

**Paine Field Community Council Minutes**  
**May 9, 2006**

**Attendees**

Council Members and Alternates

Hal Meyer (Pilot Representative)  
Barbara Earl (Off-Airport Business)  
Don Paggeot (Pilot Representative)  
Clayton Hammons (On-Airport Business)  
Rich White (Off Airport Business)  
Russ Keyes (Pilot Representative)  
Harold Quinbey

General Public

Dawn Paggeot  
Dee Meyer  
Grant Woodfield  
Joe Marine  
Kevin Stoltz  
Laura Monk (Goodrich)

Airport Staff

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

**Opening**

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

**Guest Speaker**

Nicholas Ryder gave a short presentation about being a cadet in the Civil Air Patrol. He discussed his desire to go into the military and possibly get into a leadership position in the Civil Air Patrol. He started researching his book by getting autographs from veterans and became interested in their stories. He has interviewed veterans from WWI up to present day including every branch of service. Some of these stories are available in his book which is available for purchase. Dave Waggoner suggested a list be passed around for those who are interested in purchasing. It sells for 20.00\$ + 3.00 for shipping.

Happy Birthday was sung to Kara Underwood from the Airport

Hal Meyer moved for approval of the February 15, 2006 meeting minutes, Dave Salsman seconded the motion and it passed unanimously.

## **Noise Monitoring and Operations Summaries**

Using a PowerPoint slide show presentation, Airport Operations Specialist Bryan Johnson presented information on Aircraft operations and noise complaint activity at Paine Field for the first four months of 2006 in comparison to same time period in 2005. Bryan explained that the first chart shows the number of aircraft flight operations each year from 2001 through 2005. Bryan explained how weather and fuel prices may have influenced amounts of operations. Annual operations were about 5,000 less in 2006 than they were in 2005. So far there have been 41,000 flight operations in 2006. On average the airport is getting about 60 complaints per month. This number is slightly less than the number of complaints at this time for last year.

Bryan then discussed the engine trim data in relation to the number of noise complaints. In the first quarter Boeing and Goodrich conducted engine run ups and the Airport received 9 run up related noise complaints. There have been 23 less engine run up complaints for the first four months of 2006 in comparison to the same time period in 2005.

Bryan then talked about the noise data charts for the first quarter of 2006. He talked about the process that the Airport uses to track noise complaints including review of activity logs provided by Boeing and Goodrich, video camera on the runways, AirScene radar flight tracking software, and also voice recorders picking up the tower and ground 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. He addresses the large jet complaints for quadrant NW4 and explained the flight path and ATCT direction for incoming traffic flow. He talked about the majority of planes doing standard departures. Bryan added that the increased volume of noise calls may be attributed to the limelight the Airport has been receiving lately and has possibly prompted the increase.

Dave Waggoner explained the purpose of the noise complaint hotline. He stated the noise complaint hotline should not be used as a vote counter to make a point. He mentioned a caller who has placed more than one call per day because of concerns about noise. It should be used to alert the airport staff of an incident that may have taken place that is out of the ordinary. Dave showed the trend over the past few years of decreasing flight operations and increasing noise complaints. This is an example of how the noise hotline is a measure of community concern rather than noise

Dave responded to a question from Harold Quinby regarding late night aircraft overflights. After dark, the caller should attempt to record the type of aircraft (jet or prop), the direction of flight and the abnormality (loud, too low, etc). Bill Dolan commented that there are increased amounts of calls which makes it difficult to follow up individually with each caller. Bill also stated that Goodrich and Boeing are

discouraged from scheduling services during late night hours. Bill also stated that we are working particularly hard with our tools to collect data.

Bryan addressed an attendee who had a question as to how the tracking system works. Dave Waggoner offered the option to anyone who may be interested to come to the Airport Operations department and see first hand how noise calls are tracked.

### **Update on Projects**

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 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 last fall with removal of on airport trees penetrating the approach and transitional surfaces of 16R-34L. Mitigation planting for the affected trees within wetland areas will be continuing in 2006 under the direction of a biologist. We expect the next Obstruction survey by the NOAA for the FAA will occur in next couple of months. 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. Also in 2006 the airport will try to remove some problem trees on nearby private property. A number of trees that were cut in this project were part of the wetlands areas so there may be a replanting effort taking place this spring with assistance from the Watershed Company guiding us on mitigation. We also have minimized activity in the area by not moving fallen trees which is essential to the habitat that is occupying those wetlands.

### **Beverly Park Edmonds Roadway Project**

Snohomish County Public Works Department has been underway for the past 9 months on a project to widen Beverly Park Road from the current 2 lanes to 5 lanes, including bike lanes, curbs, gutters and sidewalks. The project is slated to be completed in mid-July of 2006. 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. He also stated that the construction crews have been leaving the 112<sup>th</sup> St. intersection open for the big shift changes at Goodrich and other south end tenants.

### **Big Gulch Project**

Bill Dolan discussed the Airport's 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 Airport has invested over half a million dollars into the pre-design phase. Our hope is that we will be able to come to a conclusion of negotiations with the city of Mukilteo and the district and move into the next phase.

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.

There is a major disagreement over funding of the project. The City, Sewer District and the County are discussing resolution of the differences.

Bill Dolan stated that he hopes to have negotiations with the city completed and the project completed by the end of 2008.

### **Kilo 1 Taxiway**

On Monday the County advertised for bids on the Kilo One Taxiway and ramp for construction this summer. The expected cost is about \$6M. The Taxiway will connect the north end of the main runway with the cleared area south of the Future of Flight. There will also be an aircraft parking ramp between the new taxiway and the Future of Flight. The ramp and taxiway are designed to meet 747 aircraft standards.

With the Future of Flight and hotel we put all the detention into a RainStore complex which is a bunch of plastic cells underground. This pond is sized for all the taxiways and subsequent space. The berm that is at that site will be placed over in the approach to 11. We'll be enhancing the survivability if someone were to overrun the runway.

### **Employment Resource Center**

The Employment Resource Center facility is nearly complete. It is part of the Project Olympus Agreement and will provide employment and training services for the Boeing 787 program.

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 on Bomarc. This new group will be assembling the nacelles and tail cones on the engines of the 787. Initially it will have about 80 employees working on very large nacelles that will be manufactured in other Goodrich plants 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 15<sup>th</sup> of December and has been very well received. President Hu JinTao visited a few weeks ago and was the guest of honor at a luncheon in the Future of Flight gallery. The displays were removed from the gallery and the tables lined the gallery with guests such as Henry Kissinger, Governor Gregoire, Bill Gates, County Executive Aaron Reardon and Mukilteo Mayor Joe Marine. The conference space has been very well supported.

### **Hilton Garden Inn Hotel**

The hotel is doing very well. Right from the start they have had a very successful time. They are sold out most Sunday, Monday, Tuesday and Wednesday nights. Their average occupancy is 75%. This facility also provides catering services for conferences at the Future of Flight.

Dave Waggoner stated that he has a free pair of tickets to the Future of flight for each of the Community Council members.

### **Mediated Role Determination Review Panel**

We have received positive feedback on two presentations made by Ryk Dunkelburg from Barnard Dunkleburg, the firm that updated the airport master plan in 1995 and 2002. The first presentation was a Noise 101 to get them familiar with the terminology. The next presentation dealt with some specific modeling of the noise impact from the different scenarios that were identified in the forecast. The least intensive of those scenarios was adopted by the County Council which was called the Regional Low.

The main points that were covered were background on noise, grant assurances, current FAR 139 certificate, part 36 standards, noise from aircraft, FAR part 150 study, noise weighting scale, to try to help people understand decibels.

Characteristics of noise, loudness, frequency, pitch, temperature and wind gradients, duration all of these factor into your reaction to the sound. Different people have different response capabilities to sound, generally the higher and lower frequencies aren't well received by the human ear. At a scientific level the weighting scales used are called A weighted.

Weighting which is reflected as dBa. DBa is the only type of measurement used by the FAA to gauge noise impact.

Noise Metrics were discussed briefly including SENEL, LMax, SEL, dNL, LEQ, integrated noise levels.

Bill stated that one aircraft flying at 10:01 pm is measured as the same loudness as ten aircraft at 9:59pm. There's a 10 dBI night penalty for late flights and is calculated with ambient noise levels. Noise contours are formed by connecting the dots printed up by the model logging which types of aircrafts are flying which routes day or night and connecting the output. The integrated noise model is an average noise exposure map which measures the imprints from the noise over 1 year, which the FAA has generated and refined for the integrated noise model contours. The DNL contour was adopted by the FAA and the county. The 65 dNL threshold is entirely on airport and Boeing property.

The airport is working with the latest version of Integrated Noise Model continually trying to improve the contours.

Health effects: Communication, hearing loss, annoyance, communication interference, sleep interference. Annoyance response is what the 65dNL was. The AF's 1992 study stated that there was a good correlation of about 10% of the population will be annoyed when the dNL is at 65.

Grant assurances have been decided by the county to be a non-discriminatory and not interfere with interstate commerce.

Part 77: The obstruction clearing effort and navigable airspace.

Part 139 Certification and all of the design standards and operating standards as pertaining to airports. It is essentially our report card to the FAA and our operators, being measured by our compliance. Paine Field has had a very good track record with our 139 inspections

Master Plan: the forecasts and the update for 2002-2021, updated as they become obsolete, including the capital improvement program in order to be able to effectively compete for funding for projects. The forecasts include four scenarios: National high, national low, regional high and regional low. The regional low is the one the county council adopted. Regional service low: people who live within 30 min and traveling within 500 miles. The aircraft used would be the Dash8/400 turboprop and the CRJ 700. We added a 5<sup>th</sup> scenario with no airline service including GA, Boeing and Military activity.

Bill Dolan posed the question: should we be focusing more on the flights in the daytime hours? He then answered with: the night and day activity does get modeled and both day as well as night data has a significant impact on the model. The county's projected population growth up till 2025 within the various contours in the future if the county decides to change the current role of the airport. No one is proposing a change, but the county is reviewing this role and asking what changes can we make to this role to make it more understandable and reduce some confusion. The role should be reviewed on a periodic basis.

The projected population as included in the county's growth development allocation plan is forecasted to increase 50% by the year 2025.

Bill Dolan addressed an audience member noting that the complaints are not being hidden or masked. He thought the heightened awareness in the discussions about the airport generate more complaints that they did before. A component is that more people have said that they want their thoughts on this reported.

All of the slides are available at the county's website at the MRD Panel.

The MRD panel meet on the 1<sup>st</sup> and 3<sup>rd</sup> Thursday every Month in the county administration building.

### **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**

An attendee asked about the MRD Review panel. When are they going to be reviewing? Dave Waggoner answered that the County is running the MRD panel, its not being run by the airport. We provide the members with the copy of the role, the background source documents, the PF community plan and the master plan.

Bill Dolan stated that County Executive Aaron Reardon had been at most of the meetings and part of those meetings were to identify and clarify what the documents do and do not say.

In the review of the MRD the opinion should be brought in a letter of recommendation in 1994 should be brought back up addressing the decisions they make and why

Bill Dolan stated that all the information is available on the MRD website.

An attendee asked about The Future of Flight grass pave... has it been paved over?

Dave Waggoner stated that the first 3 rows have been paved and there are about 8 or 10 rows that will remain grasspave. Part of the problem was that the grass was not doing to well and that those spaces needed to be available 12 months out of the year.

An attendee stated that a lot of controversy over the years over the regional low and national high, it seems like it gives a false sense of “we can expand” when in reality I feel the DNLs a terrible response to how people respond. I don’t put much value in dNL’s for that purpose.

Dave noted that there is a lot of controversy over DNL, however it is the national and international standard for determining the land uses around airports. It’s also used in other areas of transportation, DOT, EPA, FAA, International Aviation people all use DNL. We have gone through a fair amount of expense to use the LEQ method as well and we were curious to check the accuracy and spent \$115,000 in noise studies to answer the question. What it said was that DNL was a good predictor and was better than LEQ it doesn’t understate the impact.

Dave stated that many years ago when there were more operations there were fewer complaints. We have an individual that calls in everyday as a method of voting. A method of valuable service for the hotline was when the Russian Antonov left at 2:00 in the morning to go to Belgium. The point was a bunch of valid noise complaints were taken note of. The airport staff will make the necessary changes in dealing with Operators such as this next time and that is a valuable outcome.

An attendee had a concern about regional low and national high. He stated that he had never called in and complained. He stated that he just wants it to average over time, but he doesn’t want a lot more. Another thing is when talking about the numbers of passengers I don’t see a difference between the two.

Dave Waggoner discussed the market studies that were done last year as part of the economic impact studies recommended a level of service that is about half of the regional low at about 5 departures a day.

The attendee expressed more concerns about the mitigations.

Dave Waggoner replied that the issue of the role is up to the executive’s panel in the recommendations that they make.

### **Meeting Adjourned**

Clayton Hammons proposed to adjourn the meeting and the meeting was adjourned at 9:28 PM.