

Paine Field Community Council Minutes
May 8, 2007

Attendees

Council Members and Alternates

Hal Meyer (Pilot Representative)
Bob Fadden (SE Quadrant)
Barbara Earl (Off Airport Business)
Don Paggeot (Pilot Representative)
Russ Keyes
Nick Heminger (Goodrich)
Rich White (Boeing)
Kris Huxford
Dave Salsman
Clayton Hammonds (On Airport Business)

General Public

Dawn Paggeot
Chip Adams
Bob Larsen (City of Everett)
Bill Joffeson
Grant Woodfield
Melanie Jordan (Future of Flight)
Jake Heela
Kurt Roberts
Cal Dunlap
Kevin Stoltz
Nancy Hughes
J. Chamberlain
Terry Wilcoxon (Fliteline)
Robertt Goodloe
C.J.
Nathan Olsen

Airport Staff

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

Opening

Clayton Hammonds called the meeting to order at 7:02pm and asked for introductions. Clayton then asked for approval of the February 13th Minutes which passed unanimously.

Review of Noise Monitoring and Operations Summaries

Superintendent of Operations Bruce Goetz presented information on aircraft operations (takeoffs and landings) and noise complaint activity at Paine Field. He compared the monthly operations for the 1st quarters of 2005, 2006, 2007. He reported annual airport flight operations are down about 26,000 operations compared to prior years. Despite an increase of about 200 based aircraft (current total of 615 aircraft) there has been a consistent decline in flight operations since 2001.

There has been a significant reduction in engine run complaints, due in part to the phase out of 727 aircraft maintenance operations at Goodrich.

The majority of the calls come from the NW quadrant (Mukilteo). Two callers in this area made 73%. One caller made 92% of the calls for the SE quadrant.

Dave Salsman asked if there had been any big changes in aircraft takeoff patterns because he had noticed an increase in big jet traffic. There have been no changes in flight patterns.

There have been a couple of unique events recently. A section of F-15's conducted a training exercise to practice intercepting a GA airplane and escort it to the airfield. Paine Field was not the primary intended landing area, but due to weather/airspace, the exercise was switched here on short notice without prior notice. The F-15's did tight turns at low altitude and generated significant concern and noise complaints.

Dave Waggoner stated that the good news was that the incident has handled expeditiously and the Air Force agreed that they needed to be more "community friendly" when operating over urban areas.

Construction Projects

Olympus Terrace Sewer District Project

Bill Dolan spoke of the project moving forward and about how the airport is no longer involved in the project. The OTSD is doing emergency repairs on the sanitary line. The emergency continues and the repairs will continue on the section upstream from that point this year and continuing into next year.

Paine Field Fire Station Project

The discovery of mold and asbestos in the living area of our Fire Station has forced our Firefighters to relocate into temporary quarters in a mobile unit next to the fire station. The fire equipment is still based in the fire bays. Our intent is to construct a new facility just north of the present station. We hope to begin construction in 2008 and occupy the station in 2009.

Taxilane Kilo Project

Taxi lane Kilo One and the Future of Flight Ramp were constructed last year. This project opened the Future of Flight and the NW Aviation Center Area to the south to operations of large aircraft. Bill Dolan provided an overview of the plans for extending Kilo One to the south.

West Side Planning

Plans are underway for a three-hangar development on Kilo Six (west side of the main runway near Cartwright's Restaurant). An additional development just north of Kilo Six is under consideration for a corporate FBO to service Aircraft Design Group 1-3 aircraft (wingspans up to 118 feet).

Bill the showed a slide with a conceptual drawing of the area which outlined the potential new hangars. Kris Huxford asked if those developments are required by law to be up to standards with environmental laws. Bill Dolan answered positively, they were. All development on the airport is subject to the state environmental laws. All developers need to still go to the county for a permit.

A member of the General Public asked what the current use of the land was, and whether or not a notice will be posted. Bill replied that yes, in fact notices will be posted, ads will be placed in the Herald, letters will be mailed to our close neighbors, etc. and the current use of the land is undeveloped with the exception of Kilo 5 and Kilo 6. At one time it used to be used for the U.S. Forest Service's fire fighting air tankers. The Washington Quarter Midget Association used to have a track on the west side but they have relocated to the County Fairgrounds, so the area is unused.

Kris Huxford asked about the presence of deer in the proposed Westside development area. Bill answered that since the fences have been in place, and especially the underground deer fence, that presence of deer has been virtually non-existent.

Dave Salsman asked what the maximum capacity would be for the jets housed on the west side. Bill answered by stating that typically with corporate aircraft you see a small ratio of passengers to airplane space. The typical size space would be a 7-10 seat Gulfstream or Citation. Even the largest corporate have small capacity-- rarely more than 30 seats on them.

Kris Huxford wanted verification that the Westside hangar development then would be primarily for the housing of corporate aircraft and not for commercial service. Bill concurred—none of the contemplated facilities would be suitable for commercial service.

A general public audience member asked what the economic benefit of the West side development would be. Bill answered by citing the jobs and sales tax revenue from the construction, but the biggest benefit would be the long term impact of corporate aviation in the area. It is a significant incentive for businesses to locate in the area and have their flight departments at Paine field.

Another general public member asked if any of the hangars would be sized for 757 or 767 Aircraft. Bill Dolan stated there would be no hangars or even taxiways sized for these larger aircraft.

North Corporate Hangars

Phase One of this project was constructed in 2001/ 2002. The second phase includes two additional buildings which will be constructed later this year or next. They'll include 11 units which are 70' bays and 95' X 95' bays (For group 2 aircraft). This project will likely be completed by spring 2008.

The Flying Heritage Foundation

The County negotiated a lease in late 2006 with the Flying Heritage Foundation to house Paul Allen's aircraft collection. There will be about \$5 million worth of improvements in Hangar 207.

Paine Field is becoming a destination for aviation tourists. The attractions now include:

- The Future of Flight Aviation Center & Boeing Tour
- Museum of Flight Restoration Center
- Me262 Classic Fighters
- Flying Heritage Collection

There are all types of economic benefits to the community that come along with the tourism associated with these facilities. Dave added that these attractions are very community-friendly with projected air operations which attract tourists but are not likely to generate noise concerns.

General Aviation Day

The Washington Pilot's Association and Paine Field sponsor a free event annually which is open to the community. It starts off with a pancake breakfast at 9am with the Paine Field Fire Dept. Donations go to the NW burn foundation. There will be various family activities throughout the day, including young eagle flights to give youth from the ages 8-17 an opportunity to take a flight in a small plane free of charge. Also, the taste of Mukilteo will be on site at 11:00, with various community businesses taking part. The Cascade War Birds will also be taking place in GA days this year, as well as the Flying Heritage Collection. There may be a few flights from a few aircraft from each group. Airport businesses such as flight schools will be offering scenic flights and also helicopter tours. The Tye car show will be going on at the same time and Microsoft will be sponsoring a flight simulator booth. Goodrich will be sponsoring a booth which will include a children's event. A few aircraft manufacturers will also be taking part such as Diamond aircraft with a display airplane, Columbia, Cubcrafters and a few sport aircraft manufacturers as well.

State WA Pilot Association Meeting

Dave Waggoner talked briefly about the upcoming WPA meeting on May 12th. It is their state meeting and will be held at the Future of Flight with guest speaker Mike Melville who was one of the first Pilots for Space Ship One.

Wings of Freedom Tour-Collings Foundation

On June 22nd, and 23rd the Collings foundation will be here with their B-17, B-24 and B-25 bombers from World War II. On Thursday the 22nd, the Airport will be hosting a community social to which all of you are invited as well as the community. There will be light refreshments and beverages. For a small fee you will be able to go through the aircraft and a flight will be offered at about \$350 - \$400. The Cascade Warbirds will also be taking part in the evening's event.

Boeing Update

Rich White from Boeing spoke about the 787 and the 747 Large Cargo Freighter. He talked about the Dreamlifter, a non pressurized modified 747 which is used as part of the conveyance system for 787 parts between the Everett site and its suppliers around the world which include Nagoya Japan, Wichita, Kansas, Naples, Italy, and Charleston, South Carolina. There will eventually be 4 of these airplanes, two of them now are in operation, and the other two are currently being modified in Taiwan.

Two milestones to keep in mind are May 21st, Boeing will have a media open house for the factory 26 building, which is where final assembly will take place. And then a roll out for the 787 is July 8th 2007.

For those attendees who are Mukilteo residents, you may notice an increase of Boeing employees around town. Boeing has leased office space in the Harbor Point Tech Center and there will be about 1,000 employees working at that site over the summer. Boeing has met with the city as well as some of the community groups to make sure that all of the concerns are addressed.

Rich referenced a PowerPoint slide and talked briefly about some investments to upgrade the infrastructure of the plant to improve the quality of the work environment. Site population at this point is about 25,000. He then talked about the fact that the paint hangars will be getting upgrades over the next 2 or 3 years to accommodate the different paint that is necessary for the composite material of the 787.

Rich then took questions from the attendees regarding the rollout of the 787.

Kris Huxford asked if there would be opportunity for the general public to be able to see the roll out. Rich answered that there will be web-casts available, and some public viewing at the Future of Flight.

An audience member asked what time the Dreamlifter would be taking off and landing. Rich answered that operations at all times of the day and night are possible. Most of the operations would take place during normal business hours, but in order to reach the

production schedule for this airplane, the 747 is part of the conveyance system and will be moving parts for our customers from all around the world. The audience member asked if at 2am he would be hearing the Dreamlifter landing and taking off. Rich addressed his concern by stating that it is a possible that parts would need to be delivered at that hour but most likely during normal business hours. It depends on the requirements of that particular program.

An audience member asked how much of an increase the community can expect in terms of flight operations due to the new 787. Rich answered that maybe one extra flight a day, and not a sky full of airplanes.

An audience member asked how many 747 Dreamlifter unloaders could be parked at any one time. Rich answered 2. The same audience member asked what the maximum load capacity was for the Dreamlifter, and Rich deferred the question stating that he did not have that specific information as he is not an aerospace engineer, but certainly a lot. He then guessed perhaps 120-130,000 pounds each. Bill Dolan stated that there are about 3 Dreamlifter flights for every 787 manufactured.

An audience member asked if any parts would be taken back to Japan such as apples, and Rich answered that there has been speculation, but nothing specific.

Kris Huxford asked what the point of building the rail barge was. Rich answered that that was not built for 787s but of 777's. He went on to say that 777s brought on a transformation of how we bring parts in to the US. Historically, we brought the parts from Japan, by barge to a central location and then all to the port of Seattle and Tacoma where they were stuck on a rail car at the port of Everett and railed 4 miles to the Boeing Spur which was built in 1968. The parts come by rail to the bottom of Japanese gulch and then are pushed up the hill to the plant's receiving facility. Rail traffic in the country is supposed to double within the next 15 years, and Burlington Northern will not be able to meet our needs for our production schedule. So, in order to bypass that, our long term goal is to eliminate that 35% of parts that are first delivered to Seattle or Tacoma and deliver them directly to Everett, and use the rail barge bypassing the 4 miles so as not to impact travel between Chicago and Seattle. This is a better solution to gain predictability was to when parts will be arriving at the plant as well as to free up the rail lines, normally a parts delivery could take 1.5-2 hours which has a significant impact on the railways. This will allow the RR's to better conduct their business.

Kris Huxford asked how this will impact the trees in Japanese Gulch. Rich answered that the trees will not be impacted because the railcars will not change in size. An audience asked if the Dreamlifter was pressurized. Rich answered that yes the cockpit was pressurized. Rich showed a slide of the unpainted Dreamlifter and then of the parts loader.

An audience member stated that he is involved in a fear of flying clinic and went on to say that he is very much impressed with the specifics of what Boeing is doing to improve air travel with the new 787 and your efforts to make people more comfortable. Rich noted

that in fact the research done has been implemented in order to increase the customers' satisfaction in their flying experience. Rich referenced the increased size in windows, the better cabin pressurization, the new types of shading on the windows, the size of the restrooms. He also noted that the airlines have the ability to choose their options and that will determine what the aircraft will look like when you are flying.

Dave Waggoner suggested that if the opportunity arises, a tour with Rich on the Boeing Factory tour is one of the best that you can take.

Future Of Flight update

Dave Waggoner gave an update on the growth in attendance of the Future of Flight (FoF) at a little bit more than twice of what the Boeing tour experienced before the FoF. Boeing is working hard on the tour capacity in making adjustments for the seasonal tour needs.

An audience member asked if the FoF was owned by the county. Dave answered by stating that the FoF is owned by Snohomish County, specifically by the Airport enterprise fund. Construction was funded by a \$6 million (present value) Boeing lease for the Tour Center area, \$5.5 million from the Public Facility District (PFD), which is a sales tax rebate plan that the state passed 4-5 years ago. The Everett Events Center, Lynnwood Convention Center, and the Edmonds Center for the Performing Arts were also funded by this same PFD money. There is about 8\$ million which is made up by the operation of the FoF.

An audience member asked if the observation deck was accessible if you choose not to pay the \$15 admission fee. Dave answered that generally it is, but not always, because some of the time it is rented out by groups. However the gift shops and café are always accessible without admission.

Binding Site Plan

Bill Dolan talked about the binding site plan for the airport. He stated that we are required to comply with the state subdivision laws. There is work underway to have the sector work underway to have all the leases, wetlands and easements all neatly identified for planning and development purposes. The airport is divided into 9 sectors and we have 2 of those sectors completed at this time. Bill noted that the general public may see notices hung around the airport fence line, and those are just getting us in line with state law as it relates to subdivision.

Membership for PFCC

For the Community Council membership, everyone is on 4 year terms, the current terms end at the end of this year. The council meets three times a year with a break for the summer months. Positions will be appointed by the County Council. There are also alternates for each position as well as non-voting positions. The Mukilteo school district also has a permanent representation as well as the WA Nat'l Guard. If any current members have an interest in a position, you will need to have a nomination form filled out just as any general public would. The county has initiated a one stop shop on the

county website for people who have an interest in participating in various boards and commissions. Anyone interested in becoming a PFCC member, the by-laws, and job description will be available on the 15th of this month on the county website as well as Paine Field's website.

An audience member asked if there were any PFCC members present tonight and there was a show of hands.

An audience member asked if there had been any activity in resuming on airport restaurant. Bill replied that since the Jet Deck has been closed, the airport has held off on marketing that property. Although there have been some negotiations for a developer at an area near Crown Aviation and the East Condo hangars. The intent is to have an aviation facility and restaurant based there due to its visibility next to airport road. We would like to have a higher quality facility than what the old building was able to offer.

An audience member asked if there is any place to view airplanes now that the jet deck is gone. Bill answered that there are 2 park and views currently. He gestured to a map which showed the sites. He noted that there are picnic tables at that site. Bill also referenced the Future of Flight's grassy area as well as the Hilton's Restaurant area.

Tenant Updates

Nick Heminger from Goodrich talked about the Primary customers for Goodrich; Hawaiian, Southwest, and UPS. Dave Waggoner added that the benefit of the FedEx 727 phase out from Goodrich has had a tremendous positive impact on the noise generated from Goodrich activities.

Public Comments

A general public audience member stated that he lives on Goat Trail road and was once a private Pilot. He said that the Mukilteo Beacon always has an argument and shrill comments about how horrible the airport is. His concern was that the general public may get the wrong idea about the airport reading this material and that we should not be so concerned with the MRD outcomes but the noisy beech twins that fly too low and too loud on occasion.

Kris Huxford showed concern about keeping the wildlife untouched and the trees intact. Bill Dolan referenced the Narbeck 50 acre wetland that the airport has invested in creating a kind of habitat that she was referencing.

Meeting Adjourned at 2100.