

6/26/98
7/2/98:sw
clerk 6/29/98, 7/14/98

Introduced By: Dwight Pelz

Proposed No.: 98-410

ORDINANCE NO. **13237**

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AN ORDINANCE approving the executive's recommendation of a preferred alternative for the King County International Airport (KCIA) master plan environmental impact statement (EIS); starting a Federal Aviation Regulations Part 150 Noise Remedies and Land Use Compatibility Study; requiring the executive to develop a work plan for noise reduction actions for KCIA; and notifying the executive that the council will consider action on the final Airport Master Plan and EIS and consider long-term leases at the KCIA after the council receives and approves the work plan.

PREAMBLE:

1. King County has owned and operated King County International Airport (KCIA) since the voters approved its initial funding in 1928.
2. The Federal Aviation Administration (FAA) requires that federally certified airports periodically update their long-range plans for facilities and operations in order to qualify for federal funding of capital improvements.
3. King County is engaged in such an update of its long-range plan.
4. The executive has identified a preferred alternative for future development of KCIA, which is called the conceptual development plan and is proposed as the basis for an EIS in preparation for drafting the Master Plan.
5. Residents of communities affected by KCIA operations and business interests dependent on the airport have repeatedly expressed concerns about airport noise.
6. The Georgetown Steam Plant is a unique museum that documents the evolution of alternating current generation in the United States, and is a valued community and national asset, and is so designated on the National Historic Landmarks Register, the State Heritage Register and the City of Seattle Historic Landmarks Register, and could be affected by future development at KCIA.
7. The council created the KCIA Roundtable in 1997 to provide a forum for all airport interests and citizens to discuss operating and planning

1 issues. The executive's recommended conceptual development plan was
2 reviewed by the Roundtable prior to its transmittal to the council.

3 8. The council and executive have determined that it is desirable to
4 conduct an EIS on the proposed conceptual development plan.

5 9. The FAA, through Part 150 of the Federal Aviation Regulations
6 (FAR), offers a procedure for studying airport operations and the
7 surrounding environment to identify existing or potential noise problems
8 and possible solutions.

9 10. The council and executive have previously approved a budget to
10 conduct a FAR Part 150 Noise Remedies and Land Use Compatibility
11 Study.

12 11. The FAA, through Part 161 of the Federal Aviation Regulations, offers
13 a procedure for studying specific proposals to restrict airport operations as
14 a method of reducing noise.

15 12. The council and executive understand the importance of, and are
16 committed to maintaining, a high-quality, functional airport for area
17 businesses and workers such as The Boeing Company and other aviation-
18 related, family-wage businesses.

19 13. The council and executive believe that it is possible to operate a high-
20 quality airport while minimizing impacts on neighborhoods.

21 BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

22 SECTION 1. The council approves the executive's recommended conceptual
23 development plan as a preferred alternative for the EIS and Draft Master Plan. In addition
24 to studying standard environmental issues such as noise and traffic, the EIS should
25 examine potential impacts on the Georgetown Steam Plant. An appendix to the EIS shall
26 also examine the impacts of implementing the "Community Alternative" contained in the
27 Roundtable Minority Report, so that any of its noise-reduction elements that can
28 reasonably be implemented could be incorporated into the KCIA master plan.

29 SECTION 2. The executive shall propose a work plan for council adoption which
30 addresses the FAR Part 150 Noise Remedies and Land Use Compatibility Study, additional
31 noise reduction strategies which may not be included in the Part 150 Study and air quality
32 study issues. The council will consider final approval of the Master Plan, the EIS and
33 approval of long-term leases at KCIA after it receives and approves the executive-proposed

1 noise reduction work plan described in this ordinance. Possible strategies to be addressed
2 in the work plan include, but are not limited to, home insulation for noise attenuation,
3 capital improvements such as construction of a noise containment facility (e.g., “hush
4 house”) to reduce engine-testing noise, FAA approved as well as voluntary use of new
5 flight paths over water or industrial areas, use of ground leases to influence operations,
6 incentives for “quiet flying” techniques, actions that would mitigate noise from any future
7 growth of airport operations, noise monitoring and flight tracking systems, air pollution
8 monitoring systems, air quality enhancement actions, and other creative solutions that
9 mitigate adverse environmental and community impacts. Attachment 1 to this ordinance
10 provides a more comprehensive, but not exhaustive, list of actions to be addressed in the
11 work plan.

12 SECTION 3. The executive shall develop a residential insulation program for noise
13 attenuation, similar to the ones in place at various other airports. Implementation of this
14 insulation program will require approval and partial funding by the FAA as part of a Part
15 150 Noise Study, which typically requires eighteen to twenty-four months to complete.

16 SECTION 4. The executive shall identify and include as part of the final Master
17 Plan a permanent public access corridor to the Georgetown Steam Plant. The executive
18 shall also initiate Section 106 requirements of the National Historic Preservation Act with
19 the Washington State Historic Preservation Office, the Advisory Council on Historic
20 Preservation, the Federal Aviation Administration, King County International Airport, City
21 of Seattle Light Department and other interested parties for full compliance with historic
22 preservation law and regulations.

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SECTION 5. Any leases signed after July 1, 1998 shall include provisions to ensure that tenants abide by KCIA noise policies and FAA noise abatement regulations consistent with federal and state law. These leases shall be reviewed every five years for compliance with such provisions. KCIA shall move to terminate leases of tenants with a consistent pattern of noncompliance.

SECTION 6. Severability. If any provision of this ordinance, or its application to, any person or circumstance is held invalid, the remainder of the ordinance, or its application to other persons or circumstances is not affected.

INTRODUCED AND READ for the first time this 29th day of June, 1998.

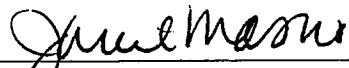
PASSED by a vote of 13 to 0 this 13th day of July

1998.

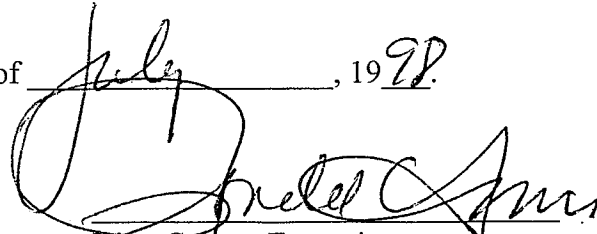
KING COUNTY COUNCIL
KING COUNTY, WASHINGTON


Chair

ATTEST:


Deputy Clerk of the Council

APPROVED this 21 day of July, 1998.


King County Executive

Attachments: Attachment 1, "Noise and Air Pollution Reduction Options to be Addressed in KCIA Work Plan"

ATTACHMENT 1

Noise and Air Pollution Reduction Options¹ to be addressed in KCIA Work Plan

13237

1. ***Enact an FAA Approved Home Insulation Program to Attenuate Noise***
2. ***Build Capital Improvements to Reduce Noise***
 - Noise containment facility such as a “hush house” for engine run-ups with monitoring of effects on surrounding communities
 - Noise wall on northern boundary of airport
 - Berms and barriers as appropriate
3. ***Move flight paths***
 - Integrate flight paths with Sea-Tac Airport
 - Secure FAA approved charted visual
 - Incorporate requirement to use charted visual in tenant leases
 - Actively pursue GPS technology to provide instrument landing over Elliott Bay
 - Establish policy to promote flying over non-residential areas (industrial and water)
 - Establish quieter arrivals and departures by altering angle of climb and descent.
4. ***Provide Additional Assistance for Home Insulation Program***
 - Establish fund for voluntary insulation of homes affected by noise; perhaps a 50/50 match fund for homes outside of 65 dnl, or a graduated matching program based on noise contours
 - Review tenant fees as revenue source for insulation program
5. ***Use Ground Leases to Influence Operations***
 - Incorporate noise reduction commitments by operators in long-term leases; review leases regularly (every 5 years) for compliance
 - Review landing fee schedule and lease rates to ensure that all users pay market price
6. ***Plan for growth***
 - Negotiate with current operators for voluntary nighttime restrictions
 - Develop strategy for keeping nighttime flights over residential areas to a minimum
 - Conduct Part 150 studies to develop ways to reduce noise with particular attention to minimizing nighttime flight disturbance. Utilize these studies to look for ways to reduce/mitigate impacts from projected growth at airport
 - Pursue Part 161 study (contingent upon 150 study findings) to ban Stage II aircraft below 75,000 pounds (a federal exception/oversight) and ensure that KCIA accepts Stage III aircraft only (the quietest available)
 - Explore the feasibility of placing a cap on accepted noise impacts

¹ These are options for investigation as to their financial and technical feasibility and effectiveness to achieve the stated goals. Placement of any option on this list does not presuppose implementation. The work plan will address how the Airport will analyze the options and determine which strategies should be recommended for implementation.

7. Promote Quiet Flying

- Enact voluntary restrictions by operators on the use of the full 10,000 foot runway
- Enact "Quiet Flying" Pilot/Operator Education Program
- Institute/emphasize operator voluntary fly-quiet programs
- Encourage operators to drop landing gear/flaps over non-residential areas (industrial and water)
- Develop incentive program for operators that adopt and consistently use quiet flying techniques and utilize highest levels of noise reducing technology, and for operators who voluntarily restrict night operations
- Encourage delayed final-flap landing configuration

8. Control Ground Noise

- Maintain a nighttime run-up curfew
- Limit daytime maintenance and run-ups to specific areas of the airport

9. Noise monitoring

- Track flight impacts with permanent/portable monitors and ANOMS
- Locate monitors to pick up "C-weighted" sound waves
- Develop noise contours that incorporate a variety of metrics and combined noise impacts from Sea-Tac, Renton Municipal and King County International Airports, including single event impacts

10. Air Pollution Monitoring

- Perform air quality monitoring study
- Secure permanent air quality monitoring system
- Install noise and vibration monitoring system
- Include helicopter noise/air pollution in studies
- Include particulate matter in environmental study
- Incentives to operators to use cleanest equipment available
- Require environmental testing when tenants change

