

Paine Field Community Council Minutes
February 15, 2006

Attendees

Council Members and Alternates

Hal Meyer (Pilot Representative)
Nick Heminger (On-Airport Business)
Barbara Earl (Off-Airport Business)
Kris Huxford (NW Quadrant)
Dave Salsman (NE Quadrant)
Don Paggeot (Pilot Representative)
Clayton Hammons (On-Airport Business)
Garrick Schroeder (Ex-Officio)
Rich White (Off Airport Business)
Kevin McKay (On Airport Business)
Stephanie Allen (Pilot Representative)
Russ Keyes (Pilot Representative)

General Public

Dee Meyer
Grant Woodfield
Jim Sheldon
Greg Hauth
Karl Myers
Andy Muntz
Joe Marine
Dan Davids
Kevin Stoltz
Chip Adams
Bob Larsen

Airport Staff

Bill Dolan (Deputy Director)
Bryan Johnson (Operations)
Bruce Goetz (Operations)
Kara Underwood (Operations)
Julie Close (Operations)

Opening

Council Chair Clayton Hammons called meeting to order at 7:05 p.m and asked for introductions.

Hal Meyer moved for approval of the November 8, 2005 meeting minutes, Dave Salsman seconded the motion and it passed unanimously.

Noise Monitoring and Operations Summaries

Using a PowerPoint slide show presentation, Airport Operations Superintendent Bruce Goetz presented information on Aircraft operations and noise complaint activity at Paine Field for calendar year 2005. Bruce explained that the first chart shows the number of aircraft flight operations each year from 2001 through 2005. There were 149,220 flight operations in 2005 and the Airport received 779 flight operation related noise complaints.

Bruce then discussed the engine trim data in relation to the number of noise complaints. In 2005 Boeing and Goodrich conducted 470 engine run ups and the Airport received 50 run up related noise complaints.

Bruce then talked about the process the Airport uses to track noise complaints including review of activity logs provided by Boeing and Goodrich, video cameras on the runways, AirScene radar flight tracking software, and also voice recorders picking up the frequencies. He stated that even with all of this technology, sometimes complaints are not able to be correlated to a specific aircraft and the Airport lists them as “insufficient data” in the reports. Bruce noted that in some instances the complaints are not directed at a specific aircraft but rather at airport related noise in general. The Airport’s Annual Noise Report was distributed and available with all of the above-mentioned information included.

Deputy Airport Director Bill Dolan then used a PowerPoint presentation and aerial photos to give an update on current construction projects underway at the Airport or in the planning stages. These included:

GA Corporate Ramp

The major project that the Airport completed during 2005 is a 4-acre expansion of the general aviation corporate ramp. The grass area between the inner and outer ramps was converted to asphalt and concrete. It was built to accommodate the greater amount of corporate traffic coming into the inner terminal ramp and the terminal building and to provide a better flow of aircraft movement in the terminal area. In the past there was a circular flow on the ramp. When the new FAA air traffic control tower was built it eliminated the connector throat between the inner and outer ramps hampering traffic flow. The paving of the main portion of this project was completed in November with a \$2.1M federal AIP grant. The Airport is waiting for additional federal grant funds to pave the portion northeast of the FAA tower and connect the aircraft deicing collection / conveyance system in 2006 or 2007.

Bill noted that the Airport currently has a de-icing facility at taxiway A1, but this new area near the terminal would be much more accommodating to aircraft operators. Boeing has de-ice facilities in each of their aircraft stalls and Goodrich normally uses their warm hangars to heat the aircraft and then send them out right away with no need for de-icing.

Obstructions

Bill than provided an update on the multi-year Obstruction removal project that has been discussed at prior Community Council meetings. The most significant portion of the project was completed this fall with removal of on airport trees penetrating the approach and transitional surfaces of 16R-34L. Mitigation planning for the affected trees within wetland areas will be continuing in 2006 under the direction of a biologist.. Also in 2006 the airport will try to remove some problem trees on nearby private property. We expect the next Obstruction survey by the NOAA for the FAA will occur in the summer. We also expect to have the PUD install new obstruction lights on power lines along SR525 in the approach to runway 34L. Bill explained that obstructions can cause the FAA to increase the airports landing minimums which has the effect of closing the airport when low visibility obscures the pilots view of the runway.

Beverly Park Edmonds Roadway Project

Bill discussed that the Snohomish County Public Works Department is well underway with the \$15M project to widen Beverly Park Road from the current 2 lanes to 5 lanes, including bike lanes, curbs, gutters and sidewalks. The airport sold a 20' strip of land along our property line to PW to meet the new 100' wide Right of way (ROW) requirement of the new road. The project is slated to be completed in mid-July of 2006. The bulk of the project funding came from the Boeing 777 expansion mitigation funds with the remainder coming from the Transportation Improvement Fund and also the County Road funds. Bill noted that there will be significant traffic disruption during construction and encouraged people to use alternate routes when possible and to please be patient when encountering construction related delays.

Bill noted that the road improvements will be an impetus to the redevelopment of the Airports Navy Housing area currently managed as low income housing by the Housing Authority of Snohomish County (HASCO). The 65 acre site has been identified for approximately 700,000sf of development in a South Industrial Park, a mix of retail near the road with office and industrial park further back and aviation use closest to the south end of the airports main runway. The market is not ready for this yet, but the Airport envisions such a development over the next 5 to 7 years. He noted the Airport approaches such projects conservatively and doesn't build on speculation but typically waits for a prospective tenant to express a need before construction..

Big Gulch Project

Bill Dolan discussed a project that the Airport has been involved in for over 3 years that has now moved from a concept to a pre-design phase. The Airport is partnering with the City of Mukilteo and the Olympus Terrace Sewer District to repair and replace a failing sanitary sewer line that runs from the Mukilteo Speedway down to the Olympus Terrace sewer treatment plant. The old line is about 30 years old and was only buried about 4' under Big Gulch creek, but now because of erosion from high storm water flows the pipe is exposed 3' to 4'.

The reason that the Airport is involved is because just replacing the sanitary sewer pipe does not fix the problem. More needs to be done about the storm flows coming down the main stem of Big Gulch Creek. The Big Gulch drainage basin is about 1650 acres, with over 40% of it on the Airport. The Airport has already invested over \$3 million in storm water improvements in the south fork of the basin during the Runway Safety Area Project. The logic of airport participation in the project is that as new developments on the west side of the Airport in the Big Gulch drainage basin are brought on line there will be substantial investments made constructing ponds and vaults for storm water detention. Those monies could be better invested by participating in the construction of a storm water pipe that will send all of the high flow storm water directly to Puget Sound and return the creek to the flows that existed hundreds of years ago before development. The project will include parallel pipes: one for the sanitary sewer and the other for the high flows of storm water. Base water flows will remain in the creek. The project will also include stream restoration and a source of water added to the creek during the dry summer months to enhance fish habitat. Bill noted that normal storm water detention ponds on airports are discouraged as they can be attractants to birds.

A draft EIS has been issued on the project and a comment period ended on December 20, 2005, with no significant comments received. The Airport is working cooperatively with the City of Mukilteo and the Olympus Terrace Sewer District to get the project underway in 2006 with hopes of completion by the end of 2007. The project will take approximately 1 year to complete.

The project also includes a pedestrian trail on the pipeline service road

Kilo 1 Taxiway

This project will be constructed during summer 2006. In November Congress approved an earmark of \$3.5 million for this new taxiway. The taxiway will be a sized to accommodate a 747 and will be approximately 1000' long and will run from runway 16R to the Future of Flight. An adjacent parking ramp at the Future of Flight will cost approximately \$1.5 million.

Bill explained that the "northwest territories" between the Future of Flight and the runway 11 RPZ is slated for large aircraft development that may look much like the existing Boeing Company flight line.

This new ramp at the Future of Flight is designed to be used a delivery center for the new Boeing aircraft. Those current delivery events are currently accomplished using a large tent. Bill explained that if bids come in high, paving the shoulders for the taxiway may be deferred to a later date.

Employment Resource Center

Over the next few weeks Sierra Construction will complete this project for the State's Community Trade and Economic Development Department which will meet the States obligations to the Boeing Company under the Project Olympus Agreement. The 43,000sf

building located on the Airport's Bomarc site, Lot 11 includes office and classroom areas and a high-bay training area.

A member of the audience asked whether or not this building would be used strictly for Boeing or can any public companies use the facility?

Bill said that the first 5 years it will be used strictly for training new hires at Boeing, but beyond that the State may make it available for the needs of other aviation businesses.

Bill also mentioned that EVCC is planning on expanding the Aviation Maintenance Technician Facility.

Goodrich Aerostructures Integration Facility

This new building will be directly east of the Goodrich Landing Gear facility. This new group will be assembling the nacelles and tail cones on the engines of the 787. Initially it will be about 80 employees working on very large nacelles that will be manufactured on the East Coast and installed here at this new facility.

Construction is underway and it should be occupied by the end of the year. The County set a record pace to get this project through the permit process in order to accommodate Goodrich's tight schedule to get this building constructed in order to meet 787 supply requirements.

Future of Flight

The new Future of Flight opened on the 15th of December and has been very well received. The conference space has been very well used and they are very booked up for the Future of Flight. They are expecting even more demand for the conference space.

Hilton Garden Inn Hotel

The Hilton Garden Inn, a 102 room upscale hotel adjacent to the Future of Flight, opened in November. They have already had a few sellout nights. This facility also provides catering services for conferences at the Future of Flight.

Responding to a question about the accelerated wear of the grass paving area at the facility, Bill said that it was possibly installed at the wrong time of the year and to repair this they are hoping to add grass seed to get some roots. The Airport's goal was for the parking lot to look nice while at the same time reduce the amount of impervious surfaces. Bill noted the Airport is optimistic about the future of the Grasspave.

Mediated Role Determination Review Panel

This group met for the first time in November. The next meeting is March 2nd and subsequent meetings will be held the 1st and 3rd Thursdays of each month in the 1st floor conference room at the County Administration building in Everett. The Airport will keep the panel apprised on any changes or items that may occur at this panel. Outside consultants will probably be involved to bring light on some technical and difficult issues.

Dave Salsman asked about the possibility of a future instrument approach to the Airport?

Bill explained that there is currently a category 1 ILS approach to runway 16R but runway 34L only has a non-precision approach. The 2002 Master Plan Update included a detailed analysis of upgrading the approach to runway 34L. The size of the Runway Protection Zone (RPZ) would increase as shown on the Airport Layout Plan. A benefit of a precision approach to 34L is it would reduce the number of low turns of large jets over Mukilteo's old town caused by head to head traffic. This project currently does not have a high priority to the FAA and significant airspace coordination between different air traffic agencies would need to be resolved prior to any new approach being installed.

While the Airport has fixed the airspace penetrations on the south end, for the 34:1 approach many more would have to be removed to meet the 50:1 approach requirements of a precision approach.

Bill also discussed the North Corporate Hangar area that was designed and built by Moss Bay. The Airport Master Plan identifies future growth to accommodate 2 more buildings. Moss Bay Aviation is proposing to prepare the site with large amounts of fill to accommodate the additional 2 buildings. Construction could begin late this year or early next year.

Bill than discussed the Umbra Cuscinetti (UCI) is expanding and the Airport may be adding about 15,000sf onto their building. They should be in that added space by late this summer.

Bill than discussed the new location of the new compass rose. The old compass rose was located on the outer terminal ramp, however when the new GA/Corporate ramp project was constructed large amounts of ductile iron drainage pipe was placed under it which resulted in too much magnetic variation. Therefore the Airport re-established a new compass rose adjacent to taxiway Echo on the South Ramp.

Tenant Updates

Clayton Hammons asked for any tenant updates, yet none were reported.

Council Reports

Clayton asked for council updates, yet none were reported.

Public Comments

Clayton asked for any comments from the public.

A member of the audience stated that he noticed that in a part of the November meeting minutes, Dave Waggoner said that the Master Plan Study required a placeholder terminal to accommodate up to 70 seat jets. He wanted someone to identify why it is required to show this on the Master Plan.

Bill Dolan noted the FAA requires forecasts in the 2002-2021 update of the Airport Master Plan to be unconstrained. The forecasts were based on population projections. The County Council adopted the least intensive of 4 scenarios labeled Regional Low as being most consistent with the 1978/9 Mediated Role Determination. This scenario projected that commuter/regional aircraft serving destinations within 500 miles would have 16 flights per day by 2021 and that a terminal of approximately 30,000sf would be necessary. He noted that the size building was shown on the Airport Layout Plan in the same area that had been identified for terminal facilities in the 1995 Airport Master Plan. Horizon Airlines is the largest regional commuter regional airline in the Northwest and the aircraft they operate are 34 seat Dash 8-200's, 74 seat Dash 8-400 turboprops and 70 seat CRJ regional jets.

Kevin Stolz asked if staff provides summaries of the number of complaints by aircraft category. Bill noted that the monthly noise summary identifies each complaint and the aircraft it is traced to while the quarterly and annual noise summaries have it broken down by military, large transport, helo, business jet and light aircraft. He noted that the traffic counts taken by FAA controllers are in a format standardized nationwide.

A question was asked about recent legislation introduced on airport planning. Bill noted a long term study is now underway by the Washington State Department of Transportation Aviation Division on statewide air service needs.

Another question regarding airport capacity was asked and Bill noted that the airport Master Plan identified a capacity of 300,000+ operations before significant delays occurred. During 2005 there were only 149,220 operations.

Meeting Adjourned

Clayton Hammons proposed to adjourn the meeting and the meeting was adjourned at 8:25 PM.