

# Paine Field Community Council

November 8, 2011

Meeting Minutes

Future of Flight Aviation Center & Boeing Tour

## Attendees

### Council Members

Barbara Earl- Off Airport Business  
Robert Fadden- Community SE Quadrant  
Hal Meyer- Pilots  
Harold Quinby- Community NW Quadrant  
John Richardson- Community NE Quadrant  
Terry Wilcoxson- On Airport Business

Jonathan Blubaugh- Community NE Quadrant- Alternate  
Todd Brunner- Off Airport Business- Alternate  
John Green- Pilots- Alternate  
Kris Huxford- Community NW Quadrant- Alternate

Dave Koenig- Ex- Officio City of Everett  
Andy Muntz- Ex- Officio Mukilteo School District

### Airport Staff

Bill Dolan  
Bruce Goetz  
Bryan Johnson  
Kara Underwood  
Julie Close

### General Public

Glen Human  
Cliff Dornberger  
Dick Gee  
Jennifer Eckman  
Joe Oester  
Karl Meyers  
Dave Van Horn  
Bob Roetcisoender  
Bob Carsen  
Bill Witzle

The meeting was called to order by Chair Barbara Earlat 7pm.

Introductions around the room.

Asked if any of the members had comments, or questions, then voted to approve the minutes.  
Minutes approved

### Noise & Operations

Bruce Goetz talked about the noise summary and flight operations. Looking at 3 year trends in terms of takeoffs and landings. We've been in a downturn for the past 5-6 years in terms of takeoffs and landings. The numbers presented represent that. All this year we've seen numbers starting to trend back up again.

Numbers of engine runs continue to go down. ATS is focusing on its traditional customers of Southwest, UPS, Alaska. Number of trims received is split between ATS and Boeing, and those numbers are decreasing

We also look at which types of aircraft generate types of complaints. Bruce showed a slide which depicted the types of complaints broken down by aircraft types.

Looking at the three year average, we broke down the complaints from around the airport. He showed a slide showing the Paine Field Community Council subquadrants which shows where the calls originated from. He talked about the fact that in some cases, one individual generates all the complaints for a particular quadrant.

A question was asked by Hal Meyer regarding the flight operations being attributed to Boeing and General Aviation Aircraft. Bruce responded by saying that typically 95% of our operations are general aviation aircraft.

A question was asked by a general audience member asking the difference between a small prop and a multi engine prop.

A question was asked by a general audience member referring to 5,000 operations. Bruce referred the audience member to the FAA website to confirm the accuracy of the numbers we are reporting.

A question was asked about the Military category of aircraft. Bruce answered in clarification that the Military category refers to current training military such as C-9, F-18 or C-17. During the summer months while we have the weekend fly days we do see an increase in the warbirds comments, both compliments and complaints.

An audience member referenced the B-25 flying frequently the previous weekend. Bruce concurred.

Bill Dolan talked about the trend in general aviation (GA) operations and that it isn't unique to only Paine, and that in fact there has been a decline in the General aviation nationwide. Looking at the terminal area forecast, the FAA is showing light general aviation is holding its own at an increase of 1%. We hope that it will have more growth in the future, but there are many causal factors at play.

## **Projects**

Bill Dolan then addressed the status of construction projects during 2011 and those planned for the coming year.

He noted that the most significant events in 2011 had been Boeings completion of the certification process for both the 787 and the 747-8. Boeing produced over 30 of these aircraft during the certification process. Now changes to the aircraft that were needed to achieve the certification need to be incorporated into those aircraft. This work will take some time and has resulted in a shortage of aircraft parking positions on the Boeing flight line. He showed photos depicting the areas of the airport where Boeing is parking aircraft during this Change Incorporation work including on Taxi lane Kilo North, the Terminal ramp, runway 11-29, the South ramp, Hangar 3 ramp and possibly on Taxiway Kilo 6. Bill noted that Boeing has leased Hangar 3 from ATS which now functions as their Everett Modification Center. ATS has remodeled some of their hangar 1 space and added a 21,000sf tent expansion on hangar 2 to

accommodate some of their displaced work. Bill said these areas needed tie down and grounding improvements to accommodate the aircraft parking and will be restored when the aircraft parking is completed. Bill also noted that the Airport is now constructing a new auto parking lot south of hangar 3 and will be making some revisions to the road intersections in that area of the south complex to better accommodate the greater number of employees now working in that building.

Bill then discussed the status of the airfield improvement projects funded by grants from the FAA. He noted that the third phase of the multiyear project to rehabilitate the main runway (16L-34R) and parallel taxiway Alpha had been awarded for construction in the summer of 2012. This \$9M phase of the project will install subsurface edge drains, replace the electrical conduit, lighted signs, edge light cans and then reconstruct the 35' wide paved shoulders on the 9,010' runway. Staff will be coordinating with users on the closures needed to accomplish this work most efficiently.

The 2013 construction project will reconstruct the 3,000' small aircraft parallel runway 16L-34R. Bill noted that the airport's maintenance crews have done a great job getting 25 years of life out of the pavement with ongoing crack sealing efforts. This \$5M project will enhance safety and include the removal of the hump in the middle of the runway, lowering of the perimeter road at the north end of the runway to eliminate the height restriction for vehicles using that road, installation of associated storm water detention facilities as well as upgrading the runways lighting and signage systems. He noted that runway 11-29 would be operational while this project is under construction and that a path will be maintained for east ramp tenants to access the active runways.

He then discussed other projects undertaken in 2011 and planned for 2012 noting that a minor addition to the corner of the Future of Flight (FoF) is underway creating a multipurpose room which will be used for caterers, and some lower level restroom facilities. This will enhance the FoF gallery floor for large events like Boeing deliveries.

Dan Davids commented on the work done in the airports north complex to improve reliability of electrical service. Bill stated that the PUD had been very sensitive in coordinating the work to replace the extensive collection of aged underground power cable in a series of planned outages and he said the new cable and the new loop system should mean greater power reliability for north complex tenants. He noted that staff is now working with PUD to identify areas on the south complex where similar improvements can be made.

Bill also noted that our consultants are now working on a project to update the survey of obstructions to airspace in the areas around the airport. After the survey is completed the airport will identify a program for removing, marking or lighting those obstructions.

Dave Koenig asked about a SEPA notice he saw regarding a possible project in the old Navy Housing area of the airport south complex. Bill responded that the developer that had constructed the new Esterline Korry facility in that area was competing this site against others for an aerospace parts manufacturer. The building would be of a scale similar to Korry and located just north of it. He said hopes were for the tenant to make a decision over the coming months but that the developer was beginning the design and permit process early to be able to build in 2012 if selected by the tenant.

### **Aviation Tourist Attractions**

Bill said that the Future of Flight is having a great year with attendance up helped by the attention on the certification flight test programs for the 787 and 747-8. He also noted that the joint marketing efforts including the Paine Field Passpost have facilitated multiple venue visits for tourists to the Future of Flight, Flying Heritage Collection, Historic Flight Foundation and the Museum of Flight.

He noted that the Flying Heritage Collection's Fly Days, held every other Saturday during the summer had been tremendously popular drawing thousands of happy spectators. The Historic Flight Foundation's Vintage Aircraft Weekend on Labor day was also a big success

A question was asked about the availability of the area between the east ramp condo hangars and Crown Aviation for more hangar development. Bill responded that due to its proximity to Airport Road that parcel had been identified on the Airport Layout Plan (ALP) for future FBO development but noted that the current economy made near term development unlikely. Bill also noted that the ALP identifies the redevelopment of the industrial parcel southwest of 29 was identified on the ALP for future hangar development. Paine Field currently has the largest number of aircraft storage hangars of any airport in the state. The waiting lists for existing hangars are not as long as they have been in the past and the Airport has no immediate plans for adding additional hangars in the current economy.

### **Miscellaneous**

Bill reminded that terms for all Paine Field Community Council members and alternates expire at the end of December. Staff has advertised for anyone interested to submit a nomination form. He encouraged existing members and alternates to respond to the email request with a new nomination form if they wish to be reappointed. Appointments will be made by the Snohomish County Council before the February 2012 meeting of the Paine Field Community Council.

### **Commercial Service**

Bill said that there is nothing new to report on the status of the Environmental Assessment (EA) for air service. The FAA is still busy with the consultants reviewing comments received on the Draft EA and developing responses for the Final EA.

Barbara Earl asked if there were any tenant updates.  
There were none. She asked if there were any council member updates.

Bruce Goetz explained that the FAA was changing responsibility for management of a portion of the airspace around Paine Field from the enroute controllers at the Seattle Air Route Traffic Control Center (ARTCC) to the Seattle Terminal Radar Approach Control center (TRACON). Bruce said that should provide benefits for the airport users and could improve the opportunities for pilots requesting GPS approaches to runway 34R.

Barbara Earl asked if anyone from the general public wanted to speak.  
The next meeting is the 2<sup>nd</sup> Tuesday night in February.

The meeting was adjourned at 8:52pm.