

Paine Field Community Council Minutes

February 13, 2007

Attendees

Council Members and Alternates

Hal Meyer (Pilot Representative)
Harold Quinby (NW Quadrant)
Bob Fadden (SE Quadrant)
Mary Davis (SW Quadrant)
Kris Huxford (NW Quadrant)
Barbara Earl (Off-Airport Business)
Kevin McKay (On-Airport Business)
Don Paggeot (Pilot Representative)
Garrick Schroeder (Ex-Officio Member)
Andy Muntz (Ex-Officio Member)

General Public

Dee Meyer
Dawn Paggeot
Jerry Weed
Vern Ashbrenner
Chip Adams
Bob Roetscioender

Airport Staff

Dave Waggoner (Airport Director)
Bill Dolan (Deputy Director)
Bruce Goetz (Operations)
Bryan Johnson (Operations)
Kara Underwood (Operations)
Nona Anderson

Opening

Russ Keyes called the meeting to order at 7:05pm and asked for introductions.

Russ asked for approval of the November 11th minutes which passed unanimously.

Review of Noise Monitoring and Operations Summaries

Using a PowerPoint slide show presentation, Superintendent of Operations Bruce Goetz presented information on aircraft operations and noise complaint activity at Paine Field for 2006. Bruce explained that the first slide shows the comparison between 2005 and 2006 operations which showed that the Airport was down about 11,000 operations from 2005. Even with the lower operations numbers, the Airport is up in the number of noise complaints in 2006. The year trend since 2001 has varied between 210,000 operations in 2001 and below 140,000 in 2006.

Bruce then stated that the number of engine runs is down quite a bit which in turn reduced the number of noise complaints as well.

Bruce then talked about the type of noise complaints by aircraft type that the Airport had for 2006. Large jet operations generate the most complaints. Bruce also told the group that a quarterly report is mailed out to noise callers, yet an annual report will also be compiled and can be mailed out to anyone who would like to receive it.

Bruce showed a slide showing the number of complaints for all quadrants for 2006. A total of 902 complaints were received for the year, with 7 callers generating 48% of the complaints.

Harold Quimby asked if the last windstorm had knocked out or affected any of the noise monitors. Bruce responded by saying that the monitor on the north was down for a week or so and the Airport had to have Verizon out to repair it. The west and the south monitors faired quite well and had no downtime.

Dave Waggoner said that there are a couple of trends that are worth noting. The first is that Fed Ex has decided to retire their 727 aircraft and has moved to 757 aircraft. The Airport has likely seen the last 727 aircraft for service at Goodrich The 727 was one of the louder aircraft that the Airport saw on a regular basis. The other trend was that over the last few decades the number of engine trims has declined and the Airport expects them to continue to decline. Dave also stated that the noise made by those engine trims will be declining with the type of aircraft. In 2000, all Stage II aircraft went away, yet the 727 was a very noisy aircraft even with a hush-kit. In essence, the Airport will be much more noise friendly to the neighbors with these two trends.

Don Paggeot asked if the Airport had the same scenario with the same 7 callers being nearly 50% of the calls in 2005. Bruce said that in 2006 the Airport had about 3 people submit many complaints that have never called in previous years. The Airport did not have year over year information available.

Mary Davis asked where the 7 callers were from and from which quadrant? Bruce pointed out which quadrants generated the majority of the calls and how many calls came from each.

Mary Davis also wanted to know if there was any noise exceedence or maximum noise level at the monitors. Bruce responded that the monitors do not have an exceedence meter. The newer callers have lived in the area for sometime but are just now starting to call. Bruce also made mention that when the issue of commercial service is discussed more in the media and Paine Field moves into the media spotlight, the noise complaint numbers increase. This has been an ongoing trend for numerous years now.

Olympus Terrace Sewer District Big Gulch bypass project

Bill Dolan provided an update on the Big Gulch bypass project. He stated that in October the Airport decided to pull out of the project which we had been working on through a predesign phase for the past 3 years with the Olympus Terrace Sewer District (OTSD) and the City of Mukilteo. This followed the City's decision to pull out of the project in July. He explained that the project would have replaced an existing sanitary sewer line down Big Gulch with a new sanitary line and a parallel line carrying peak flows of storm water. Erosion from peak storm water flows was responsible for erosion of the creek that had put the 29 year old buried sanitary sewer line at risk of failure – in some areas removing all soil cover and leaving the pipe 5+ feet above ground level exposed to rushing creek

water. The Airport worked hard to move the project forward even though the problem is in the City of Mukilteo because nearly half of the airport property drains to the Big Gulch basin and the airport represents over 40% of the basin, and 80 % of the airport area sewerage going through the OTSD sanitary pipe. Investment in the bypass pipe would have allowed the airport to avoid costs of constructing storm water detention facilities for new developments. The joint project ultimately died because of an inability to reach agreement on annual surface water management (SWM) fees the city wanted to collect from the airport in addition to airport funding of pipe construction and maintenance.

Bill noted that with the joint project dead the airport is moving forward with new projects that include on site stormwater detention in compliance with the County drainage ordinance and OTSD is evaluating options for dealing with their pipe. He showed a photo of Evergreens Sikorsky Sky Crane Helicopter used by KLB Construction in December to construct emergency repairs to the OTSD sanitary line after the high creek flows during the November storms. The airport provided a staging support area for KLB's project. OTSD has a Value Engineering study underway reviewing the predesign report and other options for the district to protect/repair/replace their pipe.

Kris Huxford asked if the Airport is still working with the Sewer District. Bill noted that the Airport is still supportive of the districts efforts but the costs of the bypass pipe without the city's involvement would be higher and delays have made a bypass less economically viable due to new developments like taxiway Kilo where nearly \$1M will be spent on ponds this year rather than going toward the pipe. Harold Quimby asked if FAA money was available for funding the bypass pipe. Bill said that FAA grant funds from the Airport Improvement Program (AIP) are available for aviation projects that compete nationally through a rigorous process where safety and capacity projects rate highest. Stormwater components of such projects are eligible. He noted that millions of dollars were spent by the airport on extensive stormwater improvements in the south fork of Big Gulch with the FAA's help in the multiyear 1997-2001 Runway 16R-34L Safety Area project which created the Swanson Wetland Compensation bank, Aulinger dike and rerouted the path of storm water in that area which slowed the pace it leaves the airport to Big Gulch.

Kilo 1 taxiway and ramp

The Airport performed nearly \$3 million worth of work to build about a 1000' section of Group 5 taxiway at the northwest corner of the Airport. There is also a \$2 million adjacent ramp adjacent to the Future of Flight. This year the Airport will begin extending Taxilane Kilo to the south through the Northwest Aviation Center with plans to eventually extend it down to the north edge of the Runway 11 runway protection zone (RPZ). This section of taxilane Kilo is under design currently and will be in construction during the summer of 2007. He stated that the stormwater flows from the Airport will be less after the Kilo project due to the size of the detention ponds that the Airport is constructing. All water will be treated before it leaves the project in designed grass filter strips and then into bio-swales, all called a treatment train. He also said the ponds will have closure valves to contain the water if it is ever contaminated with a fuel spill.

Sheriff Gun Range Clean-Up/Washington Quarter Midget

Bill used an aerial photo to show where the Snohomish County Sheriff used to operate a pistol range on the west side of the Airport until the 1990's. Lead contamination from that operation is now being cleaned up. This project is about 3 to 4 months from completion and is being performed by Snohomish County Public Works crews. He noted

that those Public Works crews completed the cleanup of hydrocarbon contamination adjacent to taxi lane Kilo 5 last fall from the old fire pit where airport fire crews had conducted live fire training exercises. He also said that the Washington Quarter Midget Association have begun cleanup of their old Paine Field facility as they are constructing a new facility at the Evergreen State Fairgrounds in Monroe which should be operational this summer. .

Corporate General Aviation Development

Bill Dolan discussed the new development near the Kilo 5 and 6 areas that are similar to what was shown during the last meeting. The 162' wide pavements built in the 1940's will be replaced with a new 50' wide taxiway for Group 2 and 3 (corporate-sized) aircraft, ending at a corporate hangar facility. The developer is currently moving forward on the area directly south of the Kilo 6 pavement and that developer will actually construct part of Kilo 6 taxiway as part of that project. Bill noted that Option D of this project will most likely be revised many times before the project is completed. Current building configuration will house a historical aircraft collection that will be a great compliment to the new Flying Heritage Collection, the ME262, the Museum of Flight Restoration Facility, and the Future of Flight.

The area between Kilo 6 and the night lighting vault has been identified for a corporate FBO that would provide services to business class aircraft. The Airport has 2 proposals that have been submitted. There will be presentations later this week. A selection is expected shortly thereafter. He noted that corporate aviation is one of the encouraged activities in the mediated role determination.

North Corporate Hangars

Bill Dolan identified the location of the next phase of the North Corporate Hangars. Work began in 2006 to bring the area up to runway grade and the construction of 2 new buildings with 11 hangar bays for group 2 (<79' wingspan) aircraft will begin this summer with occupancy expected next spring. He indicated there is strong demand for corporate aircraft hangars at Paine Field.

Flying Heritage Collection

Flying Heritage Collection is currently renovating and upgrading Hangar 207 to meet their needs for the collection of aircraft that is currently at Arlington. The lease for the 207 hangar includes enough room on the ramp parking and expansion. The Flying Heritage Collection is slated to be open in late 2007 and will be open to the public.

Boeing and the Dreamliner/Dreamlifter

Dave Waggoner stated that Boeing is beginning to carry various parts around the world in the modified 747 called the Dreamlifter Large Cargo Freighter. Boeing currently is modifying 3 of the aircraft. With the aggressive schedule for the new 787 construction, the Airport will see 1 to 2 flights a day of the new 747 LCF. It has a noise signature similar to a standard 747-400. It is Boeing's intent to perform these types of operations during normal hours, but some late night operations may be required to meet production schedules.

Future of Flight (FOF)

Dave Waggoner stated that the FOF has had a great year and saw nearly 150,000 visitors. Financially, the FOF is a bit behind what it expected, but the management has some new ideas for displays and exhibits that will hopefully attract more visitors and schools programs. With the creation of the Kilo ramp, there is an increased opportunity for aviation activities at the Future of Flight.

Mediated Role Determination (MRD) Update

The MRD Review panel has been a 1.5 year process with the last meeting occurring in December of 2006. Russ Keyes reported that the process was beneficial in that it educated the community about the rules and laws in regards to aviation and the FAA. The final policy for the MRD document will be up to the County Council.

Public Comments

Kevin McKay asked about the proposed roadway down Japanese Gulch and if it was a possibility with the new ferry terminal. Harold Quimby reported that the roadway is still up in the air because there is no decision on the new ferry terminal due to funding from WSDOT and the agreement between WSDOT and the City of Mukilteo. Building costs and revenue sources are a big portion of the discussion between the City of Mukilteo and WSDOT.

Numerous Council members asked about the large billboard that was placed directly south of the runway. Bill Dolan stated that the height of the billboard does not affect aircraft so it is legal to install. The developer originally approached the Airport to put the sign on Airport property, however the Airport said it would not allow it. In turn, the developer went to the property owner who is immediately adjacent to the Airport who agreed to the project. The developer also understood that the sign was in unincorporated Snohomish County so the City of Mukilteo sign ordinance did not apply. The billboard will be just under the 34:1 approach to Runway 34L.

Harold Quimby asked what is happening with Big Sam's tavern. Bill Dolan stated that the owner passed away several years ago and his wife had sold the property. It had been rented to the Convergence Zone, but they went out of business. The Children's Warehouse is still renting the basement floor of the building and the new owners are working to clean the building up. The Airport no information on what will happen to the parcel and structures.

Tenant Updates

Kevin McKay from TECT Aerospace are large manufacturers of aircraft parts for Boeing and Airbus and are extremely busy. They are currently have 220 employees and are looking to hire additional employees in the next few months.

Lt. Col. Schroeder from the Air Guard said that they are recruiting and always looking for new employees. They are engineering and communication specialists that are deployed all over the world.

Andy Muntz from the Mukilteo School District said that they have 11 elementary and intermediate schools and 3 high schools in the district. Their operations are continuing as normal.

Bob Roetschoeinder from Regal Air said they are keeping busy with flight schools but the flying has been down a bit due to the bad weather. They are hoping for a nice summer with lots of flying.

Council Member Comments

Harold Quimby stated that it seems like the late night operations have declined, making it much quieter for the residents surrounding the Airport. He very much enjoyed this decline.

Dave Waggoner said that the decline may be due to the darkness of winter and the bad weather we have been experiencing. Bill Dolan also noted that the Airport continually talks with Goodrich and Boeing and reminds them about late night operations and the impact they have on the surrounding communities.

Meeting Adjourned

Russ Keyes proposed to adjourn and the meeting was adjourned at 8:20pm.