

Renton Municipal Airport

IATA/ICAO CODE: RNT/KRNT
 CITY: Renton
 STATE: WA
 COUNTRY: USA

AIRPORT CONTACT

Information updated by the airport 2/2011

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ELEVATION: 32ft above mean sea level

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
34	5382	340	3.75 deg (3 deg 45 sec)	200
16	5382	300	3 deg	200

[Check FAA Airport Diagrams for current information.](#)

NOISE ABATEMENT PROCEDURES

[Noise Abatement Procedures are for General Aviation airplanes/pilots.](#)

[Noise Abatement procedures](#)

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

2. For aircraft with a constant speed propeller: After takeoff, Pilots should reduce power and propeller RPM when at a safe altitude at or below 700'. The power and propeller 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.

3. For departures which remain in the traffic pattern: Pilots should climb at Best Rate of Climb (Vy) or Best Angle of Climb (Vx), or a combination thereof, to at least 700' before turning crosswind, reduce pitch to Cruise Climb speed during crosswind, reduce power to pattern power at 1,000', and fly a close-in downwind West of I-405. Pilots should avoid descent over Kenneydale and Renton East Hill below 800', turning base before these areas or maintaining altitude as necessary to fly over them at or above 800'.

4. For departures leaving the traffic pattern: Pilots should climb at 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.

[VFR Noise Abatement Brochure 2010-2011](#)

CONTINUOUS DESCENT ARRIVAL (CDA) - NONE

AIRPORT CURFEWS - NONE

Note:

Renton Air Traffic Control Tower

The Control Tower is operated daily, from 1 October through 30 April, between the hours of 0700 and 2000 (7:00 am - 8:00 pm Local Time), and from 1 May through 30 September, between the hours of 0700 and 2100 (7:00 am - 9:00 pm Local Time).

PREFERENTIAL RUNWAYS

The calm wind runway, when the wind conditions are 4 knots or less, is Runway 34.

OPERATING QUOTA - NONE

ENGINE RUN-UP RESTRICTIONS

1. Weekdays (Monday-Friday) 5pm-8am prohibited

- Low power runs ok to 6pm
- Max power runs maybe made between 5pm-6pm only when approved by manufacturing supervisor

2. Weekdays (Monday-Friday) May through September 11:30 am-1:30 pm (during lunch hours), limited to 50% power

3. Saturday 4pm-9am prohibited

- Low power runs can be made until 6pm when approved

4. Sunday & Holidays - prohibited 24 hours a day

- Except 12 noon to 3pm when approved.

APU OPERATING RESTRICTIONS - NONE

NOISE BUDGET RESTRICTIONS - NONE

NOISE SURCHARGE - NONE

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

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Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	Renton Airport Compatible Land Use Program Report 12/2004	<p>Policy: Encourage master planning of land to increase land use Compatibility through sound attenuation in the environment.</p> <p>Development Standard: Within the Airport Influence Area, master planning can increase land use compatibility through utilization of outdoor sound attenuation techniques, such as:</p> <ul style="list-style-type: none"> - Place uses with highest sensitivity to noise at greater distances, in consideration of the factor of distance from the source. - Consider creation of micro climates to utilize mitigating meteorological conditions (i.e. air temperature, wind direction and velocity). - Create soft ground surfaces such as vegetative ground cover, rather than hard surfaces. - Provide at appropriate heights structures, terrain, or other barriers to provide attenuation of sound. <p>Also - see information under avigation easements below.</p>
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	none	-
		<p>Policy: At the time of land use approval (i.e. subdivision) avigation easements should be granted to the City in areas of the City of Renton subject to negative aircraft overflight impacts.</p> <p>Development Standard: Avigation easements shall ensure that aircraft using Renton Airport are not trespassing on private property.</p> <p>Policy: At the time of land use approval (i.e. subdivision) deed notices should be recorded in areas of the City of Renton subject to negative aircraft overflight impacts.</p> <p>Development Standard:</p>

Avigation Easements	<p>Renton Airport Compatible Land Use Program Report 12/2004</p>	<p>Recorded deed notices shall consist of "buyers notification" that inform prospective purchasers that the land subject to the notification may have impacts from noise, vibration, fumes and emissions.</p> <p>Policy: Approval of residential land use or other land uses where noise sensitive activities may occur should require dedication of avigation easements and use of acoustic materials (i.e. insulation, sound attenuating window glass) for structures.</p> <p>Development Standard: It is recommended that avigation easements and restrictive covenants should read as follows:By virtue of this easement the grantor, for and on behalf of himself and all successors in interest to any and all of the real property above described, waives, as to the public authority only, any and all claims for damage of any kind whatsoever as a result of aircraft using the "Navigable Airspace" granted herein. This easement does not grant or convey any surface use rights, nor is it to be construed to grant any right to private persons or corporations..." The notice may include the following disclosure: "This property may be subject to considerable noise from the operation of aircraft and is exposed at times to aircraft noise which may infringe upon a person's enjoyment of property and may, dependent upon the degree of acoustical treatment of the building, affect their health and/or well being." "Any building constructed on the premise shall be so designed and constructed as to minimize aviation noise pollution in any such structure, giving due consideration to the use for which such structure is designed and built. This covenant is for the benefit of and pass with said property and shall apply to and bin the successors in interest and any owner thereof."</p>
		<p>Policy: Prohibit the location of noise sensitive land uses from areas of high noise levels.</p> <p>Development Standard: Limit potentially noise sensitive land uses</p>

Zoning Laws	<p>Renton Airport Compatible Land Use Program Report</p> <p>12/2004</p>	<p>from locating within the 65 DNL (or higher) noise contour of the Renton Municipal Airport.</p> <p>Policy: Residential use and/or residential density may be limited, when deemed necessary to reduce negative impacts on residents from aviation operational noise.</p> <p>Development Standard: Residential use or residential density shall be limited based on recommended safety zones and on recommendations in Safety Compatibility Guidelines - Land Use Density and Intensities (California Airport Land Use Planning Handbook, January 2002).</p> <p>Policy: Non-residential use and/or intensity may be limited, if such uses are deemed to be noise sensitive, to reduce negative impacts on users from aviation operational noise.</p> <p>Development Standard: Non-residential use and/or intensity shall be limited based on recommended safety zones and on recommendations in Safety Compatibility Guidelines - Land Use Density and Intensities (California Airport Land Use Planning Handbook, January 2002).</p>
Real Estate/Property Disclosure Laws	<p>Renton Airport Compatible Land Use Program Report</p> <p>12/2004</p>	<p>Policy: Within the Airport Influence Area, require disclosure notice for potential negative impacts from aviation operation noise, unless mitigated by other measures.</p> <p>Development Standard: Require disclosure notice be placed on land title when property is subdivided, or as part of approval of conditional use permits, special use permits, building permits, or other SEPA non-exempt projects. Such notice may relate to noise, low overhead flights, aviation operations that create thigh levels of noise, or aviation operations at night when there is greater sensitivity to noise.</p>
Acquire Land for Noise Compatibility to date	none	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	none	Renton Municipal Airport Contour

Total Cost of Noise Mitigation Programs to Date	Under development	On Hold indefinitely
Source of Noise Mitigation Program Funding for Aircraft Noise	none	-

NOISE MONITORING SYSTEM - [NONE](#)

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS - [NONE](#)

STAGE 2 RESTRICTIONS

Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.

STAGE 2 PHASEOUT

[U.S. Stage 2 Phase out complete as of 12/31/1999 \(CFR Part 91.801\). Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.](#)

STAGE 3 RESTRICTIONS - [NONE](#)