COMING UP...

RAAC Meeting
Don’t forget to attend the next virtual RAAC Meeting on Tuesday November 9, 5:00 p.m.

Runway Closure
Runway 16/34 is tentative to be closed October 2-7 for runway maintenance.

Security Improvements
The airport will be installing security improvements to the perimeter fence September 27-30.

As always, FLY SAFE OUT THERE!

Turning a New Page

WITH FALL JUST WEEKS AWAY we have a few projects on deck before the end of the construction season.

First, we have a security fence enhancement project that is scheduled of the end of September. This work will occur on the perimeter fence in several location around the airport.

The second project involves a Runway closure of 16/34 to replace several cracking concrete panels and new runway paint markings. The runway work is anticipated to begin the first weekend in October and will involve a five-day, full closure followed by a seven-day displaced threshold allowing approximately 4,500 feet of runway. The Airport plans to hold a tenant meeting to discuss the work in detail in mid-September. Furthermore, the Airport will issue Airport Advisories and NOTAMS prior to commencement of the work.

I would also like to announce that I have accepted the Deputy Director position at King County International Airport/Boeing Field and will be resigning as Airport Director here at Renton in the late September. This was a difficult decision to make, but I have always had the desire to return to BFI as that is where my career started. Updates will be provided on transition including acting and future recruitment.

I would like to thank everyone for the hospitality you have shown me over the past year, and I am excited to see the Renton Airport grow and the exciting changes it will make in the future. It has been an honor to serve as your Airport Director and for that I am grateful.

Wishing you all good health and tailwinds this fall,
David Decoteau
RENTON MUNICIPAL AIRPORT has been working on numerous projects to make the airport a better place for visiting and tenant pilots alike.

As many of you know the Airport buildings have seen better days and are plagued with needed repairs and deferred maintenance. Our Maintenance Crews have been working diligently to ensure we are maximizing the useful life of our assets. This typically translates to lower operational costs in the short term, but the constant need for maintenance and the accumulation of significant issues warrants rehabilitation and reconstruction in the long term.

The Airport leasing structure is based on a tenant engaging long-term lease with a reversion clause. The tenant is able to amortize their investment and gain profit due to the longer lease terms, but the building ownership reverts back to the Airport after the term is complete. The Airport then maintains the building and then leases the building out for shorter terms, which provides flexibility to adapt to operations until a new Request for Proposal of a long-term development is filed.

Due to the Airport inheriting buildings typically 30 plus years old, many times we inherit issues associated with the assets. The costs to repair are usually pretty extensive and beyond the scope of our maintenance crew. A prime example is the Quonset Hut and Rainier Flight Service parking lot which has settled due to improper fill and liquefaction due to the water table. The parking lot has settled to the point in which the underground utilities are separating from the foundations of the buildings. We have hired a consultant to figure out the extent of damages and scope of mitigations to prevent further damage to the city and tenant infrastructure.

Unfortunately, a robust future plan has not been developed due to concerns with the Master Planning process. This also means funding has not been allocated to new airport facilities. The Airport Management Staff are still working on funding options including FAA Airport Improvement Program funds or FEMA Building Resilient Infrastructure grant program.

The Airport Offices are moving to the Southwest corner office building previously occupied by the Leven Estate. This move will fill an underutilized parcel and building that is in better condition than the current building. The rehabilitation will be taking place in the next several months including expanding the asphalt to accommodate more transient tiedown spots. The Rehabilitation is expected to include a pilot lounge area for flight planning and enjoying the view of Runway 34 numbers.

Once complete, we welcome everyone to stop by.

Please Excuse Our Mess
Maximizing life of our assets while working on future funding.
Greetings From Pro-Flight Aviation
With 27 years experience, Pro-Flight provides a variety of services to pilots.

PRO-FLIGHT AVIATION, INC was founded in October of 1994 by husband-and-wife Diane and Bernie Paholke. They started the company with one airplane and Bernie’s toolbox. As the years have progressed, the company has expanded by offering a variety of services.

They have expanded to include pilot training, aircraft rental, aircraft maintenance, fuel services, a pilot store, oxygen services, car rentals, catering services, and all the concierge services their customers require.

The flight school offers training for private, instrument, commercial, multi-engine, instructor ratings, you name it!

Better yet they offer Jet A fuel and 100LL fuel, and their technicians bring their fuel truck to the customers’ aircraft at their convenience! For their out-of-town guests they offer car rentals, aircraft parking, and catering.

The maintenance shop is open Monday through Friday for 100-hour inspections, annual inspections, oxygen service, and repairs for on land aircraft and seaplanes. No job is too small or too large for Pro-Flight Aviation. Furthermore, the pilot store is open seven days a week, with charts, maps, pilot supplies, clothing, and gifts for purchase.

For after-hour services, call out personnel are available by calling their office.

At Pro-Flight they like to say, “CUSTOMER SERVICE IS OUR BUSINESS, AVIATION IS OUR PRODUCT.”

Please feel free to call the office at 425-228-9510, email at proflightaviationinc@yahoo.com or visit their website at flyproflight.com.

Renton Airport is Going Digital!
Streamlining communications as the airport sees increase in number of based aircraft.

THE SYNERGY WITH OUR TENANTS has been active through the communication between our staff and our summer intern, Gemma Gibbons regarding aircraft insurance and annuals to ensure that all aircraft based at Renton Airport are airworthy.

The project allowed for initial introductions and solidified that all based aircraft are covered under tenants’ insurance policies required by the City of Renton. In addition, the Airport conducted a count of all the based aircraft for the FAA. To the Airport’s pleasant surprise, the FAA’s requirement to update the “National Based Aircraft Inventory Program” brought to our attention a significant increase in based aircraft. After executing the FAA’s program, the Airport updated seventy additional based aircraft, with a total of 316 based aircraft that use KRNT as their home base. The new data provides the FAA with the perspective of how important the Renton Airport is to the National Airspace System in the Pacific Northwest.

Going forward, the Airport will also audit all the city-owned tie-downs and hangar leases. The audit will consist of updating all the lease agreements to one standard lease document.

Our new Airport Management System, Veoci, is now being implemented and the Airport plans to use the full digital system by the new year. The Airport will require that all the month-to-month leases (the actual lease document) are standardized and saved digitally. Thus, allowing the airport staff to transition from paper documents to digital making it more efficient to track changes and streamline our communications with all our tenants. Learn more about Veoci at veoci.com/about.

We are excited to see the new digital system in full swing before the year’s end.
Airspace Awareness
Stay up-to-date to keep a more orderly flow of traffic.

WHEN FLYING IN AND OUT of Renton Airport, you may have noticed that we are in the middle of a compacted and busy little slice of airspace. As the summer begins to wind down, let’s not let complacency take hold. Make sure you take the time for airspace awareness as part of your preflight.

An area of recent concern has been to the south of KRNT, underneath the KBFI final approach course and adjacent to the KSEA Class Delta. I’ve illustrated this area on a cutout of the Seattle TAC chart. The little red box is the area that most VFR arrivals into RNT and BFI operate, and the yellow outline represents the extended approach corridor for Runway 32L at KBFI.

Anytime you operate in the area outlined in red, be at or below 1,500 feet to the maximum extent possible, especially if you have not established contact with BFI or RNT tower. The area that’s filled with red lines is an especially bad place to be if you’re inbound to KRNT, and should be always avoided, at any altitude. You can see on the approach plate the crossing restrictions at the IAF and FAF for the ILS Runway 32L are 1,800’, at the lowest. Situational awareness is paramount for arrivals and departures to the south for these overlapping areas of operation. As always, we’ll do our best to inform you of any traffic on your way in or out, workload permitting.

Staying up-to-date on any area of airspace you plan to operate in not only helps ATC keep a more orderly flow of traffic, but also helps you avoid slipping into any areas you didn’t intend to without establishing comms with the proper facility. So, read up and stay safe!

On a different note, unfortunately, I must announce that I will “depart the fix” effective August 20. It’s been a blast and an unforgettable learning experience for me to be an ATC Specialist and Air Traffic Manager at Renton Tower. I left the Air Force after 14 years not knowing much about the GA side of things, and through my experience here, I learned a great deal. I want to thank the airport tenants and operators that stayed in touch and asked questions. You did more to increase the safety of operations here than most, and we appreciated it.

"Rule one: no matter what else happens, fly the airplane."

Chris "BB" Bahlman
206-764-6632
Air Traffic Manager
206-305-2227
Renton FAA Contract Tower
Fax 425-917-0729