

WHEREAS, KCIA is a vital general aviation resource within the regional and national airport system that enhances the productivity of King County businesses through the speed and flexibility which air transportation offers in a fast-paced global economy, and

WHEREAS, KCIA is a major employer and contributor to the regional economy, with an impact in excess of \$1 billion annually. Employment attributable to KCIA businesses include thousands of engineers, machinists, and other professionals who contribute significantly to the state and regional economies, and

WHEREAS, It is essential to the well being of the entire community that aviation industry operations be welcomed and supported by public policy and, at the same time, that every effort is made to address the noise impacts on residents due to operations at KCIA, and

WHEREAS, KCIA, commonly known as “Boeing Field,” serves The Boeing Company and its employees as a delivery or flight test center for the 737, 747, 757, 767 and its newest 777 model aircraft, and is also a potential site for testing new generations of aircraft, and

WHEREAS, KCIA aviation companies and Federal Aviation Administration are researching an innovative air navigation concept called Required Navigation Performance (RNP) that will significantly increase efficiency in the airways and allow airplanes to more precisely fly noise abatement paths, and

WHEREAS, KCIA tenants will participate in the Fly Quiet Program that includes pilot education and incentive programs which will improve flight performance and reduce noise, and

WHEREAS, it is a high priority of King County to demonstrate the feasibility and appropriate siting of a Ground Run-up enclosure (hush house) because of its potential to enhance efficient aircraft testing while securing aviation related jobs and reducing noise for residents of Georgetown and Beacon Hill, and

WHEREAS, KCIA, through an FAA-funded sound insulation program for homes, schools, and public buildings, will reduce the effect of noise on a large number of people living and working near the airport, and

WHEREAS, KCIA tenants have been cooperative and support the recommendations as being consistent with the promotion of aviation jobs while being “good neighbors to the community,” and

WHEREAS, in 1995 the King County council adopted Motion 9709 to request the county executive to develop night noise restrictions at King County International Airport, and

WHEREAS, in July 1997 the county council established the King County International Airport roundtable advisory committee, including community members to advise on the development of master plans and noise studies, and

WHEREAS, in October 1998 the county council adopted a noise reduction work plan to guide the airport's Federal Aviation Regulation Part 150 Noise and Land Use Compatibility Study, and

WHEREAS, King County International Airport initiated the Part 150 in June 1999 and expanded the Roundtable to include local jurisdictions, Puget Sound Regional Council, Sea-Tac International Airport and Federal Aviation Administration members as part of a study advisory committee, and

WHEREAS, the study advisory committee completed its work in January 2002 and the county executive's report was completed in July 2002, and

WHEREAS, the study and county executive's recommendations are:

- A. To develop combined noise contours with Sea-Tac International Airport;
- B. The airport is to work with the appropriate federal agencies, local jurisdictions, tenants, and community to implement a public instrument approach procedure over Elliott Bay to avoid over-flight of residential areas;
- C. To implement close-in departure procedures for North departures;
- D. To investigate the viability of undertaking a Part 161 Study for Stage 2 jets;
- E. To upgrade flight tracking and noise monitoring program (fly quiet program);
- F. To maintain the existing curfew on nighttime engine run-ups;
- G. To conduct a site selection and feasibility study for a ground run-up enclosure;
- H. To establish building design/placement standards to reduce off-airport noise effects from aircraft movements on the ground;

I. To provide for a variety of sound attenuation for single-family residential, schools and public building, purchase of avigation easements and sales transaction assistance in the 65 and 70 DNL contours;

J. To insulate schools and public buildings; and

K. To investigate voluntary purchase of homes with the 70 DNL using program that are not available through federal programs, and

WHEREAS, the study advisory committee recommendations are parallel with the county executive's recommendations with the exception of a capital improvement project for a north field sound wall, and

WHEREAS, the county executive's and study advisory committee's recommendations are in compliance with county council direction to develop a noise reduction work plan; and

WHEREAS, the county council recognizes that the study's recommendations predict an increase in the overall noise levels from King County International Airport operations, and

WHEREAS, the county council supports continued efforts to reduce noise levels from King County International Airport operations;

NOW, THEREFORE, BE IT MOVED, by the Council of King County:

A. The King County International Airport Federal Aviation Regulation Part 150 Noise and Land Use Compatibility Study, and county executive's recommendations be adopted;

B. The King County International Airport/Boeing Field Noise Compatibility Program be implemented;

C. The county council strongly supports the importance of protecting existing jobs, creating new family-wage jobs, strengthening our economy, and seeking prosperity. The county council urges that all persons implementing the recommendations of this motion do so in such a way as to keep attention on the goals of protecting jobs, creating jobs, strengthening our economy, and seeking prosperity; and

D. The airport shall develop and accept Federal grants for program implementation.

BE IT FURTHER MOVED, that the document entitled, "SPEEA Concerns and Recommendations for Part 150 Noise Study Recommendations," dated October 8, 2002, be added as attachment B to the motion and

referred to the Study Advisory Committee for consideration and possible adoption as a minority report. The Study Advisory Committee is also requested to review the concerns raised in the attachment for substantive issues that may result in modifications to the part 150 recommendations and to report back to the county council within sixty days with the results of its review including any such modifications that it recommends.

required by federal law, 10 days notice

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