

Spotlight on the Renton Airport

When Bryn Mawr Air Field (now known as Renton Airport/Clayton Scott Field) was first created in 1922, it was little more than a dirt and sawdust field with a 1,500 foot runway and a small seaplane base. Even back then, the Airport was providing the Renton community with air mail and flight training services. Passenger service was added in 1928.

Over the years, Boeing has used the Renton Airport to build and launch the finest commercial and military aircraft ever built. In an effort to spur local prosperity in post-war years, the City of Renton purchased the airport from the federal government War Assets Administration for one dollar in 1947. The stipulation in the property deed from the federal government was that the land would be used as an airport in perpetuity.

Today Renton Airport is unique, not only because it is home to one of the three largest commercial aircraft manufacturing plants in the world, but also because of the variety of aircraft based on the Airport, and its central location in the Puget Sound Region. As Boeing activity at the Airport decreases, the Airport continues to support helicopters used to fight forest fires, TV news, and the film and construction industry. In addition, the market for business and recreational traffic is slowly growing. The Renton Airport's seaplane base is active, boasting the largest number of based seaplanes in Washington State.

Changes at Boeing are Driving Change on the Airport

At one time, Boeing leased approximately 75% of the available real estate at the Renton Airport. Today that number has shrunk to about 32% because of changes in their manufacturing and preflight operations. In 2003 and in 2006, Boeing vacated and relinquished their options to lease approximately 15 acres of real estate on the west side of the Airport. This amounted to a permanent reduction of 45% of the company's potential footprint since 2003.

To address this change, Renton's elected officials appointed a twenty-five member Renton Airport Advisory Committee (RAAC). This group of airport leaseholders, pilots and neighborhood representatives were tasked to develop a business plan for the Airport that protects and balances all aspects of the public's interest. The RAAC held their first meeting in May 2001 and continued to meet weekly for the first year. Their work culminated in the creation and adoption of the Renton Municipal



Pre-school class visits the airport for an educational tour. The Airport Master Plan Update will help ensure that these children can find future employment in aviation while living and working in Renton, such as with the Boeing Fire Department's Aircraft Rescue Fire Fighting team.

Airport Business Plan (2002 Business Plan). Of the fifty-two recommendations from the 2002 Business Plan, the City has implemented all but eight. One of these, which is in progress, is to rehabilitate the Airport Way entrance to the Airport. The 2002 Business Plan is available at www.rentonwa.gov/ (click the "Visiting" tab).

A New Vision for the Renton Airport

The Renton Airport does not have a lot of property that can be leased and developed. In order to maximize employment, transportation, and economic development opportunity, the City Council authorized an Airport Development Study in 2005 to create a longer term master plan that meets the public's best interest. During the study, the RAAC and elected officials looked at all potential aviation-related uses of the Airport, examined the potential economic benefits and perceived noise impacts to the community.

The Airport Development Study showed that Renton employment could benefit by attracting aircraft production, aircraft retrofitting, aviation education and other maintenance and repair services. The Airport is also well situated to accommodate seaplane air-taxi service and attract the local vacation traveler.

Key recommendations from the study included the following priorities:

1. Corporate aviation with focus on the emerging light jet market equipped with stage four compliant engines to minimize noise;
2. Aircraft and parts production and aircraft services;
3. Aviation education; and
4. Air Taxi/Charter aviation

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The Airport Master Plan Update

With these recommendations in place, the City has begun to update the 1997 Airport Master Plan, a physical layout plan for the Airport. The Master Plan addresses questions such as:

- What type and how many aircraft will likely be based at the Airport in the future?
- How many aircraft operations are forecasted in the future?
- What will happen to the Airport's noise contours?
- Will the noise contours get bigger, smaller or stay the same?
- Where is the best location to create aircraft tie down space on the Airport?
- What capital improvement projects need to be completed in the future?

Even as Boeing has downscaled their Renton Airport operations, new opportunities arise to once again use the Airport to create new prosperity for the Renton area.

To read copies of the 2002 Business Plan, the Renton Airport Development Study or the Airport Master Plan update, go to www.rentonwa.gov/ (click the "Visiting" tab).



The airport allows business people from around the world to meet face-to-face.



First flight of the 5000th Boeing 737.

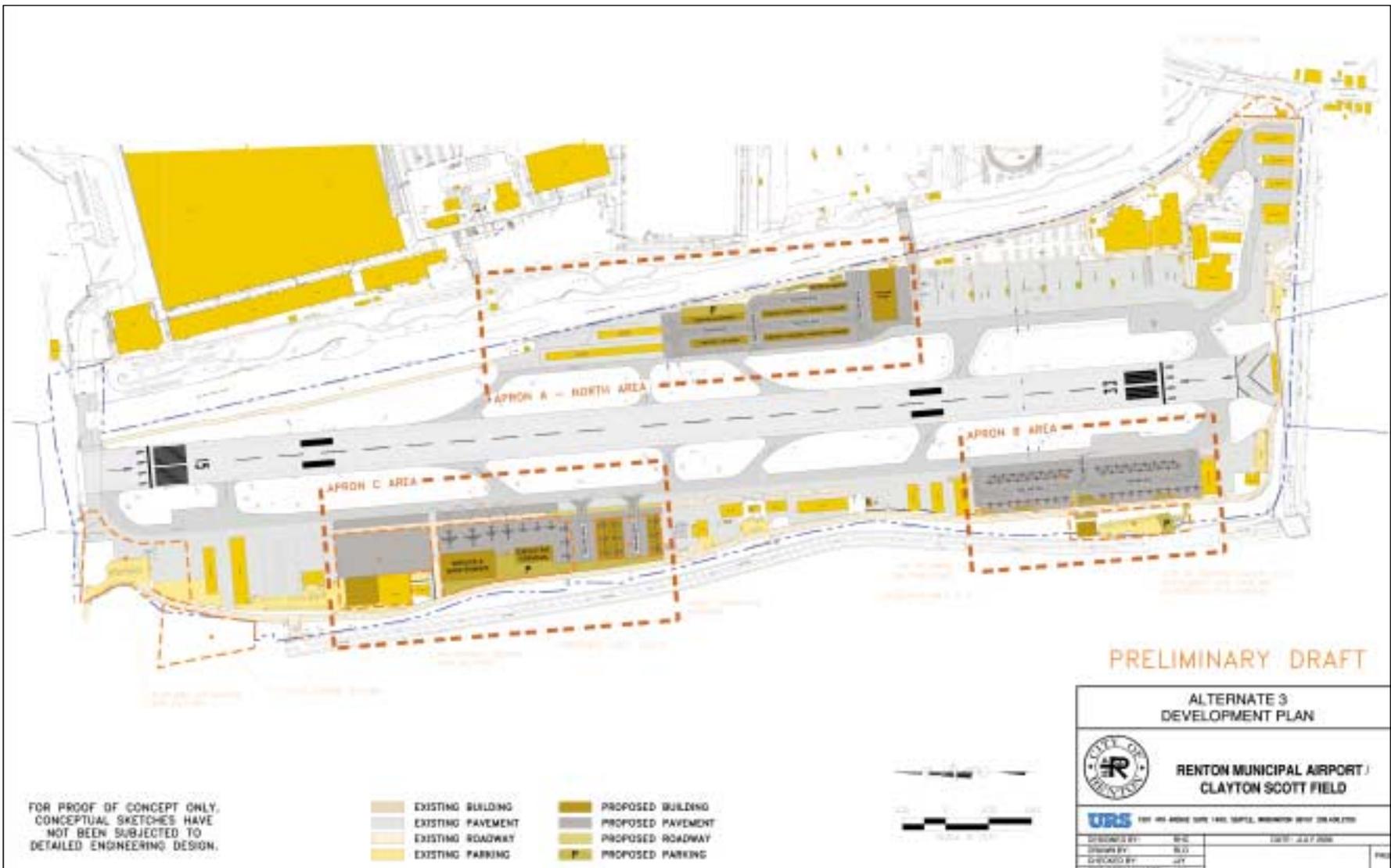
Did you know?

- Bryn Mawr Air Field (now known as the Renton Airport/Clayton Scott Field) was first created in 1922 and was not much more than a dirt and sawdust field with a 1,500 foot runway and a small seaplane base.
- Local aviation icon Clayton Scott co-piloted the first B-29 flight from Renton.
- The City of Renton purchased the Renton Airport from the federal government War Assets Administration for one dollar in 1947, under the stipulation that the land be used as an airport in perpetuity.
- On July 15, 1954, the Boeing 707 prototype, known as the Dash 80, made its maiden flight from the Renton runway, ushering the United States into the commercial jet age. Since that time, Renton Airport has hosted debut flights of many of the finest commercial jetliners ever built, including the 707, 727, 737 and the 757 models of Boeing aircraft.
- The Renton Airport is home to one of the three largest commercial aircraft manufacturing plants in the world, making the City of Renton "The Jet Transport Capital of the World."

Past and Present Members of the Renton Airport Advisory Committee

The City wishes to thank the past and present members of the Renton Airport Advisory Committee for their long standing commitment and contribution during numerous hours of meetings. The Committee's work laid the foundation for the development of the Master Plan Update and ensured that the Airport's future is consistent with the public's interest.

First Name	Last Name	Affiliation	First Name	Last Name	Affiliation
Marleen	Mandt	Kennydale	Howard	Wolvington	Airport Leaseholder - BEFA
Colleen Ann	Deal	Kennydale	Mike	Rice	Airport Leaseholder - Aerodyne Aviation
Marcie	Palmer	Kennydale/Council Member	Mike	O'Leary	Airport Leaseholder - AirO
Michael	O'Halloran	Highlands	Diane	Paholke	Airport Tenant at Large- ProFlight Aviation
Philip	Beckley	Highlands	Michael	Rogan	Airport Tenant at Large
Luther	Dick	Talbot Hill	Kenneth	Whitfield	Airport Tenant at Large
Jim	Poff	Talbot Hill	Greg	Garner	Airport Tenant at Large
Jennifer Ann	Rutkowski	Talbot Hill	Kyle	Williams	Airport Tenant at Large
Beverly	Freer	Talbot Hill	Jan	Fedor	The Boeing Company
Richard	Zwicker	North Renton	Rick	Ford	The Boeing Company
Marjorie	Richter	North Renton	Dave	Kotker	Aircraft Owners and Pilots Association
Beverly	Franklin	North Renton	Jeff	Davis	Aircraft Owners and Pilots Association
Robert	Moran	South Renton	Colleen	Turner	Aircraft Owners and Pilots Association
Robert	Bonner	South Renton	Karen	Stemwell	Aircraft Owners and Pilots Association
Glenn	Reynolds	South Renton	John	Shambaugh	WSDOT Aviation Division
Roger	Lewis	West Hill	Theresa	Smith	WSDOT Aviation Division
Margaret	Feaster	West Hill	Cayla	Morgan	Federal Aviation Administration
Sandy	Chastain	West Hill	Kathy	Keolker	Mayor/ Former Council Member
John	Middlebrooks	West Hill	Don	Persson	Council Member
Michael	Schultz	Renton Hill/Monterey Terrace	Terri	Briere	Council Member
John	Guiliani	Renton Hill/Monterey Terrace	Gregg	Zimmerman	PBPW Administrator
Dina	Davis	Renton Hill/Monterey Terrace	Peter	Hahn	Deputy PBPW Administrator - Transportation
Allan	Blake	Airport Leaseholder - Cedar River Hangars	Rebecca	Lind	EDNSP Planner Manager (non-voting)
William	Wiles	Airport Leaseholder - Action Aviation	Gail	Reed	Former Airport Manager (non-voting)
Kurt	Boswell	Airport Leaseholder - Bosair	Ryan	Zulauf	Airport Manager (non-voting)
Frank	Marshall	Airport Leaseholder - BEFA			



Renton Municipal Airport Draft Preliminary Preferred Alternative.

Airport Master Plan

The Renton Airport Master Plan is currently being updated to better reflect overall community preferences, optimize job creation, minimize noise impacts, and address fluctuations in usage of the Airport's neighbor, Boeing field. The update assesses new opportunities to build prosperity for the Renton community, but will also look at how to maximize the potential of the Airport to address public interests and concerns. An example of how these priorities have been implemented is the "Fly Friendly" program, which provides pilots with guidance techniques to reduce noise impacts.

The City of Renton is holding an open house on Tuesday, November 21, from 7:00 p.m. - 8:30 p.m. at the Renton High School Cafeteria to provide the public with more details on the Airport Master Plan.

Master Plan Update Schedule

The Master Plan Update will be completed and ready for approval by the City's elected officials and then sent to the FAA by the end of December 2006. Major tasks remaining to be completed are:

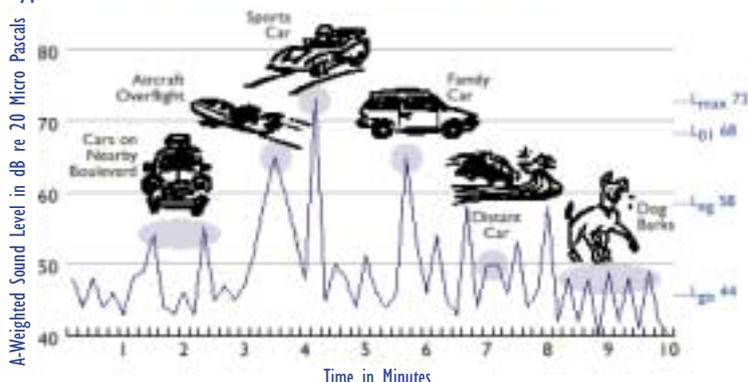
- Complete Noise Contours – October 2006
- Airport Open House Meeting – November 2006
- City Approval of the draft Preliminary Preferred Development Plan – November 2006
- Complete SEPA Checklist – November 2006
- Finalize Capital Improvement Projects – November 2006
- Final Review and Approval by the City – December 2006
- Submission to the Federal Aviation Administration – December 2006

HOW WE MEASURE NOISE

Levels of sound are expressed in decibels (dB), a numerical expression of the relative loudness of a sound. Here are some examples of how loud certain common sounds are:

- A car engine at 50 feet away averages 70 dB.
- A power lawnmower at 50 feet away averages 90 dB.
- A diesel truck at 50 feet away averages 80 dB.
- A train at 50 feet away averages 85 dB.
- A Walkman at 5/10 setting is 94

Typical Outdoor Sound Measured on a Quiet Suburban Street



- An older Boeing 747-200 series aircraft flying directly over a home two miles away from the airport measures 100 dB outdoors.
- A newer Boeing 757 aircraft flying the same path measures 74 dB.



Future aircraft mechanic evaluating his next career move.

City



SOURCE

Renton Airport – Frequently Asked Questions

Q: How large is Renton Airport's airspace and who has control of it?

Renton Airport is designated as a **CLASS D** Airspace by the Federal Aviation Administration, with a **5** nautical mile (nm) diameter area called a Control Zone. Renton air traffic control tower personnel provide **Advice** and **Assistance** to aircraft within this Control Zone.

Because of the proximity to SEATAC and King County International Airports, Renton's airspace is unique and tailored to the traffic patterns at these other two airports.

Q: What are aircraft operating requirements using Renton Airport?

ALL aircraft operating within Class B airspace (that airspace which is 30 nautical miles in diameter and which encompasses the nation's larger airports) including SEATAC airport, must have an operable transponder with Mode C (altitude reporting) capability. The transponder transmits or "squawks" a discrete 4-digit code (one of 4096 possible combinations). This is how ground personnel identify and direct airborne aircraft. Renton Airport is located within this 30 nautical mile Class B area and all aircraft desiring to take off or land at Renton must have an operable transponder **and** be in direct radio communication with Renton's tower.

Q: What are the pilot's responsibilities when using Renton Airport?

In order to operate in Class D Airspace (such as Renton's), two-way radio communication **MUST** be established with the controlling authority (Tower) prior to entering or departing that airspace.

According to federal regulations, it is up to

each and every pilot to "see and avoid" other aircraft. **Advice** and **Assistance** in this endeavor comes from the traffic controllers. Pilots are expected to monitor their radios and follow the communications between the controllers and other aircraft as well as their own.

When taking off, pilots climb to a pre-established traffic pattern altitude when practicing takeoffs and landings. Renton is at 1000' above ground level. Pilots should be at 1000' by the time they are on the "down-wind" (abeam or parallel) leg to the landing runway. They leave this altitude only when descending and turning "base" (perpendicular) to the intended landing runway and thence when turning to the extended centerline, known as "Final Approach."

Q: Why do planes fly so low over my house in Renton / Mercer Island?

Renton Airport has two non-precision approaches (NPA) to Runway 15 (coming in over the Lake). Non-precision means that during inclement weather or when visibility is poor, arriving aircraft can only descend to a pre-established minimum altitude, at which time they must be able to see the runway before they have to "give up" and go to another airport with better visibility. This is pre-determined by specialists with the federal government whose job it is to carefully evaluate the surrounding terrain, natural and man-made structures, prevailing winds, and a host of other potential impediments to landing at a particular airport using only airborne and ground-based instrumentation. One of the non-precision approaches at Renton (known as the RNAV/GPS approach) brings aircraft directly over Mercer Island (when landing to

the south) using a navigational beam transmitted from Paine Field that is followed down to the runway at Renton. The other NPA is known as a circling approach and is less preferred by pilots due to its complexity. It keeps aircraft higher than the RNAV/GPS approach and is prohibited by the airlines and most corporate flight departments.

Q: Why do aircraft continually fly over Kenndale and Renton Hill?

Pre-designated "traffic patterns" around airports like Renton's are rectangular in shape. Renton's Traffic Pattern Altitude is 1200' AGL (Above Ground Level) and pilots are expected to approach the airport at this altitude or reach and maintain this altitude when staying in the pattern and practicing takeoffs and landings. This box-like pattern is generally 1/2 mile to the east of the runway and just west of I-405.

Q: Can the City limit the hours of operations at the Airport?

No. Under federal regulations, aircraft of all types are allowed to use public use airports 24 hours/7 days a week. The City is prohibited from imposing any noise restrictions on aircraft at any time, day or night. The City has asked for assistance from all pilots to use the voluntary "fly friendly" noise abatement procedures for light aircraft established in consultation and with the full support of the local pilot community.

Q: Is there a noise "hotline" or e-mail address?

Yes. The Noise Complaint Form can be accessed Online at the City of Renton's website.

August Boeing Field Closures

In an effort to sustain the safe and efficient integrity of Boeing Field's major runway, which facilitates 500-plus aircraft and 150 businesses, Boeing Field, also known as the King County International Airport, went through a series of improvements in August of 2006. The runway supports the movement of billions of dollars worth of manufactured aircraft, air cargo, general aviation, test flight operations and passenger service in the region each year, generating monumental wear-and-tear on the runway's surface. In all, the airport estimates it will take 116,000 tons of asphalt to completely rehabilitate the runway.

The improvement effort undoubtedly had an impact on surrounding airports, especially the Renton Airport, as Boeing Field tenants and other users of the airport's main runway relied heavily on the Airport for daily aircraft operations.

The majority of the project was performed in phases to minimize impact on aircraft operations and to keep full runway closures to a minimum. A full closure of the runway occurred from August 13 through August 24 while the center portion of the runway was repaired. Propeller-driven, turbine-powered, private and corporate-owned aircraft that normally would operate at the Boeing Field, utilized Renton Airport's space, thereby creating an abnormal level of noise.

Any questions about the Renton Airport? Contact the Airport at 425-430-7471 or email your questions to Rzulauf@ci.renton.wa.us. Visit the City of Renton's website at <http://rentonwa.gov> for more information on the Renton Airport.

Interested in more information about the Renton Airport? Attend the Community Open House - Master Plan Update Meeting at Renton High School Cafeteria, from 7:00 p.m. - 8:30 p.m. on Tuesday, November 21, 2006.