

Mediated Role Determination Blended Document

1. There is widespread and well founded public concern in the Paine Field Study Area about the possible expansion of airport operations and/or facilities at Paine Field.
2. The Environmental Analysis Summary, supplemental technical evidence, and statements from the public indicate that any expansion of Paine Field, if not strictly controlled, could impose substantially increased adverse environmental impacts on a large number of existing and future Paine Field area residents,
3. There is a demand for Improved and expanded light aircraft general aviation facilities In the Seattle-Tacoma-Everett region.
4. There is no clear justification for providing additional large transport air carrier or air cargo facilities at Paine Field, or at any airport in the region other than SEA-TAC, during the foreseeable future
5. The Paine Field Study Area has been designated by elected officials of Snohomish County and the affected cities as a major urban growth center. Major public and private investment, including development of an extensive system of public utilities, and educational Facilities, has already occurred to implement this growth policy. Furthermore, urbanization of the study area is continuing at a rapid pace.
6. Failure to reduce the adverse impacts of airport operations on the community and control negative residential growth impact on airport activities will result In unnecessary social, environmental and economic hardship for the community, while jeopardizing legally and financially the County's substantial investment In airport facilities at Paine Field.
7. Future use and development of Paine Field must recognize and protect the rights of The Boeing Company to use these facilities as provided for in their long-term contract with the County.
8. The needs and interests of the municipalities surrounding Paine Field, including Everett, Mukilteo, Lynnwood and Edmonds, must be given full consideration the County in determining the future use of this facility.
9. A wide assortment of noise abatement measures are available which can and should be effectively used at Paine Field to substantially reduce the adverse impact of present and future aircraft noise on the surrounding community.
10. Testimony by pilots based at Paine Field and affected residents of the community has raised serious doubt about the accuracy of the aircraft noise contour forecasts generated for this study and hence supports enactment of a major continuous noise monitoring program at Paine Field.
11. Citizen Confidence in the commitment of the Airport staff, Airport Commission, and elected County officials to aggressively pursue programs to make the airport and surrounding community compatible must be created to avoid long term major confrontations that will poorly serve the airport, County and community.

In light of these findings and our knowledge gained from many hours of testimony and review of evidence, we recommend that a redefined aviation role For Paine Field be selected which

would achieve some of the primary objectives of the Revised General Aviation role, while also protecting the interests of the Paine Field residential community, the airport, and the County by incorporating key elements of the Do Nothing role. We entitle this new role "General Aviation".

The principal aviation objectives of the General Aviation role would be to retain and, enhance light aircraft general aviation as the dominant aeronautical activity at Paine Field. This role would provide for a reasonable amount of airport facility expansion and modernization to accommodate the expected growth of this activity. Future aircraft operations would be keyed to the substantial growth rate projected in the Do Nothing role. This approach would impose strict control on any aviation activity with potential for adverse environmental impact.

Expansion or improvements or other airport facilities primarily for light aircraft general aviation use would also be permitted under this role, subject to adequate mitigation of adverse environmental impacts. New or improved facilities would include new T- hangars, tie-down space, taxiways, navigational aids, and other necessary ground support facilities for light aircraft aviation. This role does not propose extension of the main north/south runway 16-34 or other existing runways.

Other aviation activities which would be encouraged to continue operation and expansion at Paine Field include, aircraft related industries, business and corporate aviation, public service aviation and air taxi and commuter service. Reasonable expansion of these activities would be permitted.

Existing aviation activities at Paine Field which would be strongly discouraged from expanding because of their inconsistency with the airports primary aviation role as well as their unavoidable adverse impact on the surrounding community, include supplemental / charter air passenger service, large transport crew training operations, air cargo aviation and military aviation.

A vigorous, noise abatement program embodying the element, described In the Planning Departments position statement should be included as an integral part of this redefined General Aviation role. We earnestly recommend to the Board of County Commissioners that steps be taken to begin implementation of his program before the next phase of the study is permitted to begin. It is our firm belief that all affected sectors or the airport community should be directly involved in developing and, as possible implementing the detailed element, of a noise abatement program. The program should include at least the following:

Staffing of an Airport Noise Mitigation Program

- A. The County should engage the services of a profession mediator when needed to work directly with the Paine Field Area community to resolve any differences that may arise between the operation, of Paine Field and the citizenry.
- B. The County should form, a permanent Paint Field Advisory Council composed of local residents and airport uses to provide advice to the County on important airport related Issues.

In conclusion we present our findings, which expressly support the selection of new redefined General Aviation role:

1. The General Aviation role will permit reasonable airport expansion to continue at Paine Field.

2. The General Aviation role will impose a minimum amount of adverse environmental impact on the Paine Field area community.
3. The General Aviation role will cause the least disruption to existing and use patterns around Paine Field.
4. The General Aviation role will provide the best opportunity to both preserve and expend the existing airport industrial park.
5. The General Aviation role will provide the greatest economic benefits to the County with the least economic and environmental costs
6. The General Aviation role will best serve the future needs of light aircraft general aviation, the principal aeronautical activity at Paine Field
7. The General Aviation role will insure that light aircraft general aviation will remain the dominant aeronautical activity at Paine Field for the foreseeable future.
8. The General Aviation Role will limit the expansion of aviation activities at Paine Field which are least compatible with its dominant aviation role and which would impose the most adverse environmental impacts on the surrounding community.
9. The General Aviation role will provide the County with the best opportunity to successfully implement an aggressive, long-term noise abatement program at Paine Field.
10. The General Aviation role will protect the rights of The Boeing Company to use the airport facilities at Paine Field as outlined in their long term contract with Snohomish County.

It is further recommended by the Planning Commission that community sponsored events continue, to be permitted at the Snohomish County Airport at Paine Field.

Board of County Commissioners conditions:

1. Two additional members are to be added to the Airport Commission – one to represent the residents in the immediate area of the airport and the other to represent the airport pilots.
2. This Paine Field Community Plan shall be subject to periodic review, so once noise levels and patterns are set at an acceptable level, Paine Field may take advantage of technological and operational improvements.

It is recognized that the Snohomish County Airport (Paine Field) is an established public facility and an essential element in the State of Washington's transportation system, and that future options be preserved to enable Paine Field to be modern, efficient and safe. However, great care should be taken by the Board of Snohomish County Commissioners and by the Snohomish County Airport Commission to encourage airport development plans compatible with county-wide land use goals, guidelines and policies with comprehensive zoning.

The development of Paine Field will be predicated on the recognition that it resides within an established community and will be sensitive to the quality of life for which surrounding residents strive. The residents will in turn understand that they live in the influence area of an established airport. Both the residential community and the Airport Commission will work together to develop a meaningful system of continued resident, pilot, and business-interest dialogue in the development of the field.

Paine Field will remain light aircraft oriented with the role as defined, "General Aviation", adopted by the Board of Snohomish County Commissioners. April 11, 1978 and in compliance with the covenants in deeds and grants of the U.S. Government. Other aviation activities that would be encouraged to continue and expand would be aircraft-related industries, business and corporate aviation, public service aviation, air taxi and commuter service. In furtherance of these objectives, the following specific actions are recommended:

Noise Abatement

Until completion of the airport impacts study, which will include a noise section, a voluntary noise abatement program should be established and tested at Paine Field. The mediation panel supports the voluntary noise abatement program presently in use. It should be promoted and carried out by the airport management and the Federal Aviation Administration.

There should be a commitment from Paine Field management and the Federal Aviation Administration to actively participate in the implementation of the existing voluntary noise abatement procedures. In addition, it is recommended that noise abatement reminders be posted at the end- of each runway and that gas dealers post noise abatement regulations in a visible place. Transient jet aircraft should be issued noise abatement procedures with their fuel receipts. This specific voluntary noise abatement program developed by pilots and Paine Field airport users is attached to this document.

Engine run-up impacts on and off County airport property create noise which causes considerable concern from residents in the surrounding area. Therefore, The Boeing Company should be encouraged to pursue a review of the latest technology on suppression of jet engine run-ups and while doing so, enforce their own voluntary curfew hours (10:00 p.m. to 7:00 a.m.).

Public Awareness of Airport Activities and formation of a Paine Field Community Council

Recognizing that Public awareness of airport activities will mutually benefit the airport management and the surrounding residential community, it is recommended that mechanisms be set up to keep the general public aware of airport activities. This would include mailing Airport Commission agendas and meeting minutes to interested community members. The Airport Commission should consider publishing its agenda in advance in a paper of general circulation in the residential area surrounding the airport. A Paine Field Community Council should be appointed by the Snohomish County Airport Commission with the following composition: Four (4) citizens from residential areas impacted by the airport, two (2) pilots affiliated with Paine Field in some capacity, two (2) fixed base operators at Paine Field, and two (2) representatives from off airport business community.

1. The Community Council should meet at least twice a year in regular session. The Council may schedule as many meetings as it considers to be necessary.

The Airport Commission should cause to be prepared and presented to the Community Council a report of airport activities that should include, but not necessarily be limited to the following elements:

- a. Current operations.
 - b. Short term and long term planning.
 - c. Proposed development that may affect the character of light general aviation.
 - d. Evaluation of current dialogue between the aviation community and residential community.
2. The Council should review, assess and make recommendations to the Airport Commission and / or affected political entity and development with regard to the airport,

especially items impacting the spirit and letter of the mediated agreement.

3. The Council should promote mutual cooperation and understanding between the airport and residential communities.
4. Secretarial and other office expenses should be funded by the Snohomish County Commissioners, if legally possible.

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