

**MINUTES**  
**PAINE FIELD COMMUNITY COUNCIL MEETING**  
**TUESDAY, FEBRUARY 8, 2005**  
**ATTENDEES**

**MEMBERS**

Harold Quinby  
Hal Meyer  
Kevin McKay  
Rich White  
Barbara Earl  
Kris Huxford  
Dave Salsman  
Don Paggeot  
Clayton Hammons  
Andy Muntz  
Sheri Kasen

**REPRESENTING**

NW Quadrant  
Pilot Representative  
On-Airport Business  
Off-Airport Business  
Off-Airport Business  
NW Quadrant  
NE Quadrant (A)  
Pilot Representative (A)  
On-Airport Business (A)  
Mukilteo School District XO  
Tower Manager XO

**AIRPORT STAFF**

Dave Waggoner  
Bill Dolan  
Bruce Goetz  
Bryan Johnson  
Sarah Rustic  
John Scrapper  
Jeff Bohnet  
Andrew Rardin

Airport Director  
Airport Deputy Director  
Superintendent of Operations  
Airport Operations  
Airport Operations  
Maintenance Supervisor  
Fire Chief  
Environmental Coordinator

**GENERAL PUBLIC**

Roger Weber  
Dee Meyer  
Vern Ashbrenner  
John T. Quast  
Tom Askew  
Joan Ames  
Grant Woodfield  
Shannon Jay  
Cal MacDonald  
Joe Marine  
Milt Heger  
Mike Ward  
Doris Stuart  
Bill Sheets  
Mary Shank  
Lawrence Anderson  
Judy Bohnet

Nick Heminger  
Glenn Humann  
Susan Slouse  
Helen Askew  
Larry Ames  
Pam Spampani  
Chris Salditt  
Phil Salditt  
Brian Shouse  
Ken Kromann  
Barbara Ward  
Dave Stuart  
Kittie Tucker  
Alan Shank  
Mike Moore  
Jim Sheldon

### **Call to Order**

Chairman Clayton Hammons called the meeting to order at 7:05pm. He then initiated introductions of all council members, airport staff, and general public. During introductions, Kevin McKay mentioned the company formerly known as Neuvant had changed to TECT.

### **Approval of November 9, 2004 Minutes**

Kevin McKay moved for approval of the minutes as written and Kris Huxford seconded the motion and the motion passed unanimously.

### **Noise Monitoring and Operations**

Bruce Goetz discussed operations numbers and noise complaints through for the year 2004. Operations were down in 2004 by about 25% compared to 2003. Bruce cited the economy, fuel prices, and the rising costs of insurance, parts, and maintenance as factors in this drop in operations. Bruce mentioned that Operations for January 2005 almost doubled from 2004, citing more good weather flying days as the main reason. During 2004 the Airport received 182 noise complaints regarding flight operations and 37 complaints regarding engine trims (testing). When a question was raised about noise complaints, Dave Waggoner responded that the Noise Hotline is not used as a “voting machine”, but a tool for the airport to help alert the airport staff to aircraft operations which may have not been in accordance standard patterns and course rules. Noise complaints were broken down by aircraft type with military and large jet operations receiving the majority of the complaints. Bruce mentioned that 55% of complaints on small prop aircraft were traced to a noisy Cessna 185 amphibious plane making multiple touch and go operations in the pattern west of the main runway. The aircraft had been serviced at Kenmore Air Harbor and was doing pilot currency/proficiency training. Bruce described how staff contacted the California based pilot to make him aware of the community impact of his operations. We also contacted Kenmore Air Harbor and provided them additional copies of our Noise Abatement cards for distribution to their customers.

A large number of the engine trim complaints received in 2004 were attributed to the tests done on an MD-80 at Goodrich. A question was raised about time restrictions involving aircraft operations, and Bill Dolan explained the noise abatement procedures at Paine Field. Noise abatement cards, FAA aircraft identification pamphlets, and Paine Field Happenings were passed around to those who were interested.

### **CURRENT/UPCOMING PLANNING AND CONSTRUCTION PROJECTS**

**Bill Dolan used power point slides showing the location and photos of various projects including:**

### **GA Corporate Ramp Expansion**

Bill Dolan presented information on the planned GA Corporate Ramp Expansion Project. He explained that since the construction of the new Air Traffic Control Tower, the flow of traffic between the inner and outer terminal ramps has been impacted because the footprint of the Tower required the closure of the access taxiway that connected the two. HNTB is the engineering firm that was awarded the contract and has started their planning, layout and surveying effort. Construction of the project is planned to start this summer and be completed by fall.

### **Beverly Park Road Widening**

Bill gave a brief overview of the project that is planned to expand Beverly Park from a 2 lane road to a 5 lane road with bike lanes curbs, gutters and sidewalks, noting that a major portion of the funding for these improvements came from the \$50 million Boeing mitigation money from the 777 plant expansion. The project will be going out to bid over the coming weeks with construction planned for 2005/6. More information on this project can be found on the County Public Works Website. Bill noted that the Airport will be selling land to Public Works for the widened right of way along the road frontage.

### **Olympus Terrace Sewer District Big Gulch Bypass Project**

Bill described the ongoing project where the Airport, City of Mukilteo and the Olympus Terrace Sewer District are studying a joint project to construct a high flow storm water bypass pipe and replacement sanitary sewer trunk line down Big Gulch. The project could have major benefits for Big Gulch and help the Airport avoid significant costs for on site storm water detention ponds and vaults. A decision is expected next month as to whether the project will move forward. He mentioned that a draft EIS for the project will be released over the next month and be available at local public libraries and on the OTSD website and that painefield.com will include a link to the DEIS.

### **GMA Compatible Adjacent Land Use Planning**

Bill updated the Council on actions taken on the GMA requirement that cities and counties plan for compatible uses adjacent to general aviation airports. He noted that the county had solicited additional input from Snohomish and Arlington airports after receiving the Paine Field suggestions and had adopted the requested policies as amendments to the County's comprehensive plan in December. He noted the airport had resubmitted comments to Mukilteo along with additional suggestions for attention during the City's 2006 Comp plan update. He offered copies of the correspondence and the county ordinance for review by interested parties.

### **Regional Air Service Market Study Outreach**

Airport Director Dave Waggoner then began his presentation on the regional air service studies being done by the County. He mentioned that he has been and will be giving this same presentation to groups throughout the county at the request of the County Executive and the County Council.

The presentation began with a short update on the 787 Dreamliner. Paine Field is ready for the operations of this aircraft, with no expansion and/or modifications needing to be done to the airfield. He also mentioned that with the 787 production will be also bring the

introduction of the 747 [Large Cargo Freighter, which will have a similar noise signature to the Boeing 747's](#) that currently fly out of the airport.

Next was the introduction of the **Future of Flight Aviation Center & Boeing Tour**. An artist's rendition of what the site will look like when all construction is complete was shown, along with some current pictures of the construction site. Dave mentioned that the current Boeing Tour Center attracts [about 100,000](#) tourists a year to Snohomish County. The new **Future of Flight** is forecast to attract more than 200,000 visitors and is expected to increase tourism revenue by about \$4 million each year.

### **2002 Economic Stimulus Action Plan**

Dave continued by explaining the 2002 Economic Stimulus Action Plan. The plan is a joint program by the County Council and the County Executive with the main objective being to stimulate the economy. There are 44 elements to the plan including regulations, capital projects, to stimulate job creation and growth, and to explore Regional Air Service. In 2003, the County developed a Regional Air Service workplan, which would provide information to help the Council and Executive to understand the air service issues. Included in the plan are an Air Service Market Study, a Business Analysis, and a Public Outreach. At this time the Council and Executive both reaffirmed support for the Mediated Role Determination and the importance of the concerns of neighboring communities.

Dave continued by explaining several parts of the Mediated Role. He explained how it encourages the growth of aircraft-related industries and services, while discouraging expansion beyond 1978 levels of supplemental/charter air passenger service, large transport crew training operations, air cargo, and military aviation but at the same time remaining compliant with the covenants in deeds and grants of the US government. He mentioned that even under the most aggressive commercial service scenario, 85% or more operations would still be general aviation (compared to the current 97%).

Dave then described the results of the Market Study, which showed that there is a market for regional jet service from Paine Field to some west coast markets. He explained the 1.1 million people in the catchment area and probable destinations. He also described three possible route scenarios an airline might develop if it were to operate out of Paine Field, using America West and SkyWest route maps as examples.

In the business travel portion of the survey, Dave explained that from those surveyed there is an overall interest in service. Their main concern was access to SeaTac; citing time and uncertainty, cost and availability of parking, and security processing time and uncertainty as major issues. Dave also mentioned that even if Paine Field were to start offering commercial flights, SeaTac will always have more flights, more destinations, and more direct connections.

After the market study was complete, the EDC as well as the cities of Edmonds and Mukilteo were briefed on the findings of the study. Following the briefing, County Executive Reardon stressed the importance of an open process and directed Airport Staff

to begin providing progress reports early. Dave stated that the goal and purpose of his presentation is to tell the public what he knows about the issues and to get community feedback, not sell them on a proposal. County elected leadership wants to understand this issue and the concerns the communities have.

Dave continued by describing the issues and concerns involved in air service, including noise, home values, flight tracks, transportation, and the benefits to Snohomish County. He went on to explain how noise is measured, and how the noise contours from 1980 have changed dramatically.

In 1980, noise forecasts were done for the year 2000 which showed a much larger area of land that is not compatible for residences, schools, and churches than what is currently the noise contour for Paine Field. This change is due to the phasing out of noisy Stage 1 and 2 aircraft and also a much larger increase in predicted operations. Dave mentioned that the noise footprint for a 65 DNL noise environment has shrunk by over half in the last two decades. He then compared the noise footprint of present jet transport aircraft to aircraft of 25 years past. Aircraft that were compared were the 747-100, 727-200, Fokker F27, Beech 1900, 737-700, 727-200 with hushkit, 747-400, Dash 8-400, and CRJ.

Dave then moved on to flight tracks at Paine Field, showing slides of typical days at the airport. One slide depicted all flights that occurred on December 18, 2004 during an 8 hour span and the other slide depicted flight tracks from all jet aircraft over several days. He explained the altitudes typically flown by large and small aircraft, as well as different clearances given by Air Traffic Control and the speed limits that certain aircraft must adhere to.

Next Dave addressed the topic of home values. He explained the studies that have been conducted do not address property value impacts in areas below about 60-65 DNL. The residential areas in our area do not reach this level of noise impact so the studies have not provided information in this area. The County is planning to assemble a small group of professionals in the real estate field to do more analysis.

Dave discussed the final topic of his presentation, which were the benefits of commercial service to Snohomish County. The benefits of regional air service to Snohomish County are the subject to a continuing analysis. Everett and the EDC have stated that they have missed opportunities to recruit new businesses to our area due to the poor access to the nation's air transportation system.

Dave then opened the floor to a question and answer session with all who were in attendance. He proceeded to answer several questions involving regional air service and the impacts it may or may not have on the community.

### **Surface Water Management Fees**

The floor was then given back to Bill Dolan to address the issue of passing on the SWM fees to Airport tenants. He explained that historically the airport has always paid these fees, but they have now increased to over \$250,000. The airport will continue to pay the

fee associated with the runways, taxiways, and undeveloped areas of the airport. Airport tenants will be receiving a letter stating the additional fee to their normal invoice.

**Tenant Updates**

There were no tenant updates.

**Council Member Comments**

There were no additional comments from council members.

Clayton moved to adjourn the meeting at 9:30pm, which was seconded by Hal Meyer and Harold Quinby.