



Public Works Department Gregg Zimmerman, P.E., Administrator
Renton Municipal Airport, Clayton Scott Field

Renton Airport Advisory Committee Meeting

Tuesday, August 13, 2019

- 5:30pm Committee unanimously selected Randy Corman to be interim Chair in Marleen Mandt's absence
- 5:35pm Introductions by committee members
- 5:38pm June 4, 2019 and June 25, 2019 meeting minutes unanimously approved with amended wording to June 4, 2019 minutes, under Neighborhood Communications; "Matt Devine commented that the RAAC voted for a south runway shift as opposed to the north runway shift; Ryan Hayes responded [Gregg clarified during August meeting], that yes, it would help mitigate the ROFA line."
- 5:40pm **Neighborhood Communications**
- Lee Chicoine asked that Boeing address the engine run-ups on the weekends and evenings, and requested that they be contained during the daytime; Boeing representatives will look into the issue
- 5:43pm **Old Business**
- **Airport Minimum Standards and Rules and Regulations**
 - The subcommittee is doing a full version review; Diane Pahlke is preparing the document to return to Airport staff next week
 - Next Steps – legal review

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- Diane stressed the importance of the committee doing a thorough review once the final draft is distributed
- **Master Plan**
 - FAA Grant was closed out this week and will not affect the Master Plan process
 - 5-year term for federal grants under the GONE Act; the Master Plan grant term ends September 2019
 - Mead & Hunt and the City restructured the existing contract to allow for closing out the grant and continuing work on the Master Plan
 - Closing the grant puts the Airport in a better position to receive other grants, like a potential \$10 million grant anticipated for the Taxiway Alpha Rehabilitation project
 - Al Banholzer asked about the City's contractual obligation; Gregg and Harry responded that restructuring Mead & Hunt's contract allows them to continue working for the Airport to complete the Master Plan process and provide the City with specific deliverables as part of the Master Plan project
 - KC Jones asked if the timeline will change; Harry replied that the planning will slow down a bit, but that does not mean we have an indefinite timeline; we still have to work toward completion, because we're subject to a new Airport Reference Code. We have to establish an updated timeline with the FAA.
 - Karen Stemwell asked if the City will ask the FAA to reconsider a class change; Harry responded that the FAA was asked, and the answer was that it is not likely. The FAA did a thorough evaluation before determining the need to change the class. Harry commented that larger aircraft accounted for 650 operations back when the project was initiated, and operations are higher now than at that time.
 - Discussion broke out over special consideration that should be given to the uniqueness of aircraft operations of large aircraft at Renton, where most jets that are manufactured at Renton mostly take off and do not land. Exact numbers of current operations (takeoffs and landings) were not readily available during this meeting. Once the Critical Aircraft is identified, and the resulting RDC (D-III) is established, then this should be reflected on the ALP as the Critical Aircraft regardless of whether the airport can meet that standard and or can

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reconfigure the airport to meet the standard. The FAA requires airport sponsors to take measures to meet the standards, with the expectation the sponsor will put forth a plan to safely meet the standards to the best extent practicable. Since the forecast used a base year of 2015, the FAA may ask the Airport to update the forecast during the environmental evaluation. The FAA Order 5100.1G outlines a modifications to standards process. The FAA may approve a Modification to Standard for a standard if an acceptable level of safety is maintained. However, if the plan moves into an EIS under NEPA, the final alternative may look different than the one chose during the final Master Plan. NEPA also includes a required public review process. Having a tower is a benefit in ensuring an acceptable level of safety is maintained in meeting the standards.

- The approved Modification to Standards expires no later than 5 years from the approved date. All Modifications must be reviewed whenever there is an opportunity to meet standards or when situations change. The sponsor has to incrementally work toward meeting safety standards.
- Comment was made that meeting ROFA standards requires the City to relocate some parked aircraft and requires the removal of a portion of certain hangar buildings. Some items can be accomplished now, and others as leases expire and are renegotiated. The FAA needs to get a timeline from the City that is a reasonable plan for moving aircraft and removing portions of buildings.
- Randy Corman commented on the severity of the FAA standards and how they affect property owners. The FAA's perspective is that currently there is no Runway Safety Area at each runway end. Also, there are other design standards that need to be addressed through this process, with the City putting forth a good-faith effort to meet the standards. This effort should be documented in the plan, in order for the FAA to address possible modifications to the standards.
- Discussion on progress made so far; even though the same questions are repeatedly being asked throughout the process, the discussion is beneficial to the group, and the project started with 14 alternatives that have been reduced to 3 alternatives; the FAA isn't dictating to the City what goes into the Master Plan, although the plan has to establish reasonable steps for the City to take to meet the standards.

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- The FAA strongly suggests the City analyze each parcel individually and note if it is practicable to meet each design standard.
- Responding to a question posed if the Cedar River will be moved; the explanation was the plan does not propose to relocate the river. The ROFA standard requires clearing the ROFA of above-ground objects protruding above the nearest point of the RSA. If the City intends to apply for a Modification, there needs to be an explanation provided in the Master Plan as to why it is impracticable to move the River, and that there is an acceptable level of safety if the River remains in its existing configuration. Additionally, it was explained that relocating or removing an obstruction is not the only option; objects, such as fences, can be made frangible, or objects can be rotated or repositioned in a way that they are no longer considered obstructions.
- Next Steps
 - Use comments received from the two surveys, and determine the viability of businesses and lease space
 - Ask for modifications to standards once NEPA is completed
 - Bob Ingersoll asked for quantified impacts of each alternative; Harry responded that providing the financial analysis is part of Mead & Hunt's contract obligations and they will be working on that soon

6:36pm

New Business

- Angel Flights, presented by Diane Pahlke, Pro-Flight Aviation Inc.
 - National network of volunteer pilots who fly cancer patients to their appointments at no cost
 - Pro-Flight Aviation hosts Women Cancer Center flights, providing creature comforts (tea service, plush seating) to patients before or after their flight
- Pro-Flight Aviation provides services to Medevac, and Renton Airport is a reliever for Boeing Field. Flights arrive on very short notice, carrying organ donations or organ transplant patients, and flights sometimes arrive in the late night or early mornings. The Airport is a vital part of providing transportation by aircraft for these patients and organ donors, because of the short viability of each.

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- Suggestion to have the Landing Gear Works give a presentation on their products at the November meeting

6:40pm

Meeting Process Check

- Marcie Palmer commented that it is a great benefit to have FAA representatives present at the meetings to provide explanations of the Master Plan process
- Next meeting: *November 12, 2019*

6:42pm

Meeting adjourned

DRAFT

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