RENTON AIRPORT

2021/2022 PILOT INFORMATION

GENERAL VFR DEPARTURE PROCEDURES

FACTORIA DEPARTURE: Fly runway centerline until reaching 1,000’ then make standard left downwind west of 405. When abeam the Control Tower, make 45° right turn to exit traffic pattern. Cross over 1,405 and then fly direct toward Factoria to exit Delta airspace.

KENT DEPARTURE: Fly runway centerline until reaching 1,000’ then fly direct toward the southwest side of Valley Medical Center. Continue straight ahead toward a point 1 mile east of SR-167 to exit Delta airspace without entering Boeing’s Delta airspace.

LAKE YOUNGS DEPARTURE: Fly runway centerline until reaching 1,000’ then turn left and fly direct toward the southeast side of Lake Youngs to exit Delta airspace.

MAKERE/KBFI DEPARTURE: Request with Renton Ground on initial contact. Fly runway centerline and do not turn west until you establish two-way radio contact with Boeing Tower on frequency 118.3. Renton Tower will tell you when to change frequencies after any potential traffic conflicts are resolved.

EAST CHANNEL DEPARTURE: Fly runway centerline until 1 mile past departure end and runway then fly outbound over the middle of the East Channel. Fly direct toward the East Channel Bridge and fly inbound over the middle of the East Channel. Unless otherwise instructed by Renton Tower, make straight-in. Report 2 mile final.

LAKE YOUNGS ARRIVAL: Make initial request approximately 8-12 miles (depending on airspeed) from RNT. Enter Delta airspace via the northeast side of Lake Youngs. Fly direct to Maplewood Golf Course. Unless otherwise instructed by Renton Tower, make 45° to left downwind. Report over Maplewood Golf Course.

FACTORIA ARRIVAL: Make initial request approximately 8-12 miles (depending on airspeed) from RNT. Enter Delta airspace 1 mile east of SR-167 fly direct to the east side of Valley Medical Center. Unless otherwise instructed by Renton Tower, make straight-in. Report abeam Valley Medical Center.

LAKE YOUNGS ARRIVAL: Make initial request approximately 8-12 miles (depending on airspeed) from RNT. Enter Delta airspace 1 mile east of SR-167 fly direct to the east side of Valley Medical Center. Unless otherwise instructed by Renton Tower, make straight-in. Report abeam Valley Medical Center.

GENERAL VFR ARRIVAL PROCEDURES

FACTORIA ARRIVAL: Make initial request approximately 8-12 miles (depending on airspeed) from RNT. Enter Delta airspace via Factoria. Fly direct to the Water Tower. Unless otherwise instructed by Renton Tower, make 45° to right downwind. Report over the Water Tower.

KENT ARRIVAL: Make initial request approximately 8-12 miles (depending on airspeed) from KRNT. Enter Delta airspace 1 mile east of SR-167 fly direct to the east side of Valley Medical Center. Unless otherwise instructed by Renton Tower, make straight-in. Report abeam Valley Medical Center.

LAKE YOUNGS ARRIVAL: Make initial request approximately 8-12 miles (depending on airspeed) from RNT. Enter Delta airspace via the northeast side of Lake Youngs. Fly direct to Maplewood Golf Course. Unless otherwise instructed by Renton Tower, make 45° to right downwind. Report over Maplewood Golf Course.

HELICOPTER PROCEDURES

Arrival: Enter the traffic pattern at or above 500’ MSL and do not turn base leg closer than 5.5 mile.

Departure: Proceed straight out until 5 mile from the airport and 500’ MSL before proceeding on course.

Mid-field Arrival & Departures: Fly as instructed by the Tower.

Pattern: Fly at 1,000’ MSL.

Lat/Lon: N47°29.59’/W122°12.95’
Field Elevation: 32’ MSL
Glide path is 3.00° – PAPI
Runway 16: 5082’ x 200’
300’ displaced threshold
Glide path is 3.75° – PAPI
Runway 34: 5042’ x 200’
340’ displaced threshold
Glide path is 3.75° – PAPI

NOTES

Please adhere to our VFR Voluntary Noise Abatement procedures to help limit aircraft noise in Renton and our neighboring communities.
WILL ROGERS-WILEY POST SEAPLANE BASE

All takeoffs, landings, and idle taxi should be carried out within the area identified as the Seaplane Operations Area with regard for the local weather, wind, and boat traffic. The Seaplane Operations Area is east of an imaginary line extending from the seaplane dock on a heading of 320 degrees. NO STOP TAKING. Operations are at your own risk. Use caution for localized shoaling and shallow water as you approach the seaplane base and around the seaplane docks and launch ramp.

Note: For West Channel arrivals or departures, stay east of the runway extended centerline. For East Channel, stay east of Centerline. If you desire anything other than the water, and in Boeing airspace. Maintains highest FAAs advised altitude over noise-sensitive residential areas. Pilots should only deviate from these procedures in the interest of safety. Pilots of large or turbine-powered aircraft should contact: The Landing Gear Works 569-684-9566. For Pro-Flight 425-228-9510. For FSS Clearance Delivery 888-766-8267. Required rental 425-255-6080. Note: For West Channel arrivals or departures, stay east of the runway extended centerline. For East Channel, stay east of Centerline. If you desire anything other than noise-sensitive areas in FAA A/C 91-36D.

Noise abatement procedures at Renton Airport are voluntary measures by pilots to the "friendliest and good neighbors of the citizens who live under aircraft flight paths. Pilots should only deviate from these procedures in the interest of safety. Pilots of large or turbine-powered aircraft must comply with the provisions of FAA 91.129, rather than these procedures. All altitudes are MSL.

FOR AIRCRAFT WITH A CONSTANT SPEED PROPELLER

After takeoff, pilots should reduce propeller RPM when at safe altitude or at below 700'. The propeller RPM may be increased when clear of noise sensitive areas or 2000'. On approach for landing, pilots should not increase the propeller to full RPM until the power has been reduced to final approach power.

FOR TAKE-OFFS WHICH REMAIN IN THE TRAFFIC PATTERN

Pilots should climb at the Best Rate of Climb (Vy) or the Best Angle of Climb (Va), or a combination thereof, to at least 700' before turning crosswind. At 1000', throttle down to pattern power and fly a close in downwind west of 4-80. Depending on traffic flows pilots should avoid descending below 800' over Kennealy and the Renton East Hill. Either run base leg before these areas or maintain altitude as necessary to fly over them at 800' or above.

FOR DEPARTURES LEAVING THE TRAFFIC PATTERN

Pilots should climb at the Best Rate of Climb (Vy) or Best Angle of Climb (Va), or a combination thereof, until reaching 1000' and thereafter at cruise climb speed to depart altitude.

NOISE ABATEMENT PROCEDURES

Maintain highest FAA-advise altitude over noise-sensitive residential areas identified in yellow on the map. (Reference VFR proceedings for these procedures. All altitudes are MSL.

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