

Paine Field Community Council Meeting Minutes
November 12, 2008

Attendees

Barbara Earl (Off-Airport Business) Chair
Rich White (Off-Airport Business)
Harold Quinby (Community NW Quadrant)
John Richardson (Community NE Quadrant)
Vernon Chase (Community SW Quadrant)
Bob Fadden (Community SE Quadrant)
Russ Keyes (Pilot Representative)
Hal Meyer (Pilot Representative)
Terry Wilcoxson (On-Airport Business)
Todd Brunner (Off-Airport Business alt.)
Todd Echelbarger (Off-Airport Business alt.)
Kris Huxford (Community NW Quadrant alt.)
Jonathan Blubaugh (Community NE Quadrant alt.)
Dave Wheeler (On-Airport Business alt.)
Holly Bevan (FAA Paine Field Air Traffic Manager ex-officio)
Andy Muntz – Mukilteo School District ex-officio
Lynda Schmidt – WA Air National Guard ex-officio

General Public

Dave Van Horn
Bill Johnson
Bill Witzke
Dave Salsman
Joe Seymour
Bob Roetcisoender
Grant Woodfield
Les Smith
Kevin Stoltz
Rob Clark
Louise Clark
Loren West
Ed Kaplanian

Airport Staff

Dave Waggoner (Airport Director)
Bill Dolan (Deputy Airport Director - Airfield)
Nona Anderson (Airport Administration)
Bruce Goetz (Superintendent of Operations)
Kara Underwood (Airport Operations)
Julie Close (Airport Operations)
Richard Mosler (Airport Operations)
Dennis Hill (Fire Department)
Nic Nicholson (Fire Department)

Chairperson Barbara Earl called the meeting to order at 7:04 pm

Motion to approve minutes, motion carried 7:08 pm

Review of Noise Monitoring and Operations Summaries

Dave Waggoner gave a briefing on the noise monitoring system and how we use the data. He noted that the FAA certifies the pilots and aircraft and manages the air traffic but the Airport gets to answer the noise complaints. The airport has developed a noise abatement program as part of a federal Part 150 noise study. The noise complaint and noise monitoring systems at Paine Field help inform staff and the public on noise related issues.

Dave noted that interested individuals can submit noise concerns to the airport by phone, mail or online at the airport's website paineairport.com. The airport's operations department staff review the data and other information gathered from several sources including noise recorders, tower voice recorders and radar records to help research the complaint. While we research every single noise complaint he noted that sometimes we are successful in tracking the aircraft operator and sometimes we are not.

It is important that we understand the impact of noise on the community. It is also important that the people who live in the community understand that the noise hotline is not a referendum on noise. Dave noted that the airport is actually much quieter than it has been over history primarily because airplanes have gotten quieter. The noise footprint around the airport has shrunk by over 50% in the last 25 years.

Noise calls are very valuable to the airport. If we get 15 noise calls from one person about 15 different airplanes that has some value. However, if we get five noise calls from five different people on one airplane, these require more investigation and diligence to make sure we know what happened. The value to the airport is that it makes us aware of the noise concerns in the community by making us more aware of where and when they are occurring. For ninety-eight to ninety-nine percent of the noise calls we receive, it is determined that the pilot was following local course rules and acting appropriately. We need the community to help us determine when an irregular event has occurred. It really helps the airport if you can provide as much information as possible, even something as simple size -- was a big jet or a small prop-- and what was the direction of flight and altitude. That information helps the staff as they investigate and try to track the aircraft.

What can you do as community members to help? Basically, start by giving us a good report. When you call the noise line we ask that you identify yourself and your address. This information is not published; it is merely a way for us to track the areas being affected. We can assign you an ID tag number and then this ID number will associate calls from you with your address so that we know where the noise complaint comes from. It also allows us to provide you with some feedback if you so choose.

Bruce Goetz presented the operations summaries for the last three months at the airport. The number of flight operations in the third quarter was 43,853 and in that period we had 283 calls related to flight operations. The airport had a total of 56 engine run-up's and we received

only one noise complaint. Bruce described how many complaints came from each quadrant in the 3rd quarter and noted that 38% of all of calls came from 5 people.

Current / upcoming planning and construction projects

Bill Dolan provided a power point presentation on the status of ongoing construction projects and projects in various stages of planning at the airport. He noted that many of the capital projects at the airport are funded in part with federal grants from the Airport Improvement Program (AIP) administered by the FAA. The 2008 project is the construction and replacement for the airport's aircraft rescue and fire fighting (ARFF) station. Our current facility in building 219 had mold, asbestos and seismic issues. It is also too small for size of the current fire crew and equipment. He noted that there were some issues regarding mold and asbestos in building 219. In 2008 the FAA came out with a new advisory circular regarding ARFF facility design which significantly increased the size requirements for ARFF stations. Bird Construction was awarded the \$6 million contract to build the facility. The new 13,000sf station's foundation is complete and construction is well under way with completion expected by May of 2009.

Just to the east of the fire station is building 207, which is home to the Flying Heritage Collection (FHC). The FHC did a \$6 million renovation of the building in 2007 – 2008. They have an absolutely world class collection of vintage WWII aircraft now open for public tours. The FHC conducted fly days of these vintage aircraft every second Saturday during the summer to the delight of many spectators

Taxiway Kilo-6 was reconstructed during 2008 by Kilo-6 LLC when two new hangars were also constructed along the south edge of the taxiway to accommodate large corporate aircraft. A third hangar is anticipated to be under construction in 2009. The area just to the north of the new Kilo hangars has been leased to Castle & Cooke Aviation (C&C). C&C is planning to construct a 40,000 sf hanger as the first phase of a 25 acre hangar complex for their corporate fixed base operation (FBO). The first phase building will include 17,000 sq feet of office space. C&C will relocate from their current location in hangar C-84 once construction of the new facility is completed.

To help accommodate the aircraft using these new hangars the airport is pursuing FAA grant funding to construct a new 50' wide parallel taxiway called taxiway Kilo-south. The taxiway will extend north 3,000' from taxiway Kilo 6 and will also include a reconstruction of taxiway Kilo-5. Once Kilo south is completed the airport will solicit proposals from interested parties for additional corporate hangar development just north of the Castle & Cooke site.

In 2009 the FAA has funded the construction of a section of Taxiway Kilo North extending 900' south from the Future of Flight ramp. Taxiway Kilo North is 75' wide concrete with 35' wide asphalt shoulders. This area will allow for parking of group 3-5 aircraft. This \$3 million project was awarded to Scarcella and construction will begin in May. Bill then described Taxiway Alpha rehabilitation as the other major FAA funded project for 2009. He noted that URS engineers are busy on a pre-design effort to identify the scope of the project. The taxiway, built in the mid 1980's, has reached the end of its design life. The project will include a complete resurfacing of Taxiway Alpha. Taxiway Alpha is the parallel taxiway to the main runway and is used by aircraft from small props to the large jets Boeing flies. The project could end up costing

\$20 million if the FAA requires the airport to change the pavement profile to a crown section on the taxiway. It is possible that the “Alpha” project will be phased in over a couple of years.

A question was raised if taxiway alpha could ever be used as a runway. The short answer is no, but in the event of an emergency it is a possibility.

Bill then described other developments on the airport. At the south end in the old Navy housing area construction is underway for the new home of Korry Electronics. Korry will relocate over 600 employees into this new 215,000sf building from their current facilities at Lake Union in Seattle. Korry manufactures electronics for airplane cockpits and medical technology products.

A question was raised regarding the need for Taxiway Kilo south. Bill responded by saying that the amount of corporate aircraft traffic that will be generated by the FBO when C&C relocated to that area will need efficient access to the runway. Due to seasonal wind patterns half the landings and takeoffs on the runway flow north and half flow south. The parallel taxiway and reconstructed taxiway Kilo 5 will provide air traffic controllers with good options for efficiently moving these aircraft onto and off the runway with a minimum of runway crossings.

Another question was raised regarding the Taxilane Kilo north project and what type of “large” or “heavy” aircraft activity is planned for it? Bill responded saying that the 1995 and 2002 Airport master plans identified the NW corner of the airport also known as the Northwest Territories (NWT) and the Northwest Aviation Center as the portion of the airport reserved for development of facilities to accommodate the largest aircraft (groups 3, 4, and 5). He noted that the airport funded noise walls and berms west of Paine field Boulevard prior to the initial grading of the northerly portion of the NWT to replicate the sound attenuation provided by the natural terrain.

A final question was raised to ask if any of the airport funds could be used by Snohomish County for funding projects outside of the airport. Dave Waggoner responded that federal regulations and assurances from the grants the airport receives preclude the diversion of airport funds to off airport uses.

Ed Kaplanian provided an update on the Future of Flight (FOF). The staff at FOF are working on several new exhibits to the facility, one of which is the donation of blended winglets from a 747. In addition they are working on signage improvements on and around the facility. In response to a question Ed noted staff is also working on new features and exhibits to provide more interaction for smaller children.

Commercial Air Service

Dave Waggoner stated that earlier in the year a letter was received by the airport from Allegiant Air expressing interest in providing commercial air service from Paine Field to Las Vegas twice a week using MD-80 aircraft. Allegiant is a low cost air carrier specializing in tourist destinations.

Also during the summer the Airport received a letter from Horizon Airlines stating they are interested in operating six flights a day to Portland and Spokane using the Dash-8 Q400 turbo-

prop. Dave described the Q400 as a quiet community friendly aircraft. He said staff has had initial meetings with both airlines, TSA, and talked to a dozen or so comparable airports to get a better understanding of the business, what kind of services the airlines would need, the costs associated with that, and what the revenue streams could be. Most of the funds needed to build any new facilities would likely come from the airlines and the passengers and or any fees associated with their presence at Paine Field. This is currently a conceptual idea and we are working very hard to provide the information to the Snohomish County Council for further study.

Dave noted that language in the deed that transferred the airport property to the County says that Snohomish County can not restrict the use of the airport and that if it was to occur the federal government could reclaim the property. In addition the FAA grants have assurances that the County signs and one of the main grant assurances is that the County can not restrict the use of the airport or discriminate against potential air service providers. Possible penalties which may be imposed would be to lose any future federal grant funding and to repay grants that have been previously given to the Airport.

Tenant Updates

Boeing

Rich White described the company's ongoing project to complete the construction of new parking positions on the southeast corner of their flight line. Three stalls were completed in the fall and the remaining four stalls will be completed next spring. He indicated the company is re-phasing their master schedule due to the recent machinists strike and that it will likely take two months to ramp up production and return to normal. When asked if commercial service at Paine would impact Boeing operations Rich indicated that no study has been completed.

Air-Guard

Lt. Col. Lynda Schmidt provided power point presentation describing the activities and personnel of the Washington Air National Guard 215th Electronics Installation Unit based at Paine Field. The presentation showed several areas of engineering work the guard does including repair and installation of communication centers and rebuilding of communication infrastructures all around the world.

Public Comments

A question was asked regarding the process of receiving federal grants at the airport . Bill Dolan noted that the Airport develops a capital improvement program (CIP) as part of the Master Plan which is submitted to the FAA. The airport's projects are evaluated by the FAA according to an elaborate scoring matrix that reflects federal priorities and the projects compete for limited funds in the Airport Improvement Program (AIP) against projects from other airports. The CIP is updated regularly. Paine Field has been very successful in receiving AIP grants because the airport's CIP aligns well with FAA priorities, and the airport does advance planning and engineering to be sure projects are ready to go if last minute money comes available in the AIP. AIP grants typically fund 95% of project costs and the 5% local share comes from the airports operating budget.

Chairperson Earl adjourned the meeting at 9:16 PM