

RESOLUTION NO. 3443

A RESOLUTION of the Port Commission of the Port of Seattle, concluding the 2000 Federal Aviation Regulation (FAR) Part 150 Study for Seattle-Tacoma International Airport by updating and adding operational and land use elements to the Airport's existing Part 150 Noise Compatibility Program.

WHEREAS, Seattle-Tacoma International Airport ("Airport") 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 Airport aircraft operations; and

WHEREAS, in 1985, the Federal Aviation Administration ("FAA") approved the Airport's Part 150 Airport Noise Compatibility Program ("Part 150 Program") established by Resolution No. 2943, as amended; and

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

WHEREAS, the Port engaged in a similar substantial public process review of the amended Part 150 Program, culminating with this document; 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, citizens of the region were given opportunities to express their concerns regarding noise impacts from operations at the Airport throughout the Part 150 process; and

WHEREAS, the Part 150 Program included review and analysis of operational alternatives suggested by the CAC and TAC, as well as the general public; and

WHEREAS, the Part 150 Program included review and analysis of land use alternatives suggested by the CAC and TAC, as well as the general public; and

WHEREAS, the CAC and TAC established an Operations Subcommittee that devoted numerous meetings and hours of review to operational alternatives review; and

WHEREAS, the CAC and TAC established a Land Use Subcommittee that devoted numerous meetings and hours of review to land use alternatives review; and

WHEREAS, On April 12,2000, and May 10,2000, the Operations Subcommittee voted on its recommendations for operational alternatives, which recommendations were then passed on to the full CAC and TAC; and

WHEREAS, On April 13,2000, and May 11,2000, the Land Use Subcommittee voted on its recommendations for land use alternatives, which recommendations were then passed on to the full CAC and TAC; and

WHEREAS, the full CAC and TAC concluded final discussions on the Operations Subcommittee and Land Use Subcommittee recommendations on April 26,2000, and May 24, 2000; and

WHEREAS, CAC and TAC members widely supported alternatives that reduced noise at the source, addressed the most impacted land uses first, and focused efforts on places people spend the greatest amount of time, their residences; and

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

WHEREAS, A public hearing on Port Staff's recommendations was held on September 27,2000, where public testimony was received from interested citizens; and

WHEREAS, The Port Commission at its Regular Commission Meeting on November 14,2000, received a briefing from Port staff on their recommendations.

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

Section 1: The Part 150 Program is hereby amended to include the Operational and Land Use Alternatives set forth herein. Port staff is directed to submit the amendments to the FAA for review and approval and, upon FAA approval, to expeditiously implement the directives in this Resolution, subject to all required Port Commission approvals.

Section 2: Operational Alternatives:

(a) Flight Track: Resolution No. 3401, addressing the flight track portion of the Part 150 Study shall be incorporated in the final Part 150 document to be submitted to the FAA for approval.

(b) Engine Maintenance up Regulations: To pr al t the public's concern with the impacts associated with engine run-ups and the flexibility airlines require when conducting regular maintenance repairs on aircraft, and to reduce the number of run-ups between the hours of 10:00 p.m. and 7:00 a.m., the following elements shall be incorporated into the Airport's Rules and Regulations for Starting and/or Running of Aircraft

Engines: (i) allow run-ups, as needed, between 10:00 p.m. and 12:00 a.m., between 6:00 a.m. and 7:00 a.m., and on weekends from 6:00 a.m. to 9:00 a.m., if scheduled departure time is within 2 ½ hours of run-up and if departure cannot be accomplished without the run-up; (ii) prohibit run-ups between 12:00 a.m. and 6:00 a.m.; (iii) increase the fines for run-up violations to \$1,000 for the first occurrence, doubling thereafter, per occurrence, to a maximum of \$8,000 per occurrence in a calendar year; and (iv) include run-up monitoring in a Fly Quiet Program.

(c) Ground Run-up Enclosure ("GRE"): A GRE may offer the potential for significant reductions in noise impacts from aircraft engine maintenance run-ups to the local communities. The Port shall conduct a siting/feasibility study to determine exact location and orientation of a GRE at the Airport, determine the percentage of use anticipated by individual aircraft type and determine the impacts of the atmospheric conditions of the Pacific Northwest on the noise reduction anticipated from a GRE. The siting/feasibility study shall be completed by September 30, 2001.

(d) Noise Barriers: Noise barriers can provide a reduction in noise impacts to local communities. Construction of noise barriers in those areas on the airfield where cargo aircraft or aircraft maintenance operations occur, primarily in the north end of the airfield, may be an effective noise reduction tool. A site study of a noise wall shall be included in the environmental review process for the North End Development Program. The study shall consider the total space needs for development and a specific design to ensure a noise wall would provide maximum noise reduction to adjacent residences, without restricting the movement of aircraft. Future cargo area design and development shall incorporate noise barriers where feasible and necessary.

(e) Preferential Runway Use (North vs. South Flow): Port staff shall request FAA to implement a nighttime preferential runway use program for aircraft assigned to Flight Management System ("FMS") technology. Under the program, Air Traffic Control (ATC) would direct departures to the north through Elliott Bay during late night hours, weather conditions permitting. Port will request ATC to implement only if FMS procedures are used. The decision to implement preferential north flow departures would be solely at the discretion of ATC.

(f) Compliance with Noise Abatement Corridors: Port staff shall request the FAA to develop, implement and utilize FMS procedures for all departures using the Duwamish/Elliott Bay Corridor. Port staff shall also work with the FAA to determine a procedure for FMS assignment to all aircraft equipped with such technology and departing through the Duwamish/Elliott Bay Corridor.

(g) Ground Equipment: The Port shall continue with phased installation of 400 hertz power and conditioned air in existing and newly constructed gates. The Port shall require all airlines to use these sources of power, as it becomes available.

(h) Minimize Late Night Flights: Port staff shall work with the airlines on voluntarily limiting the operations of aircraft meeting Federal Aviation Regulation (FAR) Part 36 Stage 2 noise levels and weighing less than 75,000 lbs. from 10:00 p.m. to 7:00 a.m.

(i) Raise Glide Slope of Angle of Intercept: Port staff shall request from ATC that it consider raising the altitude that aircraft intercept the glide slope as long as safety, efficiency and capacity are not diminished.

(j) South Flow Elliott Bay Arrival Procedure Using Global Positioning System/FMS: Port staff shall work with the FAA and airlines to develop an approach through Elliott Bay that can be used during more inclement weather conditions, compared to the existing Visual Flight Rules (VFR) procedure. Such a procedure should be implemented first as a nighttime procedure for south flow arrivals. Action on this item is dependent on further development of technology.

(k) Coastal Arrivals in Propeller Aircraft: Port staff shall work with the FAA to keep aircraft over Puget Sound as much as possible without sacrificing small aircraft altitudes.

(l) Fly – Quiet Program: Port staff shall create a committee tasked with development of a Fly – Quiet Program encouraging airlines and pilots to operate aircraft as quietly as possible. The committee and program structure, including reporting mechanisms on the individual program elements, shall be presented to the Port Commission for approval prior to implementation.

Section 3: Land Use Alternatives:

(a) Noise Contours: The Port shall retain the **1998 65 DNL** noise contour as the basis for the Port Noise Compatibility Program and all related programs.

(b) Approach Transition Zone (“ATZ”): Port staff shall prepare a plan for the acquisition of residential properties within the ATZ, both north and south, in order to alleviate the compounding effects of noise and low altitude of arriving aircraft over the properties. To avoid leaving parcel remnants, the acquisition plan shall integrate physical determinants (such as streets, highways, etc.) when identifying acquisition boundaries. Port staff shall work with the cities of Burien and SeaTac to prepare compatible land use plans consistent with both community and Port goals for future uses in the areas identified for acquisition under the plan.

(c) Insulation of Multi-Family Structures: Port staff shall prepare a plan for the integration of multi-family structures into the Port's Noise Remedy Program. The plan shall be limited to the insulation of owner-occupied multi-family units within the **1998 70 DNL** noise contour, as well as additional criteria for determining program eligibility.

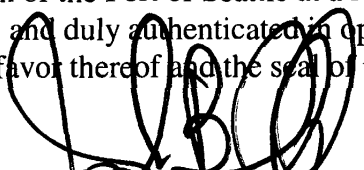
(d) Insulation of Public Buildings. The Port shall continue its school insulation program for schools located within the **1998 65 DNL** and greater **DNL** noise contour.

(e) Mobile Homes: (i) Port staff shall prepare a plan for the acquisition of mobile/manufactured home parks within the **1998 70 DNL** noise contour. The plan should consider other public projects that may result in the acquisition of the parks and subsequent conversion to airport compatible uses. (ii) Port staff shall review the existing Mobile Home Relocation policy adopted pursuant to Resolution No. 3257 and propose to the Commission an amendment to the policy that incorporates inflationary increases in the cost of relocation.


(f) Zoning and Comprehensive Plans: (i) The Port shall work with the cities of Burien and SeaTac, and recommend, as necessary, amendments to the respective zoning/comprehensive plans that ensure airport compatible land uses consistent with FAR Part 77 height requirements in those areas designated for potential acquisition under subsections (c) and (e) of this Section 3; and (ii) Port staff is directed to begin discussions with these jurisdictions concerning land use, development and infrastructure in these areas.

(g) Building Code Modifications: Port staff is directed to make recommendations to King County and the cities of Des Moines, SeaTac and Burien to amend the noise attenuation requirements of their respective building codes to require that: (i) properties located within the 1998 65 DNL must have consistency of materials and installation, recognizing that buildings closer to the Airport will require a greater degree of sound insulation; and (ii) any noise sensitive facility built within the 1998 65 DNL noise contour must achieve sound attenuation reduction in accordance with FAA standards.

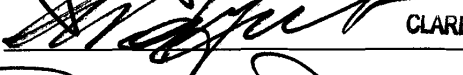
ADOPTED by the Port Commission of the Port of Seattle at a regular meeting held this 12th of December, 2000, and duly authenticated in open session by the signatures of the Commissioners voting in favor thereof and the seal of the Commission.



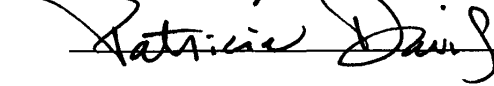
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PAIGE MILLER



CLARE NORDQUIST



PATRICIA DAVIS

Port Commission