

**King County Part 150 Noise and Land Use Compatibility Study
Public Hearings Comments and
King County International Airport (KCIA) Response to Public Comments**

The following Comment/Response is provided for inclusion in the KCIA final Part 150 study documentation. The following Comment/Response refers to the Recommendation(s) that addresses the issue or issues raised during the public hearing which was conducted as part of the King County Council Part 150 adoption process. Public hearing comments are summarized and a KCIA response is provided.

**September 16, 2002, King County Council, Committee of the Whole -
Public Hearing**

Comment from Betty and Bill Ivie

“Please include these comments as part of the public testimony in support of the Proposed Motion...I am addressing the recommendation to implement a public instrument approach procedure over Elliott Bay to avoid over-flights of residential areas.”

Response to Betty and Bill Ivie:

The following adopted Part 150 program recommendations respond to the comment:

- Recommendation 2 – The Airport is to work with the Appropriate Federal Agencies, Local Jurisdictions, Tenants, and Community to Implement a Public Instrument Approach Procedure over Elliot Bay to avoid Over-Flight of Residential Areas
- Recommendation 3 –Implement Close-In Departure Procedure for North Departures
- Recommendation 5 – Upgrade Flight Tracking and Noise Monitoring Program – Fly Quite Program

Comment from Meredith Van Ry and Carol Vincent, Co-Chairs, Southwest District Council

“Currently neither SeaTac Airport nor Boeing Field has a “hush house” specifically designed for the testing of aircraft engines following their maintenance, and this has created an unnecessary and growing impact on residential areas....There is substantial noise impact on West Seattle.... This impact needs to be studied and addressed.”

Response to Meredith Van Ry and Carol Vincent, Co-Chairs, Southwest District Council

The following adopted Part 150 program recommendations respond to the comment:

- Recommendation 2 – The Airport is to work with the Appropriate Federal Agencies, Local Jurisdictions, Tenants, and Community to Implement a Public Instrument Approach Procedure over Elliot Bay to avoid Over-Flight of Residential Areas
- Recommendation 3 –Implement Close-In Departure Procedure for North Departures
- Recommendation 4 – Investigate the Viability of Undertaking a Part 161 Study for Stage 2 Jets and Maintain the Existing Curfew on Nighttime Engine Run-ups
- Recommendation 5 – Upgrade Flight Tracking and Noise Monitoring Program – Fly Quite Program
- Recommendation 6 – Conduct a Site Selection and Feasibility Study for Ground Run-up Enclosure (GRE – Hush House))
- Recommendation 8 - Provide a Variety of Sound Attenuation for Single-Family Residential, Schools and Public Buildings, Purchase of Avigation Easements and Sales Transaction Assistance in the 65 and 70 DNL Contours

Comment from Linda S. Cox, Fauntleroy Community Association and Southwest District Council

“I urge the Council to adopt all the recommendations of the FAR 150 Study and particularly The Fly Quiet Program. The Council must direct KCIA to act aggressively on the issue of voluntary compliance by pilots.”

Response to Linda S. Cox, Fauntleroy Community Association and Southwest District Council

The following adopted Part 150 program recommendations respond to the comment:

- Recommendation 2 – The Airport is to work with the Appropriate Federal Agencies, Local Jurisdictions, Tenants, and Community to Implement a Public Instrument Approach Procedure over Elliot Bay to avoid Over-Flight of Residential Areas
- Recommendation 3 – Implement Close-In Departure Procedure for North Departures
- Recommendation 5 – Upgrade Flight Tracking and Noise Monitoring Program – Fly Quite Program
- Sales Transaction Assistance in the 65 and 70 DNL Contours
- The final County Council motion to adopt the Part 150 recommendations is amended to recognize continued efforts to reduce noise levels from KCIA operations

Comment from Mr. Boone:

“Please don’t destroy our neighborhood.” “...I remember Boeing Field’s noise being a great deal louder in those days (WWII) than it is now.”

Response to Mr. Boone:

The following adopted Part 150 program recommendations respond to the comment:

- Recommendation 3 – Implement Close-In Departure Procedure for North Departures
- Recommendation 5 – Upgrade Flight Tracking and Noise Monitoring Program – Fly Quite Program
- Recommendation 6 – Conduct a Site Selection and Feasibility Study for Ground Run-up enclosure (GRE)
- Recommendation 8 - Provide a Variety of Sound Attenuation for Single-Family Residential, Schools and Public Buildings, Purchase of Avigation Easements and Sales Transaction Assistance in the 65 and 70 DNL Contours
- Recommendation 9 – Investigate the Viability of the Voluntary Purchase of Homes within the 70 DNL Using Programs that are not Available through Federal Programs.

Comment from Fred Rocheport:

“I urge the Council and its sub-committee to adopt Recommendation Two to move the flight path from the residences of Magnolia over onto Puget Sound....I applaud the Part 150 Study changing the flight path over Puget Sound.”

Response to Fred Rocheport:

The following adopted Part 150 program recommendations respond to the comment:

- Recommendation 2 – The Airport is to work with the Appropriate Federal Agencies, Local Jurisdictions, Tenants, and Community to Implement a Public Instrument Approach Procedure over Elliot Bay to avoid Over-Flight of Residential Areas
- Recommendation 3 – Implement Close-In Departure Procedure for North Departures
- Recommendation 5 – Upgrade Flight Tracking and Noise Monitoring Program – Fly Quite Program

Comment from Cathy Johnson, Seattle Public School District:

I'm here to testify in favor of the adoption of the FAA Part 150 Noise Study and land use compatibility, and accept and allocate the federal government grants for implementation of the study recommendation program and projects.

Response to Cathy Johnson, Seattle Public School District:

The following adopted Part 150 program recommendations respond to the comment:

- Recommendation 8 - Provide a Variety of Sound Attenuation for Single-Family Residential, Schools and Public Buildings, Purchase of Avigation Easements and Sales Transaction Assistance in the 65 and 70 DNL Contours
- Recommendation 10 – Insulate Schools and Public Buildings

Comment from Mike Reese, Seattle Council on Airport Affairs:

“The proposed Part 150 Noise Study has much merit; and it is important to the effected residents that the recommendations that result in noise reduction before the FAA as soon as possible for approval and implementation.... Unfortunately, the noise exposure there was according to this study that's been prepared by the airport are predicted to increase through 2006; and there is no data on when the noise levels will eventually decrease as we suddenly hope. This study should predict when the noise levels would begin to decrease to below to today's values, otherwise, it appears as if the Council is planning to sign off on a study that predicts no reduction in aviation noise of KCIA.... The noise study recommendations should include the development of an FMS, which is a flying management system departure, through Elliot Bay, but will allow all aircraft equipped with FMS to use it.

Response to Mike Reese:

The following adopted Part 150 program recommendations respond to the comment:

- Recommendation 2 – The Airport is to work with the Appropriate Federal Agencies, Local Jurisdictions, Tenants, and Community to Implement a Public Instrument Approach Procedure over Elliot Bay to avoid Over-Flight of Residential Areas
- Recommendation 3 –Implement Close-In Departure Procedure for North Departures
- Recommendation 4 – Investigate the Viability of Undertaking a Part 161 Study for Stage 2 Jets and Maintain the Existing Curfew on Nighttime Engine Run-ups
- Recommendation 5 – Upgrade Flight Tracking and Noise Monitoring Program – Fly Quite Program
- Recommendation 8 - Provide a Variety of Sound Attenuation for Single-Family Residential, Schools and Public Buildings, Purchase of Avigation Easements and Sales Transaction Assistance in the 65 and 70 DNL Contours
- The final County Council motion to adopt the Part 150 recommendations is amended to recognize continued efforts to reduce noise levels from KCIA operations

Comment from Dan Labriolla:

“I'm just going to address Recommendation Number Two on the 150 Study, the LDA approach, and make certain that everyone's clear about it. I had the pleasure of working with Councilmember Phillips with the FAA in the development of this and it is an absolute win-win solution that can be put together and running literally almost tomorrow. It doesn't take a whole long time to do this. The aircraft that fly into Boeing Field are already equipped to fly this approach.”

Response to Dan Labriolla

The following adopted Part 150 program recommendations respond to the comment:

- Recommendation 2 – The Airport is to work with the Appropriate Federal Agencies, Local Jurisdictions, Tenants, and Community to Implement a Public Instrument Approach Procedure over Elliot Bay to avoid Over-Flight of Residential Areas
- Recommendation 3 – Implement Close-In Departure Procedure for North Departures
- Recommendation 5 – Upgrade Flight Tracking and Noise Monitoring Program – Fly Quite Program

October 8, 2002, King County Council, Labor, Technology and Operations Committee - Public Hearing

Comment from Dan Hartley, SPEEA and Study Advisory Committee Member:

“It frankly alarms me, and I think most people in our union, that we don’t have an office in government where we can identify anyone as being concerned with the economics of what we face and the affect of it on our government, on our whole area.”

Response to Dan Hartley, SPEEA:

The following adopted Part 150 program motion responds to the comment:

- The final County Council Motion to adopt the Part 150 recommendations is amended to reflect the economic activity importance of the airport.
- The Study Advisory Committee is requested to consider and clarify additional issues
- SAC transmits to the County Council their review of issues on January 10, 2003

Comment from Bill Dugovich, SPEEA

“...we are very concerned about the loss of jobs, not only in our membership, but also in our communities.... So, this is a real concern of our organization that restrictions not be placed, undue restrictions not be placed on King County Airport that would give the Boeing Company one more reason or one more rationale to move something out of the area.”

Response to Bill Dugovich, SPEEA

The following adopted Part 150 program Motion responds to the comment:

- The final County Council motion to adopt the Part 150 recommendations is amended to reflect the economic activity importance of the airport.
- The Study Advisory Committee is requested to consider and clarify additional issues
- SAC transmits to the County Council their review of issues on January 10, 2003

The King County Council adopts the Part 150 Recommendations on October 14, 2002.