ALTERNATIVE LAYOUT PLANS

TABLE 1 – Comparison of Alternatives - Based Aircraft and Operations

	Existing	Alternative 1 "Recreational Flying"	Alternative 2 "Recreational and Business Aircraft Storage"	Alternative 3a "Corporate Aviation Center - Option A"	Alternative 3b "Corporate Aviation Center - Option B"	Hybrid 3a/3b Alternative "Corporate Aviation Center"
BASED AIRCRAFT	291	335	289	243	275	250
ANNUAL OPERATIONS	87,266	116,900	100,000	84,100	95,200	86,500

TABLE 2 – Comparison of Alternatives - Aircraft Storage

	Existing	Alternative 1 "Recreational Flying"	Alternative 2 "Recreational and Business Aircraft Storage"	Alternative 3a "Corporate Aviation Center - Option A"	Alternative 3b "Corporate Aviation Center - Option B"	Hybrid 3a/3b Alternative "Corporate Aviation Center"
TIE-DOWNS	167	156	90	94	125	101
STANDARD HANGARS	77	172	172	131	132	131
CORPORATE HANGARS	2	2	19	10	10	10
TOTAL AIRCRAFT STORAGE*	246	330	281	235	267	242

**Aircraft storage does not include calculations for rotorcraft and other types that might be stored on the Airport.*

GLOSSARY OF AVIATION TERMS

Aircraft Operations	One completed takeoff or landing per aircraft
Aircraft Parking	Temporary parking for aircraft
ALP	Airport Layout Plan
Based Aircraft	Aircraft that are based at Renton Airport
BFI	(Boeing Field) – three-letter FAA airport identifier
East Channel Approach	Visual flight approach path that takes aircraft from the East Channel Bridge over the water to final approach onto runway 15
FBOs	Fixed Base Operator / Operations
GA	General Aviation – covers all civil aviation other than commercial airlines to include air charters and air ambulance
GPS	Global Positioning System
IFR	Instrument Flight Rules – When the weather and visibility is below the minimums to safely fly visually (see VFR below), instrument rated pilots must navigate using aircraft flight instruments, and specific instrument approach procedures for each airport
Minimums	Minimum allowable flight and/or approach altitudes
NDB	Non-Directional (Radio) Beacon – an instrument approach using a surface-based radio beam that provides an approach path into NDB qualified airports
NPA	Non Precision Approach
RNP	Required Navigation Performance-- proposed instrument approach over East Channel for noise abatement
RNT	(Renton) – three-letter FAA airport identifier
Stage I – IV Engines	Stages of noise emitted from jet engines, Stage I being the loudest & oldest, (no longer allowed), to Stage IV as currently the least noisy. Most commercial jets today are Stage III
Tie downs	Specified outdoor areas to tie down aircraft
VFR	Visual Flight Rules – Rules that govern flight procedures in visual conditions when the surrounding terrain and airport are in clear view and minimum distances from clouds are maintained.
VLJ	Very Light Jet – carries pilot plus 4-5 passengers

Renton Municipal Airport

CLAYTON SCOTT FIELD

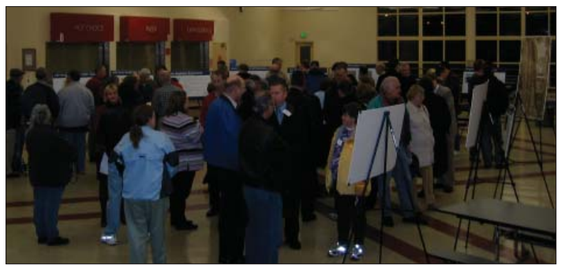
MASTER PLAN UPDATE

Above: Educational tour at the Airport.

Above: The Master Plan aims to support current employment at the Airport.

Above: The Master Plan aims to support future employment at the Airport.

Below: Informational open house held at the Renton High School on November 21, 2006.



Historically, Renton Airport served as the major testing field for new Boeing aircraft. As Boeing changed its business plans, Renton Airport has needed to find new ways of maximizing its value as a public asset.

To meet this challenge, a volunteer citizen committee, the Renton Airport Advisory Committee (RAAC) has worked since 2001 to examine ways in which Renton Airport can make improvements that sustain its economic value to the Renton community while minimizing the noise impacts of aircraft using Renton Airport. At the same time, Renton Airport is required to comply with the regulations of the Federal Aviation Administration.

Consequently, when Boeing Field closed temporarily for repairs to its major runway last fall, Renton Airport was required to accept the aircraft that would have normally landed at Boeing Field. Both Renton and Mercer Island residents suffered from this additional noise.

Fortunately, the repairs have been completed and the planes have returned to Boeing Field, but it was a great lesson for us all, and one that reinforced the need to answer the following questions for the future of Renton Airport:

- *What type and how many aircraft should be based at the Airport in the future?*
- *What will happen to the Airport's noise contours - will the contours get bigger, smaller or stay the same?*
- *Where is the best location to create aircraft tie down space on the Airport?*
- *What capital improvement projects are needed to meet our goals of economic value and minimized noise impact?*

The RAAC evaluated alternatives for the revitalization of Renton Airport to ensure that its redevelopment could create economic value while minimizing noise impacts. The "Hybrid 3a/3b Alternative" encourages uses at Renton Airport that will ideally create less noise than other alternatives. A future environmental analysis will provide us with the necessary data to ensure that this is the case.

To date, the City of Renton has held two informational open houses to provide the public with more details on the Airport Master Plan. One was held on November 21, 2006 at Renton High School and the other was held on January 16, 2007, at Renton City Hall. On January 29, the City of Renton meets with Mercer Island residents to discuss their concerns about the noise impact of aircraft landing at the Renton Airport. The City of Renton plans to continue its technical analyses as well as its outreach to Renton neighborhoods and surrounding communities to develop an Airport Master Plan that can best meet the public's interest.

FREQUENTLY ASKED QUESTIONS - Mercer Island

1. Why did Renton Airport traffic increase in August 2006? Boeing Field's major runway, which accommodates over 500 aircraft and 150 businesses, went through a series of improvements in August of 2006. Its closure had an impact on Renton Airport, which became a "reliever" for Boeing Field's daily aircraft operations. A full closure of the Boeing Field runway occurred from August 13 to August 24, 2006 while the center portion of the runway was repaired. Propeller-driven, turbine-powered, private and corporate-owned aircraft that normally would operate at Boeing Field, diverted to Renton Airport, creating an abnormally high level of noise. While the runway was reopened to daytime traffic work continued through the night until November. Consequently, Renton Airport continued to have many nighttime aircraft operations (particularly air ambulance flights) well into the month of November. When Boeing Field reopened, all nighttime operations reverted back to Boeing Field and aircraft operations returned to normal at Renton.

2. What is the IFR "non-precision" approach that passes over Mercer Island according to the current flight pattern? Renton Airport has two non-precision approaches (NPA) to Runway 15 (coming in over the lake). Both non-precision approaches are straight to the runway and align somewhat with Island Crest Way. Non-precision means that during inclement weather or when visibility is poor, arriving aircraft can only descend to a specific altitude before they have to "give up" on the approach and try again or ultimately, go elsewhere. The approaches are under control of the Federal Aviation Administration (FAA), which has sole responsibility for the airspace. One of the two non-precision approaches at Renton (known as the RNAV/GPS approach) brings aircraft directly over Mercer Island (when landing to the south). This approach uses a navigational beam transmitted from Paine Field that is used to follow the path down to the runway at Renton. The other NPA is known as a Non-Directional Beacon (NDB) approach and is less preferred by pilots because it is less "precise" than the RNAV/GPS approach.

3. What is the voluntary noise-abatement program? Noise abatement procedures at the Renton Municipal Airport are voluntary measures created and adopted by pilots to "fly friendly" and be good neighbors to the citizens who live under aircraft flight paths. Pilots of large or turbine-powered aircraft must comply with the provisions of FAR 91.129(e), rather than these aforementioned procedures. For specifications as to which noise abatement measure(s) each type of aircraft is encouraged to follow, visit http://rentonwa.gov and enter 'airport noise' in the search function.

4. Is there another option to the current flight pattern? Presently, all non-precision instrument approaches to the Airport must use Runway 15. These are the only published approaches to the Airport. During visual (known as VFR) conditions, approaches may be made to either runway depending on the flight pattern in use, which is largely dictated by the prevailing wind. For future operations it is anticipated that a curved approach (RNP) will be approved by the FAA that will permit aircraft with the appropriate on-board technology to fly this new approach over the East Channel, which should reduce some of the future over-flights of Mercer Island.

5. What kinds of airplanes use the Airport now? What is the estimated traffic volume of the Airport in the future? Currently, Renton Airport serves single-engine piston aircraft, new Boeing 737 commercial transport aircraft, corporate and business charters, air taxis, recreational flyers, seaplanes, and helicopters. The Airport also relieves small aircraft congestion from Sea-Tac and King County International Airport (Boeing Field).

The Renton Airport forecasts a very gradual increase in the level of aircraft operations over the next twenty years. However, the projected level of operations does not exceed 116,000 per year and, depending on which alternative is selected for development, could be less than that. While more aircraft operations are forecast due to the overall population increase in the Puget Sound Region, the Hybrid 3a/3b Alternative Plan encourages next generation jets, which will be quieter than those they replace. Tables 1 and 2 compare the various Airport Layout Plan alternatives under consideration as part of the Airport Master Plan Update process currently underway.

FREQUENTLY ASKED QUESTIONS - Mercer Island

6. What is Renton's vision for the Airport? What kind of aircraft and how many more will this attract? Renton's Master Plan aims to maximize employment, transportation, and economic development opportunity, while minimizing noise impact on the surrounding community. In developing the Master Plan alternatives, the Renton Airport Advisory Committee (RAAC) and elected officials looked at all potential aviation-related uses of the Airport, and examined the potential economic benefits and perceived noise impacts to the community. Using the findings of its Airport Development Study, the RAAC concluded that uses such as aircraft production, aircraft retrofitting, aviation education, and aircraft maintenance and repair services should be encouraged. The Hybrid 3a/3b Alternative aims to attract corporate aviation with a focus on the emerging light jet market equipped with Stage 4 compliant engines to minimize noise.

7. What is the difference between Stage 1, Stage 2, Stage 3 and (anticipated) Stage 4 aircraft? Stage 1, Stage 2, Stage 3, and Stage 4 are measures of the noise level generated by a particular kind of aircraft. The noisiest are the older Stage 1 jets, e.g., Boeing 707's and older 727's. The next generation of aircraft, e.g., newer 727's and 737's, fall into the quieter Stage 2 classification, and the current generation of aircraft fall into the quietest category, Stage 3. The FAA is proposing a new noise standard for subsonic jet airplanes and subsonic transport category large airplanes – Stage 4. Stage 4 would ensure that the latest available noise reduction technology is incorporated into new aircraft designs.

8. Given the vision described in the Airport Development Study and the Airport Layout Plan, and the anticipated increase in air traffic, how will this affect noise levels above Mercer Island? The Hybrid 3a/3b Alternative from the Airport planning project anticipates that overall Airport activity will not increase over today's levels. Instead, the anticipated change will be a slight increase in the number of jet and turboprop aircraft using the Airport instead of piston-powered aircraft. This will not raise the overall noise levels as the types of jet and turboprops forecast are the quietest in the fleet. Residents of Mercer Island may notice a change in the characteristics of the noise, but not in the level.

9. What actions has the City of Renton taken toward its development plan for the Airport? What are the next steps and about when will they happen? In 2001, the City established the Renton Airport Advisory Committee (RAAC) to act in an advisory capacity to the Mayor and City Council on matters referred to the Airport Advisory Committee by the City Council. RAAC has provided and will continue to provide a forum for members of the community to discuss their concerns directly with Airport operators and for collective problem solving and resolution of their issues. In 2002, the Airport Business Plan was adopted. Recommendations based on the Business Plan were implemented from 2002 to 2005. In 2005, the Airport Development Study was adopted and, in 2006, Master Plan Alternatives were created, noise contour studies were completed, and public meetings began in November. Thus far, there has been one informational open house at Renton High School (November 21, 2006) and an informational workshop at the City Council Chambers at Renton City Hall (January 16, 2007).

Three Alternative Airport Development Plans have been analyzed and one was recommended to serve as the 20-year Development Plan. Prior to acceptance, the City needs to complete the formal environmental review process with a public comment period. The Mayor and Council will approve the plan and it will be sent to the FAA, which should occur in the summer of 2007.

10. What is the sequence of moving ahead with the Airport Development Plan and approval by the FAA to install the new RNP technology? The sequence of moving ahead with the Airport Development Study is:

A. Completion of an additional noise analysis study.
B. Selection of a preferred alternative by the Renton Mayor/Council.
C. Initiation of the environmental review process (SEPA) with formal public comment.
D. City Council approval of the recommended plan.
E. Approval of the plan by the Renton Mayor/Council.
F. Approval of the plan by the FAA.

There is actually no new technology that needs to be installed at the Airport to implement the curved approach known as the Required Navigational Performance (RNP). Rather, the work involves the development of a set of procedures for the pilot to follow (i.e: go to a certain point in space, turn "x" degrees and descend...). The other part of the work involves coordination with the FAA (which manages the airspace), other nearby airports, and the air traffic management system. Implementation of Required Navigational Performance (RNP) for runway 15/33 is a long-term effort. The benefits of the new approach will not be immediate, but use of the RNP approach will increase over the next 20 years.