

EXECUTIVE SUMMARY

Public use airports are a considerable asset to the national and regional aviation system, yet they also can have significant noise and other impacts on the neighborhoods surrounding them. This Business Plan for Renton Municipal Airport was prepared at the direction of the Renton City Council, with the support of the Renton Airport Advisory Committee. It reviews the business potential for Renton Airport and develops a plan for its management and operation that addresses both the needs of the aviation community and the neighborhoods surrounding the airport.

It is unusual for an airport, especially a general aviation airport, to do a business plan. This Business Plan addresses many of the areas that a private sector plan would address, for example, an industry overview and market analysis about trends and competition, a discussion about products and services and possible future changes, a review of the legal and regulatory context, and the management policies and procedures used in the conduct of business. Most company business plans, however, would not be quite as broad in scope as this project. This Plan looks at a 20-year time horizon, with firmer information for the 10-year horizon, rather than the three-year time frame that is typical for a business plan..

Renton Municipal Airport in Context

Renton Airport does not function in a vacuum. As a reliever airport for SeaTac International Airport, it is an important regional component of the National Plan of Integrated Airport Systems. Both federal and state government recognize its importance as part of the transportation system and require the City to protect and maintain it so that it can be used safely. Renton has an obligation to the federal government to operate the airport in a non-discriminatory fashion to serve all aeronautical users. State law directs the City to protect the airport as an essential public facility. At the same time, a growing community is concerned about its noise impact on surrounding neighborhoods and the need for compatible land use and zoning surrounding the airport.

Renton Municipal Airport Today

Renton Airport is a fully developed general aviation airport. Its tenants are involved in a broad spectrum of general aviation activities. There are flight clubs and fixed base operators providing fueling, aircraft maintenance and other services to the flying public. The airport is also home to flight schools, a number of private and corporate pilots who store their aircraft at the airport, a helicopter charter service and floatplane charter services. In addition, the airport is one of the Boeing company's production sites for civilian aircraft. Boeing, which completes production of its 737 and 757 lines of aircraft at Renton, is with over 40% of the leasable area the largest tenant on the airport. Renton itself manages about 20% of the airport's leasable land. Other tenants occupy only small portions of the airport, often fractured into several smaller parcels. Their leases expire at irregular intervals throughout the planning timeframe. This and

Boeing's uncertain future current business climate making airport business planning decisions difficult.

Aviation Activity Trends

Renton Municipal Airport, including the Will Rogers–Wiley Post Memorial Seaplane Base are part of the regional airport system and, through their location close to population centers, fulfill a critical role in the system. The airport currently is home to 290 aircraft, accounting for just over 20% of King County's general aviation fleet. Each year, it serves almost 140,000 operations, about 18% of all general aviation activity in the county. During the next 20 years, both the number of aircraft and the number of operations are projected to grow only modestly, reflecting a fully leased airport with little growth potential. However, the region has a large unmet need for hangars for aircraft storage. Should Boeing further reduce its presence on the airport, the airport would be ideally located to provide additional hangar facilities, increasing both based aircraft and operations at a higher rate.

Context for Airport Leasing and Management

Airports are an unusual public-private partnership, with the public and private sector sharing the responsibility of operating a functioning airport, since the service companies must be on the facility itself. The public sector tends to focus on the public infrastructure of the airport, while the private sector provides facilities for the services required by the aviation community. There is a broad range of different types of leases, dependent on the type of leased property (land or facility) and the level of investment that is required from private sector tenants. Airports across the U.S. therefore use a wide variety of approaches to addressing leasing issues. As long as all tenants are treated equally, most are viable options for Renton.

Reversion and Direct Management of Airport Facilities

Renton has expressed interest in taking a more direct approach to leasing property on the airport. Currently, the City has control over about 21% of the leasable area on the airport. Three City-operated parcels already carry buildings that are leased: The City T-hangar, the tower building, which is shared by FAA and City airport staff, and Apron C with two buildings formerly used by Boeing. All existing land leases on the airport contain a clause giving ownership of any improvements the tenant has made to the City. Greater control and direct management of the airport can only come if the City takes over leaseholds as current leases expire. However, if Renton universally invokes the reversion clause contained in its land leases, without the possibility for negotiation, tenants will not make investments in their facilities in the later years of their lease, and most buildings will be rundown by the reversion date. The condition of the buildings that it could take over is unknown until detailed building inspections are conducted. There is both a potential for increased revenue and increased capital and operating expenses to bring buildings up to current standards and manage them professionally. This makes it difficult to assess the financial impact of moving to a direct management approach for all airport

property. At the same time, the City cannot legally renew the leases of existing tenants with substantial new tenant investment.

Lease Duration, Subleasing and Lease Rates

Renton, like most airports, has different lease durations for land vs. building sites. The duration for land leases is generally much longer than that for facility leases: 25-50 years instead of 3-5 years, to allow tenants to amortize their investments and make a reasonable profit. There are various options for lease terms, and for extension of land leases. Lease terms can be fixed for a specific number of years, tied to the level of investment or based on the timeframe required to amortize the investment. New land leases to existing tenants should be granted only if the tenant has met all its obligations on the airport, serves the public interest and it is willing to make a substantial new investment in the leasehold.

Environmental Requirements and Minimum Standards

As a municipality that owns and operates an airport, Renton has both legal responsibilities to protect the environment (for both its residents and airport users) and legal obligations to keep the airport open to all aviation users. This means that the City must manage the airport to minimize hazardous materials contamination of the airport and adjacent water bodies. To achieve this goal Renton must update its Airport Rules and Regulations and Minimum Standards for Commercial Service Providers as the baseline for achieving airport tenant standards and for treating all tenants equally. This also means the City cannot screen potential or penalize existing airport tenants on the basis of noise.

Recommendations

The consultant team developed the recommendations in Figure E-1, on the following pages, to help Renton achieve compatibility with its planning goals, minimize impacts neighbors, meet tenant and user market demands and needs, provide for sufficient airport infrastructure improvements and revenue and address FAA noise regulations and non-discrimination covenants. The recommendations focus on actions that can be taken to encourage the mix of airport activities and the leasing policies that best support Renton's community and economic goals. Figure E-1 also outlines the Airport Advisory Committee's and City administration's position on each recommendation. In addition, it lists the implementation status of each recommendation. The most important action taken by the City Council to date is the adoption of a new Leasing Policy for the airport (see Appendix H-2) in December 2002.

Figure E-1: Implementation Status

	Subject Area	Consultant Recommendations: Leasing	Suggested Implementation Tool	RAAC Position	Administration Position	Status as of 12/5/02
#1	Vision	<ul style="list-style-type: none"> Develop a clear vision for the future of the airport: Monitor implications of terrorism and its effect on GA traffic; revise airport forecasts as necessary; revise preferred airport future as necessary; evaluate environmental and financial implication of Preferred Future; adopt most realistic Preferred Future 	Council Resolution	No further RAAC work; consultant will prepare suggested final	<i>None Provided</i>	
#2		<ul style="list-style-type: none"> Revise the Activity Mix Preferred Alternative if necessary to reflect the results of terrorism and its effects on general aviation and Boeing production 	RAAC	No decision	<i>None Provided</i>	
#3	Activity Mix	<ul style="list-style-type: none"> The Renton Municipal Airport should continue its current mix of activities and focus new growth on meeting the needs of the Puget Sound region’s light aircraft activity. 	Council Resolution, fold into vision statement	Approved 5-4. 10/15*	<i>Support</i>	
#4	Direct Leasing	<ul style="list-style-type: none"> Retain the current approach of encouraging tenants to develop and maintain improvements on the airport and tighten/better enforce requirements for their maintenance and appearance.¹ 	Staff develop; Council Ordinance	Concur 10/9, 10/15 as amended	<i>Support</i>	

* One dissenter suggested a need to examine the State and PSRC forecasts to see if this vote represents any conflict (the PSRC forecasts were the starting point for the starting point for the Business Plan forecast in any case)

¹ A Leasing Policy Ordinance, provided in draft in the Business Plan as Appendix G, should be the document that codifies all the leasing recommendations.

	Subject Area	Consultant Recommendations: Leasing	Suggested Implementation Tool	RAAC Position	Administration Position	Status as of 12/5/02
#5	Lease Duration	<ul style="list-style-type: none"> Develop and implement a graduated scale of lease terms that ties the duration of the land lease to the level of investment made (Note: The scale could be developed by the RAAC Leasing Task Force.) 	Staff develop; Council Ordinance	Concur 10/9, 10/15 as amended	<i>Cost of new leases should be based on market value. Oppose guaranteed lease extensions. However, new leases could be issued of a suitable duration to amortize the investment over the life of the lease. Provisions to be developed by City, not by RAAC Leasing Task Force.</i>	
#6		<ul style="list-style-type: none"> Provide tenants who make substantial investments in their premises during their lease with lease extensions that are based on the time during the lease when the improvement occurred and the level of investment, similar to the approach used by Alaska. 				
#7	Lease Rate Adjustments	<ul style="list-style-type: none"> Revise the boilerplate for leases and lease extensions to include a five-yearly review of the base rate for leases and annual adjustments based on the CPI to ensure that the city is receiving fair market value, in line with other similar airports in the region, for its property. 	Staff develop; Council Ordinance	Concur 10/9, 10/15 as amended	<i>Support annual lease adjustments based on CPI and five-year review. These provisions should not be in boilerplate language of lease – vital part of lease.</i>	

	Subject Area	Consultant Recommendations: Leasing	Suggested Implementation Tool	RAAC Position	Administration Position	Status as of 12/5/02
#8	Leasehold Reversion	<ul style="list-style-type: none"> • Retain a clause for potential reversion in the lease boilerplate for the airport but provide tenants with the opportunity to get a new lease if certain criteria are met through an administrative process. Through coordination with tenants, develop a set of criteria for determining when the reversion clause will be invoked and under what conditions a new lease might be granted and apply them consistently to all tenants requesting new leases. • Permit “grandfathering” of the new approach in existing leases where affected parties [tenant and City] agree to appropriate conditions. • Criteria for making that decision should include: <ul style="list-style-type: none"> – Effect on the ability of the airport to implement the current and any future Master Plans and related Airport Layout Plans. – Best and highest use of the land. – Interest of potential new (commercial) tenants in the land (avoiding unjust discrimination is the main issue here). – Interest of the existing tenant in making new investments in existing and/or new improvements. – Performance of existing tenant, conformity to existing and future airport rules and regulations and minimum standards. 	Staff develop; Council Ordinance	Concur 10/9, 10/15 as amended	<i>Oppose lease provision allowing reversion of facilities to leaseholder. Strongly oppose grandfathering of reversion of facilities to holders of existing leases. Instead of reversion of facilities to lease holders, negotiate new lease of a duration that allows investment to be amortized over life of lease.</i>	Leasing Policy stays Reversion clause if tenant is willing to make improvements to the building/ facility that increase the value of the building/ facility
#9						

	Subject Area	Consultant Recommendations: Leasing	Suggested Implementation Tool	RAAC Position	Administration Position	Status as of 12/5/02
	Leasehold Reversion (continued)	<ul style="list-style-type: none"> – Condition of existing improvements at the time the lease expires (e.g. if the building constitutes a hazard and cannot be rehabilitated with reasonable investment, the tenant should be required to remove the building). 				
#10	Subleasing Policy	<ul style="list-style-type: none"> • Continue to require city written permission for subleases for aeronautical facilities that are used for commercial purposes. 	Council Ordinance	Concur 10/9, 10/15	<i>Support</i>	Included in Leasing Policy
#11		<ul style="list-style-type: none"> • Do not allow private tenants of the city T-hangar to sublease their hangar other than for a short period of time under clearly defined extenuating circumstances. 	Council Ordinance	Concur 10/9, 10/15	<i>Support</i>	Included in Leasing Policy
#12		<ul style="list-style-type: none"> • Allow any potential tenants who develop hangars for aircraft storage to rent hangar space without requiring additional written notification to the city.² 	Council Ordinance	Concur 10/9, 10/15	<i>Support only if rental of space does not result in change to nature or character of lease.</i>	Included in Leasing Policy
#13	Leasing New Sites	<ul style="list-style-type: none"> • Provide a forum that includes the neighborhoods, for open, non-discriminatory competition for any sites that may become available (currently only the restaurant site is open for redevelopment). 	Council Ordinance	Concur 10/9, 10/15	<i>Opposed to decisions on leases being made by such forum. Such forum would only be advisory.</i>	

² This assumes that the Airport Rules and Regulations will continue to preclude business activities such as commercial repairs in private hangars.
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	Subject Area	Consultant Recommendations: Leasing	Suggested Implementation Tool	RAAC Position	Administration Position	Status as of 12/5/02
#14	Leasing New Sites (continued)	<ul style="list-style-type: none"> Develop and implement a system of priorities for allocation of available leaseholds. The factors to be considered include: <ul style="list-style-type: none"> Conformity with FAA guidelines regarding non-discrimination. Demand for aeronautical land for aeronautical use (If there is demand, it must be made available to aeronautical use). Existing or future Master Plan or Airport Layout Plan direction for specific types of development in that area of the airport. Clearly identified need for specific aeronautical services (this can be specified in an RFP for development of the leasehold). If multiple areas become available, priority can be given to adjacent tenants in order to keep leaseholds contiguous. Avoiding creation of a monopoly on any type of services provided whenever possible. 	Council Ordinance	Concur 10/9, 10/15	<i>Oppose allocation of available leaseholds. Allow market to determine applicants for lease space. City decisions on use will be based upon consideration of benefits and impacts of proposals.</i>	
#15	Lease Adjustments	<ul style="list-style-type: none"> Conduct a periodic survey of the airport to verify leasehold boundaries. 	Staff scoping; Council budget action	Concur 10/15 as amended	<i>Support</i>	
#16		<ul style="list-style-type: none"> Conduct a lease /boundary survey to ascertain accurately the dimensions of each lease.³ 	Staff develop; Council approve	Concur 10/15	<i>Support – possibly use GPS</i>	
#17		<ul style="list-style-type: none"> Amend all leases to remove public areas such as taxiways from leased sites and from payments; ensure that each tenant is paying for all the space they use; bring these “housekeeping” lease amendments all to City Council at same time. 	Staff develop; Council approve	Concur 10/15	<i>Support</i>	Discussed project with surveyor

³ A survey would continue to be the norm if leasehold changes hands. The recommendation is for a one-time clarification of current lease boundaries.
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	Subject Area	Consultant Recommendations: Leasing	Suggested Implementation Tool	RAAC Position	Administration Position	Status as of 12/5/02
#18	Lease Adjustments (continued)	<ul style="list-style-type: none"> Follow FAA guidance on building setbacks. 	Staff develop; Council approve	<ul style="list-style-type: none"> Concur 10/15 	<i>Support for new construction.</i>	
		<ul style="list-style-type: none"> Consider revising setback standards and making them consistent so that leased space is at least one aircraft-depth wide in front of premises in all cases. 	Staff develop; Council approve	Drop ⁴	<i>Drop</i>	
#19	Lease Administration	<ul style="list-style-type: none"> Adopt a Leasing Policy ordinance that sets forth all policy guidelines for tenants and prospective tenants on how leaseholds at the airport will be managed. 	Council Ordinance		<i>Support</i>	Adopted Leasing Policy
#20		<ul style="list-style-type: none"> Revise the Airport Rules and Minimum Standards (1989); initiate a process to revise the Airport Minimum Standards to make them more complete and adopt formally. 	Council budget action; staff scoping Ultimately, ordinance	Concur 10/8	<i>Support, but must not violate federal rules.</i>	
#21	Environmental Provisions	<ul style="list-style-type: none"> Include a clause in all lease contracts that makes tenants responsible for ensuring compliance with all local, state, and federal environmental laws, including those related to hazardous materials, on their leasehold and on the airport's public areas. 	Staff develop; Ordinance	Concur 10/15	<i>Support</i>	Included in Leasing Policy and Lease

⁴ There is only one building for which the property line is at the edge of the taxiway. There could be an issue with FAA if publicly funded ramps in front of hangars were changed to private ownership.

	Subject Area	Consultant Recommendations: Leasing	Suggested Implementation Tool	RAAC Position	Administration Position	Status as of 12/5/02
#22	Environmental Provisions (continued)	<ul style="list-style-type: none"> Include a clause in all lease contracts that requires tenants to provide assurance of compliance with all environmental laws at the (reasonable) request of the City. The assurance is to be in a form acceptable to the City and may include an environmental audit or assessment from a source that is acceptable to the City at the tenant's expense. Require tenants to provide notice and pay for analysis by acceptable experts before taking actions whose impacts would trigger SEPA in a case where the actor (or permitter) is a public agency. 	Staff develop; Ordinance	Hanson will work with tenant members of RAAC to clarify and develop recommendation.	<i>Support, however this item is not in scope of Hanson contract.</i>	
#23	Airport Noise	<ul style="list-style-type: none"> Working with tenants, continue to proactively publicize Renton's voluntary noise abatement procedures, coordinate with noise officers and flight schools at other nearby airports and with FAA, and support the RAAC. 	Council budget action (ordinance)	Concur 10/15	<i>Support</i>	Ongoing
#24		<ul style="list-style-type: none"> Use specialized assistance to undertake an ongoing series of noise readings in the neighborhoods to address volume, intensity, duration, frequency and sources of noise. 	Council budget action (ordinance)	Concur 10/15	<i>Support</i>	
#25		<ul style="list-style-type: none"> Create a tracking system for noise and other airport complaints. 	Airport manager action	Concur 10/15	<i>Support</i>	Ongoing
#26		<ul style="list-style-type: none"> Create a physical model of the airport area and its airspace to facilitate understanding of the system. 	Staff action, possible Council budget action	[New Oct. 8.]	<i>Oppose, value does not justify cost.</i>	

	Subject Area	Consultant Recommendations: Leasing	Suggested Implementation Tool	RAAC Position	Administration Position	Status as of 12/5/02
#27 #28 #29	Airport Noise (continued)	<ul style="list-style-type: none"> • Continue the RAAC with staff/consulting support, publish and publicize voluntary noise abatement measures; and – Create a RAAC work plan for 2002 that continues to address noise issues; and – Empower the RAAC to specifically address aircraft safety over the neighborhoods. 	Airport Manager action Council Transportation Committee Directive	Concur 10/15 Concur 10/8	<i>Support publicizing voluntary noise abatement measures. If RAAC is continued, should be supported by airport manager and city staff, not by consultant. Oppose use of consultant for development of a RAAC workplan for 2002. RAAC addressing safety is not feasible.</i>	Placed signage on all vehicles gate reminding pilots of the Voluntary Noise Procedures 2003 RAAC Work program identified which includes ongoing noise discussions
#30		<ul style="list-style-type: none"> • Undertake a Part 150 study to: <ul style="list-style-type: none"> – Identify the current and future contours in relation to the Business Plan’s final forecasts; and – Identify operations and land use mitigation actions to be implemented in the near term (1-3 years) as well as beyond. 	Council budget action	No action. See text for discussion.	<i>Strongly Oppose</i>	
#31	Security and Safety	<ul style="list-style-type: none"> • Continue the current high level Foreign Object Debris (FOD) patrol. 	Council budget action (ordinance)	Concur 10/8	<i>Support</i>	Continuing
#32		<ul style="list-style-type: none"> • Continue bird control through a variety of approaches. 	Council budget action (ordinance)	Concur as edited 10/8	<i>Support</i>	Bird hazing occurs now from 6:45 AM to 10:00 PM
#33		<ul style="list-style-type: none"> • Empower the Renton Airport Advisory Committee to specifically address aircraft safety over the neighborhoods. 	Direction from Council Transportation Committee	New Oct. 15, 2001	<i>Oppose, not feasible. FAA issue.</i>	

	Subject Area	Consultant Recommendations: Leasing	Suggested Implementation Tool	RAAC Position	Administration Position	Status as of 12/5/02
#34	Security and Safety (continued)	<ul style="list-style-type: none"> Improve airport security throughout the field, balancing the accelerated need for more protection against the need for continued access for customers and non-Boeing tenants. 	Council budget action (ordinance)	Concur as edited 10/8	<i>City is taking aggressive actions in this area. Tenants must also participate. Investigate Homeland Security funding for security improvements.</i>	Airside/Landside Separation and Security Plan will be completed by June 15, 2002. Vehicle, pedestrian and fencing projects under construction
#35		<ul style="list-style-type: none"> Undertake more proactive land use controls and zoning around airport including adoption of WSDOT Aviation guidelines in order to protect the airport's chosen future. 	Council action through 2002 update of Comprehensive Plan	Concur 10/15	<i>Strongly oppose.</i>	
#36		<ul style="list-style-type: none"> Revise the kayak company lease to require higher aviation safety and awareness for boat renters. 	Council lease revision action (ordinance)	Concur as amended 10/8	<i>Just communicate instead of lease revision.</i>	
#37		<ul style="list-style-type: none"> Publicize the need among lake users for avoidance of all types of aircraft as they land and take off. 	Staff	New, October 2001	<i>Support measured approach.</i>	

	Subject Area	Consultant Recommendations: Leasing	Suggested Implementation Tool	RAAC Position	Administration Position	Status as of 12/5/02
#38	Facilities	<ul style="list-style-type: none"> Complete the development of the existing airport and enhance the public amenities, e.g. improved jet and avgas fuel times of operation, bathrooms on the airside, aircraft wash pad, and compass rose (to reduce low-level flights to other nearby airports to use such facilities). 	Staff action; Council budget action to approve use of Airport Fund	Concur 10/8	<i>Administration position is that the market should determine need for public amenity improvements at airport. Tenants, particularly FBO's should provide improvements to public amenities if this will promote business. Any public amenity improvements provided by City should be paid for by rental rate increases. Opposed to city-maintained public restrooms.</i>	
#39		<ul style="list-style-type: none"> Explore the provision of portable toilet facilities as an interim measure to meet the needs of the flying public especially as security makes it more difficult to access other facilities. 	Council budget action	[New Oct. 8]	<i>Strongly oppose. Would add to visual blight.</i>	Council Action Item. Complete
#40		<ul style="list-style-type: none"> Explore the merits of siting car rental facilities on the field. 	Staff action		<i>This could be FBO/tenant rather than city- provided service</i>	
#41		<ul style="list-style-type: none"> Develop a new design code for the airport, working with the RAAC and the tenants, and incorporate code compliance requirements with each lease change. 	Staff action, Council Ordinance	Concur 10/8	<i>Oppose, the city rather than the RAAC and tenants is responsible for this.</i>	

	Subject Area	Consultant Recommendations: Leasing	Suggested Implementation Tool	RAAC Position	Administration Position	Status as of 12/5/02
#42	Facilities (continued)	<ul style="list-style-type: none"> Enforce the existing airport rules and regulations regarding aesthetic aspects of properties and enhance the airport aesthetics by adopting stronger standards. 	Staff action, Council Ordinance	Concur 10/8	<i>Support. Minimum facility maintenance standards should be part of new leases.</i>	Included in Leasing Policy
#43		<ul style="list-style-type: none"> Explore provision of more fueling options.⁵ 	Staff action	“Parking Lot” 10/8	<i>Market driven.</i>	
#44		<ul style="list-style-type: none"> Meet with tenants to confirm, update and clarify their business expansion interests; review how such plans mesh or conflict with the Master Plan and community interests. 	Staff action	Concur as amended 10/8	<i>Appropriate ongoing activity</i>	Ongoing weekly activity
#45		<ul style="list-style-type: none"> Develop appropriate space to meet the needs of US Customs. 	Staff action, Council Resolution	Concur as amended 10/8	<i>City is working with Customs on accommodating their needs</i>	Council Action Item – Office for US Customs Service was completed June 15 th , 2002
#46		<ul style="list-style-type: none"> Improve the main entrance of the airport through better layout, improved safety of autos on the taxiway, and aesthetics. 	Staff action, Council Resolution	Concur 10/8	<i>Support with participation by tenants.</i>	Airside/landside Separation and Security Plan recommendations will improve the main entrance of the airport through better layout, improved safety of autos on the taxiway, and aesthetics. Tenant building at main gate was painted. Landscaping to be improved in 2003.

⁵ Comment was made that fuel volume is so small that it would be unprofitable to provide as a separate activity.
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	Subject Area	Consultant Recommendations: Leasing	Suggested Implementation Tool	RAAC Position	Administration Position	Status as of 12/5/02
#47	Longer-Term Issues	<ul style="list-style-type: none"> Once all framework documents are in place for the running of the airport, develop a comprehensive strategy for its operation. 	Staff analysis, Council action	Concur 10/8 as amended ⁶	<i>Support</i>	
#48		<ul style="list-style-type: none"> Add a maintenance staffer in order to keep the airport in better visual condition. 	Council budget action	Not agreed 10/8	<i>Done.</i>	Completed in 2002 budget
#49		<ul style="list-style-type: none"> Perform a detailed infrastructure study of the airport – conditions, needs and costs if Boeing leaves. 	Staff scoping; Council budget action	Concur 10/8	<i>Separate investigation to be headed by Economic Development Dept. in the event Boeing leaves.</i>	
#50		<ul style="list-style-type: none"> Conduct a comprehensive long-range security study of the airport. 			<i>Administration is pursuing.</i>	Airside/landside Separation and Security Plan to be completed on June 15, 2002.
#51		<ul style="list-style-type: none"> Develop a cohesive citywide policy for any departure of Boeing from Renton including the future of the taxiway bridges and Boeing’s current “through the fence” operations. Develop an action plan for providing Crash, Fire and Rescue (CFR) services to the airport if Boeing leaves as this service is currently provided by Boeing using the taxiway bridges for access.⁷ 	Council policy directive or Resolution	Not felt to be a RAAC issue directly but consultants may recommend.	<i>Strongly oppose use of taxiway bridges for other than commercial airplane manufacture. Rest of this is outside scope of study.</i>	See Leasing Policy 5.12.2

⁶ The RAAC was strongly unanimous in agreeing that the airport should stay under City of Renton management and ownership.

⁷ Comment was made that lack of water services at many sites to meet the Renton Fire Code tends to preclude hangar development since Boeing is currently providing water to the sites.

	Subject Area	Consultant Recommendations: Leasing	Suggested Implementation Tool	RAAC Position	Administration Position	Status as of 12/5/02
#52	Longer-Term Issues (continued)	<ul style="list-style-type: none"> Send City Council [at least Transportation committee members], Mayor and senior staff to AAAE training for new airport commissioners, along with a neighborhood liaison person OR arrange for periodic workshops by the AAAE trainers on site in Renton for this purpose.⁸ 	Council budget action	Concur 10/8	<i>Possibly support sending the Airport Manager and one or two others.</i>	

⁸ Council Transportation Committee on 10/16 suggested this can be done by inviting other airports in the region to join Renton and share the costs.
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