

In further explanation of the Process Check, she explained the direction to the Committee is to look at: where we are and how we move forward from here. She cautioned the Business Plan and City policies in the Airport Development Study will not be changed and we need to work within their parameters. Do not assume that she will vote. Will staff vote? We don’t know. These are items for discussion at the next RAAC meeting and Mr. O’Halloran will be going over that in a few minutes.

Council will be discussing the Airport and its progress during the upcoming Council Retreat in the next few weeks. Marcie will enlighten them during the discussions.

She then opened the floor for questions from the members.

Q. Who can vote?

R. Mr. O’Halloran commented that this had already been addressed; we have a current list and this will be a main topic for discussion during the next meeting.

Q. Why could we be forced to take on a tenant we don’t want? Is it because of the assurances?

R. Yes, it is because of the grant assurances. The Airport cannot discriminate against airport-related businesses. The lack of an officially recognized Airport Layout Plan is problematic and that’s the main thrust behind the need to get this Committee to a vote.

Q. How will the arrival of the Seattle Sonics in town figure into the financial outlook?
Is there enough transient space for aircraft to handle the sports traffic?

R. We just learned of the decision this afternoon and don’t have enough data to complete a financial outlook in this respect.

A former manager of Galvin Flying Services at Boeing Field responded that, typically, the Huskies bring in 4-7 general aviation aircraft and 3-5 small jet aircraft for a home game. The Renton Airport has available tie-down spaces to handle this additional traffic.

Chair O’Halloran asked the Committee to think about what information is missing in order to take a vote on the ALP.

Four members stated they needed to see the financial analysis data.

Others want to see the environmental impact statement completed. It was noted that the SEPA EIS couldn't be done until the decision on the preferred ALP has been made.

Several others want to see the responses to the Mercer Islander's questions before they make any decisions.

Mr. O'Halloran stressed the need for the Committee to move on and present the matter to Council in the near future, preferably arriving at a decision by the end of April's meeting.

Is there a time limit for the FAA? No. The push will come from the private sector. Ryan again explained the need to make the Airport available to any airport-related uses, without discriminating against any one type of business. An FAA-approved ALP will allow the Airport more discretion in choosing which businesses they would lease to.

In closing, the agenda items for the next RAAC meeting will be centered on getting to a vote.

Things to consider are:

How do you want to vote? By show of hands? By secret ballot?

The RAAC will need to decide what to vote on – is one alternative superior to the others? Or, maybe a combination of two or more alternatives should be considered.

Who will be allowed to vote?

Decisions/Recommendations:

1. No SEPA until we reach a decision.
2. Noise study – when?

<i>Action Item(s)</i>	<i>Person(s) responsible</i>	<i>Due date</i>
1. Answers to Mercer Island's questions from the Jan. 29 meeting.		
2. Financial modeling		

<i>Action Item(s)</i>	Person(s) responsible	Due date
3. Time table for LPV/WAAS approval by FAA.		
4. Electronic copy of the Paholke paper.	Diane Paholke	Week of Feb. 19
5. Obtain the January 29 Mercer Island DVD.	Peter Hahn	Week of Feb. 19
6. Copy of tonight's presentation to Elliott Newman.	Ryan Zulauf	Feb. 15, 2007

Open Items/For future agendas

Voting decisions – Who? What? When? How?

ATTENDANCE:

Member Name

Representing

Dina Davis	Renton Hill/Monterey Terrace
Bruce Fisher	Airport Operations Specialist
Greg Garner	Member-At-Large – Primary
Peter Hahn	Deputy PBPW Administrator – Transportation
Frank Marshall	Airport Leaseholders – Alternate
John Middlebrooks	West Hill – Alternate
Robert Moran	South Renton – Primary
Elliot Newman	Mercer Island
Michael O'Halloran, Chair	Highlands – Primary
Michael O'Leary	Airport Leaseholders – Primary
Diane Paholke	Member-At-Large – Primary
Marcie Palmer	City Councilmember – Primary
Mike Rice	Airport Leaseholders – Primary
Michael Schultz	Renton Hill/Monterey Terrace – Primary
Karen Stemwell	Pilots Association – Alternate
Colleen Turner	Pilots Association – Primary

Guests:

Peter Morton	Langley, WA
Howard Wolvington	Issaquah, WA
Chuck Kegley	Kirkland, WA
Mark Hancock	Seattle, WA
Elizabeth Stevens	Renton, WA

Summary of Questions/Comments made at the Public Meeting held on Mercer Island on January 29, 2007

Use of the Airport

- Want information on current business uses (land based)
- Want data on current aircraft operations (typical day, busiest day, aircraft use)
- Want data on future operations for each alternative being evaluated
- If August 2006 were annualized, how will those number of operations compared to what are being used in the evaluations?
- Explain why in the past traffic grew or diminished 15,000 to 20,000 operations a year?
- What is the basis for the traffic growth of 1,300 operations a year?
- Are there plausible or probable scenarios where traffic growth could return to 20,000 operations a year?
- What is the current number of IFR approaches versus number of VFR approaches into the airport?
- What are the projected percentage splits between IFR and VFR with the various alternatives?
- What leverage do you have to encourage the migration of louder planes to quieter planes and how confident are you that the shift will actually occur?
- It was stated that the Renton runway is too short for the jets that normally fly into Boeing Field, so there is no need to worry about them returning to Renton. However, for a few weeks these jets did use Renton Airport. So which is correct? Either the potential exists for the louder jets to return to Renton, or it doesn't.
- What are the current number of jet arrivals and number of jet departures?

- What are the projected number of jet arrivals and number of jet departures for each of the various alternatives?
- What is the number of air traffic arrivals in the last 60-90 days?
- How do noise complaints get resolved today?
- What are the consequences for a violation?

Environmental Impacts

- What are current impacts (primarily noise)?
- What will be environmental impacts for each alternative being evaluated?
- Will the Airport undertake NEPA studies and if not, why?
- Will impacts on Bald Eagle nesting sites on south end of MI be evaluated?
- Will impacts on the two school and several parks in the south end of MI be evaluated?
- Will Renton pay for any mitigation (acoustic suppression) needed at homes and schools?

Flight Paths

- Is it impossible to modify the runway to take off directly toward Seward Park and use the west part of the lake?
- Will Renton go ahead with their plans to encourage and expand private jet use of the airport without altering the takeoff and landing heading over Mercer Island, over to the east of the Island? Why not obtain the new RNP flight track first?