

RESOLUTION NO. 3401, as Amended

A RESOLUTION of the Commission of the Port of Seattle concluding a portion of the 2000 Federal Aviation Regulation (FAR) Part 150 Study for Seattle-Tacoma International Airport regarding alternate flight track analysis: 1) requesting that the Federal Aviation Administration determine the feasibility of and changes required for maximum use of the Duwamish/Elliott Bay Corridor for aircraft departing north from Seattle-Tacoma International Airport with a preference for those north-flow departures that currently turn east enroute to southerly destinations via the SUMMA departure procedure, and 2) directing Port staff to consult with Pierce County representatives concerning increased nighttime use of the Commencement Bay flight track.

WHEREAS, Seattle-Tacoma International Airport (STIA) is a critical regional economic transportation facility and the Port of Seattle Commission recognizes that responsible stewardship of this facility must include effective programs, strategies and technologies to reduce overall noise and noise impacts from STIA aircraft operations; and

WHEREAS, In 1985, the Federal Aviation Administration (FAA) approved the Seattle-Tacoma International Airport Part 150: Airport Noise Compatibility Program (STIA Part 150 Program) referred to in Resolution No. 2943, as Amended; and

WHEREAS, In 1993, the Commission adopted Resolution No. 3144, setting forth amendments to the STIA Part 150 Program following a substantial public process review and the FAA subsequently approved those amendments; and

WHEREAS, The Port currently is engaged in a similar substantial public process review of the amended STIA Part 150 Program, scheduled to be complete in August, 2000; and

WHEREAS, In 1997, the Port formed Citizen and Technical Advisory Committees (CAC and TAC) to assist in the Part 150 Program review; and

WHEREAS, The current STIA Part 150 Program review includes study of a number of alternative operational procedures with potential for further reductions in aircraft noise from STIA to benefit residential communities; and

WHEREAS, One component under review is an analysis of the impacts of alternate aircraft departure flight tracks on the noise environment in neighboring communities; and

WHEREAS, The Port Commission and Port staff set criteria for guiding the process at the beginning of the study, which were discussed with CAC and TAC on November 18, 1997. One criterion relating to flight tracks, was that the proposed Part 150 noise mitigation program “will improve the overall noise environment and not shift noise from one residential community to another”; and

WHEREAS, During the current STIA Part 150 Program review, CAC and TAC have suggested flight track alternatives for evaluation, and have been reviewing and commenting on information produced for each alternative; and

WHEREAS, The CAC and TAC established an Operations Subcommittee (OS) that devoted several meetings and numerous hours of review to flight tracks analysis and suggested six flight track alternatives for comparison to existing conditions; and

WHEREAS, The six alternatives include 1) South Flow – Two Track, 2) South Flow – Three Track, 3) South Flow – Establish use of Commencement Bay as preferred nighttime departure procedure for aircraft, 4) North Flow – Duwamish Corridor Increase, 5) North Flow – Flight Management System Implementation for East Turn, and 6) North Flow – Split East Turn; and

WHEREAS, On February 9, 2000, the Operations Subcommittee voted on its recommendations for flight tracks, which recommendations were then passed on to the full CAC and TAC; and

WHEREAS, the full CAC and TAC concluded final discussions on the OS recommendations on April 16, 2000; and

WHEREAS, CAC, TAC and OS participants widely supported further analysis of increased use of the Duwamish/Elliott Bay Corridor as a way to reduce the noise impacts for those residents living underneath the east turn on north departures; and

WHEREAS, the CAC found the status quo of the existing north flow turn to be unacceptable; and

WHEREAS, FAA Air Traffic Control preliminarily screened five of the six alternatives for safety, operational feasibility and maintenance of airspace capacity; and

WHEREAS, The Port analyzed alternatives 1, 2,3,5 and 6 using a combination of computer modeling and field noise measurement metrics and contouring techniques to consider the potential to cause annoyance, sleep and speech interference, and to compare the total population affected at various noise levels; and

WHEREAS, The findings of the analysis revealed that four of the six alternatives do not meet the criterion established at the beginning of the study; and

WHEREAS, The results of these analyses are available to the public; and

WHEREAS, The Port Commission at its Regular Commission Meeting on May 9, 2000, received a briefing from Port staff and at a Special Commission Meeting and Public Hearing on May 18, 2000 heard extensive testimony from interested citizens; and

WHEREAS, information currently available from the FAA is insufficient to allow full analysis and quantification of potential benefits or impacts of increased use of the Duwamish/Elliott Bay Corridor (alternative 4).

NOW, THEREFORE, BE IT RESOLVED, by the Port of Seattle Commission as follows:

Section 1: Increased use of the Duwamish/Elliott Bay Corridor is the one alternative that could possibly achieve a net reduction of noise. It offers the greatest potential for improving the noise environment for King County residents located under the current flight tracks. This corridor is already established as a noise abatement procedure and is the preferred procedure for flights during nighttime hours when aircraft are departing to the north. Communities located on the edges of Elliott Bay, as well as communities located on the west side of Puget Sound, may potentially receive more noise with this alternative. The FAA must first determine the feasibility of this alternative before noise impacts can be assessed. The Port Commission hereby requests the FAA to determine the feasibility of and changes required for maximum use of the Duwamish/Elliott Bay Corridor, including increasing the hours of the nighttime curfew on the east turn, for aircraft departing north from STIA in order to reduce the use of the existing east turn and for which the preferred outcome would be to have all north flow SUMMA departures relocated to this corridor. The Commission understands that the concept of redirecting all SUMMA departures through the Duwamish/Elliott Corridor may not be feasible, however, we strongly encourage the FAA to vigorously pursue the feasibility of this as one option.

Section 2: FAA airspace procedures established for safety and efficiency significantly constrain the Port in considering recommendations for flight track changes. Several interesting and innovative alternatives have been raised and analyzed. The resulting data, however, demonstrate that some of these alternatives would result in greater exposure to noise for a larger population due to the lower altitude for turning aircraft.

The Commission understands the desire of citizens to maximize flights over non-residential areas and minimize flights over developed residential areas. It is important that the FAA, as the agency responsible for flight tracks, understands and addresses this growing concern. It is the understanding of the Commission that the FAA is currently undertaking an internal process to review the processing of air traffic to increase the

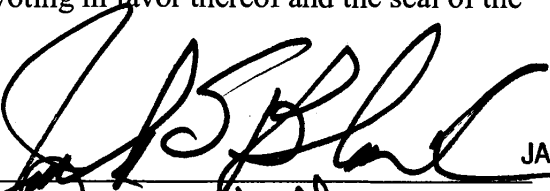
safety and efficiency of the air traffic control system. The Commission strongly encourages the FAA to recognize the concerns of the citizens on flight tracks and to seize this opportunity to address those concerns, guided by the criterion that options should improve the overall noise environment and not merely shift noise from one community to another.

Section 3: The south flow Commencement Bay flight track is an established procedure that is used part of the time for flights departing to the south during nighttime hours. Increased use of this flight track offers the potential to reduce noise of south flow nighttime departures for many South King County residents. The Commission recognizes that some increased impact could potentially fall to Pierce County residents. Port staff shall consult with Pierce County representatives and report to the Commission prior to forwarding to the FAA any recommendation for further consideration of this alternative.

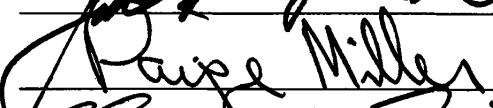
Section 4: The Commission encourages the FAA to maximize use of flight management system technology over industrial and open water areas and discourages use of such technology over residential areas.

Section 5: Port staff shall report to the Commission once the FAA has completed its feasibility analysis of the Duwamish/Elliott Bay Corridor. It is intended that Port staff subsequently will conduct an appropriate noise analysis for this alternative and report those results to the Commission.


ADOPTED by the Port Commission of the Port of Seattle at a regular meeting held this 27th day of June, 2000, and duly authenticated in open session by the signatures of the Commissioners voting in favor thereof and the seal of the Commission.




JACK BLOCK




PAIGE MILLER



CLARE NORDQUIST



BOB EDWARDS



PATRICIA DAVIS

Port Commission