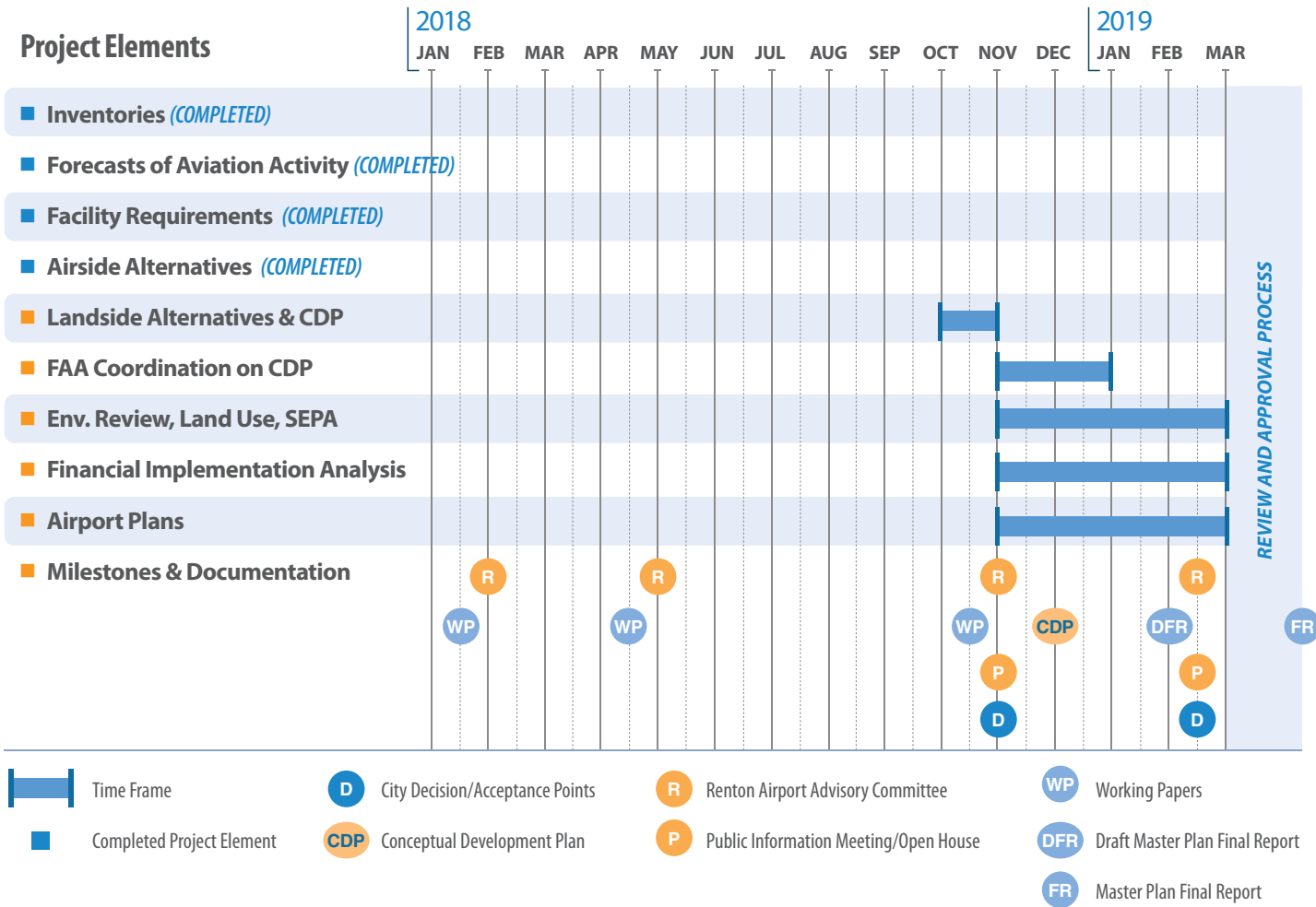


When?

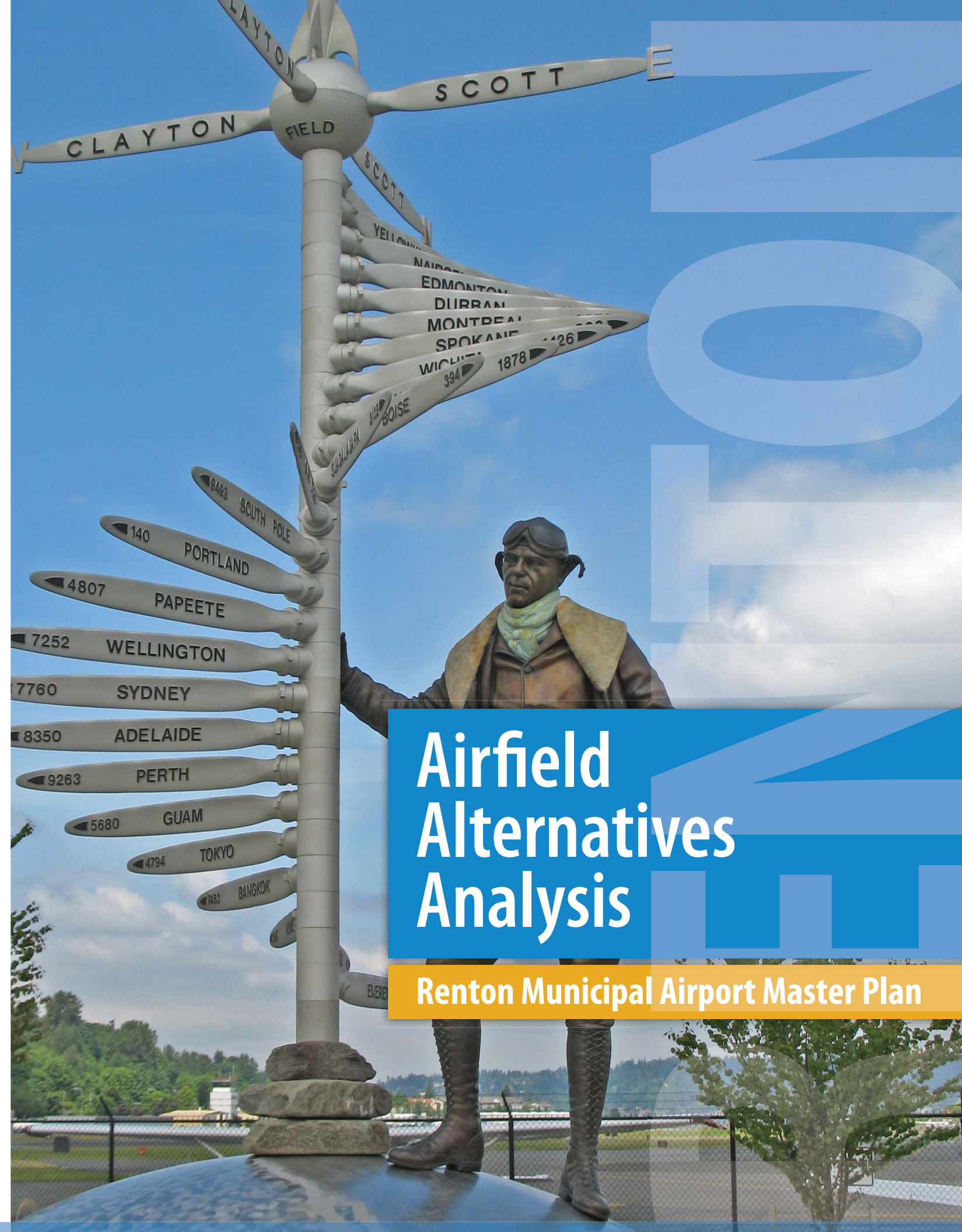
ANTICIPATED MASTER PLAN COMPLETION SCHEDULE



Airfield Configuration Timeline

- SUMMER 2019—*Master Plan Finish*
- 2020-2023—*Environmental Impact Statement*
- 2024-2025—*Design*
- 2026—*Land Acquisition & Start of Construction*
- Completion Depending on FAA Funding Availability*

For specific information concerning the details and progress of this Airport Master Plan, please visit the City of Renton's website at <http://rentonwa.gov/airport>. Or Please Contact: Ryan Hayes, Project Manager at ryan.hayes@meadhunt.com. Produced by Mead & Hunt for the Renton Master Plan Alternatives Analysis, 2018.



Airfield Alternatives Analysis

Renton Municipal Airport Master Plan

What?

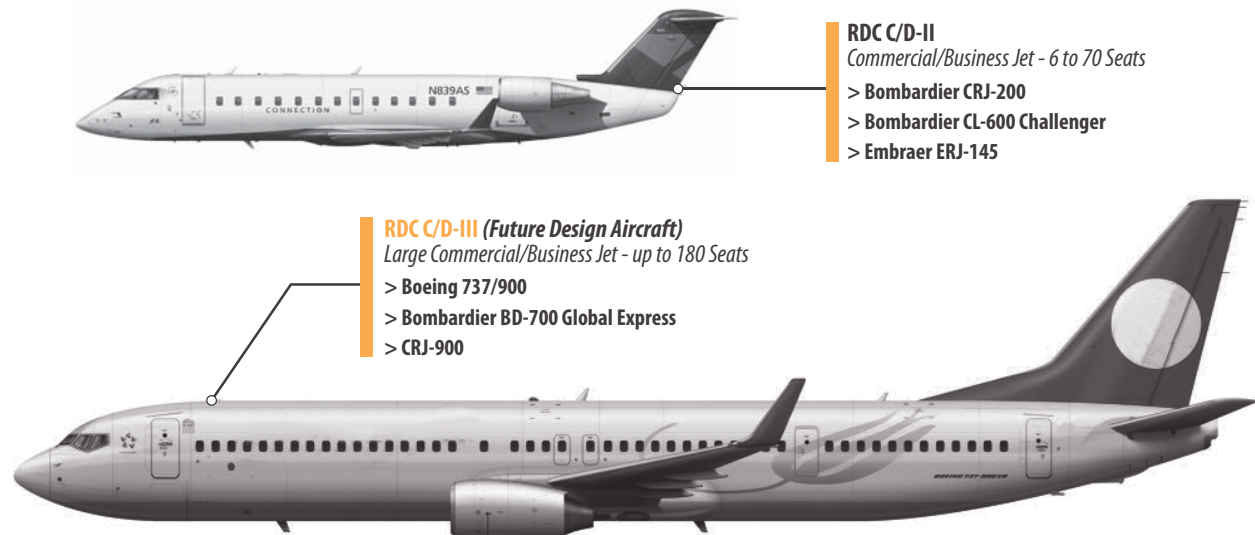
What's Involved in the Alternative Analysis?

- Airfield Reconfiguration Alternatives
- All Alternatives must comply with FAA standards
- FAA standards based on design aircraft
- Standards require cleared areas off both ends of runway
- Cleared areas require land and easement acquisition

Why?

Design Aircraft Change

Large aircraft operations now exceed 500 per year requiring a change



Representative Aircraft not to scale.

- RDC C/D-III (Future Design Aircraft)**
Large Commercial/Business Jet - up to 180 Seats
- > Boeing 737/900
 - > Bombardier BD-700 Global Express
 - > CRJ-900



- RDC C/D-II**
Commercial/Business Jet - 6 to 70 Seats
- > Bombardier CRJ-200
 - > Bombardier CL-600 Challenger
 - > Embraer ERJ-145



- RDC C/D-I**
Business Jets - 6 to 12 Seats
- > Lear 45
 - > 1124 Westwind
 - > Hawker 400



- RDC B-II (Current Design Aircraft)**
Twin-Turboprop/Business Jet/Small Cabin Aircraft
6 to 12 Seats - Includes most commercial turboprop aircraft
- > Citation Excel/XLS
 - > Beach King Air 200
 - > Pilatus PC-12



- RDC B-I**
Twin-Piston Aircraft - 4 to 10 Seats
- > Piper 31-310 Navajo
 - > Beech Baron 58
 - > Cessna 414



- RDC A-I**
Single-Engine Aircraft - 2 to 6 Seats
- > Beech Bonanza
 - > Cirrus SR22
 - > Cessna 172

Where?

The primary changes will occur north and south of the runway as illustrated here. The alternatives meet FAA standards utilizing Engineered Materials Arresting Systems (EMAS) to reduce the amount of land needed. The alternatives also recommended clearing of incompatible land use in the trapezoidal shaped Runway Protection Zones (RPZs) south of the runway. No changes are proposed to Renton High School buildings or ball fields.

Alternatives

