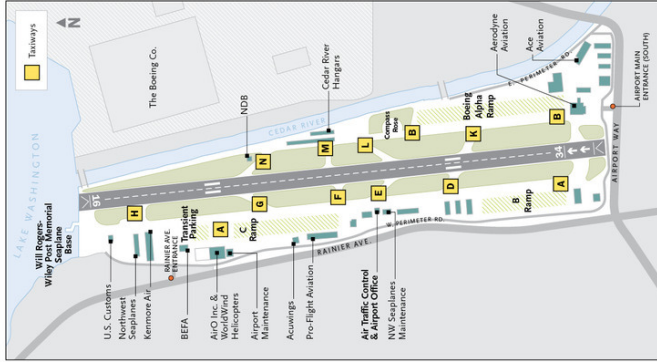


Diagram #2: VFR Noise Abatement Procedures Page 2
All Aircraft Categories / Runway 16



RENTON AIRPORT INFORMATION

PHONE NUMBERS

Airport Office: (425) 430-7471
 Air Traffic Control Tower: (206) 746-6802
 Renton Radio: (425) 337-7272
 Flight Service: (800) NW-ARFF

BUSINESS DIRECTORY

Area Aviation
 (425) 234-0845
 Maintenance and Repair

Academics
 (425) 237-8664
 Instrument Flight Instruction

Aerobics
 (425) 235-7649
 Instructors, Lounge

AirP
 (206) 371-8447
 FAA, Helicopters, Helicopter Services

BEA
 Airport Maintenance, Maintenance

BEA Inc. & Northwest Helicopters
 Acquisitions, Pro-Flight Aviation

Boeing Employees Flight Services
 (425) 237-2332
 Traditions, Flight Instruction

Boeing
 (425) 486-3224
 Aircraft Maintenance, Aircraft Maintenance, Charters

Boeing Helicopters
 (425) 277-1590
 Pro-Flight Aviation, Flight Training, Fuel, 100LL/K/A, Aircraft Maintenance, Trailways

Boeing
 (206) 553-7960
 U.S. Customs (ADGDS)

Boeing Helicopters
 (425) 271-8447
 Helicopter Services, Charters

Do not enter Class B airspace unless two-way radio contact has been established with Renton Tower.

FREQUENCIES

Renton Tower: 124.7
 Tower: 124.7
 Tower Ground: 121.6
 Seattle Approach: 119.2 / 123.9
 Unicom: 122.87 / 122.95
 ATIS: 126.95
 NDB: 353 MHz
 Seattle TRACON: 119.2

PATTERN ALTITUDES

East Side: 1,000 AGL
 West Side: 1,200 AGL

TRANSIENT JETS or HELICOPTERS

For parking arrangements, transient jets or helicopters should contact:
 AFD at 425-271-8447 or on Unicom 122.95
 - or -
 Pro-Flight at 425-228-9510 or on Unicom 122.85

VFR - VOLUNTARY NOISE ABATEMENT

Noise abatement procedures at Renton Airport are voluntary measures by pilots to "be friendly" and be good neighbors to the citizens who live under aircraft flight paths. Pilots should only depart from these procedures when necessary to comply with any ATIS traffic control requests or in the interest of safety. Pilots of large or turbine-powered aircraft must comply with the provisions of FAR 91.123(e), rather than these procedures. All altitudes are MSL.

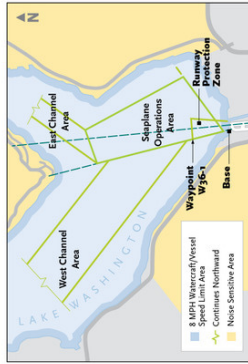
FOR AIRCRAFT WITH A CONSTANT SPEED PROPELLER
 After takeoff, pilots should reduce propeller RPM when at 500' altitude or below. The propeller RPM may be increased when clear of noise sensitive areas or 2,000'. On approach for landing, pilots should not increase the propeller to full RPM until the power 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 (VR) or the Best Angle of Climb (VX), or a combination thereof to at least 700' before turning crosswind. At 1,000', throttle down to pattern power and fly a climb in downwind west of 140S. Depending on traffic flow, pilots should avoid descending below 800' over Kenmore 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 (VR) or Best Angle of Climb (VX), or a combination thereof, until reaching 1,000' and thereafter at cruise climb speed to departure altitude.

WILL ROGERS-WILEY POST SEAPLANE BASE

All takeoffs, landings, and idle training should be carried out within the area identified as the Seaplane Operations Area with regard to wind, weather, and boat traffic. The Seaplane Operations Area is east of an imaginary line extending from the seaplane dock on a heading of 0320 degrees. **NO STEP CLIMBING.** Operations are at your own risk.




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 specific location on the lake (e.g., east or west of the extended runway centerline and whether you intend to land or taxi to the seaplane dock). Rent the "Washington One Departure" and will 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' until you are clear of the seaplane dock, and in Boeing airspace. Landing on the lake is at the pilot's own risk - report on the lake.

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 intend to land or taxi to the seaplane dock). Rent the "Washington One Departure" and will 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' until you are clear of the seaplane dock, and in Boeing airspace. Landing on the lake is at the pilot's own risk - report on the lake.

Renton Airport / Clayton Scott Field
 Phone : (425) 430-7471
 Web Site : www.airport.rentonwa.gov

Waterway 12-3-D : 5000' x 200'
 Waterway 12 : Right Traffic
 Latitude : N47° 29.99'
 Longitude : W122° 13.16'
 Virtual Buoy : Waypoint W36-1

KRNT**Renton Muni Airport**
Renton, Washington, United StatesNoise
Sensitivity
Level: **MEDIUM**
**ARRIVALS****All Aircraft Categories / 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.

All Aircraft Categories / Runway 16

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.

All Aircraft Categories / 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.

All Aircraft Categories / Runway 34

KENT ARRIVAL. Make initial request approximately 8-12 miles (depending on airspeed) from KRNT. Enter Delta airspace 1 mile east of SR-167. Fly direct to the east side of Valley Medical Center. Unless otherwise instructed by Renton Tower, make straight-in. Report abeam Valley Medical Center.

All Aircraft Categories / Runway 34

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 Maplewood Golf Course. Unless otherwise instructed by Renton Tower, make a 1 mile right base. Report over Maplewood Golf Course.

DEPARTURES**All Aircraft Categories / Runway 16**

FACTORIA DEPARTURE. Fly runway centerline until reaching 1,000â€™ then make standard left downwind west of I-405. When abeam the Control Tower, make 45 degree right turn to exit traffic pattern. Cross over I-405 and then fly direct toward Factoria to exit Delta airspace.

All Aircraft Categories / Runway 16

KENT DEPARTURE. Fly runway centerline until reaching 1,000â€™ 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.

All Aircraft Categories / Runway 16

LAKE YOUNGS DEPARTURE. Fly runway centerline until reaching 1,000â€™ then turn left and fly direct toward the southwest side of Lake Youngs to exit Delta airspace.

All Aircraft Categories / Runway 16

BURIEN/SEATAC CROSSING. Request with Renton Ground on initial contact. If approved by Seattle Tower, you'll receive a transponder code. Fly runway centerline. Renton Tower will instruct you when to change frequencies after any potential traffic conflicts are resolved. Do not turn west until you establish two-way radio contact with Seattle Tower on frequency 119.9. Remember, you must receive a specific clearance from Seattle to enter their Bravo airspace.

All Aircraft Categories / Runway 16

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.

All Aircraft Categories / 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.

All Aircraft Categories / Runway 34

LAKE YOUNGS DEPARTURE. Fly runway centerline until reaching 1,000â€™ then make a standard right downwind west of I-405. When abeam the Control Tower, make 45 degree left turn to exit traffic pattern. Cross over I-405 and then fly direct toward northeast side of Lake Youngs to exit Delta airspace.

All Aircraft Categories / Runway 34

BURIEN/SEATAC CROSSING. Request with Renton Ground on initial contact. If approved by Seattle Tower, you'll receive a transponder code. Make standard right downwind departure. Do not turn west until you establish two-way radio contact with Seattle Tower on frequency 119.9. Renton Tower will instruct you when to change frequencies after any potential traffic conflicts are resolved.

All Aircraft Categories / Runway 34

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.

<div style="border: 1px solid black; padding: 5px; display: inline-block;"> <h1 style="margin: 0;">KRNT</h1> </div>	<h2 style="margin: 0;">Renton Muni Airport</h2> <p style="margin: 0;">Renton, Washington, United States</p>	<p>Noise Sensitivity Level: MEDIUM</p>
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All Aircraft Categories / All Runways
 CONSTANT SPEED PROPELLERS. After takeoff, pilots should reduce RPM when at a 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.

All Aircraft Categories / All Runways
 FOR TAKEOFFS WHICH REMAIN IN THE TRAFFIC PATTERN. Pilots should climb at the Best Rate of Climb (Vy) or Best Angle of Climb (Vx), or a combination thereof, to at least 700' before turning crosswind. At 1,000', 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.

All Aircraft Categories / All Runways
 FOR DEPARTURES LEAVING THE TRAFFIC PATTERN. Pilots should climb at the Best Rate of Climb (Vy) or Best Angle of Climb (Vx), or a combination thereof, until reaching 1,000' and thereafter at cruise climb speed to departure altitude.

PREFERENTIAL RUNWAYS

Preferred calm weather runway for arrivals and departures is Runway 34.

PATTERN ALTITUDES

ALL VALUES ARE MSL (FEET)

1000' on the east side of the field. 1200' on the west side of the field for terrain.

ENGINE RUNUP

Perform maintenance engine runs on the southeast or southwest runup areas only.

AIRPORT CONTACT INFORMATION

Name	Susan Campbell Hehr	Renton Muni Airport
Title	Administrative Assistant	616 W Perimeter Rd
Noise Hotline	425-430-7471	Unit A
Phone	425-430-7471	Renton WA 98057
Email	scampbel@rentonwa.gov	
Web Address	http://www.airport.rentonwa.gov	

ABOUT AIRCRAFT CATEGORIES

A	B	C	D	E	HELI
< 91 kts	91-120 kts	121-140 kts	141-165 kts	>165 kts	Helicopters

Aircraft Approach Categories are based on FAA reference speeds.
 See http://whispertrack.com/pdf/faa_handbook.pdf

$$V_{REF} = 1.3 \times V_{SO}$$

- OVERVIEW (NONE)
- TEMPORARY INFORMATION (NONE)
- MANDATORY RESTRICTIONS (NONE)
- CURFEWS (NONE)
- PREFERENTIAL INSTRUMENT PROCEDURES (NONE)
- REVERSE THRUST (NO RESTRICTIONS)
- INTERSECTION TAKEOFFS (NO RESTRICTIONS)
- APU USE (NO RESTRICTIONS)
- FLIGHT TRAINING (NO RESTRICTIONS)
- COMMUNITY GROUPS/INFO (NONE)
- STAGE II (NO RESTRICTIONS)
- STAGE III (NO RESTRICTIONS)
- FLIGHT TRACK MONITORING (NONE)
- NOISE ORDINANCE (NONE)
- NOISE MONITORING (NONE)
- PRIOR PERMISSION (PPR) OPERATIONS (NONE)
- NBAA PROCEDURES (NOT APPLICABLE)

KRNT	Renton Muni Airport Renton, Washington, United States	Noise Sensitivity Level: MEDIUM 
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AOPA NOISE AWARENESS STEPS (NOT APPLICABLE)