

Paine Field Community Council Meeting Minutes
May 13, 2008

Attendees

Barbara Earl (Off-Airport Business)
Russ Keyes (Pilot Representative)
Harold Quinby (NW Quadrant)
John Richardson (NE Quadrant)
Vernon Chase (SW Quadrant)
Hal Meyer (Pilot Representative)
Terry Wilcoxson (On-Airport Business)
Nick Heminger (On-Airport Business)
Rich White (Off-Airport Business)
Kris Huxford (NW Quadrant)
Marilyn Dauer (SW Quadrant)
John Green (Pilot Representative)
Todd Echelbarger (Off-Airport Business)
Jonathan Blubaugh (NE Quadrant)
Dave Wheeler (On-Airport Business)

General Public

Jim Morgan
Glenn Humann
Andy Muntz
David Rhoden
Grant Woodfield
Bill Witzke
Bjorn Rafnar
Jim Combs
Jim Sheldon
Chip Adams
Adrian Hunt

Airport Staff

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

Barbara Earl called the meeting to order at 7:01 p.m. and called for introductions of all attendees.

Approval of the February 12, 2008 Community Council Meeting Minutes

The minutes of the meeting were unanimously approved.

Review of Noise Monitoring and Operations Summaries

Bruce Goetz provided a summary and analysis of Noise and Operations at Paine Field during the first quarter of 2008. Bruce noted that the number of aircraft operations varies significantly between quarters and years and that noise complaints are cyclical in nature and may be a measure of community concern as well as noise.

Engine trims are another activity at the airport which historically has generated noise complaints. Since 2006 there has been a significant decline in engine trim related noise complaints due the phase out of Boeing 727 aircraft. Older aircraft, such as the 727, required more intensive engine maintenance and associated engine trims.

Bruce discussed the different types and categories of noise complaints and the methods that the airport uses to track them. Complaints result from all aircraft types, such as small and large propeller-driven aircraft, jet-engine, military, helicopters, etc. The airport is able to research the offending noise events through the use of digital voice recorders that record all control tower frequencies, as well as closed-circuit television, ATC flight data strips, and takeoff and landing reports. Although these tools enable airport staff to find answers to the majority of incoming noise complaints, aircraft events are occasionally untraceable. These results are presented in a separate category titled “insufficient data” within the noise summary mailings.

Noise Complaint numbers were further broken down into quadrants that surround the airport. Bruce noted that we receive a high percentage of the total complaints from the areas south and west of Paine Field and that a large number of them come from a single resident to the south of the airport.

Harold Quinby asked about the method used in assigning runway numbers. Bruce explained that magnetic headings are used to the nearest 10 degrees, and the zero on the third digit of the number is omitted. Paine Field has runways 16 R and L, 34 R and L, and a crosswind runway 11/29.

Current and upcoming planning and construction projects, tenant comments

Bill Dolan and several airport tenants spoke on these topics.

Flying Heritage Collection

Adrian Hunt was introduced as the curator of the new Flying Heritage Collection (FHC) that will soon begin business here on the airport. Adrian described that Paul Allen has elected to move his group of vintage war aircraft from the Arlington Airport down to Paine Field in order to gain better exposure to the Seattle area and northwest region. Fifteen airplanes have been fully restored to airworthy condition, and the majority of them are single engine fighter models that were used in World War II. The most remarkable aircraft of the group is a Me-109 that crashed along the beach in France in 1940 and wasn't found until the late 1980's. This very airplane has been rescued, rebuilt, and most recently made its first flight within the last few months. The FHC museum will

open doors on June 6th, and will be open 7 days a week. The museum will hold bi-weekly flight presentations on Saturdays for the public beginning later this summer.

The Flying Heritage Collection is located in hangar 207 between the Paine Field Fire Station and A.T.S. hangar 1, and will be accessible to the public by going west on 112th Street SW from Airport Road. Signs will direct visitors to the Collection from Airport Road once they open in June.

Department of Emergency Management EOC

Bill Dolan continued the discussion of planning for the Airport south ramp area and said that the Snohomish County Department of Emergency Management (D.E.M.) currently located in building 211 next to the FHC may move to a new location within the next two to three years. Snohomish County has conducted a site selection planning pre-design study for a new County Emergency Operations Center, and has tentatively selected the site of the Crest Cabinet building on 112th Street SW. The project is subject to funding availability and County Council approval, and will hopefully be underway with site work next year with construction of the building to begin in 2010.

New Aircraft Rescue Fire Fighting (ARFF) Station

Bill mentioned that the airport is in need of an updated ARFF facility, and Paine Field has been successful in gaining FAA support in funding a significant portion of the costs involved in the construction of the \$6 million dollar facility. The Airport Fire Department currently operates out of building 219 under substandard conditions. The deteriorated building has problems with water leakage, mold problems, and the asbestos issues. The bidding process for the new facility is currently underway, and bids from potential contractors will be opened on Thursday, May 22nd. Construction is set to begin this summer, and the fire crew will begin operations out of the new building in the spring of next year. The new facility will sit approximately 700 feet north of the present location at the intersection of Taxiways Alpha and Echo. This location is closer to the midpoint of the main runway and will enable reduced emergency response times. The design of the new ARFF Station is based on FAA standards.

Dave Waggoner added that the new facility is not being built to expand any capabilities of the Paine Field Fire Department. The outdated facility is simply too old and inadequate for current manning levels and existing ARFF equipment. All of the current equipment and fire trucks will remain the same when the new facility opens next year, and the department will resume operations as normal.

West Side Development at Kilo 5 and 6

Bill Dolan used an aerial photo to illustrate planned development of the southwest corner of the airport for corporate aircraft facilities. Taxiways Kilo 5 and Kilo 6 which intersect in this area were originally runways when the airport was constructed by the military but have been used as taxiways for the past 20+ years.. These old taxiways had been used in the 1990s as an intermittent temporary tanker base for the U.S. Forest Service. Construction is currently underway on two hangars within a three hangar complex to the south of Kilo 6 that will be owned by a company named Kilo 6, LLC. These hangars will house corporate aircraft such as the Gulfstream IV. Both hangars will be completed and ready for aircraft by the end of August. The largest of the 3 hangars, building A at 45,000 sq. feet, will begin construction next year and contain the aircraft of the Historical

Aircraft Foundation. This company is owned by John Sessions, a current Paine Field hangar tenant, and the aircraft are fully restored in a manner similar to those in the Flying Heritage Collection on the other side of the airport. The Historical Aircraft Foundation has an emphasis on aircraft built between World War II era and the 1960s. This new addition will be a nice compliment to the rest of the tourism facilities already offered at Paine Field.

Question was asked about the ownership of the Kilo 6 hangars. Bill explained that all land on the airport is owned by the airport, and that leases are signed for 30-40 year terms. At the end of the term the improvements (hangars) revert back to airport ownership.

Kilo 6 Taxiway has already undergone the grading process, the base layer is in place, and the area will be ready for hot mix asphalt within the next few days. While the pavement was originally constructed as a runway at 165 feet wide, it has been scaled down to a width of 50 feet in order to accommodate taxi operations of group III aircraft (up to the size of the Boeing 737) that is currently utilized by some large corporations to travel to and from the hangars. In addition to the hangars and the reconstruction of Taxiway Kilo 6 this project includes construction of 1,300' of adjacent public access road. Plans are underway for a 850' continuation of this new road to the signaled intersection of SR525 at Chennault Beach Road. HNTB Engineers has been selected to design and supervise the construction of that south segment of the road, Their design will soon be submitted for permit with construction to begin in the fall or next spring. .

Bill used the graphic to describe how the future development north of taxiway Kilo 6 will involve a Corporate Fixed Base Operator and a group of smaller (group II) storage hangars for corporate aircraft extending north to the Runway 11 Runway Protection Zone (RPZ). The FBO area will be developed in a 7 year phased construction of a group of hangars along a 15 acre parcel of land that will run from north to south with all buildings facing east toward the main runway. The airport reviewed corporate Fixed Base Operator (FBO) proposals and selected Castle and Cooke Aviation for the land lease. The company recently purchased Everett Jet Center, the main fuel FBO at Paine Field. The first phase of the construction will involve the building of one 40,000 sq. foot hangar on the southernmost portion of the leased area, and the future phases will see further hangar construction to the north in response to the condition of the market demand over the next few years. Aircraft access from Runway 16R-34L to these developments will come from Taxiway Kilo 6 and a new 3,000' parallel taxiway called Kilo South. This taxiway will connect to 16R at a new taxiway Kilo 3 opposite the existing Alpha 3. The existing Taxiway Kilo 5 will be reconstructed to a 50' width. The airport is hoping to secure FAA grant funding by the year 2010 for the construction of these taxiway. Leasing of the northerly group 2 hangar development area will occur after the taxiway funding is confirmed.

Terry Wilcoxson, the flight line manager of Castle and Cooke, was asked to speak on behalf of the company. The company primarily deals with real estate development and is owned by David Murdoch, who also owns Dole Foods as well as several brick firms in California. Castle and Cooke is the largest FBO on the airport in Van Nuys, California, which is the largest general aviation airport in the country. In addition, the company has

operations in Oakland and will be expanding further next month to include a station at the airport in Honolulu, Hawaii.

Castle and Cooke have recently moved from the airport terminal to the C-84 hangar next to the air traffic control tower. Castle and Cooke will remain in this new location until the new facilities on the west side of the airport are complete.

Question was asked regarding how the construction on the west side will impact wetlands in the area. Bill explained that the later phases of the FBO development and the group II hangar development will impact some category 3 wetlands but noted that the airport has already constructed the Swanson Wetland Compensation Bank south of the main runway, and the Narbeck Wetland Compensation Bank northeast of the airport in order to compensate for anything removed during construction.

North Ramp Condominium Hangar Development

Russ Keyes, owner of Moss Bay Aviation discussed the status of the North Paine Corporate Hangar Phase II development on the Airport's north ramp. Russ has previously had constructed three condominium hangar developments at Paine Field on the west, East and most recently in 2001 with Phase I of the of the North Paine Corporate Hangars. Phase I included one building with five 65' x 60' units and a second building with six 70' x 70' units and have been well received by current owners. Phase II will include 2 hangar buildings- one with six 75' x 75' units and the second with five 95' x 95' units along with 3 adjacent small warehouse buildings to support the aviation businesses located there.. Russ has noticed that more and more owners of business jet and turboprop aircraft are coming to Paine Field, and the construction of these new hangars will provide capable space for these aircraft. All of the hangars being developed have been sold.

In order to facilitate this development, Bill mentioned that nearly 200,000 yards of dirt will be brought in to raise the area by 25 feet to meet the grade of the surrounding north ramp area. This process is well underway, and the construction of the new hangars will begin this summer with a completion date sometime during the spring of next year.

North Perimeter Service Vehicle Road Extension

Using the aerial photo Bill Dolan described how the existing north perimeter service vehicle road that runs along the Boeing south ramp will be extended 850' to 29th Ave W. along the Boeing property line adjacent to the NPCH II development. This will provide fuel trucks with a driving area that will eliminate the need to cross taxiways in traveling to and from the north ramp fuel farm.

Taxiway Alpha Rehabilitation

The airport spent \$500,000 in the fall of 2007 to do an emergency pavement repair to the top 5" of the center 50' portion of a 2,000' section of the main parallel taxiway Alpha (between A5 and A7). The Airports continuous pavement maintenance efforts have kept this taxiway functional beyond a normal design life. Taxiway Alpha is 24 years old and the increasing weights of the heavier Boeing aircraft that use the taxiway, have taken their tolls and made resurfacing necessary. The airport has selected U.R.S engineers to complete the project. U.R.S is currently determining whether an overlay will be the proper course of action or if a complete reconstruction of the taxiway is necessary. The approximate cost of an overlay will be around \$10 million dollars, whereas total

reconstruction will amount to an upwards of \$30 million. The project is subject to availability of FAA grant funding, and will be phased in conjunction with the first phase to begin sometime in 2009. The current design of taxiway Alpha conforms to the standards of group V aircraft (B747-400), but the new construction will consider aspects of group VI design (B747-8).

Korry Electronics

Dave Rhoden, Program Management Manager for Korry Electronics spoke on behalf of his company which is soon to be arriving at Paine Field. Korry Electronics began in the 1930's when Boris Korry, a Boeing engineer, became disgruntled with the company over Boeing's repair procedures and left his job to begin his own business venture. Korry began manufacturing aircraft switches and annunciators in Seattle and has used that background over its history to advance into the design of more intricate cockpit instrument systems. The company has also crossed into chemical composition involved in night vision equipment and shielding used in aviation today.

Korry Electronics is currently a \$130 million dollar a year company and a wholly owned subsidiary of Esterline Corporation, a military and defense holding company based in Bellevue. Korry has been in the same facilities for the last seventy-five years in the South Lake Union area. With their current lease coming to a close and the land owner interested in redevelopment for biotechnology research industries the company has began looking for a new area to resume its operation. Korry has chosen to make Paine Field its new home with a state of the art new facility on the south end of the airport along Beverly Park Road in the area currently occupied by the Fairmont Park housing. The company has completed plans on a 210,000 sq. foot building with a 50,000 mezzanine for expansion to be completed in the future. Construction is set to begin this fall, with a completion timetable of thirteen months. Following completion, the company will need between 3 to 5 months to move in, depending on certifications and validation with partnering agencies.

Question was asked what effects the construction will impose on Fairmont Park housing residents. Bill Dolan responded in saying that the airport purchased this land nearly ten years ago with the intent of development for aviation and future business use. The property was managed by the Housing Authority of Snohomish County (HASCO) as market rate housing. All of the tenants that rent in this area are on month-to-month lease agreements and have been given more than 90 days notice to vacate. Consideration has been given to the children so that families can relocate to new residences following the end of the current school year. HASCO is offering assistance in finding comparable living quarters for all involved.

Question was asked if all of the units in the Navy Housing area would be demolished at the same time and if the materials would be recycled. Bill and Dave both answered the question. The apartments that sit directly where the new Korry Electronics building is to be built will be completely removed, and units in the surrounding area will surely be torn down to the foundation in order to minimize site disturbances. Some of the units are in close proximity to buffer areas for wetlands and streams, and the goal is to avoid impacts on these. The same contractor that is developing the new building will also be doing the demolition of the current housing. Some of the materials will be suitable and worthwhile

for recycling, but it won't be possible to recycle all of the materials due to tight time constraints in the construction schedule of the new facilities.

Bill Dolan turned the floor over to Dave Waggoner

Future of Flight

To date, the Future of Flight is hosting about one Boeing aircraft delivery function per month. Since the creation of the Kilo 1 taxiway last year, the airport has enhanced the area with extra surface painting in order to help with aircraft positioning, as well as created a new concrete walkway from the gallery to the aircraft parking spot. Holding delivery ceremonies at the Future of Flight brings extra business to Snohomish County.

Attendance numbers at the Boeing tour have grown from 85,000 a year prior to the arrival of the Future of Flight to approximately 175,000 in 2007. To date, the attendance is about 25% ahead of where it was last year at this time. The airport has requested an FAA grant to extend the Kilo 1 taxiway, but the project is low on the priority list and may not be funded this year.

Tenant Comments

Boeing

Rich White spoke on behalf of the Boeing Company. Construction is currently underway on a flight line expansion project to the southeast. Boeing is forecasting that they will be at maximum capacity for aircraft parking within the next two years, and they're upgrading these facilities to keep up with the demand. With the production of the new 787, Boeing will need not only an increased number of spots to allow for this, but at least 2 extra spots to accommodate the Dreamlifter aircraft that will transport the fuselage sections of the new aircraft.

Boeing is expecting to have power on in the 787 aircraft number 1 sometime next month, and this will help them to better plan the upcoming production schedule. The company plans to perform the first flight by the end of the year, and sales continue to remain consistent for the aircraft.

The Boeing 777 freighter is scheduled to have its first rollout ceremony on Wednesday, May 21st. The first 777 Freighter will go to Air France next year. Boeing has reached sales of one thousand standard 777 aircraft, and 729 of them have gone through the "final body join" process.

Aviation Technical Services (Formerly Goodrich)

Nick Heminger mentioned that ATS is operating much the same as they were during the previous Community Council meeting. The company is still at full maintenance capacity, and they maintain about one thousand aircraft technicians and four hundred support personnel. The primary customers for ATS are Delta, Southwest, and UPS.

ATS will hold a "junior achievement shadow day" on May 13th in which 60 area middle school kids will tour the facility and learn about aircraft maintenance. Also, the company will be putting on an employee car show on June 25th. This allows them to showcase the

hobbies and employee mechanical talents outside of their duties involved with aircraft maintenance. The company started this event last year and had over 60 employees participate on a one week notice, so they are expecting a tremendous turn out this year following last year's inaugural success. Although the event is limited to employee vehicles, it is open to the public and will take place in the parking lot between the ATS hangars 1 and 3 near the water tower. The event will begin at 10:30 and will last into the afternoon.

Northwest Aviation Center

Dave Wheeler stated that the business is doing great, despite the rising fuel costs. Student numbers are up and ground schools are full. He mentioned that current demand is not limited to small single engine training, but light sport aircraft have been gaining popularity as of late.

Council Member Comments

Vernon Chase took the opportunity to thank Dave Waggoner for the great tour that he recently presented to the Rotary Clubs of Edmonds. Many of the people on the tour that day have an interest in coming back for a more detailed look at the airport.

General Public

No comments.

Barbara Earl adjourned the meeting at 8:44 p.m.