

Paine Field Community Council Minutes

November 14, 2006

Attendees

Council Members and Alternates

Hal Meyer (Pilot Representative)
Clayton Hammons (On-Airport Business)
Rich White (Off- Airport Business)
Harold Quinby (NW Quadrant)
Bob Fadden (SE Quadrant)
Mary Davis (SW Quadrant)
Kris Huxford (NW Quadrant)
Dave Salsman (NE Quadrant)
Barbara Earl (Off-Airport Business)

General Public

Dee Meyer
Grant Woodfield
Kevin Stoltz
Nick Heminger
Joe Marine
Dan Davids
Sam Davids
Cal MacDonald
Bill Johnson
Jim Shelden
Bill Witzke
Jim McAuthur

Airport Staff

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

Opening

Council Chair Clayton Hammons called the meeting to order at 7:05pm and asked for introductions.

Clayton asked for approval of the May 9th minutes, the minutes were approved unanimously.

Review of Noise Monitoring and Operations Summaries

Using a Power Point slide show presentation, Superintendent of Operations Bruce Goetz presented information on Aircraft operations and noise complaint activity at Paine Field for the 3rd quarter of 2006. Bruce explained that the first slide shows the comparison between the 3rd quarters from 2004-2006 operations vs. noise calls. When compared to 2004 and 2005 we are in the middle for total number of operations for the 3rd quarter of 2006, but our noise complaints are up a bit more than the past 3 years. We noticed a large spike in our noise complaints starting around April of 2005 when the commercial service and MRD issues started to receive more attention.

Bruce then discussed the engine trim data in relation to the number of noise complaints. The engine trim numbers for the 3rd quarter continue to be low for the Airport with 66 total trims and one complaint.

Bruce then talked about the type of noise complaints by aircraft type that occurred during the 3rd quarter. It is a good distribution to what we get complaints on. Large jets generate the highest number of complaints (106), followed by small prop (37) and business jet (33). The number of complaints from military aircraft fluctuates over the quarters depending on how often the Navy decides to conduct a practice approach with EA6Bs and the time of day that they occur. Occasionally we receive a noise complaint and are not able to track it to a specific aircraft or event, so those calls are placed in the insufficient data column. The Airport uses a voice recording system that records all the frequencies, a video camera system that monitors the runways, and our AFTEMS flight tracking system, that shows radar flight tracks to correlate complaints. However, even with all of these tools some times we don't get enough information from the person, and the time of day is wrong. This is a pretty typical distribution from quarter to quarter.

Bruce showed a slide that had all quadrants and it showed how many complaints were from each quadrant for the 3rd quarter. We had a total of 305 complaints; about 102 of the calls were from 3 people.

Bruce showed a picture of the Antonov AN124, which is the 2nd largest plane behind the Airbus A380, and occasionally flies into Paine Field to deliver parts for Boeing Company. The last time it was here they decided to leave in the middle of the night and generated 23 noise complaints. Bruce stated that people ask what we do as far as being proactive to keep the airport as quiet as we can, he explained that when the Antonov showed up again recently we had a long talk with them and asked them to make arrangements to not leave in the middle of the night. When they left this time they took off in the middle of the day and as a result only had one complaint on departure.

Beverly Park Road Widening

Deputy Airport Director Bill Dolan talked about the Beverly Park Road improvement project. He stated that the County Public Works department had the ribbon cutting ceremony on October 11th marking the completion of this \$14.7 project which widened the 2 lane road to it's new 5 lane configuration with bicycle lanes, curbs, gutters, sidewalks, environmental remediation and stream enhancement, and wetland replacement, along with new fencing.

Big Gulch high flow storm water bypass project

Bill Dolan updated the council on the status of the Big Gulch high flow storm water bypass project. He said that the project which would construct a replacement Olympus Terrace Sewer District (OTSD) sanitary sewer pipe line down Big Gulch creek along with a parallel Mukilteo / Airport pipe conveying high flows of storm water to Puget Sound had been the subject of extensive study over the past 3 years. By constructing the high flow storm water bypass pipe the project would have restored flows in Big Gulch creek to what they were prior to any development in the 1650 acre basin, and would have protected the new sanitary sewer line from creek bed erosion caused by the high creek flows. The existing high creek flows have undermined the existing 30 year old sanitary sewer pipe to a point it is at risk of failure. The project would also enhance fish and wildlife habitat and create a pedestrian nature trail. The engineering consultants completed a pre design report in early 2006 and the three parties began negotiations on cost sharing for the construction of the \$16 Million dollar project. After months of negotiation were unable to achieve agreement on the subject of City surface water management (SWM) fees the City withdrew from the project in July. The Airport withdrew from the project in October deciding instead to have future airport developments within the

drainage basin construct storm water detention facilities (ponds and vaults) to insure storm water flows leaving those developments mimic the predevelopment flows. The Airport will continue to pay annual County SWM fees (currently over \$250,000 per year). Bill noted that OTSD is now evaluating options for a sanitary sewer pipe only repair or replacement project.

Kilo 1 taxiway and ramp

Bill updated the Council on progress constructing the new K1 taxiway and Future of Flight parking apron. Contractors have been working on this \$5.5Million dollar project for the last 4 ½ months and are now 99% done. The project includes a 1,000 foot long group 5 taxiway that extends from the threshold of runway 16R to the NW Aviation Center as well as a ramp area adjacent to the Future of Flight. He noted the project involved substantial earthmoving needed to accommodate the relatively flat aircraft accessible slopes and that excess non-structural dirt was used to start fill in the runway 11 runway protection zone. The structural material was stockpiled at taxiway K5 for future use in the corporate hangar development planned adjacent to that area.

Bill also explained that the FAA has indicated they expect to have \$2.5million AIP grant dollars available for the construction of the southerly continuation of the Kilo taxiway in 2007. The taxiway will provide access to the NW Aviation Center which was designated in the Airport Master Plan for use by aircraft up to Design Group 5. Potential tenants for this area would be limited to aircraft with 737-sized aircraft or larger. This project is in design with CH2MHill and will start in July 2007 with completion expected in the fall.

Goodrich AIS

Bill noted that Sierra Construction constructed a 140,000 square foot building in the Airports Bomarc Business Park for Goodrich Aerostructures Integration Services (AIS). Goodrich AIS will use the facility to assemble the engine nacelles for the Boeing 787. The schedule for this building went very fast, with permits being issued February 1st and the certificate of occupancy by the end of August. Goodrich will have 80 employees working there and has the capacity to expand if needed.

Employment Resource Center

Bill described the new 40,000 square foot building in the Airports Bomarc Business Park is leased to the State of Washington for the Employment Resource Center (ERC). This facility meets part of the States commitments in the Project Olympus agreement. The ERC will provide job screening and training to new employees on the 787 program. They hope to be moving 725 people through the process by the end of the year.

Fire training pit cleanup

The Airport's Fire department conducted live fire training operations using fossil fuels by Kilo 5 from the 1950s until early 1990s. These training fires left behind lead and hydrocarbon contamination on the site. The Airport has completed a soil cleanup and remediation of this site. Current live fire training is conducted at the state facility in North Bend and at other commercial facilities..

Sheriffs shooting range cleanup and removal

The Snohomish County Public Works Department is cleaning up the old Sheriff training range which was used by different law enforcement agencies in the region for weapons training. About ¾ of this project is completed, and 2,000 yards of dirt will be removed by the time the project is finished.

West side general aviation development

Bill then discussed planning for general aviation corporate hangar development on the west side of the airport expected over the next few years. He stated that the structural dirt that was removed from the Kilo 1 area was stockpiled at Kilo 5 and will eventually be used to improve the area

between Kilo 5 and the runway 11 Runway Protection Zone (RPZ). This area was identified in the 2002 Airport Master Plan for use by group 2 and 3 corporate aircraft. Bill showed a concept drawing titled Option D of how the area would possibly be developed with aircraft storage hangars, access taxi lanes and public roads. He noted that current demand for corporate aircraft hangars was high as had been projected in the Airport Master Plan. Ground side access to the area will initially come from the Chennault Beach Road signaled intersection on the Speedway (SR525) and long term may be connected to roads in the lower elevation areas further west planned for non aviation commercial development. Runway access to the area would come from a reconfigured exit taxi lane Kilo 6. He explained that the airport will be evaluating the right amount of the area necessary to be reserved in the middle of the site for a Fixed Base Operator (FBO) catering to corporate aircraft. The northerly portion of the area will likely be developed as a condominium hangar development similar to the North Ramp condo hangars. He explained that the airport would use credits in our Wetland Compensation Banks to mitigate for the wetlands in the area that would be impacted by the projects after receiving the appropriate permits. He went on to explain that the airport plans for the tenants to construct their own facilities on leased land along with the adjacent sections of utilities, taxi lanes and roads.

Dan Davis was excited to have heard that the Historic Aircraft Foundation (HAF) was pursuing a hangar in the area for its collection and asked for more information on its planned location and if their vintage aircraft collection would be available for public viewing. Bill and Dave Waggoner responded that negotiations were continuing and the HAF had not yet finalized an operational plan.

Cal McDonald asked if noise abatement would be addressed with the aircraft operators in this area. Bill responded that the leases would have a clause that the tenant comply with the airports voluntary noise abatement program.

North Ramp general aviation condo hangars

Bill explained that site preparation work began during the summer on the second phase of the NPCH corporate hangar development on the airports north ramp. This project will construct 11 group 2 (<79' wingspan) corporate aircraft hangar bays in 2 buildings in 2007. The site work involves placing 180,000cy of fill to bring the area up to the north ramp elevation. ½ acre of wetland will be filled and mitigation will come from credits in the Airports Wetland Compensation Bank.

Landscaping

Bill described the heightened landscape design and maintenance efforts the airport crews have undertaken over the past few years noting the completion of the SW corner service entrance improvements (at SR525) are nearing completion. He also mentioned that a Lear 23 aircraft will be placed on display at the corner of 29th Ave W and 100th Street SW near the main entrance to the airport. This airplane is owned by the Museum of Flight and will be painted in its original Jet Air colors. Jet Air, which used to operate in the Airports terminal building, was the Northwest's 1st distributor of the pioneering Lear Jet corporate aircraft

Flying Heritage Collection

Airport Director Dave Waggoner talked about the Flying Heritage Collection (FHC). This collection, owned by Paul Allen, is arguably the finest flyable collection of WW1 and WW2 airplanes. Flying Heritage Collection has signed a lease, which will go to the County Council tomorrow (Nov. 15th) for review and consideration. FHC will be leasing hangar 207 on the south end of the Airport. FHC will remodel and upgrade the hangar and plans to be open in late summer 2007. The Flying Heritage Collections plans to be open to the public and to schedule **Fly Days** during the better weather. It will be a great tourist attraction for the region.

Boeing 747 Large Cargo Freighter (LCF)

The Large Cargo Freighter will be bringing sections of the 787 from Japan, Italy, South Carolina, and Wichita to Everett. LCF flight test operations are currently underway and we expect to see the first LCF deliveries of 787 materials to be in early 2007. Over the next few years the operations of the LCF will grow to about one a day. Dave noted that the noise footprint should be similar to the 747-400 aircraft that are produced at Boeing now.

Swanson Wetland Compensation bank

Dave noted that the Swanson wetland compensation bank(WCB) located at the South end of the main runway had met the performance standard required by the regulatory oversight committee. The Swanson WCB was designed and constructed as a vegetated wetland to avoid open water and waterfowl habitat. He also noted that next to the Swanson WCB a large billboard would soon be installed on our neighbors property. The proponent originally approached the Airport about locating the sign, but his proposal was declined because of an airport policy against billboards at Paine Field.

Future of Flight (FoF)

Dave stated that the FoF has had a great start it has produced over \$4M in sales tax revenue and over \$2M in increase tourism. The Boeing tour located in the FoF has doubled it's attendance from the prior year. He said we still have a lot more work to do but we are very pleased and have got a great response from the community. In May the Washington Pilots Association will be having their annual meeting at the FoF and in June there will be a 100 plane fly in and they will be parking on the new FoF ramp.

Mediated Role Determination (MRD) update

This process is on going with meetings every 2 weeks. The goal is to be done by the end of this year.

Harold Quinby asked about the B52 and what is here for?

Dave stated that the B52 is owned Museum of Flight and is has been at Paine Field for over 15 years. It is no longer flyable, however it is used for display for our General Aviation Day. We are hoping that there will be a role for the B-52 near one of the aircraft collections.

Tenant Updates

Nick Hemminger from Goodrich stated that they have seen an increase in Delta Airline planes coming in for maintenance. They have been working at full capacity, and noted that soon you will see a decrease in Fed Ex 727's. Fed Ex is replacing the 727 with 757 aircraft.

Dave stated that the 727 is the loudest airplane that you see on a regular basis at Paine Field, and the reduction of this aircraft will reduce the noise impacts on the community.

Council Member Comments

Dave Salsman made a comment regarding low flying planes in VFR (visual flight rules) conditions in the areas along the Snohomish river valley.

Dave Salsman said that a rated 747 pilot was out flying his personal aircraft and had a mid air collisions with someone taking off from Harvey field, and he just didn't see him. He is worried it will continue to happen.

Public Comments

An attendee asked if the Blue Angles were up here during the summer. Dave Waggoner responded and said it was four F-15's that were from Mountain Home Air Force Base here for SeaFair. The attendee said she thought they were cool and loved the noise.

Harold Quinby asked why there was an increase in the number of complaints unable to be traced in October monthly noise report..Bruce Goetz explained that the operations staff reviews voice data recorders, cameras, AFTEMS, data and FAA instrument strips in an effort to trace complaints received to an aircraft operator. He noted that even with this time consuming effort there are some times a correlation can not be made.

Grant Woodfield asked if we still call backs on noise complaints? Bill Dolan stated we only do call backs if the caller asks for one, and that all callers receive the monthly noise report which lists the complaints and the disposition of each one.

Cal MacDonald asked if there were any benefits to moving noise monitor 2? Bill Dolan stated that monitor 2 gets data on large aircraft sideline noise and noise from light aircraft in the west pattern for runway 16R-34L. He said that the portable noise trailer would be used for spot monitoring in other locations.. Cal asked about a precision approach to 34L and if anything more has been done since he asked about it a few years ago? Bill Dolan stated we currently have a non-precision GPS approach to 34L.and were successful in getting a closer in initial approach fix to make the approach more viable for pilots.. Dave Waggoner stated a precision approach from the south would face air traffic conflicts from Boeing Field and Sea-Tac.

Clayton Hammons proposed to adjourn the meeting and the meeting was adjourned at 8:32pm.