

Paine Field Community Council Meeting Minutes

November 9, 2010

Attendees

Council Members

Barbara Earl - Chairperson
Vernon Chase - Community SW Quadrant
Russ Keyes – Pilot Representative
Harold Quinby - NW Quadrant
John Richardson – Community NE Quadrant
Jonathan Blubaugh - Community NE Quadrant
Dan Davids – Pilot Representative
Todd Echelbarger - Off-Airport Business
Steve Skorney – Ex-Officio
Dave Koenig – Ex-Officio
Andy Muntz - Ex-Officio
Rich White - Off Airport Business - Boeing

Airport Staff

Dave Waggoner
Bill Dolan
Bruce Goetz
Nona Anderson
Bryan Johnson
Kara Underwood
Julie Close

General Public

Glenn Humann
Aaron Williams
Les Smith
Kevin Stoltz
Donna Beaudry

Meeting was called to order by Chair Barbara Earl.

Liz Davidson welcomed the attendees to the Flying Heritage Collection and gave a short narrative on the Collection and how it came into being. She said that over 18,000 people attended the summer fly days. The addition of two tanks helped bring the Memorial Day attendance to over 2,000. New artifacts will continually be brought into the collection.

Minutes were approved as written.

Noise Monitoring System Upgrade

Bruce Goetz reported that the Airport had applied for a grant to replace the existing noise monitors that have been in operation since the 1980s. The Washington State Department of Transportation awarded the grant, which is a 50% grant, of about \$25,000. There will be a demo at the February Community Council meeting of the new noise equipment.

The third quarter operations count was slightly up from 2009 to 33,000 while noise complaints were slightly down to 205. Of that number, 59 came from SE4 quadrant and 53 of those came from two individuals. The NW4 quadrant had 57 complaints and 28 of those came from one individual. The majority of noise complaints were on large jets. Engine run complaints were down from 84 in 2009 to 53 in 2010.

Julie Close showed slides from Airscene Flightgraph, the new radar flight track software that the Airport is using. The first graph showed all flight activity, including Sea-Tac, in a four hour period. The second graph showed just Paine Field activity for that same timeframe. One graph for large jets, mainly Boeing and ATS, actually covered a 15 day timeframe to better reflect an accurate traffic pattern. The program collects accurate data on each flight and pinpoints altitude over houses and the flight path. Note that the data is collected at 200' above ground level (AGL). Since Paine Field is at 600' elevation that would mean that the aircraft is at 800' above sea level (MSL). Julie showed one graph which tracked a 747 Large Cargo Freighter (Dreamlifter) operation in response to a noise complaint that said the aircraft was at tree top level. The radar data showed the aircraft was actually at 4,300 MSL noting that very large aircraft often appear to be lower than they actually are. Bill Dolan explained that the FAA Tower likely issued that aircraft a Paine One Departure with instruction to turn to a 250 degree heading after reaching 3,000' MSL.

Project Updates

Bill Dolan reported that construction during 2010 was a bit of a breather for airport staff after a very busy 2009 when work was done on six roads, two taxiways and the main runway. He noted that there were a series of challenges on the runway and taxiway projects. Nearly \$20 million dollars from Airport Improvement Project (AIP) and American Recovery and Reinvestment Act of 2009 (ARRA) grants were used to fund the runway and taxiway projects.

He described the work on the main runway and taxiway Alpha as a multiyear project that will be segmented to match available grant funding. The 2009 projects included milling and replacing the top 3" on most of the main runway and reconstruction of the north quarter of that runway and rehabilitating two thirds of Taxiway Alpha.

The 2010 projects included reconstruction of a section of the north part of Taxiway Alpha and completion of Taxiway Alpha 2.5. Other projects on the runway to be completed when funds become available include, resurfacing the south 1300' of runway, shoulder rehabilitation, subsurface edge drains and new signs and runway edge lights. When construction is completed Alpha 2.5 will become Alpha 3 and every exit taxiway south of it increases by one digit. He noted that the paving was finished last Thursday.

The 2011 project will construct the subsurface edge drains, as well the runway signage and lighting and some of the shoulder work done with \$11M AIP grant from the FAA has programmed for Paine Field. The design is underway and we expect to go out to bids in the spring with construction scheduled for the summer's good weather.

Bill said that Boeing plans to park 787 and 747-8 aircraft on the airport until certification is complete. Aircraft are now being parked on Taxiway Kilo N. Additional aircraft will be parked near the tower, on runway 11/29 and near the Fire Station. After certification is complete the aircraft will have final checks and inspections before delivery to airline customers. A question was asked about the impact of the closure of 11/29 on small aircraft. Taxiways Charlie, Delta and Echo will be open so the impact on general aviation aircraft will be slight. He noted that less than 2% of the aircraft operations occur on runway 11-29.

Aviation Tourist Attractions

Dave Waggoner thanked Liz for hosting the meeting. The ability of the Airport to have all of these wonderful attractions is amazing. The Future of Flight has some new exhibits. There are aircraft parked on the ramp and the Large Cargo Freighter is expected to be there as well on a periodic basis.

The Historic Flight Foundation has a new Beech Staggerwing in its collection, the second one on the airport.

Legend Flyers now has two Air Force F-104s stored and is bidding to do the restoration work on those aircraft.

Dave noted that the Museum of Flight is a wonderful facility and he would try to schedule a Community Council meeting there in the near future..

The County conducted a Tourism Study that can be found on the County website. One of their findings was that aviation tourism was the biggest draw, that it brought the most people into Snohomish County.

All the facilities are doing well, the Future of Flight attendance is up about 14%. Historic Flight has been leading a program to develop a **Paine Field Passport** to encourage visitors to attend multiple attraction when visiting Paine Field.

Les Smith announced that GA Day is scheduled for May 21st and that he is looking forward to "bigger and better". John Steiber is the new chairperson for the 2011 GA days event.

Dave Waggoner pointed out the challenges of GA Day if Boeing aircraft are parked on the south ramp.

Dave said there is no news on the proposal from Horizon and Allegiant to start commercial air service at Paine. The FAA is continuing with their environmental analysis and they are going to come out with a determination sometime early next year.

Barbara Earl asked for Council comments

Harold Quinby noted that the Magnolia neighborhood is now studying air traffic after proposed airspace charting revisions in Seattle. Rich White explained that FAA is dealing with changes in charts that make it look like Magnolia will be affected with low ILS aircraft. The FAA is in the process on clarifying, in writing, that Magnolia will not be affected.

Dave explained that one of the fears that commercial air service brings up is that they would be flying over different areas. The patterns would stay exactly as they are today.

Bruce thanks Barbara for being the chairperson for two years and reminded members that a office nominating committee will be formed at their February meeting.

Meeting was adjourned at 7:50.