

**MINUTES**  
**PAINE FIELD COMMUNITY COUNCIL MEETING**  
**TUESDAY, NOVEMBER 8, 2005**

**Attendees**

**Council Members and alternates**

Harold Quimby (NW Quadrant)  
Hal Meyer (Pilot Representative)  
Nick Heminger (On-Airport Business)  
Kris Huxford (NW Quadrant)  
Dave Salsman (NE Quadrant)  
Don Paggeot (Pilot Representative)  
Clayton Hammons (On-Airport Business)  
Gary Schroeder – (Ex-Officio) -

**General Public**

Dee Meyer  
Julia Sohlberg  
Joe Sohlber  
Grant Woodfield  
Mike Ward  
Barbara Ward  
Mary Helen Roberts  
Jim McArthur  
Crystal Doucette  
Jerry Weed  
Cal MacDonald  
Jim Sheldon  
Kim Frasier  
Ralph Senter  
Russ Keyes

**Airport Staff**

Dave Waggoner (Airport Director)  
Bill Dolan (Deputy Director)  
Bryan Johnson (Operations Specialist)  
Nona Anderson (Administration)

**Opening**

Council Chair Clayton Hammons called meeting to order at 7:03 p.m.

Hal Meyer moved for approval of the May 10, 2005 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.

Bryan indicated that the FAA Airport Traffic Control Tower had counted 132,948 flight operations through October 2005 already exceeding the 128,174 operations counted in all 12 months of 2004. His graphic illustrated how annual operations had been gradually declining from a high of 213,291 in 2000 but were bouncing back in 2005. At the current pace approximately 150,000 operations are expected for the entire year which will be up from 2004 but about 19 % below the past 5 years average.

Bryan said the Airport received 673 noise complaints on aircraft flight activity during the first 10 months of 2005 which is up significantly from prior years. As in the past the vast majority of complaints are received on large jet flight operations. He speculated that the increased call activity reflected the heightened sensitivity about the airport generated by the Air Service market study outreach effort.

Boeing and Goodrich had conducted 408 engine trims during the 10 months of 2005 which generated 43 noise complaints. Bryan explained the reporting process used to collect this data and noted that significant efforts by all parties during 2005 had improved the accuracy of the data and improved the feedback to the aircraft operators.

Other graphics presented data on the locations noise complaints are received from and the significant number of calls received from a few individuals.

### **Current and Upcoming Planning and Construction Projects**

Deputy Airport Director Bill Dolan then presented an update on current construction projects underway at the Airport or in the planning stages. These included:

#### **GA Corporate Ramp**

The Airports major airfield project in 2005 was the construction of the General Aviation / Corporate ramp expansion adjacent to the FAA tower. The ramp provides a needed relief from congestion caused in part by elimination of the connector throat between the inner and outer ramps during the FAA tower construction. Bill noted that the contractor is nearing completion of the first phase of the work which added about 4 acres of aircraft parking. The project included a portion of the ramp designed to accommodate aircraft deicing after a second phase of the work is completed. The airport hopes that additional FAA grant funding will be available for that work in 2006 or 2007.

Hal Meyer asked about when the compass rose on the outer ramp will be operational as it is currently being covered by construction of the ramp. Bill said that once construction is completed the compass rose will be recalibrated prior to it being repainted.

#### **Beverly Park Edmonds Road Project**

Bill noted that the Snohomish County Public Works Department is busy on their 2 year construction project to expand the current 2 lane Beverly Park Edmonds Road along the south side of the airport to a 5 lane configuration with bike lanes, curbs, gutters and sidewalks. The project extends from Airport Road to the Mukilteo Speedway. The Airport and other adjacent property owners sold land to Public Works for the widened

Right of Way. First phases of the project are well underway and include utility relocations and construction of storm water detention facilities.

### **Big Gulch Project**

Bill updated committee members on the status of the project where the Airport is partnering with the City of Mukilteo and the Olympus Terrace Sewer District (OTSD) to improve Big Gulch. The 1650 acre Big Gulch drainage basin includes approximately half of the airport. Using a graphic he showed how the project involves replacement of the existing OTSD sanitary sewer line located under Big Gulch creek which is at risk of failing and spilling into the creek due to excessive erosion. A parallel new pipeline will carry peak flows of storm water allowing the creek to avoid further erosion by carrying only “base flows” similar to those occurring prior to the development of the area. The project will also include an extensive stream restoration effort improving habitat for fish, as well as a public trail on the pipeline service road. The pre design effort is nearing conclusion and a Draft Environmental Impact Statement (DEIS) on the \$16 Million Dollar project will be issued in mid November. Bill encouraged all to review the DEIS on the Airports web page and provide comments. The Airport, City and OTSD will then enter into an Interlocal Agreement to determine funding responsibilities for the design and construction of the project which would be built in 2006 and 2007. The storm water bypass pipe will allow the Airport to avoid costs of detention vaults for future developments. Bill also noted the project includes connecting a 26 acre portion of the Airport in the Smugglers Gulch drainage basin to the pipe so downstream neighbors in that basin will also benefit by avoiding historic flooding problems.

### **Obstruction Removal**

Bill updated the council on progress in the project to clear the airport of obstructions to airspace. He noted that in the annual FAR part 139 inspection this year the FAA had cited the County for airspace violations heightening the need for resolution of this problem. Using a photo he illustrated the areas where a contractor is currently working to remove the problem trees which penetrate into the “Part 77 approach and transitional surfaces” for runway 16R-34L – The cutting work will be completed this winter with planting of low growing replacement species in critical areas completed early next year. Bill said that problem trees located off airport property will be addressed in 2006.

### **Taxiway Kilo 1**

Bill identified the new Future of Flight facility on the photo and explained that currently there is no aircraft access to the site. The Airport Master Plan has programmed a new taxiway Kilo1 that will extend from the threshold of 16R to access the Northwest Territories (NWT) including the new Future of Flight. This taxiway is key to the aviation development of the NWT and the Airport has been encouraged by our congressional delegation that some grant funding will be provided in 2006. CH2M Hill engineers are now busy developing the design plans for the taxiway and an adjacent ramp area for the Future of Flight. That ramp is expected to accommodate ceremonies for the deliveries of new Boeing aircraft at the Future of Flight.

Harold Quimby asked what size of aircraft this new taxiway will accommodate. Dave Waggoner replied that it will be built to handle a FAA Design Group 5 aircraft (Boeing

747). Dave Salsman asked if the new taxiway would be able to accommodate the Airbus A380. Dave Waggoner and Bill Dolan both commented that the FAA has a tough time funding Design Group 5 taxiways, so anything larger would be even more difficult. Bill explained that while FAA design standards for design group 5 aircraft require 75' wide taxiways with 35' wide shoulders on each side and 150' wide runways with 35' wide shoulders the A380 will require 100' wide taxiways with 40' shoulders each side and 200' wide runways with 40' shoulders on each side. Even more impacting is the design group 6 requirement for the runway to be 600' from its parallel taxiway compared to the 400' separation requirement for design group 5. For this reason only a handful of airports world wide will be able to handle daily operations of the Airbus A380. Some airports can accommodate small numbers of A380 operations by imposing restrictions on simultaneous movements of other aircraft when A380's are operating.

### **Future of Flight**

Dave Waggoner showed photos and said that both the Future of Flight (FOF) and the Hilton Garden Inn (HGI) buildings are completed. The 102 bed HGI has been open for over a month and they have achieved over 50% occupancy to date. Dave also showed the areas that the FOF and HGI encompass and mentioned that the FOF gallery will be 30,000 square feet. December 16, 2005 at 2:00 pm will be the ribbon cutting ceremony for the FOF. Dave also noted that auto parking at the FoF and HGI will be on a stabilized grass using a product called "Grasspave" which in addition to aesthetic improvement allowed the project to reduce the amount of impervious surface created and associated storm water detention required.

### **Email Sent by Grant Woodfield**

Dave Waggoner acknowledged that he had received a nice email from Grant Woodfield concerning various projects that were going on at the Airport and in the surrounding areas. Grant said that the Airport is doing very well in the projects and they should be brought to the attention of the public.

- The new Boeing 787 will come out in 2007 and 2008 which will be a nice addition to the Airport and to the local community.
- Boeing has painted their doors that will be completed shortly and look very good.
- The State was developing an Employee Resource Center on the Airport that will help Boeing and other aerospace companies train its new hires.
- Nash Creek Aviation is now moved into Hangar 201 and is doing quite a bit of work to upgrade the hangar to accommodate storage of corporate aircraft.
- The Jet Deck is now a smoke-free facility. They have also hired a new chef that is supposed to be very good.
- Booie has been doing very well and she has done a great job of making her latte stand a success. Stop by and see her.

Mary Helen Roberts said that Everett Community College Aviation Maintenance Technician School at Paine Field compliments the ERC facility in insuring Boeing has a ready and capable local work force. Dave Waggoner also mentioned that the EVCC group will be adding additional curriculum to its program.

Dave Waggoner then talked about the success of this year's Mass Casualty Incident Drill (MCI) that was held at Paine Field. This year's MCI drill was a multi-day event involving law enforcement, fire and EMS, hazmat, and the Medical Examiner. Wider participation was possible because a US Dept. of Homeland Security grant for nearly \$65,000 was received to cover materials and overtime costs for MCI participants. Overall, the main MCI day involved over 200 people and well over 50 fire and EMS apparatus.

### **Mediated Role Determination**

Bill Dolan said that at a meeting in May with the Save Our Communities (SOC) group County Executive Reardon proposed the creation of a panel to review the 1978/79 Mediated Role Determination (MRD) for the Airport and he asked Everett Mayor Ray Stephenson and Mukilteo Mayor Don Doran to co-chair the panel which includes a cross section of interested parties. Bill reported that the first meeting of the panel, held November 1st was organizational in nature and included a summary of the process that led up to the adoption of the MRD. The panel will be reviewing available data and may get assistance from consultants on issues raised regarding potential positive or negative economic impacts of a change in the role. Future meetings of the panel will be held throughout 2006 with recommendations expected around the end of the year. Further information on the panel's efforts will be available on the airport website. Bill encouraged members to review the MRD documents on the website.

-Grant Woodfield asked Bill Dolan to confirm that the Airport is anticipating approximately 3500 large aircraft operations in 2005. Bill confirmed that this is true noting these are Goodrich and Boeing flights.

-Dave Salsman also wanted to know where the new terminal will go at the airport. Dave Waggoner said that no terminal is proposed at Paine Field. The Airport Master Plan has indicated a 32,000sf terminal could be needed by 2021 to meet the projected demand in adopted regional low scenario forecast and the Airport layout plan (ALP) shows that site adjacent to taxiway Charlie. He indicated that a notional terminal of less than 15,000 square feet was being used for the costing effort in the market analysis requested by the economic stimulus action plan. Dave said that the Airport is not talking to any airlines about service at Paine Field.,

-Mary Helen Roberts asked about the size of Moses Lake and Walla Walla terminals. Bill Dolan responded saying those terminals built in the mid 90s are in the 30,000sf range, he noted that there have been air service cutbacks in both those communities as Horizon air has phased out their smaller aircraft and added their 70 seat leaving both terminals underutilized.

### **Tenant Updates**

-Chuck Smith from Regal Aviation said that they are doing well.,

-Nick Heminger from Goodrich said that they have been operating at full capacity for 11 months. Hangar 3 is being fully occupied by Southwest Airlines and UPS. Hangar 1 is being utilized by Fed X and Alaska Airlines. Hangar 2 is being used by Goodrich for the Precision 757 freighter conversion program.. Nick noted that as usual Goodrich expects

a bit of a slowdown at the Christmas holiday as UPS and Fed Ex keep their aircraft flying to handle the delivery of Christmas packages.

There were no reports from Community Council members.

In the public comments section of the meeting a dialogue on the noise complaints ensued. Harold Quimby asked why so many of the calls in the monthly report indicated unable to trace. Bill Dolan explained the process used by airport staff in attempting to trace noise complaints to operations including use of a digital voice recorder, multiple cameras, IFR flight strips, and AirScene monitoring system and operations logs from Boeing and Goodrich. Tracing small aircraft is one of the most difficult tasks due to the sheer number of operations. He said staff will check to see if the "Insufficient Data" column is a greater percentage now than it has been in the past. He also mentioned there had been periods during 2005 where components of the AirScene monitoring system were not all functioning.

Dave Waggoner said that while Paine Field is open 24 hours the FAA tower operates only between 7am and 9pm and that runways 11-29 and 16L-34R are closed at night when the main runway has an east pattern over the airport for noise abatement. Chuck Smith asked if the Airport could differentiate between local and transient aircraft on the current graph for a better representation of how local pilots are flying when they come to the Airport.

Mary Helen Roberts asked if pilots get notified when they have a noise complaint called on them. Bill Dolan said that when complaints are traced to an operator they are notified of the complaint and provided a copy of the airports noise abatement procedures. Dave Waggoner estimated that 95% of the pilots fly a normal pattern and are doing nothing wrong. Grant Woodfield noted that large jets are 2% of total operations, but cause the most complaints. Hal Meyer asked if some of the large jet operations might be the SeaTac overflights. Dave Waggoner discussed how the noise complaint system is not a "voting machine" and the Airport does what it can to make it a useful and realistic way to track noise complaints for the public.

Dave Waggoner discussed that a draft of the Airport's recent Air Service study is currently at the County for review and will hopefully be done soon. Dave hopes to have any revisions back to the County as soon as possible. Once the study has been proofed by all parties in the County, and then it will go to the County Executive.

Barbara Ward said that the MRD says that the Airport will "Discourage" commercial service, but why is Dave Waggoner out doing presentations to the public encouraging commercial service. She wanted to know what Paine Field's interpretation was of the document.

Clayton Hammons proposed to adjourn the meeting and the meeting was adjourned at 9:02 PM.