

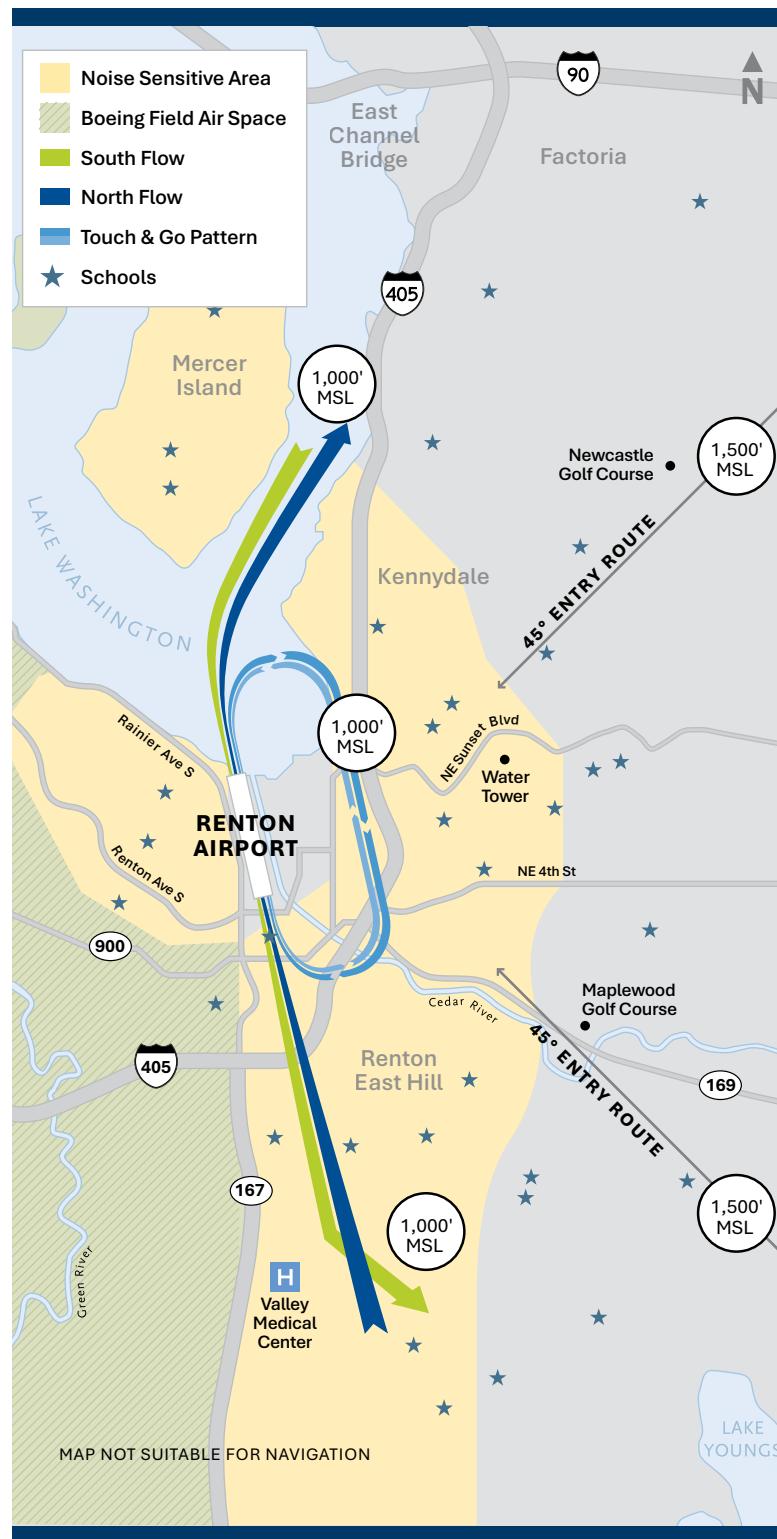
RENTON AIRPORT

CLAYTON SCOTT FIELD

2026/2027 PILOT INFORMATION



FLY FRIENDLY Please adhere to our VFR Voluntary Noise Abatement procedures to help limit aircraft noise in Renton and our neighboring communities.



GENERAL VFR DEPARTURE PROCEDURES

SOUTH FLOW : RUNWAY 16

FACTORIA DEPARTURE

Fly runway **centerline until reaching 700'** then make **standard left downwind west of I-405**. When **abeam the Control Tower**, make **45° right turn** to exit traffic pattern. Cross over I-405 and then fly direct toward **Factoria** to exit Delta airspace.

KENT DEPARTURE

Fly runway **centerline until reaching 1,000'** then fly direct toward the east side of **Valley Medical Center**. Continue straight ahead toward a point 1 mile east of SR-167 to exit Delta airspace without entering Boeing's Delta airspace.

LAKE YOUNGS DEPARTURE

Fly runway **centerline until reaching 700'** then turn **left** and fly direct toward the southwest side of **Lake Youngs** to exit Delta airspace.

MUSEUM / KBFI DEPARTURE

Request with **Renton Ground** on initial contact. Fly runway centerline and **do not turn west** until you establish two-way radio contact with **Boeing Tower on frequency 118.3**. Renton Tower will tell you when to change frequencies after any potential traffic conflicts are resolved.

Renton Airport - Clayton Scott Field

Phone: 425-430-7471

Website: rentonwa.gov/airport

NORTH FLOW : RUNWAY 34

EAST CHANNEL DEPARTURE

Fly runway **centerline until 1 mile past departure end of runway** then fly outbound **over the middle of the East Channel**. Fly direct toward the **East Channel Bridge** to exit Delta airspace.

LAKE YOUNGS DEPARTURE

Fly runway **centerline until reaching 700'** then make a standard right downwind **west of I-405**. When **abeam the Control Tower**, make **45° left turn** to exit traffic pattern. Cross over I-405 and then fly direct toward northeast side of Lake Youngs to exit Delta airspace.

MUSEUM / KBFI DEPARTURE

Request with **Renton Ground** on initial contact. Fly runway centerline and do not turn west until you establish two-way radio contact with **Boeing Tower on frequency 118.3**. Renton Tower will tell you when to change frequencies after any potential traffic conflicts are resolved.

FROM KBFI

RAINIER BEACH TRANSITION: Depart runway, and when able, make a **right downwind** departure to overfly **Rainier Beach at 1,500 feet**. Expect frequency change from KBFI tower to KRNT tower prior to Rainier Beach. At Rainier Beach, continue climb to 1,900' **DIRECT** to KRNT Airport. Continue present heading to SR-169 toward Cedar Hills Landfill until outside of KRNT Class D airspace, then on course.

Latitude: N47° 29.59'

Longitude: W122° 12.95'

Field Elevation: 32' MSL

GENERAL VFR ARRIVAL PROCEDURES

SOUTH FLOW : RUNWAY 16

EAST CHANNEL ARRIVAL

Make initial request approximately 8-12 miles (depending on airspeed) from KRNT. Enter Delta airspace via the **East Channel Bridge** and fly inbound over the middle of the East Channel. Unless otherwise instructed by Renton Tower, make straight-in. Report 2 mile final.

LAKE YOUNGS ARRIVAL

Make initial request approximately 8-12 miles (depending on airspeed) from KRNT. Enter Delta airspace via the northeast side of **Lake Youngs**. Fly direct to **Maplewood Golf Course**. Unless otherwise instructed by Renton Tower, make 45° to left downwind. Report over **Maplewood Golf Course**.



HELICOPTER PROCEDURES

Arrival: Enter the traffic pattern at or above 500' MSL and do not turn base leg closer than .5 mile.

Departure: Proceed straight out until .5 mile from the airport and 500' MSL before proceeding on course.

Mid-field Arrival & Departures: Fly as instructed by the Tower.

Pattern: Fly at 1,000' MSL.

Runway 16: 5082' x 200'

300' displaced threshold

Glide path is 3.00° – PAPI

NORTH FLOW : RUNWAY 34

FACTORIA ARRIVAL

Make initial request approximately 8-12 miles (depending on airspeed) from KRNT. Enter Delta airspace via Factoria. Fly direct to the **Water Tower**. Unless otherwise instructed by Renton Tower, make 45° to right downwind. Report over the **Water Tower**.

KENT ARRIVAL

Make initial request approximately 8-12 miles (depending on airspeed) from KRNT. Enter Delta airspace 1 mile east of SR-167.

LAKE YOUNGS ARRIVAL

Make initial request approximately 8-12 miles (depending on airspeed) from KRNT. Enter Delta airspace via the southwest side of **Lake Youngs**. Fly direct to the east side of **Valley Medical Center**. Unless otherwise instructed by Renton Tower, make straight-in. Report abeam **Valley Medical Center**.

Runway 34: 5042' x 200'

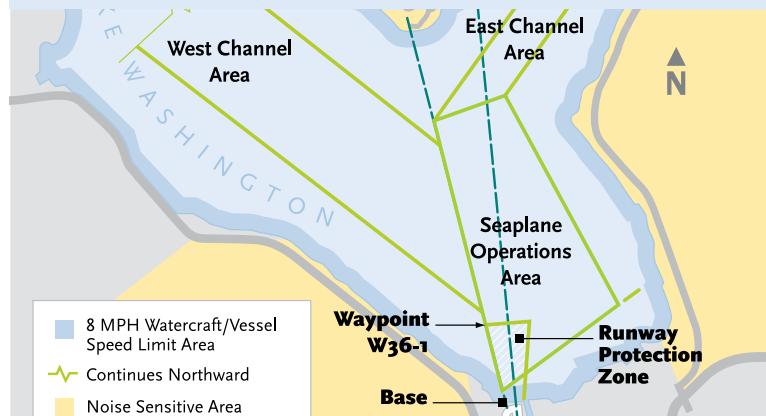
340' displaced threshold

Glide path is 3.75° – PAPI

WILL ROGERS-WILEY POST SEAPLANE BASE (W36)

All takeoffs, landings, and idle taxiing should be carried out within the area identified as the Seaplane Operations Area with regard for wind, weather, and boat traffic. The Seaplane Operations Area is east of an imaginary line extending from the seaplane dock on a heading of 320 degrees. **NO STEP TAXIING**. Operations are at your own risk. **Use caution for localized shoaling and shallow water as you approach the seaplane base and around the seaplane docks and launch ramp.**

Note: For West Channel arrivals or departures, stay west of the runway extended centerline. For East Channel, stay East of Centerline. If you desire anything other than what is described as the Washington One arrival/departure do not ask for Washington One at all and advise. (i.e. Landing to the north from the north. Ask for Factoria Arrival).



WASHINGTON ONE DEPARTURE

On initial contact with Renton Tower, advise your specific location on the lake (e.g. east or west of the extended runway centerline and whether you are out of our line of sight behind buildings). Request the "Washington One Departure" and tell the controller whether you will use the east or west channel. State the appropriate ATIS code. You must establish two-way radio contact prior to entering Delta airspace (i.e. prior to becoming airborne). Departure from the lake is at pilot's own risk-report airborne. Fly mid-channel to avoid noise sensitive areas. West Channel departures remain at or

below 800' MSL while in the west channel, over the water, and until you're outside of Boeing airspace.

WASHINGTON ONE ARRIVAL

On initial contact with Renton Tower, advise your location. Request the "Washington One Arrival" and tell the controller whether you will use the east or west channel. State the appropriate ATIS code. You must establish two-way radio contact prior to entering Delta airspace. Fly mid-channel to avoid noise sensitive areas. Remain at or below 800' MSL while in the west channel, over the water, and in Boeing airspace. Landing on the lake is at the pilot's own risk-report on the lake.



VFR – VOLUNTARY NOISE ABATEMENT

NOISE ABATEMENT PROCEDURES

Maintain highest FAA-advised altitude over noise-sensitive residential areas identified in yellow on the map. (Reference VFR proceedings for noise-sensitive areas in FAA A/C 91-36D)

- ♂ Honor voluntary curfew of nighttime engine maintenance run-ups.
- ♂ See special procedures for seaplanes and helicopters.

Noise abatement procedures at Renton Airport are voluntary measures by pilots to "fly friendly" and be good neighbors to the citizens who live under aircraft flight paths. Pilots should only deviate from these procedures when necessary to comply with any Air Traffic Control requests or in the interest of safety. Pilots of large or turbine-powered aircraft must comply with the provisions of FAR 91.129(e), rather than these procedures. All altitudes are MSL.

SEAPLANE INBOUND From North Bellevue over water, avoid Mercer Island and Bellevue shoreline.

FOR AIRCRAFT WITH A CONSTANT SPEED PROPELLER

After takeoff, pilots should **reduce propeller RPM** when at safe altitude **at or below 700'**. The propeller RPM may be increased when clear of noise sensitive areas or 2,000'. On approach for landing, pilots should **not increase the propeller to full RPM** until the power has been reduced to final approach power.

FOR TAKE-OFFS WHICH REMAIN IN THE TRAFFIC PATTERN

Pilots should **climb at the Best Rate of Climb (Vy)** or the Best Angle of Climb (V_x), or a combination thereof, **to at least 700'** before turning crosswind. At **1000'**, throttle down to pattern power and fly a close in downwind west of I-405. Depending on traffic flow, **pilots should avoid descending below 800'** over Kennydale or the Renton East Hill. Either **turn base leg before** these areas or maintain altitude as **necessary to fly over them at 800' or above**.

FOR DEPARTURES LEAVING THE TRAFFIC PATTERN

Pilots should climb at the Best Rate of Climb (V_y) or Best Angle of Climb (V_x), or a combination thereof, until reaching **1,000'** and thereafter at cruise climb speed to departure altitude.

WILL ROGERS-WILEY POST SEAPLANE BASE (W36)

Phone: 425-430-7471

Waterway 12-30: 5000' x 200'

Website: rentonwa.gov/airport

Waterway 12: Right Traffic

Latitude: N47° 29.99'

Virtual Buoy: Waypoint W36-1

Longitude: W122° 13.16'

Waterway 12-30: 5000' x 200'

Virtual Buoy: Waypoint W36-1

Waterway 12: Right Traffic

