

February 17, 1988
4421B:MMc/hdm

Introduced by: CYNTHIA SULLIVAN

Proposed No.: 88 - 67

8423

ORDINANCE NO. _____

AN ORDINANCE related to general aviation facilities in King County, expressing the council's intent and purpose, providing for implementaton of a program to determine appropriate ways to provide reliever airport facilities for Boeing Field/King County International Airport and the pursuit of state and federal funds to support the program.

PREAMBLE:

The King County International Airport Master Development Plan (MDP) recommends that King County pursue development of a new general aviation reliever airport to supplement Boeing Field/King County International Airport (BFI) and meet increasing demands for capacity in the airport system for the central Puget Sound region. The MDP further recommends that said action be a cooperative effort between federal and local governments, initiated and financed in part through the BFI operating fund.

The MDP projects a shift in the types of users of Boeing Field to more corporate, air cargo, air taxi and similar users, relative to light air craft usage.

Shifting of users at Boeing Field may be necessary to provide relief to Sea-Tac airport, and may result in displacement of general aviation light aircraft to other airports.

The council adopted and approved the BFI-MDP and its recommendations by Motion No. 7029 on December 7, 1987.

The Puget Sound Council of Governments (PSCOG) is now considering a draft Regional Airport System Plan (RASP) for the 1988-2020 time period. The draft RASP recommends preservation and maximum expansion of all existing airports in the region as the most viable program to assure that capacity expansions for general aviation facilities other than air carrier satellite airports are met. The draft RASP also recommends that local government(s) acquire or provide financial support to private airports threatened with closure.

The Federal Aviation Administration (FAA) supports these efforts and is capable of providing funds for the implementation of the planning and development of a reliever airport under these circumstances. Additionally, the regional aspects of the problem of general aviation airport congestion invite the inclusions, cooperation and support of the State of Washington, as well as the FAA.

BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

SECTION 1. Intent and Purpose. The county council supports the cooperative effort among county, state, federal and local

1 municipal agencies for the purpose of identifying and selecting
2 solutions to airport facility needs within King County and the
3 region. The council further supports and intends that the county
4 participate in the implementation and operation of a system of
5 general aviation airports for the benefit of the region including
6 and encompassing King County.

7 SECTION 2. Implementation. The county executive shall
8 conduct a survey of existing general aviation facilities and other
9 sites as appropriate within King County with the objective of
10 determining a possible site or sites for the establishment of
11 reliever airport capacity to supplement Boeing Field/ King County
12 International Airport and to expand the capacity of the regional
13 airport system. Toward this end, the executive shall prepare and
14 submit for council review and approval by April 15, 1988, a
15 proposed process for evaluating existing airports in the region
16 and possible sites for new airports to include the following:

17 A. Consideration of the conclusions of the Regional Airport
18 System Plan as finally adopted by the PSCOG, including any
19 distinctions made between types of users (i.e. general aviation vs
20 air carrier needs);

21 B. Estimated capacity needed by user groups, and what portion
22 of that need is appropriate for King County to serve;

23 C. Estimated dates by which existing or new sites should be
24 acquired;

25 D. Criteria upon which site selection will be based such as
26 size, topography, zoning, access to other modes of transportation
27 and environmental concerns and impact mitigation possibilities;

28 E. The decision process by which the preferred course of
29 action or site selection will be chosen, including a process for
30 public involvement;

31 F. User and size limitations that should be placed on
32 facilities proposed to be acquired or used as reliever airports;
33

1 G. A schedule for arriving at the preferred alternative site
2 proposal(s) and

3 H. A cost estimate and means of funding the process.

4 SECTION 3. In support of this effort, the executive shall
5 also pursue appropriate funding from the State of Washington and
6 the Federal Aviation Administration.

7 INTRODUCED AND READ for the first time this 11th day
8 of January, 1988.

9 PASSED this 22nd day of February, 1988.

10 KING COUNTY COUNCIL
11 KING COUNTY, WASHINGTON

12 Gary Grant
13 Chair

14 ATTEST:

15 Dorothy M. Owens
16 Clerk of the Council

17 D. Hill
18 County Executive
19 March

20 APPROVED this 3rd day of March, 1988.