



Chapter Seven:

Airport Plans

BUK

CHAPTER SEVEN: AIRPORT PLANS

The purpose of this chapter is to present, in graphic and narrative form, the recommended development for the Renton Municipal Airport through the 20-year planning period. A set of detailed plans have been prepared, referred to as the **Airport Layout Plan**, which graphically outline the recommendations for airport layout and future land use on and around the airport. The set of plans includes:

- Title Sheet
- Airport Layout Plan
- Airspace Drawing
- Runway 15-33 Runway Protection Zones
- Runway 15-33 Approaches
- Terminal Area Plan
- Land Use Plan
- Airport Property Map

7.1 FACILITY DESIGN STANDARDS

In the interest of safety and to provide uniformity in the design and construction of airports, the Federal Aviation Administration has developed design standards for the construction of airports within the United States. The determination of appropriate design standards for the continued development of the Renton Municipal Airport was based on the physical characteristics of the aircraft which are expected to use the airport.

Renton Municipal Airport is more appropriately designated as a B-II Airport Reference Code (ARC) rather than the existing C-IV ARC. Identified as such, the airport should be planned and designed to accommodate business and commercial aircraft in Design Group B-II with the acknowledgment that C-IV aircraft use the airport and that the pavements strengths should be able to accommodate large heavy aircraft. Planning for future aircraft use is important to ensure that adequate separation between facilities is provided.

The design standards for future development of Renton Municipal Airport are contained in FAA Advisory Circular 150/5300-13, entitled "Airport Design." The circular divides aircraft types into six design groups based on the aircraft's wingspan, as indicated in Exhibit 7.1.

EXHIBIT 7.1 AIRPLANE DESIGN GROUPS	
Aircraft	Wingspan
Group I	Wingspan less than 49 feet
Group II	Wingspan of 49 feet up to but not including 79 feet.
Group III	Wingspan of 79 feet up to but not including 118 feet.
Group IV	Wingspan of 118 feet up to but not including 171 feet.
Group V	Wingspan of 171 feet up to but not including 214 feet.
Group VI	Wingspan of 214 feet up to but not including 262 feet.

The analysis of the future aircraft and operational fleet mix at the airport indicates that the major portion of the airport activity will consist of aircraft in Design Groups I & II. This includes nearly all commercial and business aircraft with approach speeds less than 79 knots and wingspans less than 118 feet. The design standards were based on the "critical" or most demanding group of aircraft expected to use the airport as identified in Chapter Four.

7.2 AIRPORT LAYOUT PLAN

The **Airport Layout Plan (ALP)** illustrates the existing and proposed ultimate development recommendations for the Renton Municipal Airport. The improvements that are depicted are facilities that are necessary to meet the existing and future aviation demand in the area. Specific runway and airport data and characteristics are provided on the ALP to provide information and to enable interpretation of the Master Plan recommendations. The proposed layout is the result of investigations to determine the optimum plan to yield a safe and cost-effective facility. The ALP indicates that improvements are needed to both airfield and terminal facilities. The ALP is included at the end of this chapter (Figure 7-1).

7.3 AIRSPACE, APPROACH AND RUNWAY PROTECTION ZONES

In the interest of safety and to provide specific areas for airspace protection, imaginary approach and airspace surfaces are situated and defined around the airport. These areas, known as FAR Part 77 Imaginary Surfaces, outline parcels in and under which the type of structure and their heights must be controlled by easements or zoning.

Sizes of the *Approach Zones* vary according to the category and the type of runway they serve. The Approach Zones range in length from 5,000 feet on utility runways to 50,000 feet for transport category runways with a precision instrument approach. The *Runway Protection Zone (RPZ)* is the innermost portion of the Approach Zone and ranges in length from 1,000 feet to 2,500 feet depending on runway category and instrument approach capabilities. It is within these innermost zones that development of any structure is strongly discouraged due to the dangers they pose to aircraft either approaching or departing the airport.

The Airspace Drawings are graphic illustrations of the areas of recommended land use control for the heights of objects. The drawings can be utilized by Renton and King County in determining if construction of a proposed structure near the airport would penetrate any of the reserved airspace surfaces. Non-precision instrument approaches would continue to use Runway 15 through the planning period.

Approaches - Runway 15-33 consists of a large scale plan and profile view of the approach zones and runway protection zones to Runway 15-33. The plan is designed to identify existing and future roadways, utility lines, structures, and other possible obstructions which lie within these areas of aircraft approach.

The ultimate runway protection zones for Runways 15-33 are 500' x 1,000' x 700'. The approach slope to Runway 15 is 500' x 10,000' x 3,500' at 34:1. The approach slope to Runway 33 is 500' x 5,000' x 1,500' at 20:1. Additional easement acquisitions are needed to provide protection for Runway 15-33. These areas are indicated on the Airport Layout Plan drawing.

7.4 TERMINAL AREA PLAN

The Terminal Area Plan represents a larger-scale detail for the construction of landside facilities to meet existing and future requirements. The plan for the terminal is to provide basic facilities including U.S. Customs inspections waiting room, telephone and restrooms.

7.5 AIRPORT AND VICINITY LAND USE

Planning for optimal use of land adjacent to airports has become a vital instrument for guiding urban growth and providing a healthy and aesthetically pleasing community environment. The principal factors influencing land use in the vicinity of the airport are runway protection zone areas, airspace/obstructions to flight, factors relating to industrial development near the airport, and aircraft noise.

The current uses of the airport and vicinity land areas have been considered in the development of land use recommendations presented in this chapter and on the Land Use Plans. Plans presented are based on the following land use concepts and criteria:

- The land use is dictated by aeronautical needs including safety requirements for both the user and general public.
- Noise impact areas that constitute a hazard to health (DNL 75) have been identified for which appropriate land use controls and/or conversion programs should be considered. No 75 DNL areas have been identified beyond airport property.
- Noise impact areas that constitute a serious detriment to the quality of life (DNL 65-75) have been identified for which conditional land use should be specified and/or noise insulation codes should be adopted. No 65-75 DNL areas have been identified beyond airport property.

7.5.1 Airport Land Use

The **Airport Land Use Plan** identifies on-airport land use recommendations for the Renton Municipal Airport. The objective of the plan is to coordinate uses on airport property in a manner compatible with the functional design of the airport facility. On-airport land use planning is also important for the orderly development and efficient use of available space.

The Land Use Plan identifies several major airport use categories including those required for aeronautical purposes and terminal development. The major airport use categories are as follows:

Airport Operations Area

- Runway Safety Area
- Terminal Operations
- Taxiway Safety Area

Public Aviation Uses (Aviation Support)

- Terminal/FBO's
- Administrative Areas
- Transient Aircraft
- Public Parking
- Aircraft Displays

Private Aviation Uses (Aviation Support)

- Private Aircraft Storage
- Corporate Aircraft Storage
- Air Charter Aircraft/FBO
- Airport Tower Operations
- Aircraft Displays

Aviation Industry

- Aircraft Manufacturing
- Engine Maintenance
- Aircraft Sales

Non-Aviation Related

- Areas Unsuitable for Aviation

7.5.2 Airport Vicinity Land Use

Because the airport facility is utilized by nearly all types of aircraft, it is necessary to determine the noise effects experienced by the area surrounding the airport.

The Federal Aviation Administration has developed a procedure for estimating exposure to engine noise at general aviation airports called Day-Night Average Sound Levels (DNL). From this method, contours of equal sound levels can be drawn based on an individual airport's site characteristics, annual number of aircraft operations, percentage of larger aircraft operating at the airport (aircraft mix), and flight tracks. The procedure can then be used as a "guide" by local planning officials in the development of compatible land use patterns in the vicinity of the airport.

The DNL analysis was conducted for the current and ultimate forecast operating conditions at Renton. The study of current conditions indicated that present aircraft noise is relatively minor and that no areas are currently subjected to noise levels in excess of 65 DNL. Calculations based on future levels of activity result in a DNL contour of 65 or less on adjacent properties, however, no significant negative impacts have been identified.

7.5.3 Area Airspace

The purpose of Airport Zoning is to prevent the creation or establishment of structures or objects of natural growth which would constitute hazards or obstructions to aircraft operating to, from, and in the vicinity of an airport. The definition of zones and the allowable height of structures in relation to the airport are specified in Part 77 of the Federal Aviation Regulations, "Objects Affecting Navigable Airspace," and are shown on the Airspace Drawing (Drawing No. 3). Although the FAA has no direct authority to enforce the regulations on a local government, it may rule that use of a runway shall be curtailed if structures near the airport present a hazard and are in violation of Part 77. Airport zoning ordinances are enacted by local government in the same way as (or as part of) the local zoning ordinance. Renton has already enacted height and hazard ordinances, but needs to update them based upon FAR Part 77.

7.6 AIRPORT PROPERTY MAP

The outright acquisition of property by the airport sponsor to ensure compatibility of land adjacent to the airport affords the maximum flexibility in developing land and protects the airport against encroachment. **The Airport Property Map** was prepared to indicate the various tracts of airport property, including when and how they were acquired, and easements. Proposed property limits are also indicated.

AIRPORT LAYOUT PLAN SET

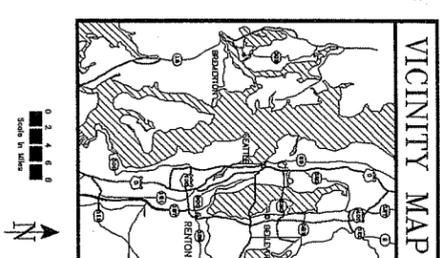
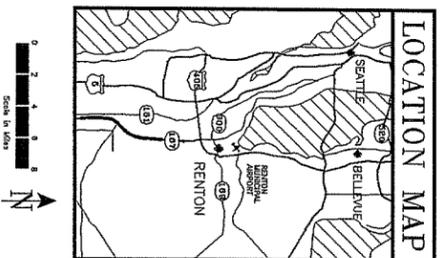
FOR THE

RENTON MUNICIPAL AIRPORT WILL ROGERS / WILEY POST MEMORIAL SEAPLANE BASE

RENTON, WASHINGTON

INDEX OF DRAWINGS

1. TITLE SHEET
2. AIRPORT LAYOUT PLAN
3. AIRSPACE DRAWING
4. RUNWAY 15-33 APPROACHES
5. RUNWAY 15 RUNWAY PROTECTION ZONE
6. RUNWAY 33 RUNWAY PROTECTION ZONE
7. TERMINAL AREA PLAN
8. LAND USE PLAN
9. PROPERTY MAP

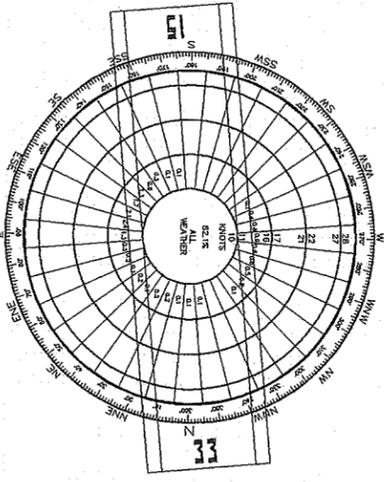
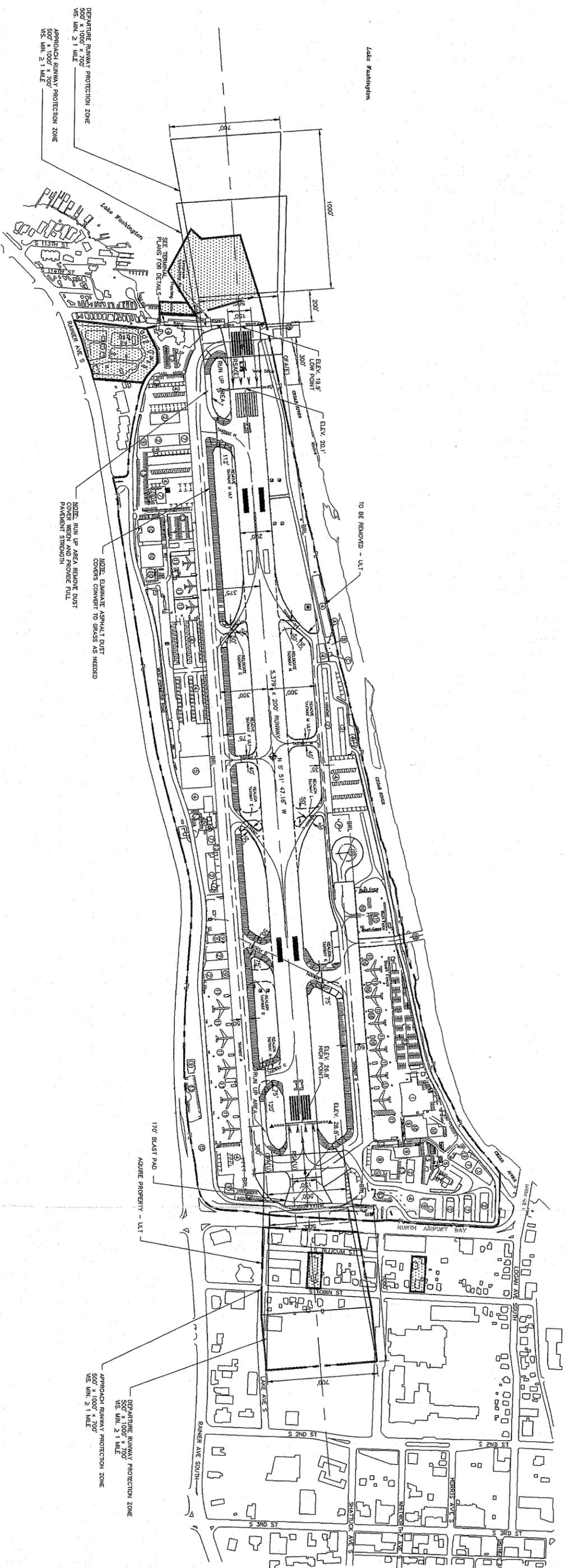


CITY OF RENTON, WASHINGTON
RENTON MUNICIPAL AIRPORT
TITLE SHEET

NO.	DATE	REVISIONS
1	6-14-98	
2	6-14-98	
3	6-14-98	
4	6-14-98	
5	6-14-98	
6	6-14-98	
7	6-14-98	
8	6-14-98	
9	6-14-98	

DESIGNED BY: BCW DATE: 6-14-98
DRAWN BY: MFL DATE: 6-14-98
CHECKED BY: BCW DATE:
SCALE AS SHOWN
SHEET 1 OF 9
BUCHER, WALLS & RATLIFF
CORPORATION

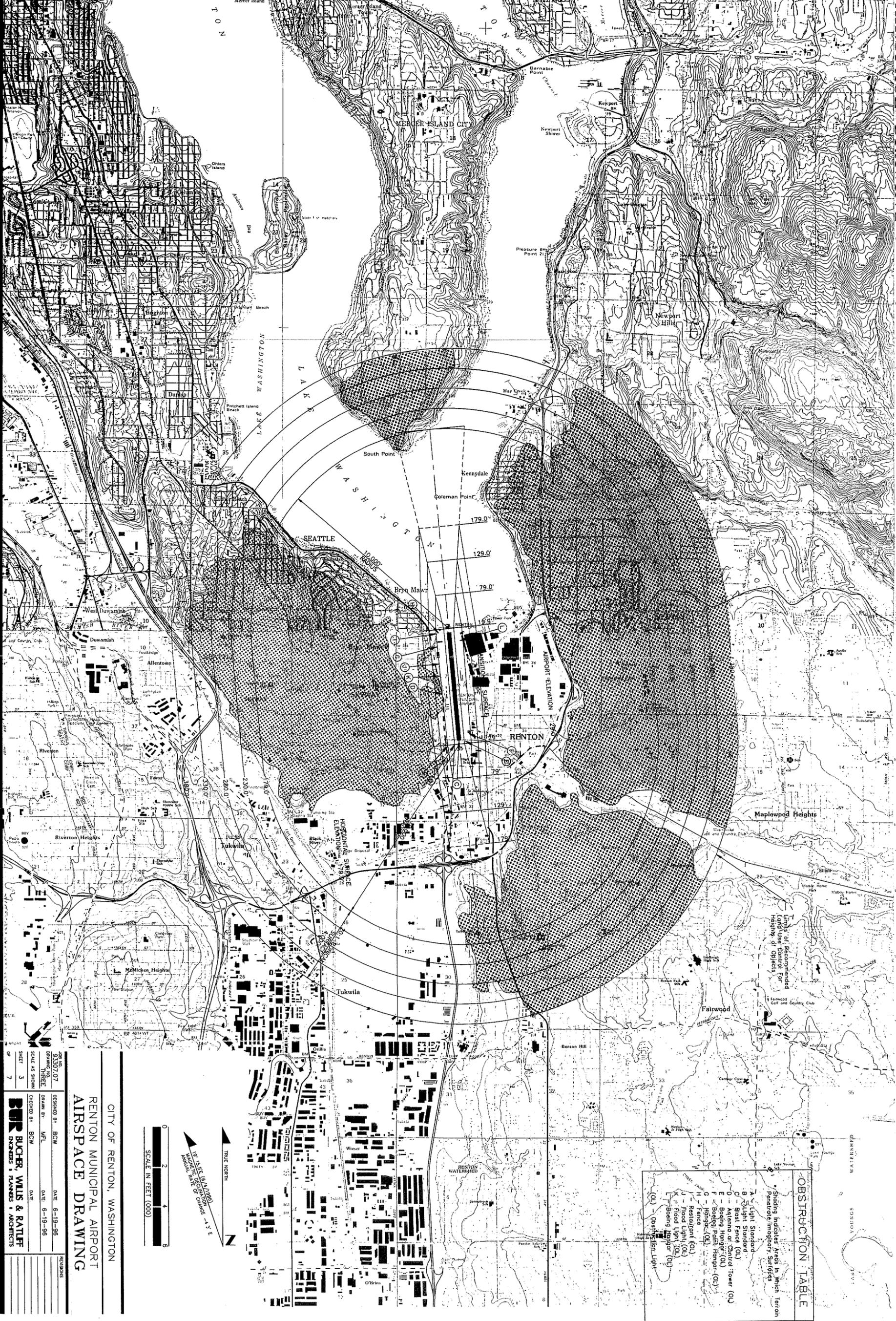
AIRPORT LAYOUT PLAN



WIND VELOCITY	WIND COVERAGE
15 - 33	10.3 KNOTS
	16.0 KNOTS
	16.0 KNOTS
	99.81%
	99.81%

CALC: 0-3 KNOTS = 8.1%
 4-12 KNOTS = 74.0%
 SOURCE: SEA-MAC WEATHER REPORTING STATION 87547 OBSERVATION

AIRPORT DATA	
EXISTING	ULTIMATE
APPROACH CATEGORY/DESIGN GROUP	B-I
APPROACH LIGHTING	III
APPROACH SURFACE SLOPE	0.17
APPROACH SLOPE	0.17
APPROACH WIDTH	150
APPROACH LENGTH	1,000
APPROACH AREA	150,000
APPROACH PERCENTAGE	100
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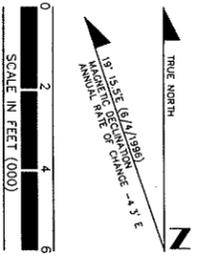


OBSTRUCTION TABLE

Shading indicates Areas in which Terrestrial Obstructions are to be Controlled for Height of Objects.

Penetrate Imaginary Surfaces

A	Light Standard
B	Light Standard
C	Blot Fence (O)
D	Antenna or Control Tower (O)
E	Boeing Hangar (O)
F	Boeing Paint Hangar (O)
G	Hangar (O)
H	Fence
I	Restaurant (O)
J	Flood Light (O)
K	Flood Light (O)
L	Boat Lift (O)
M	Boat Lift (O)
N	Boat Lift (O)
O	Boat Lift (O)



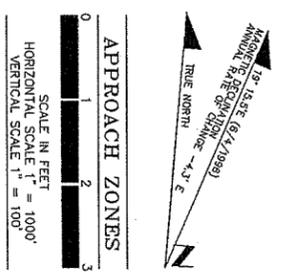
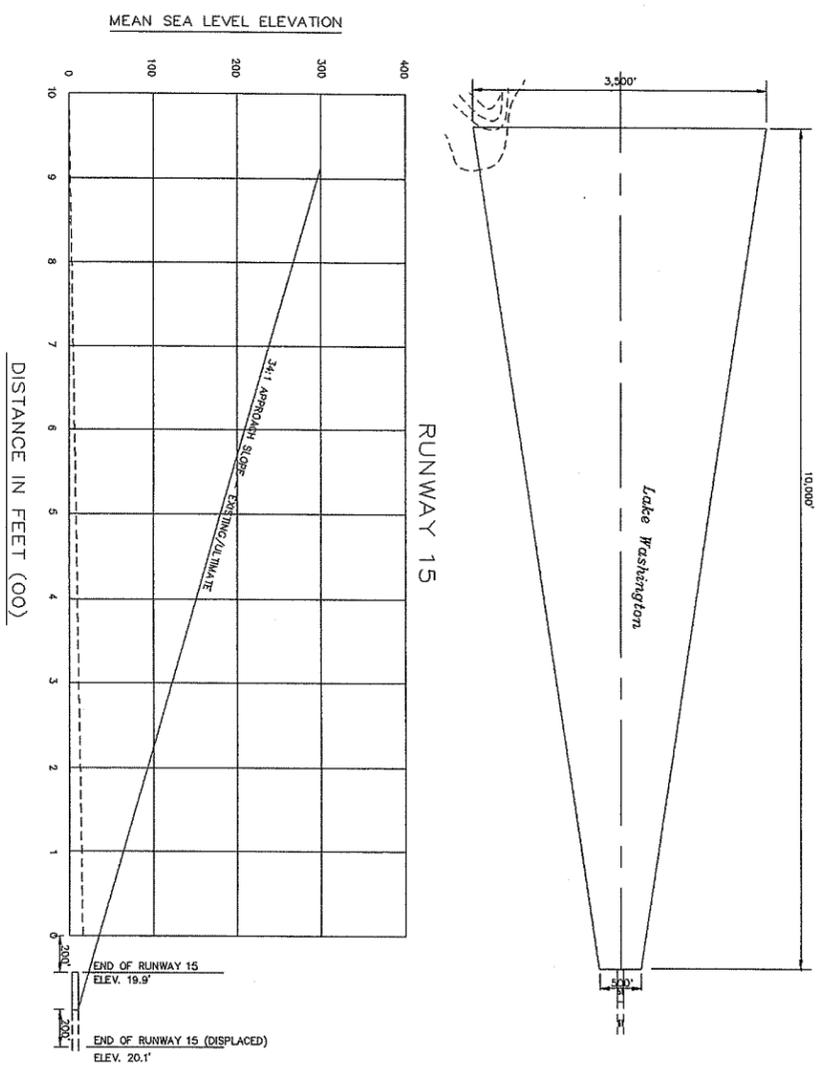
CITY OF RENTON, WASHINGTON
**RENTON MUNICIPAL AIRPORT
 AIRSPACE DRAWING**

PROJECT NO.	93307.07	DESIGNED BY	BCW	DATE	8-19-96
DRAWING NO.	THREE	DRAWN BY	MFL	DATE	8-19-96
CHECKED BY	BCW	DATE			
SCALE AS SHOWN					
SHEET	3				
	7				

BR BUCHER, WILS & RATTLE
 ENGINEERS & PLANNERS & ARCHITECTS

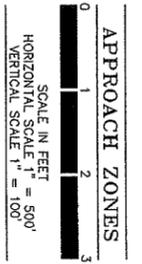
APPROACH SURFACES

OBSTRUCTION TABLE
• No Existing or Future Obstructions



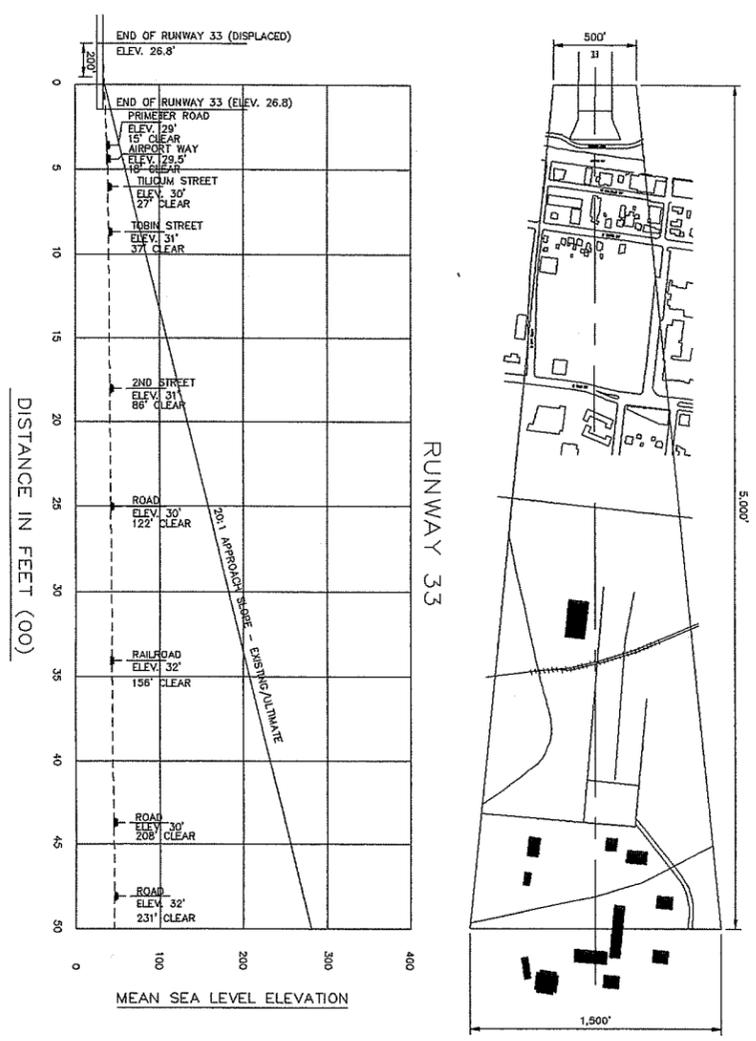
APPROACH SURFACES

OBSTRUCTION TABLE
• No Existing or Future Obstructions

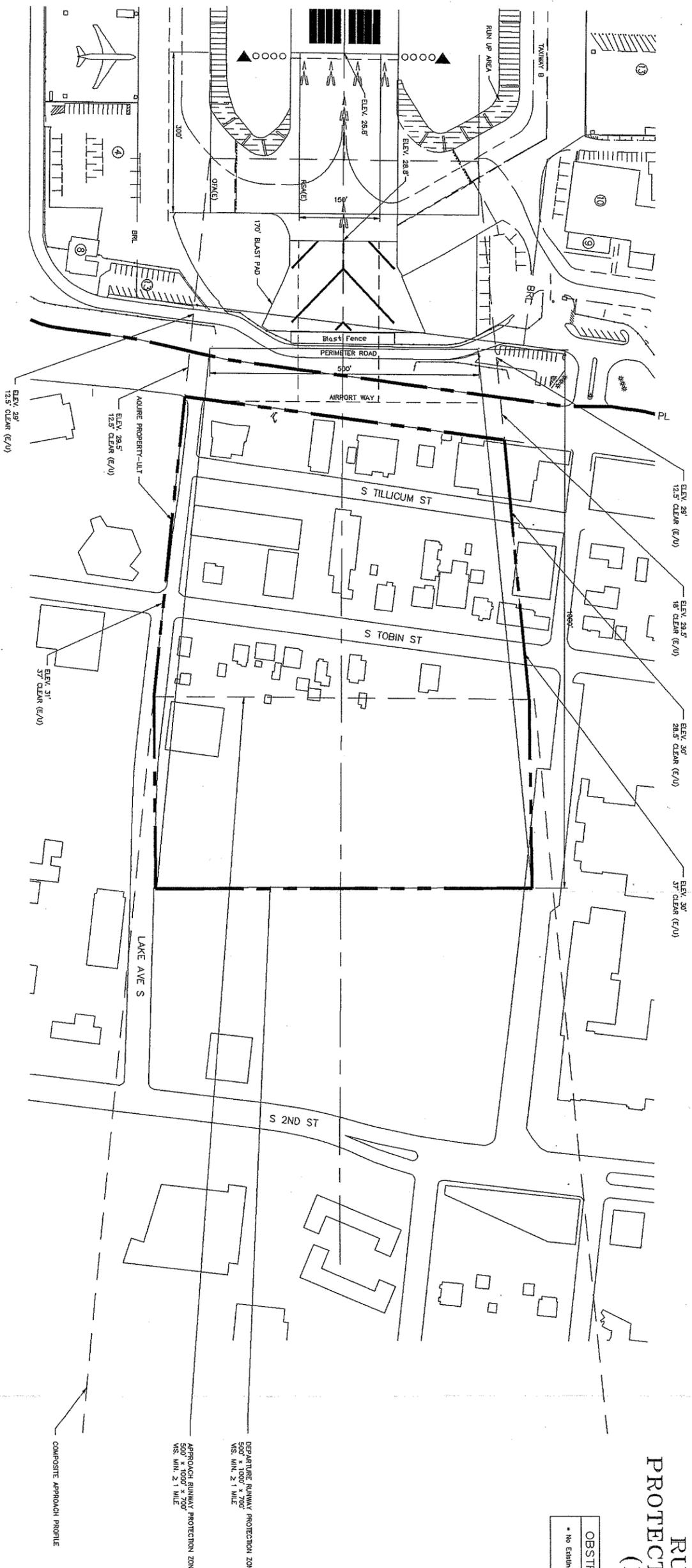


CITY OF RENTON, WASHINGTON
 RENTON MUNICIPAL AIRPORT
 15-33 APPROACHES

JOB NO.	DESIGNED BY	DATE	REVISIONS
93307.07	BCW	7-18-96	
DRAWING NO.	DRAWN BY	DATE	
FOUR	MFL	7-18-96	
SCALE AS SHOWN	CHECKED BY	DATE	
	BCW		
SHEET 4	BUCHER, WILLS & RATLIFF		
9	CORPORATION		



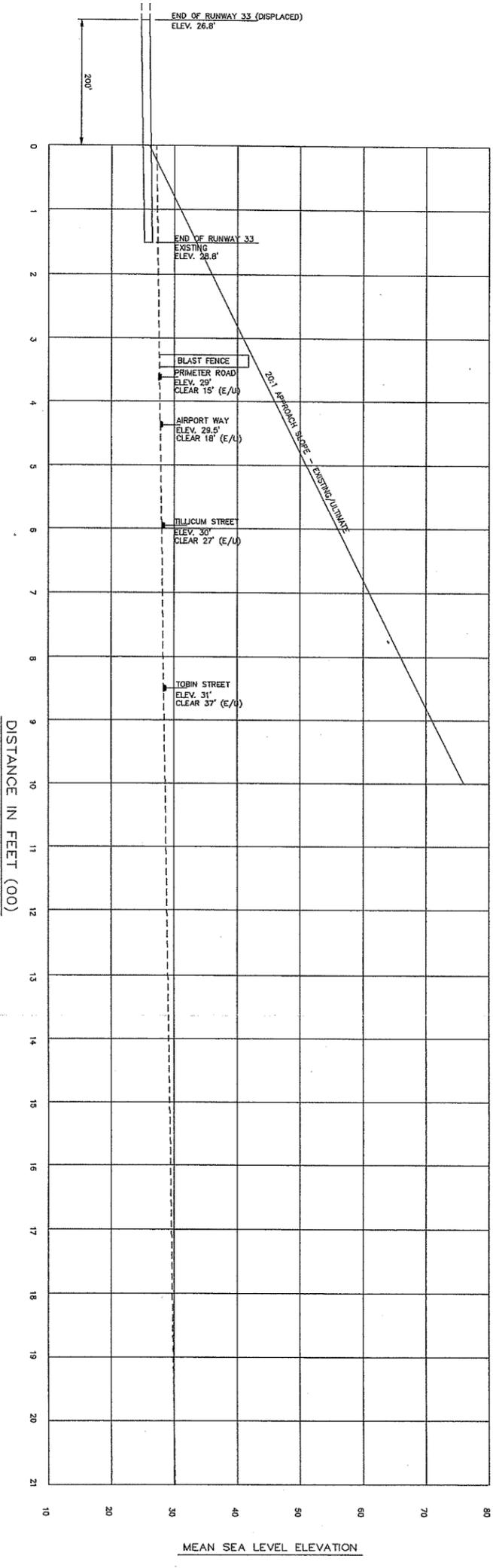
33 RUNWAY PROTECTION ZONE



RUNWAY PROTECTION ZONES (RPZ)

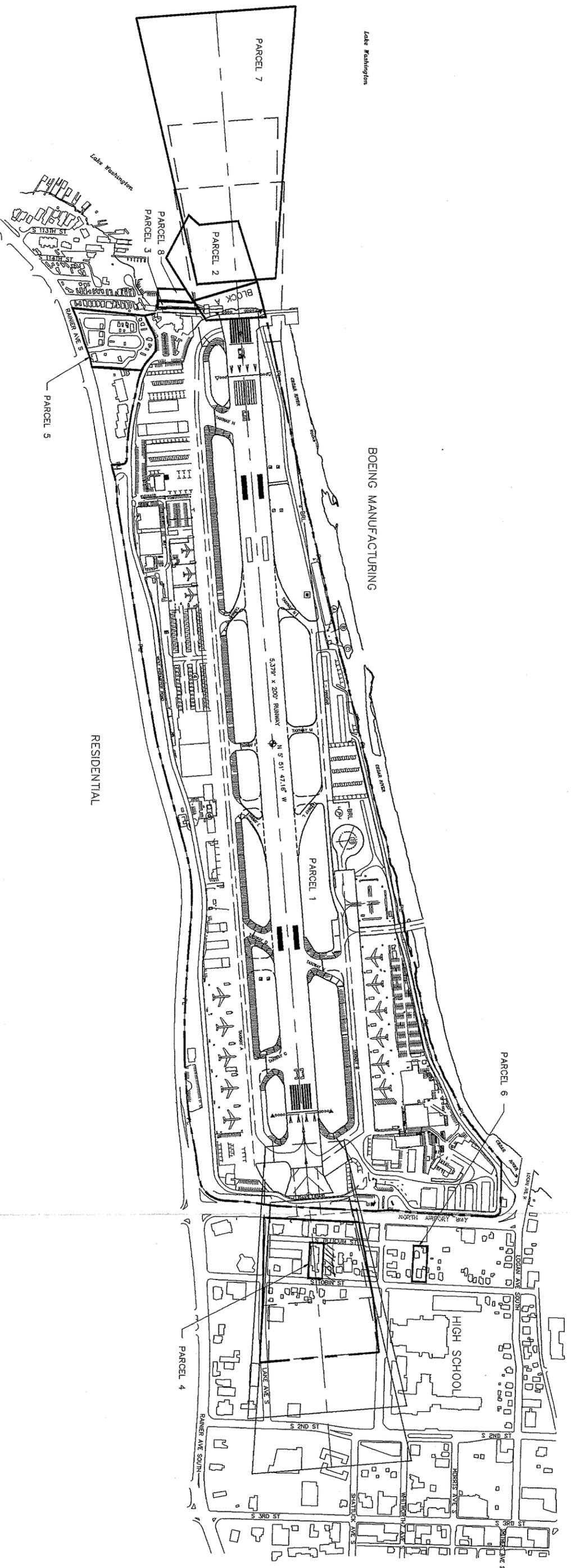
OBSTRUCTION TABLE

* No Existing or Future Obstructions



CITY OF RENTON, WASHINGTON
RENTON MUNICIPAL AIRPORT
33 RUNWAY PROTECTION ZONE

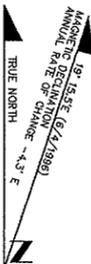
DESIGNED BY: BCW DATE: 7-18-96
DRAWN BY: MFL DATE: 7-18-96
CHECKED BY: BCW
SHEET: 6
PROJECT NO. 960707
DRAWING NO. SIX
SCALE AS SHOWN
RWB BUCHER, WILLIS & RATLIFF CORPORATION



AIRPORT PROPERTY ACQUISITION

ITEM	CURRENT PROPERTY OWNER	PROPERTY INTEREST	ACREAGE	DATE ACQUIRED	FEDERAL PROJECT NO.
PARCEL 1	QUIT CLAIM TRANSFER TO CITY	FEE SIMPLE	174.00	SEPT. 1947	---
PARCEL 2	QUIT CLAIM TRANSFER TO CITY	FEE SIMPLE	4.65	JAN. 1949	---
PARCEL 3	PURCHASE BY CITY	FEE SIMPLE	1.56	JUNE 1949	FAA 9-45-030-C804
BLOCK A	PURCHASE BY CITY	FEE SIMPLE	1.56	JUNE 1949	---
PARCEL 4	PURCHASE BY CITY	EASEMENT	.44	NOV. 1995	---
PARCEL 5	PURCHASE BY CITY	EASEMENT	3.48	FEB. 1995	---
PARCEL 6	PURCHASE BY CITY	EASEMENT	.45	FEB. 1998	---
PARCEL 7	PURCHASE BY CITY	LEASE	23.00	MAY 1974	---
PARCEL 8	PURCHASE BY CITY	EASEMENT	.37	JAN. 1949	---

CITY OF RENTON, WASHINGTON
 RENTON MUNICIPAL AIRPORT
PROPERTY MAP



JOB NO. 93307.07
 DRAWING NO. NINE
 SCALE AS SHOWN
 SHEET 9 OF 9

DESIGNED BY: BCW DATE: 5-2-96
 DRAWN BY: MFL DATE: 5-2-96
 CHECKED BY: BCW DATE: _____

BUCHER, WALLS & RATLIFF
 CORPORATION

REVISIONS