

**MINUTES**  
**PAINE FIELD COMMUNITY COUNCIL MEETING**  
**TUESDAY, NOVEMBER 9, 2004**

**ATTENDEES**

**MEMBERS**

Kevin McKay  
Rich White  
Barbara Earl  
| Dave Salsman  
Don Paggeot  
Cathy Reese  
Mary Davis  
Hal Meyer  
Russ Keyes  
Roy Chandler  
Stephanie Allen  
Clayton Hammons  
Jim Grant

**REPRESENTING**

On-Airport Business  
Off-Airport Business  
Off-Airport Business  
Community – NE Quadrant (A)  
Pilot Representative (A)  
City of Mukilteo (XO)  
Community – SW Quadrant  
Pilot Representative  
Pilot Representative  
On-Airport Business  
Pilot Representative (A)  
On-Airport Business (A)  
On-Airport Business (A)

**AIRPORT STAFF**

Dave Waggoner  
Bill Dolan  
Bruce Goetz  
Bryan Johnson  
Sarah Rustic  
Nona Anderson

Airport Director  
Airport Deputy Director  
Superintendent of Operations  
Airport Operations  
Airport Operations  
Administrative Assistant

**GENERAL PUBLIC**

Doug Ramsey  
Brian Shouse  
Cal MacDonald  
Nick Heminger  
Dee Meyer  
Kirk Kleinholz  
G. Alasti  
Vern Ashbrenner  
Dave Mullins  
Michael Keany  
Bea Wyatte  
Lori Homes  
Paul Beisenherz

Jim Sheldon  
Andrea Main  
Andre Priem  
Sally Priem  
Dawn Paggeot  
Paul Roth  
Mary Helen Roberts  
Joan Shouse  
Chip Adams  
William Wyatte  
Kevin Dahl  
Jim Wilkinson

## **Call to Order**

Chairman Clayton Hammons called the meeting to order at 7:05pm.

## **Approval of February 10, 2004 Minutes**

Clayton Hammons moved for approval of the minutes as written, it was seconded and the motion passed unanimously. Dave Waggoner mentioned that the airport staff is open to any suggestions anyone may have regarding the minutes.

## **Noise Monitoring and Operations**

Bruce Goetz discussed operations numbers and noise complaints through October 31st, 2004. Operations are down this year by about 32% compared to 2003. This year has proven to be the most dramatic in regard to the decrease in operations. Bruce cited the economy, fuel prices, and the rising costs of insurance, parts, and maintenance as factors in this drop in operations. There have been 154 year-to-date noise complaints on flight operations and 21 complaints on engine trims (testing). Noise complaints were broken down by aircraft type with military and large jet operations receiving the majority of the complaints. It was mentioned that 97% of the military complaints were from Navy EA6B aircraft. A question was raised as to how the EA6B's make approaches into Paine Field. Dave addressed this issue by citing the "good neighbor" relationship that the Airport and the Navy try to uphold, as well as reasonable hours to operate and why the Navy utilizes Paine Field.

## **CURRENT/UPCOMING PLANNING AND CONSTRUCTION PROJECTS**

**Staff used power point slides showing the location and photos of various projects including:**

### **Taxiway Whiskey**

Bruce announced that the taxiway Whiskey project is complete and the new taxiway opened on Monday afternoon (November 8). The cost of the project was about \$850,000 (with 90% funding from the FAA) and will allow easy access from the West Hangars and relieve some of the congestion on the west ramp.

### **Airfield Lighting Upgrades**

Bruce gave a brief update on the Airfield Lighting Project that has been in progress for about one year. The project is in the final stages of construction that brought new wiring, lighting, signs, and a new stand-by generator to the airport. The cost of this project was about 2 million dollars, 90% of which was funded by the FAA.

### **Obstruction Removal**

Bruce gave a brief update on the obstruction removal project that has been continuing on the west side of the Airport. He explained that the airport is required by the government to keep the airspace adjacent to runways free from obstructions. He explained the requirements for side and approach slopes and showed pictures of the slope-measuring equipment that are located on several areas of the airport.

### **GA Corporate Ramp Expansion**

Bill Dolan presented information on the planned GA Corporate Ramp Expansion Project. He explained that since the construction of the new Air Traffic Control Tower, the flow of traffic between the inner and outer terminal ramps has been impacted because the footprint of the Tower required the closure of the access taxiway that connected the two. HNTB is the engineering firm that was awarded the contract and has started a pre-design planning review begun the early design stages. The project is expected to cost about \$2 million, and should begin construction in early 2005 and be operational by the end of that year.

### **Beverly Park Road Widening**

Bill gave a brief overview of the project that is planned to expand Beverly Park from a 2 lane road to a 5 lane road. The project is currently in the property acquisition stage and will hopefully begin construction in 2006. More information on this project can be found on the County Public Works Website. Bill noted that the Airport will be selling land to Public Works along the road frontage

### **Olympus Terrace Sewer District Big Gulch Bypass Project**

Bill described the ongoing project where the Airport, city of Mukilteo and the Olympus Terrace Sewer District are studying a joint project to construct a high flow storm water bypass pipe and replacement sanitary sewer trunk line down Big Gulch. The project could have major benefits for Big Gulch and help the Airport avoid significant costs for on site storm water detention ponds and vaults. At this time the project is 2/3s through the pre-design stage and studies are being conducted on the costs of alternatives. An EIS on the project will be issued in early 2005. Preliminary cost estimates of the project is around \$10 million, and decisions will be made in early 2005 on whether to move forward with the design and construction of the project

### **GMA Compatible Adjacent Land Use Planning**

Bill explained that the State Growth Management Act (GMA) mandated that cities and counties plan for compatible uses adjacent to general aviation airports like Paine Field and obligated these entities to solicit input on their comprehensive plans from the airports and the pilot community. The airport responded to the County's request for input with the memo and has participated in meetings with County planning staff as they evaluate the next steps in updating the county comprehensive plan. The ordinance is going to County Council for review and adoption on November 17, 2004. He noted that similar letters were sent to the cities of Everett and Mukilteo.

### **7E7 Program**

Airport Director Dave Waggoner stated that Paine Field is ready for the 7E7 and the Boeing 747LCF. The 747LCF is the modified 747 that will be utilized to bring in parts for 7E7 production from places such as Italy, Japan, Alabama, and Texas. The LCF will be a version of the 747 which includes modifications to the top and tail. He mentioned that there may be more night operations from the LCF due to the constant production of parts which will require pickup and delivery. Dave stated that winning the 7E7 site

competition is worthy of kudos for the state, the county, Paine Field, and the City of Everett.

### **NFIC**

Dave began the discussion of the NFIC by asking everyone to NOT remember the “NFIC” designation for the new Museum. He mentioned that the Airport and Boeing are currently in the naming process for the new facility and should be finished in the next 30-60 days. He added that construction has begun and then showed pictures from the site. He noted the site for the Hilton Garden Inn adjacent to the Museum site, adding that it is a 70-90% chance that this will become a reality. He then showed a schematic of the planned facility pointing out the Boeing tour center and gallery, as well as other features of the museum. He emphasized that the museum will be focused on the future of aviation rather than a historical account of the past. Dave also discussed the economic impact the facility will have on the county, as well as the eco-friendly alternatives the airport is using in the construction of the museum (ie: grass-pave and rain store).

### **Commercial Service**

Dave addressed the issue of commercial service, citing the 2002 Economic Stimulus Action Plan and the 2003 Regional Air Service Work Plan. He discussed the market factors that affect the air service issue, which were: 1) access to SeaTac, 2) the security factor, and 3) the cost per enplaned passenger.

He then explained the scope of work of the market study done by Mead & Hunt. He stated that the study included a passenger core market analysis, a business travel survey, and a research summary, market summary, and recommendations. He shared the results of the study, citing the estimated number of travelers from Paine Field and the most popular destinations.

Dave stated that the decision to offer commercial service would be made by the airlines, not the airport or the county. The information gathered from this study will be used by the county for future decisions.

A question was raised that if the airport were to build a terminal, where would the money come from? Dave explained that the airport is a self-sustaining enterprise and no local tax dollars have been used to support the airport.

When asked about airline interest in Paine Field Dave mentioned that Aloha Airlines inquired into the utilization of Paine Field, but indicated they would likely only come if other airlines did. He noted that the last time there was scheduled service at Paine Field was in 1988 when San Juan Air had flights to Portland in the but that lasted only one year.

A question was then raised about how a new terminal building would be funded. Dave replied that he would not spend big money on an airline that might not be successful at Paine Field. Instead a likely first terminal would be more of a “modular classroom” design. He also emphasized that commercial service would likely not be a “money-maker” for the airport for several years. When the question was raised as to whether the FAA would fund a terminal, Dave explained that there must be 10,000 enplanements

before the terminal would be eligible for FAA grant funding and that such funding is limited to only certain parts of the terminal

Dave then held a discussion on noise levels, explaining differences between Stage 1, 2, and 3 aircraft. He also explained how noise is measured using DBA and DNL. He then proceeded to show slides of noise contours and aircraft noise footprints to help explain these concepts. A pilot representative commented on different aircraft types over the years and how the noise levels have dramatically decreased.

A comment was made by Jim Sheldon that the DNL measuring system is inaccurate because it is an average and does not represent single event noise well and how the DB scale is a logarithmic scale. He also mentioned that the airport would not be able to prohibit the operations of loud aircraft if they were to let the quiet aircraft operate. Dave responded by explaining the 10 dB penalty for night operations. He also compared the runway to I-5, citing that the county owns the airport but cannot restrict who uses it.

A question was raised regarding future night flights of the 747LCF and they would be very disruptive. Dave responded that Boeing would try and be a “good neighbor” but the reality is that there will be some night flights. He also mentioned that 747’s have been flying here since the first models were made, and the 747’s of today are much quieter than ever before.

When asked, Dave gave a quick overview of the Mediated Role. He then mentioned that for further information the Paine Field website is a wealth of information on the topic. Dave concluded the discussion on commercial service by mentioning that the airport will be making available all information as it is received and the timeline for the County’s next review would be February or March of 2005.

### **Comments From Tenants**

Jim Grant from Northway Aviation thanked airport for the renovation of building C-3 saying it looks great!

Roy Chandler noted that Goodrich employment is going up as they recover some of the business lost since 2001.

Rich White noted that Boeing is turning the corner; employment is up and 7E7 is moving forward.

Kevin McKay noted that Neuvant has closed their Ballard facility relocating most of that operation to Paine Field with some going to their Woodinville location. Neuvant is now much busier and is actively hiring.

There were no additional comments from Council members and the meeting adjourned at 9:05pm.