

Paine Field Community Council Minutes
November 13, 2007

Attendees

Council Members and Alternates

Harold Quinby (NW Quadrant)
John Richardson (NE Quadrant)
Vernon Chase (SW Quadrant)
Hal Meyer (Pilot Representative)
Russ Keyes (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)
Mike Ellis (On-Airport Business)
Todd Echelbarger (Off-Airport Business)
Todd Brunner (Off-Airport Business)
Jonathan Blubaugh (NE Quadrant)
Bob Fadden (SE Quadrant)
Dan Davids (Pilot Representative)

General Public

Dee Meyer
Grant Woodfield
David Van Horn
Dave Salsman
Mark McFarland
Jim Wilkinson
Laura Wayne
Jerry Weed
Bob Larson
Jim Shelden
Joe Gates

Airport Staff

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

Opening

Bruce Goetz called the meeting to order at 7:03pm and asked for introductions. Bill Dolan talked about what takes place at the community council meetings, and the primary function of the council is to provide a forum for discussion on issues that are associated with the airport. Bill asked about if anyone would like to become a Paine Field Community officer to send an email stating which position you would like to be nominated for and it would be voted on during the spring meeting.

Review of Noise Monitoring and Operations Summaries

Using a PowerPoint slide presentation, Bruce Goetz presented information on aircraft operations and noise complaint activity at Paine Field. He compared the monthly operations versus noise complaints for the 3rd quarters of 2005, 2006, 2007. Bruce stated that we are in a down trend for flight operations in 2007, over the history of the airport you can see the numbers increase and decrease. Bruce said the airport is on track to do about 125,000 operations, which are take offs and landings, back in 2002 the airport was over 200,000 operations. This is an unusually high number for operations for us since the amount of based aircraft has increased. The airport currently has 615 based aircraft and next year with the completion of construction we are looking to be around 700 aircraft at the airport.

Referencing engine runs, Bruce talked about continuing to see a big reduction in engine run complaints.

While referring to a slide, Bruce noted that looking at the first quarter complaints by aircraft type, the large jet complaints continue to be our largest amount of complaints. The insufficient data complaint column is where we can not find the aircraft in which generated the noise complaint. Airport staff uses a flight activity report, radar flight tracking, voice recorders, video cameras, tower data and sometimes even with all those sources our staff is just unable to correlate a certain complaint to a specific aircraft, so those are listed as insufficient data.

The next slide was a graphical representation of the calls by region which are listed in 4 main quadrants, NW, NE, SW, and SE. Bruce stated that when you call in a noise complaint you are placed into one of the quadrants that are based off your address. The majority of the calls come from the NW quadrant which is the Mukilteo area.

Question was asked if very light jets are flown by professional pilots? Bruce replied that very light jets are smaller business jets that can hold 4-5 people and are certified for single pilot operations and more people are purchasing these types of planes. We are still a year or 2 from seeing a lot of these airplanes on the market and we will be seeing more of these planes at the airport.

Terry Wilcoxson from Everett Jet Center, stated that less than a quarter are operated by the owners most of them are flown by professional pilots. Those that are flown by

owners will hire a professional pilot to fly it with them. Bruce stated you need a lot of jet time before you are allowed to fly the plane by yourself. It is typical for the first 100 hours you must have a certified pilot flying with you.

Construction Projects

Taxilane Kilo Project

Bill Dolan talked about taxilane kilo and stated that this is really two projects, taxilane kilo north and kilo south. Kilo north, is an extension of kilo 1 that was built in 2005. Taxilane kilo north will be a design group 5 taxiway, 747 sized aircraft. Bill said, we want to complete taxilane kilo north in hopes that Boeing will develop the north west corner of the airport. He stated that this project is in for permits and it is pending approval from the FAA for grant funding, which will be funded around 2009.

Bill talked about the Kilo South project. The area opposite A3, to A6 along the west side, it is a 6.2 acre parcel of land leased to a Kilo 6 LLC, that is currently under construction. It will have 3 buildings one which is a 40,000 square foot barrel roof hangar that will be under construction in spring 2008, the hangar will house the Historic Aircraft Foundation, a collection of vintage aircraft that have been restored. The other two buildings will be hangars to house corporate aircraft, construction will start in the next few months. The tenant will also construct the 50' taxilane kilo 6 which will meet group 3 aircraft standards.

Castle and Cook FBO

Bill talked about the new FBO Castle and Cook that has leased a 15 acre parcel on the west side of the airport which has room to grow up to a 25 acre parcel. The development will take place over 7 years, with the first phase will be construction of a new building and a 40,000' square hangar.

Bill handed the floor to Laura Wayne who is from Castle and Cook. Laura said that they will be moving Everett Jet Center over to the new facility once it is complete, the name will go away but the staff will remain.

Bill said the development will start with the main building and could end up as far north as the airport's night lighting vault. The timing of the rest of the development will be driven by how successful the company is with attracting customers to base their aircraft here.

North Ramp General Aviation Condo Hangars

Another development that is underway is on the North ramp to build two more hangar buildings which is being done by Moss Bay Aviation. Two buildings were constructed in 2000, and this second phase of that development includes two additional buildings which will be constructed later this year. They'll include 11 units which are 75x75' bays and 95'

X 95' bays (For group 2 aircraft). There will also be 3 small buildings for office space, which is the third phase to be completed around 2009.

The Flying Heritage Collection

Bill talked about the Flying Heritage Collection and how they have restored the 57 year old barrel roofed hangar to house the collection. They are starting to bring down the aircraft from Arlington and are hopeful to open in summer of 2008.

Bill stated a lot of aviation tourism is coming to Paine Field with Historic Aircraft Foundation, ME262, Museum of Flight Restoration Center, and the Future of Flight and Boeing Tour Center.

Paine Field Fire Station Project

Bill spoke about the new fire station. He noted that the new station will be where B-52 currently sits, just north of the ME262 building. The design processes is about to get underway and should be done in spring of 2008 by KPFF engineer firm, and construction will start in the summer of 2008. The fire station should be able to accommodate all of our equipment and maybe in the future the fire maintenance shop. Bill noted that the fire department does all the maintenance on their rigs and also surrounding fire districts, such as Mukilteo.

Boeing Update

Rich White from Boeing spoke about the 787 and the 747 Large Cargo Freighter. The big news since the last meeting is that Boeing is delayed by 6 months on the 787, which will put the 1st flight in spring of 2008 and delivery in fall of 2008. Rich talked about the loader that they use to load and unload the LCF. He stated that because of static parts we can not have them touch the ground so which is why we use the loader. Rich also said that the LCF is so heavy they have to have a special vehicle to support the tail while it is open.

Rich also stated that the 777 is selling very well with 7 airplanes completed a month, the 767 biggest continuation of the line is the US Air Force tanker contract, the Air Force will make a decision in the first quarter of next year. Rich said if Boeing gets the contract it would bring in more jobs for Boeing as well as many suppliers across the country. The 737 line continues to be doing well and is keeping busy. Rich talked about the 747 line and the new 747-8 which will replace the 747-400 which has been built at the Everett plant since the late 1980s. The 747-8 will have a lot of the 787 technology such as 787 engines, composite materials, aerodynamic improvements, and Boeing has stretched the airplane to handle more passengers.

Kris Huxford asked Rich if Boeing just lost an account?

Rich responded by stating, Emirates who is based in Dubai, at the latest air show announced an order of 30 Airbus A350, which is Airbus' answer to the 787 but larger. Boeing was not surprised by this because Emirates was looking for a bigger airplane, and we do not offer the 787-10 yet. Rich noted that the 787 will have 3 versions to start 787-8, 787-9, 787-3 to meet the need of the customers, so it is not to say Emirates won't come back to us when we get the 787-10 up and going.

Kris asked, so it didn't hurt you then?

Rich responded by saying they have over 720 orders for the 787 which is sold out until 2014. Boeing would be happy to sell them a plane but Emirates would have to wait until at least 2014, and they wanted something sooner.

A question was asked, Rich you said when you unload the LCF you can't let parts touch the ground, does weather matter?

Rich stated weather does not matter.

Future of Flight update

Dave Waggoner gave an update on the Future of Flight (FoF) and Boeing Tour Center. The FoF is now closing in on the second year of operation. Before the FoF Boeing was averaging around 80,000-85,000 visitors, last year the FoF had 140,000 visitors and they are on track to do about 170,000-180,000 visitors this year. The FoF was a start up business and they is working very hard to make it a success. The FoF will be doing a delivery in a few weeks and they are book through Christmas for parties. Dave also said if any of the members have not been to the FoF would like to go the airport will give them two free tickets.

Kris Huxford asked, has more exhibits been added to the FoF since it has opened?

Dave said they have added a significant number of exhibits since it has been open but it is only about 30% of the entire exhibit. Dave said the FoF has a good start but it is not a mature exhibit and they have a lot more work to do.

Dave talked about how they will be looking for people to fill the officer positions that the community council has. Dave said since we have new members to the community council and we need people to fill the following positions (Chair, VP Chair, Secretary) members would not vote on it tonight. Dave stated let him or Bruce know if you are interested in being in an officer position, and the members will vote on it at February's meeting. Dave stated this is not a policy making board but an informational board. Dave also said he would like members and the community to send in ideas for topics for upcoming meetings.

A question was asked, how many member are there?

Bill Dolan replied, there are 10 voting members, 2 pilot, 2 off-airport business, 2 on-airport business, 4 residential which have been broken up into 4 quadrants, and for every voting member there is an alternate.

Bill said that Bruce will be sending out an email with dates for members to come out and get a tour of the airport.

Question was asked, would the tour include a tour of the air traffic control tower?
Bruce Goetz said it is hard to get into the tower because of the FAA's security standards, but he would try to make it happen.

Dave reminded people of the airport's open house that will be held on December 12th at the FoF at 3pm.

Tenant Updates

Nick Heminger from Goodrich said they will no longer be Goodrich. They just got bought by a company called Macquarie Bank Ltd. which is out of Sidney Australia. There will be no changes in operations and all the people will remain the same.

Terry Wilcoxson from Everett Jet Center said they are in the closing on the sale of Everett Jet Center to Castle and Cook Aviation, and it should be completed by the end of the month.

Mike Ellis from Crown aviation said there is nothing new, they are just getting ready for their busy season which is from Christmas to spring.

Public Comments

Kris Huxford asked where Bryan Johnson went?
Bruce said Bryan started his own kids clothing company about a year ago and it started to take off so Bryan left to work on his company.

A question was asked about the new Kilo taxiway, what and who is driving the project?
Bill responded, the new kilo taxiway was identified in the airports master plan. When people come to the airport and want to build, we see where they would fit and the Kilo six LLC had a need for the kilo area, and that there would be a need for the taxiway for airplanes coming and going. The airport also had a selection process for a corporate FBO and the airport chose Castle and Cook Aviation. Bill said the pushing is coming from the market, the airport gets calls all the time on corporate hangars so that is why the airport picked a corporate FBO to build.

Question was asked, would this hangar be for keeping the airplanes but not other facility for servicing or doing business there?
Bill said you will see hangars where aircraft are stored, hangars where they are maintained, and facility to accommodate both the based aircraft and the transient aircraft. This would be like Everett Jet Center, but on a larger scale.

Question was asked, would this facility mainly be for business jets?

Terry Wilcoxson said Everett Jet Center services all types of aircraft from small to the larger business jets. The facility will have lobby area, office space, flight planning area, and community space.

Question was asked, through these companies there will be a terminal?

Terry said it would be just like the one we currently have at Everett Jet Center.

Question was asked if the 106 acres that the airport wanted Boeing to have, has that been given to other companies?

Bill said that the airport as reserved that area for group 5 aircraft, mainly Boeing aircraft, but Boeing no longer has a legal right to that property because the contract was not renewed.

Bruce said that we would not vote on May's minutes during this meeting because there was not enough time for the members to look them over. Members will be voting on the May 2007 minutes during the February 2008 meeting.

Meeting Adjourned at 2045.