

**Paine Field Community Council Meeting Minutes**  
**February 10, 2009**

**Attendees**

Barbara Earl (PFCC Chairperson)  
Harold Quinby (Community NW Quadrant)  
John Richardson (Community NE Quadrant)  
Vernon Chase (Community SW Quadrant)  
Hal Meyer (Pilot Representative)  
Terry Wilcoxson (On-Airport Business)  
Rich White (Off Airport Business - Boeing)  
Kris Huxford (Community NW Quadrant)  
Todd Echelbarger (Off-Airport Business)  
Jonathan Blubaugh (NE Quadrant)  
Todd Brunner (Off-Airport Business)  
Bob Fadden (Community SE Quadrant)  
Russ Keyes (Pilot Rep)  
John Green (Pilot rep)  
Mike Ellis (On-Airport Business)

**General Public**

Dave Salsman  
Grant Woodfield  
Les Smith  
Kevin Stoltz  
Jeral Godfrey  
David Salsman  
William Ashworth  
Oscar Naimi  
Kate Murdoch  
Jerry Weed  
Paul Granquist  
Glenn Humann.  
Marty Paul  
Carita Boswell  
Guy Boswell  
Sherri L. Handley  
Isolde Le Trong  
Ray Boyer  
Greg Devers  
Carol Devers  
Rob Shulkind  
Michelle Shulkind  
Bob Roetcisoender  
Jim Contas  
John S.

Ron Morcom  
Dick Gee  
Chad Loudy  
Diane Farkas  
Jim Farkas  
Jalal N.

### **Airport Staff**

Dave Waggoner (Airport Director)  
Bill Dolan (Deputy Director)  
Nona Anderson (Administration)  
Bruce Goetz (Operations)  
Kara Underwood (Operations)  
Richard Mosler (Operations)

Call to order: 7:07 pm

Motion to approve Nov. 12 2008 minutes, motion carried 7:11 pm

### **Review of Noise Monitoring and Operations Summaries**

**Bruce Goetz** reviewed noise monitoring, annual noise reports, and the annual operations summary for 2008. For the calendar year of 2008 we had 137,311 operations and we have been steady in the 130,000 to 150,000 range for the last five years. Between 1999 and 2002 we had over 200,000 operations per year. One operation is considered to be a single landing or single departure. It is an interesting statistic in that the number of based aircraft at Paine Field has gone up while the number of operations has actually gone down. This trend is largely due to the economy and the price of fuel over the last few years. The number of noise complaints we received for 2008 was 881 for 137,311 operations. Another statistic we track is the number of engine trims versus the number of complaints. This number has been really low since about 2000 when the airport installed noise attenuating berms.

There were 247 trims for the year 2008. The number of engine trims has declined considerably since Federal Express phased out the Boeing 727's from its fleet and these aircraft are no longer serviced at Goodrich/ATS..

Another metric that is looked for noise complaints are the class of aircraft: large prop, small prop, jet, etc. Two of the areas noted are insufficient data and general noise complaint. Bruce noted that even though we use many tools to track each noise complaint including cameras, flight paths, noise monitors, flight logs, tower recordings, etc., sometimes the caller or email does not provide enough data to properly track those complaints. Out of the 881 calls from 2008, less than 10% were filed under those two classifications. You can find all of these noise reports at our website: [www.paineairport.com](http://www.paineairport.com)

### **Construction Updates**

**Bill Dolan** used a powerpoint presentation of aerial photos to provided an update on the construction projects at Paine Field

The first project is well underway where the FAA has funded the replacement of the Aircraft Rescue and Fire Fighting (ARFF) facility. The fire department has been operating out of the same facility for over 50 years. The old building did not meet current seismic standards and had mold and asbestos issues. The FAA updated the design standards for ARFF facilities. The new structure cost about \$6 million dollars and is a little over 3,000 sq feet. Bird Construction was awarded the contract and construction is well underway with occupancy set to occur sometime early this summer.

The southwest corner of the airport adjacent to taxiways kilo 5 and 6 has been mostly undeveloped and has been identified in the airport master plan for corporate aviation facilities. The area is now the site of two new hangars completed in 2008 as was the reconstruction of the Kilo-6 taxiway. A larger third hangar is planned for construction in 2009 or 2010 depending on the economy to house a very high quality collection of vintage aircraft. A new public roadway to this area will be constructed in June to provide access to this area from the intersection of Chennault Beach road and the Mukilteo Speedway.

Just north of the Kilo-6 area Castle & Cooke Aviation plans to build a new fixed base operator center (FBO) facility to relocate their business to. This would be a multi-hangar, corporate aviation facility with the first phase including approximately 40,000 sq feet of hangar and 18,000 sq feet of office space. Castle & Cooke is currently working on finalizing the design and permitting of this facility. Bill then explained that design work is underway on a 3,000 section of group 3 taxiway (sized for corporate aircraft) called Kilo South to provide access for the corporate aircraft with construction anticipated in 2010-11.

Bill then described the project in the “Northwest Territories” portion of the airport where a 900’ section of group-five taxilane (sized for 747 aircraft) called Kilo North will extend from taxiway Kilo 1 and the Future of Flight south into the Northwest Aviation Center. This taxilane will be built this summer. This project will include extensive grading of this area and stormwater conveyance for three distinct detention ponds and preparation for aircraft parking ramp adjacent to the taxilane. He explained that future projects will extend the taxilane further south.

Bill then described the progress on the multiyear project to construct group 2 corporate aircraft storage hangars. The 6 acre site at the northeast corner of the airport involved substantial fills to achieve a aircraft accessible grade from the north ramp. The building construction is well underway and the 11 corporate aircraft hangar units are projected to be completed in May.

He then described progress on the new 250,000sf Korry Electronics facility on the south end of the airport in the former Navy housing area adjacent to Beverly Park Road. Site prep is well underway and the large building is taking shape with completion expected late this summer. The Korry facility will accommodate over 600 new employees. In addition to the building, the Airport is making upgrades to the water, storm sewer, and sanitary sewer utilities in this area to accommodate Korry and the redevelopment of the remainder of the 67 acre Navy parcel.

Commando Road is being reconstructed from 112<sup>th</sup> Street SW to a new traffic signal at the Beverly Park Road / Center Road intersection.

The Airport's 100 acre Bomarc Business Park located at the Northeast corner of Airport Road and 100<sup>th</sup> street has been busy with construction projects during 2008. Our new tenant, Woodtone, has constructed a 37,000 sq foot building to accommodate their wood finishing operation. Also Roadway doubled the size of their trucking trans shipment terminal. and another new tenant, BakerCorp who provides portable stormwater detention tanks for construction projects has constructed their northwest operations center in the Bomarc Business Park.

Bill then explained that the major Airport project for this summer is the rehabilitation of Taxiway Alpha and the main runway 16R-34L. The airport is currently working with the FAA to refine the scope of the project to address FAA design standards for taxiways and runways within available funding. Taxiway Alpha was constructed in the mid-1980s and parts are not designed to support the heavy aircraft currently being produced by Boeing. Some of the pavement will require complete reconstruction, while others will require grind out of the top few inches and a new overlay. The airport is working diligently with Boeing and ATS to develop construction schedules that accommodate their operations. Several 3-5 day periods of runway closure and many weeks of shortened runway length are planned for this summer.

This rehab project could cost over 50 million dollars and we hope to receive enough funding to complete it all in 2009 but it may be phased over several years depending on availability of funds. The Airport hopes to receive grants from the Federal stimulus program and AIP discretionary funds this year to complete the Taxiway/Runway work.

The Airport has also requested federal stimulus funding for a series of other projects including the reconstruction of Runway 16L/34R. This 3,000' small airplane runway was constructed in the mid-1980s and its pavement is now beyond the design life and we have pavement failure in some locations. The airport is looking to lower the middle portion of the runway to improve line of sight for pilots.

Other projects included in the Airports stimulus request list are the reconstruction of the pavements in the 40+ year old central ramp area, acquisition of a new ARFF truck, new snowfighting equipment. and a snow equipment storage facility..

*Question...where would the terminal be for Horizon Airlines?* Bill Dolan – the area being considered is just off of the existing terminal building accessed from the 100 St. entrance of the Airport. The existing terminal would be augmented with a small modular building.

*Question...are you going to move the current airport fence line to accommodate the roads for the new Castle and Cooke FBO building and roads?* Dave Waggoner – the fence line will be moved accordingly. The fence line helps to support control of wildlife; deer and coyotes used to be a real problem here and the fence line helps to keep them off the airfield.

### **Commercial Air Service**

**Dave Waggoner** stated that the Snohomish County Council had passed a resolution on air service that directs the county to continue to negotiate in good faith with the airlines, develop a schedule with costs and milestones, pursue FAA mandated changes to operating certificates, draft TSA mandated security plan, comply with grant requirements and begin the negotiations with the premise of a County-built and maintained terminal facility. The airport has been working very hard since last year to understand the air service business. It is complex and not as straight forward as you might expect. Most of the revenue for the airport would stem from auto parking fees and not from the airline. As we get closer to understanding how all of this would work together we will be making regular reports to the County Council.

*Question...why would you allow a terminal like that to occur when it would not give you that much profit, and there has been no economical studies or ecology studies?* Waggoner - the airport can not restrict the use of the airport. This has all been kindled by two airlines which sent letters requesting to start commercial service from Paine Field. *Second Question...what would happen if the airlines fail and have to pull out, who would foot the bill for the terminal costs?* Waggoner – the negotiations with the airlines and the County are underway and that would be one of the subjects of the negotiations. The County has stated that it will not accept the risk of the airlines pulling out early and leaving taxpayers with debt service on the terminal.

*Question...are you being held “hostage” by the FAA for funding?* Waggoner – the FAA has treated Snohomish County very fairly for many decades. The airport gets two kinds of funds from the FAA; non-primary entitlement, which is \$150,000 per year (NPE), and discretionary. It is at the discretion of the FAA to give out Airport Improvement Program (AIP) funds. The County has received over \$50M in discretionary funding in the past two decades. It is project justified and project awarded, there is no annual grant that is owed to the Airport. It is a misstatement to say that the FAA has or will shut off our funds. The reality is that we are only entitled to \$150,000 per year. This airport is extremely expensive to support, maintain, and operate. 18 months ago we did a patch on Taxiway-alpha and it cost \$500,000 for a weekends worth of work. The runway project may be as much as \$50 to \$70 million dollars. Fire trucks are \$1 million each. We compete for these discretionary grants amongst many other airports. This year there were over \$7 billion dollars in requests for grants and the House hopes to fund just about \$3 billion and the Senate says \$1.1 billion. We are hoping for the House version, but even so that would be less than 50% of what is being asked for nationwide.

*Question...does FAA discretionary funding change when/if Paine field changes its airport class standing?* Waggoner – right now Paine Field is described as a reliever airport. The main airport is SeaTac. Boeing Field, Renton, and Paine Field are all reliever airports. Paine Field is classified as a general aviation reliever airport. When an airport has more than 10,000 annual enplanements per year (paid ticket holders) the non-primary entitlement switches from \$150,000 per year to \$1 million a year (primary entitlement).

*Question...how would any increased flights from any possible commercial air service change the noise levels and complaints at the airport now and over the next three, five, or more years when these types of flights grow to 80 or more per day?* Waggoner – one thing to understand is that noise complaints are not a measure of noise or noise levels. Noise complaints are a measure of community concern. The noise hotline is a real valuable tool to the airport. It alerts the airport to

anomalies in aircraft events. As part of the Paine Field master plan the FAA did a Part 150 noise study – a detailed and complex noise analysis at the airport and the surrounding community. The zoning around the airport was established in a 1980 noise footprint. There are no houses, churches, or schools within this 1980 noise footprint. Since that time the airports noise footprint has shrunk by more than 50%. Currently 65 DNL line (global standard for measuring noise), is within the airport property for 300,000 operations, with Boeing and ATS at full production, a more than doubling of GA operations and a commuter type airline. From these studies even at the highest level of operations, the DNL line is still on airport property. Any of the development that has been allowed by local zoning is currently outside of the 65 DNL line.

*Question...will commercial air service hinder Boeing's operations?* Waggoner – Boeing has done studies and has determined that the proposed air service will not be an issue. Dolan – the master plan at the national high level (most intensive) and Boeing said that it will not interfere with their operations. Rich White (Boeing) – the study that we (Boeing) did, studied the low and the national high. The national high is significantly more in intensity than what this airport will produce and with our rate of production and testing and based upon that we are only at 1% of the usage that airport could ever produce. We would not be impacted by commercial service even if it were to expand in the future. Waggoner – with the quiet engines of today's aircraft, there is nothing to suggest that even with an increase in air traffic that it would cause a significant increase in noise above the current Master Plan or Part 150 projections.

*Question...nothing has been mentioned about air pollution, exhaust from the back of the jet, it sprays its exhaust outward. This cloud of pollutants will fall down onto our grass, cars, houses, air intact systems, and nothing has been said about the health of those fumes coming down. WHY?* Waggoner – air quality is one of the studies which are included in the environmental analysis and approval for any change in the air service at the airport.

*Question...have any studies been done on how traffic will be impacted at and around the airport should commercial air service come to Paine?* Waggoner – traffic is part of the environmental analysis studies just like air quality.

*Question...perhaps it would be a good idea to invite Horizon and Allegiant Airlines to these meetings.* Waggoner – if Horizon or Allegiant decided to come to Paine then they would be invited.

*Questions...will the environmental studies be made available for the citizens for review?* Waggoner – there will be a public outreach program and they will be available to you.

*Question...where can I find the financial information about Paine Field?* Waggoner – financial data for Paine Field can be located on Snohomish County's website.

## **Tenant Updates**

### **Boeing – Rich White**

Rich White wanted to state he did not say that Boeing would be “out of here” in 10 years. What was said was that like most of corporate America we have an aging workforce. Those aging workers that we have which design, engineer, and manufacture our airplanes not just here in the

Puget Sound area but all over the world, we are continuing on the look out toward universities for new employees to replace them. We have a long history of supporting K-12 education in this area as well. That was the scope that I was talking about in that we do have an aging workforce and that in the next 10 years we are looking more toward filling those needs.

Boeing completed a study from a data perspective that showed if Paine Field was to accept commercial air service that it would not impact Boeing operations even at the national high model.

2009 will be a very challenging year for Boeing and we are going to work through those struggles and on a positive note next week (2/16/2009) we will be delivering our first 777 air freighter to Air France.

### **ATS**

ATS has seen the return of the Alaska Airlines maintenance program as well as continuing with the Navy/Marines C-9 improvement program.

ATS is currently working on increasing better awareness for its Foreign Object Debris (FOD) programs with its employees.

### **Council Member Reports/Comments**

No reports or updates

### **Public Comments**

*I would like to say thank you it was very informative. I am opposed to the expansion; I just don't want to see freighters coming in here at the middle of the night.*

### **Adjournment**

Meeting adjourned at 9:19 PM