

**Paine Field Community Council Meeting Minutes**  
**May 12, 2009**

**Attendees**

Barbara Earl (PFCC Chairperson)  
Jonathan Blubaugh (Community NE Quadrant)  
Todd Brunner (Off-Airport Business)  
Vernon Chase (Community SW Quadrant)  
Mike Ellis (On-Airport Business)  
Robert Fadden (Community SE Quadrant)  
John Green (Pilot-rep)  
Nick Heminger (On-Airport Business – ATS)  
Kris Huxford (Community NW Quadrant)  
Hal Meyer (Pilot Representative)  
John Richardson (Community NE Quadrant)  
Rich White (Off Airport Business - Boeing)  
Terry Wilcoxson (On-Airport Business)  
Andy Muntz (Ex-Officio Member)  
Barry Smith (Director of the Future of Flight)

**General Public**

Shem Handley  
Patrick Smith  
Karl Myers  
Dee Meyer  
Wayne Werner  
David Van Horn  
Grant Woodfield  
Kevin Sholtz  
Les Smith  
Jerry Weed  
Sherri L. Handley

**Airport Staff**

Dave Waggoner (Airport Director)  
Bill Dolan (Deputy Director)  
Bruce Goetz (Operations)  
Kara Underwood (Operations)  
Julie Close (Operations)  
Richard Mosler (Operations)

Call to order: 7:02 pm

One amendment, Robert Fadden was incorrectly listed in the previous minutes. The corrected listing should read as follows: Robert Fadden (Community SE Quadrant)

Motion to approve February 10, 2009 minutes, motion carried 7:06 pm

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

**Bruce Goetz** reviewed noise monitoring and first quarter noise and operations summary for Paine Field. All of our noise summaries examine trend analysis. The graphic shows 2007, 2008, and 2009 flight operations for the first three months (first quarter) of each of those years. The trend shows a significant reduction in operations over the previous two years. The total number of noise complaints for the first quarter of 2009 was 249. The economy and price of aviation fuel seem to be playing a role in the number of small plane operations at Paine Field. The price of fuel has improved so the number of operations may gradually increase.

The next chart shows the number of engine trims conducted by both Boeing and ATS. For the first quarter of 2008 there were 82 engine trims with 5 complaints and in the first three months of 2009 there were 105 engine trims and 3 complaints.

The next chart shows how the breakdown of noise complaints relates to their respective aircraft type. For the first quarter of 2009 the vast majority of complaints reported were on the large jet category at 178. The last slide indicates how many complaints were traced to military jet operations. The majority of those, 17 in total, are large jets. Those are mainly the C-9 jet aircraft that are being refurbished by ATS at Paine Field.

### **Construction Updates**

**Bill Dolan** discussed current and upcoming projects as well as those which are in the planning phases. The first project is well underway with close to 90% completion of the FAA funded replacement of the Aircraft Rescue and Fire Fighting (ARFF) facility. The fire department has been operating out of the same old 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 13,000 sq feet. Bird Construction was awarded the contract and construction has been ongoing for a little over eight months. The new facility is scheduled for occupancy to occur mid-summer of this year.

Bill Dolan then described the project in the “Northwest Territories” portion of the airport where a 900’ section of group-five taxilane (747 size aircraft) called Taxilane 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 storm water conveyance for three distinct detention ponds and preparation for aircraft parking ramp adjacent to the taxilane. The two stub connectors will ultimately extend the ramp area west of the taxiway for usage of parking of aircraft on a short term basis. This development was awarded to Scarsella Brothers at a cost of about \$4 million dollars. The project began about one month ago and is scheduled for completion in October of 2009. The new three detention ponds will be significantly larger and should help with downstream stormwater issues.

The airport also has a project which is currently out for bid; it is to complete two access roads. One of the access roads is at the intersection of the Mukilteo Speedway and Chennault Beach Road. This road will extend east to provide public access to the Kilo-6/7 area. The road will be

called Bernie Weber Drive. The other road is the widening and extension of the north end of Commando Road. Commando Road is an existing road which has gone through part of the navy housing complex and it will be widened to a three lane configuration where it takes a turn from Beverly Park Road and connects toward the north onto 112<sup>th</sup> street SW. The construction will take place this year, with Bernie Weber Drive scheduled to be opened during the middle half of August and the Commando Road improvements should be completed by the end of August. Bernie Weber Drive will provide public access support for the Kilo-6/7 corporate hangars; these hangars are an ongoing project that will continue for the next several years, depending on the economy.

Bill described the North Corporate Ramp Hangar project. This project started with land improvements over five years ago. Over the last year and half Russ Keyes has been conducting the land development including bringing in more than a quarter of a million yards of dirt to help bring the land up to grade level. There will be 11 new medium sized corporate (Group 2) hangars of 90 X 90 foot bays and 75 x 75 foot bays accommodating a mix of piston, turbo-prop, and small business jet aircraft. This area is located immediately to the west of the medical examiner's office.

For 2010, on the west side of the Airport taxiway kilo-south is planned. This 3,000 foot section of group 3 taxiway (corporate sized aircraft) will connect from Kilo 3 to Kilo 7 taxiway. A large portion of this area is under lease with the Castle & Cooke Aviation with plans are to build a new fixed base operator center (FBO) facility. 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.

Bill described progress on the new 250,000sf Esterline-Korry Electronics facility on the south end of the airport in the former Navy housing area adjacent to Beverly Park Road. Site prep has been completed and the building is almost finished 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.

Bill then explained that the major airport project for this summer is the rehabilitation of Taxiway Alpha and the main runway 16R-34L. This project is to be partly funded through stimulus money from the American Recovery and Reconstruction Act (ARRA). The FAA is providing \$11.3 million dollars and the hope is that the FAA can come through with more funding via the Airport Improvement Program (AIP). The main reason for this project is that the pavement is old. Taxiway Alpha was constructed in the mid-1980s and parts are not designed to support the heavy aircraft currently being produced by Boeing. The pavement in sections are showing signs of cracking and breakage which has the tendency to cause FOD or Foreign Object Debris which can cause costly damage to aircraft. Some of the pavement will require complete reconstruction, while others will require grind out of the top few inches and a new overlay. The project will be phased to match the available funds. The primary focus this year is taxiway alpha and the central sections of the main runway. The airport is working 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. One of the planned improvements is to add another taxiway intersection that will connect to the Boeing South Ramp. This will accommodate aircraft that land from the south on Runway 34L and allow them to clear the runway expeditiously.

The expectation is that this project will be awarded next week and the first phase of construction is to start the first week of June with a completion period of late October.

### **General Aviation Day, Future of Flight, and Commercial Air Service.**

**Dave Waggoner** gave a briefing on General Aviation Day scheduled for Saturday May 16<sup>th</sup> on the Airport's South Ramp, near the Flying Heritage Collection. There will be reduced admission to the Flying Heritage collection, static display aircraft and flight demonstrations.

Dave introduced Barry Smith, Executive Director of the Future of Flight, to provide an update about the Future of Flight facility. Mr. Smith talked about the open house of the Future of Flight scheduled for Thursday May 14<sup>th</sup>. The event will feature several different caterers that offer services at the Future of Flight. It is a great chance to experience several four and five star caterers.

Question for Dave Waggoner: *“With the development on the northwest side and trees being removed and the close proximity of the Mukilteo neighborhood, are there any plans for any type of noise mitigation?”* Dave stated that the noise mitigation had already been constructed as part the County-development of Paine Field Boulevard. Paine Field Blvd includes several noise walls that were designed to protect the neighborhoods from road noise as well as future noise from portions of the airport. At the time those walls were constructed, they were increased to mitigate the development of the northwest aviation area. The new ramp area under the current initial plan will be for storage of aircraft and those planes will generally not run engines. It might be that at some time those planes will need to run their engines at idle for short periods of time.

Dave also gave a briefing about commercial air service. The Airport and County are working to address the two letters of interest from Horizons and Allegiant Airlines. An environmental assessment will be required, and that will take 4-6 months to complete. Plans have been developed for a conceptual terminal. The location of the 18,000sf terminal would be between the current airport office and the base of the tower.

Question... *“Will there be public meetings or hearings before the air service takes place?”* There will be public meetings; they are not on the schedule yet. If you have questions, you can send them to the airport c/o Dave Waggoner and he will see to it that they get to the right people. *“The concern is that we want to have these meetings before the studies are done. We want to be able to talk to them before service starts, before the ball gets rolling and we can't catch it.”* Dave asked for specific concern to be forwarded him so that they be given to the appropriate person or group for a response.

Question... *“After the plans are set, will there be an environmental impact statement?”* There will be an environmental assessment. *“Will there be a comment period before any shovels turn*

*any dirt?"* Dave says there will be a comment period and there will be public meetings before work begins.

Dave stated there will be general aviation issues generated by the possible introduction of commercial air service. *Question... "How available will the airport be for general aviation usage and for parking etc.?"* Paine Field will always be the airport of choice for general aviation. Certain areas will be allocated for parking for airline passengers and other spaces are for those tenants and their parking needs. Possible towing enforcement policy will need to be established. *Question... "What about for airplane, general aviation transient parking?"* Dave says if you want to fly your airplane in, you are not going to be able to park at the commercial terminal, just like you can't at any other commercial air service airport terminal. The area which is allocated for commercial air service is separate from the current GA parking. GA parking is currently under review by the TSA at airports across the country.

*Question... "The TSA commercial service issues put PAE into a new (security) category as far as the TSA is concerned. It seems that like moving into that category and the increased requirements that come with it are going to be imposing a great deal of added cost to the GA tenants at Paine and on the airport management as well. Who is paying for those costs all due to the advent of commercial service?"* Dave says that at this point there isn't a definitive cost amount set. There will likely be some increased costs, but little of it will affect GA tenants. Paine Field currently receives \$150,000 a year in non-primary entitlement funds from the FAA. Airports with over 10,000 passenger enplanements receive \$1,000,000 a year. There will be additional funds from a variety of areas that commercial service brings that would allow us to make a good faith effort to help offset any possible additional TSA required costs for our tenants.

**Les Smith**, the President of the Washington Pilots Association of Paine Field gave a briefing on General Aviation Day. This year will mark the 14<sup>th</sup> Annual General Aviation Day. The Taste of Mukilteo is back for the sixth year. Saturday May 16<sup>th</sup> is the date and it starts at 8am and runs throughout the day. New this year is the location; it is now on the south ramp, down where the new fire house and the Flying Heritage Collection are. Also new is the Fly Day 5K, a fun run/walk sponsored by the Paine Field Fire Department and proceeds go to help the Northwest Burn Foundation. It should be a great day, with lots to do for everyone from all ages.

## **Tenant Updates**

### **Boeing – Rich White**

Rich discussed how the construction and rehab of taxiway alpha will impact their operations. Boeing has talked in length with the airport to minimize these impacts on our group and it has been progressing very nicely.

The 787 is moving into testing. He wanted to state that the aircraft will be performing engine runs or engine tests. Boeing has obtained a variant from the city of Everett to allow them to perform some of the engine testing outside of the "curfew" hours. This will occur during the month of May for a around a 9 day period, however the exact date has not be set. The engines will be at various power setting during that time.

All Boeing aircraft certifications take place at Boeing Field. When the first flight of the 787 takes off from Paine Field it will land at Boeing Field for further certification testing. This will occur for the first six 787 aircraft. These planes will then proceed with testing at various locations around the world.

*Question... “I read in the paper that a lot of the planes are being sent to Arizona because some of the customers have back down on you or are not ready to take delivery yet.”* Rich says that is correct to some extent. There have been two freighters and one other aircraft that have been paid for but due to the worldwide economy those customers have chosen to delay their delivery.

*Question... “I have other questions about the engine run ups that will run all night....you mentioned the deviation from normal sound, how will that effect people in Mukilteo?”* The engines will not be running all night. There will be episodic engine runs not at full power, most at or below idle or not even 20% of power for about 20 seconds or 30 seconds or even one minute. We found from the 777 testing that some people are affected by certain harmonics and that during these 9 days it will be slightly louder than normal. For most people, you won't even notice a difference than that of the daily sounds. We just wanted to inform the community so that are not surprised and that they don't call 911 or the noise office at Paine.

*Question... “Just wanted to comment...night time noise is greater perceived than daytime noise. These engines are rather big and those low frequencies tend to travel further than others....and it is really touchy for some people.”* Boeing understands that and we are sensitive to the community. This is why we are trying to get the word out ahead of time, so that it helps to eliminate surprises.

#### **ATS - Nick Heminger**

Nick mentioned that ATS currently has 24 airplanes that are working on in their hangars. Each one represents 1000's of man hours and that helps to foster our presence in the community. The outlook for ATS appears to be strong.

#### **Castle & Cooke - Terry Wilcoxson**

Castle and Cooke is located in building C-84 and provides general and corporate aviation services for Paine Field. The project on the west side of the airport is currently on hold until economic processes warrant its construction.

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

No reports or updates

#### **Public Comments**

*“I had one other thing that I would like to add about commercial air service. I flew into Burbank about a month ago I noticed on the blast fence there was a sign that read Fly Quietly – Voluntary Curfew in effect 10pm until 7am. I haven't heard anyone even talk about a voluntary curfew here at Paine Field. I think that would help and appease both sides to a certain extent.”* Dave responds with that Paine Field does have a program called “Fly Friendly – Fly Quiet”. It hasn't been emphasized for a few years and we need to take a look into bringing that back. We also have a voluntary noise abatement program with a community call in line. The benefit of the

noise abatement program is not to provide a “voting machine” on noise and aircraft operations, but rather to alert airport staff to an operations anomaly which may require further investigation. The system is working well. We have done a part 150 noise study that looks at how we handle airport noise and to make sure that we are community friendly.

**Adjournment**

Meeting adjourned at 8:43 PM