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Board of County Commissioners
SNOHOMISH COUNTY, WASHINGTON

ROLE FOR DEVELOPMENT OF
PAINE FIELD SELECTED

WHEREAS, Findings and Recommendation of the Snohomish County PLANNING COMMISSION have been filed with the Board of Snohomish County Commissioners in the matter of the SELECTION OF AN AIRPORT ROLE FOR PAINE FIELD, and, (Verbiage)

WHEREAS, the Board did on the 29th day of March 1973 set this 17th day of April 1978, at the hour of 8:00 o'clock a.m., as the time for considering the Findings of Fact and the Recommendation of the Planning Commission concerning the role for Paine Field, and, (Verbiage)

WHEREAS, at such public meeting held this date, the Board of County Commissioners carefully considered the recommendation of the Planning commission, The Airport Commission and all written material received thus far, and, (Verbiage)

WHEREAS, the Planning Commission, after two public hearings at which several hours of citizen input and testimony were received, recommended to this Board that the Commissioners adopt a role for Paine Field to be entitled "General Aviation" (combination of Revised General Aviation and the Do Nothing role) and, (Verbiage)

WHEREAS, after having received and considered all documents and testimony submitted to this Board by the Planning Commission, Airport Commission and others, it appears to this Board that the recommendations of the Planning Commission should be forwarded with two modifications and two additional conditions being made by this Board of Commissioners: (Verbiage)

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.

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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.
12. Serious unanswered questions have been raised by professional aviators based at Paint Field regarding location of a proposed new 3,100 foot light aircraft, general aviation, and runway on the Bomarc site. Substantial doubts exist concerning: (Outdated)
 - A. Development of a safe flight pattern to avoid a potentially dangerous intersection of aircraft using the new runway and those using runway 11—29 (Outdated)
 - B. The provision of adequate fixed based operator flight services to aircraft using the Bomarc runway (Outdated)
 - C. Provision of eventual taxiway access to the Bomarc runway from the main airport (Outdated)
 - D. The acceptability of this runway for student pilot training stemming from, such factors as:
 - (1) The Increased crosswind conditions caused by the 61 canting of this runway away from the prevailing winds; (Outdated)
 - (2) The need for a second air traffic control radio frequency; and (Outdated)
 - (3) The need for a runway longer than 3,100 feet, (Outdated)

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

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Nothing role. This approach would impose strict control on any aviation activity with potential for adverse environmental impact.

In the event further analysis justifies its need, the principal new aviation facility provided under the General Aviation role could be a new light aircraft utility runway 3,100 feet in length. This new runway would be located west of Airport Road, rather than on the Bomarc property. The preferred site would be located approximately 3,300 feet east of the existing main north/south runway 16-34. (Outdated)

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 (PF Mediation Panel Recommendations (PFMP) Paragraph 6 pg1) service. Reasonable expansion of these activities would be permitted, provided that they do not interfere with light aircraft general aviation or The Boeing Company activities. Expansion of these activities would also be contingent upon their ability to satisfactorily mitigate potential adverse impacts on the community. (PFMP Amend #1)

Existing aviation activities at Paine Field which would be strongly discouraged from expanding because of their incompatibility inconsistency (PFMP Amend #2) 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:

1. 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.

2. Aircraft Noise Source Controls (Delete PFMP Amend #3)

The following controls or those of similar raise mitigation impact should be implemented: (Delete PFMP Amend #3)

- A. All newly manufactured aircraft using Paine Field should be required to comply with the most current Federal Aviation Regulation (FAR) Part 36 Aircraft noise emission standards (Delete PFMP Amend #3)

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- B. Any older transport aircraft should be prohibited from using Paine Field unless such aircraft are modified to meet all FAR Part 35 noise reduction performance standards established for transport aircraft manufactured after December 1, 1973. (This would require them to be retrofitted with new, quieter refanned jet engines.) (Delete PFMP Amend #3)

Snohomish County has the authority to require that all aircraft based at Paine Field meet the aforementioned requirements. (Delete PFMP Amend #3)

3. Airport Operations Controls (Delete PFMP Amend #3)

- A. All available FAA approved special landing and takeoff noise abatement procedures should be utilized to the maximum extent feasible. Conformance with approved airport flight patterns by all aircraft, including military helicopters should be strictly enforced. (Delete PFMP Amend #3)

- B. Aircraft operating restrictions should be put into effect at Paine Field, including limits on operating hours of certain types of aircraft. (Delete PFMP Amend #3)

- C. Engine maintenance and testing run up operations on airport property should be strictly regulated to conform to applicable state noise regulation requirements. A strict nighttime curfew should be reviewed and updated on a regular basis. (Delete PFMP Amend #3)

- D. To measure the effectiveness of operations noise abatement controls and to aid in their enforcement, a complete noise monitoring system should be permanently installed and actively monitored. Using data acquired from noise monitoring, aircraft noise contour maps for Paine Field should be reviewed and updated on a regular basis. (Delete PFMP Amend #3)

- E. The County should negotiate binding agreement with the airlines conducting training flights at Paine Field which will limit their operations to existing levels. Night training flights should be prohibited. (Delete PFMP Amend #3)

4. Land Use Control and Land Acquisition (PFMP Amend #4)

- A. All noise impacted land Inside Zone C Noise Exposure Forecast (NEF) 40+ should be converted to an airport-compatible, non-residential land use either by private development or through purchase by the County with a staged acquisition program following FAA guidelines. (PFMP Amend #4)

- B. Based upon the results of the noise monitoring system, the most severely impacted portions of noise impacted land inside Zone B (NEF 30-40) should be converted to airport-compatible, non-residential land uses whatever consistent with accepted land use planning principle. (PFMP Amend #4)

- C. The County should require or purchase appropriate aviation easements when granting approval of residential property requests in Zone B (NEF 30-40). (PFMP Amend #4)

- D. The county should require that special noise insulation be added to all new residential

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construction Inside Zone B (NEF 30-40) (PFMP Amend #4)

- E. The County should pursue efforts to require that disclosure of airport noise impact included on title reports for all property located in Zone B or Zone C when development or subdivision a proposed. (PFMP Amend #4)

5. County Assistance Program

- A. Existing residences located in noise impacted areas with aircraft noise levels of NEF 35-40 should be provided with a guarantee of purchase by the County if so desired by the affected owner. (Outdated)

- B. A County sponsored cost sharing program to purchase noise insulation materials should be offered to the owners of all existing residence, in Zone B (NEF 30-40) (Outdated)

6. Control of Military Aircraft Activities at Paine Field (Delete PFMP Amend #5)

The County should attempt to renegotiate the lease with the U.S. Army Reserve Helicopter unit dated March 22, 1978 for a period of time shorter than the 20 years specified. (Delete PFMP Amend #5)

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 he County with the least economic and environmental costs
6. The General Aviation role will best serve the future needs or 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 be 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.

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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 the Paine Field Annual Air Show and other such (Outdated) community sponsored events continue, to be permitted at the Snohomish County Airport at Paine Field.

On a motion duly made, seconded and UNANIMOUSLY approved, the Planning Commission further recommends to the Board of County Commissioners of Snohomish County that should at any future date further study be done relative to the Paine Field Community Plan, the body studying said Plan be constituted in such manner as to involve local citizens, airport users, qualified technical staff and advisory committee and be patterned along the lines of the Citizens Advisory Committee which drafted the Snohomish County Shoreline Master Program. (Verbiage)

Board of County Commissioners conditions:

1. Two addition 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.

WHEREAS, it further appears to this Board that: (Verbiage)

1. There were no irregularities in the action taken on this matter, and the Hearings by the Planning Commission were conducted fairly and in good faith (Verbiage)
2. The Findings of the Planning Commission are in the best interests of the general welfare of the people of Snohomish County. (Verbiage)

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January 23, 1979

PAINE FIELD MEDIATION PANEL RECOMMENDATIONS

WHEREAS, the Snohomish County Commission did on April 11, 1978, adopt a role for the development of Paine Field, which called for engaging "the services of a professional mediator to resolve any differences that may arise between the operation of Paine Field and the citizens"; and (Verbiage)

WHEREAS, the Snohomish County Commission on July 10, 1978, appointed the Office of Environmental Mediation at the University of Washington to bring together a mediation panel to hold talks; and (Verbiage)

WHEREAS, the mediation panel has held such talks to discuss issues and to negotiate specific agreements among the panel members; (Verbiage)

NOW THEREFORE BE IT RESOLVED that the Paine Field Mediation Panel recommends the following be adopted by the Snohomish County Commission as an amendment to the role adopted for Paine Field (dated April 11, 1978). (Verbiage)

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. (Moved)

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: (Moved)

I. Paine Field Steering Committee and Study Content (Outdated)

A. Paine Field Steering Committee Composition (Outdated)

A Steering Committee shall be created and its members appointed by the Snohomish County Commissioners. The committee should include one representative from the Snohomish County Airport Commission, one representative from the City of Everett, one from the Snohomish County Planning Commission, one pilot, one fixed base operator, and one person from the residential community surrounding Paine Field. The technical work on the study will be supplied by a consultant, airport management, and the County and Municipal Planning Staffs, and such other expertise as may be called upon from time to time. The Steering Committee will function under the general direction of the Snohomish County Airport Commission. It is expected that the pilot, fixed base operator, and resident, and other members of the Committee will keep in close contact with their respective constituencies as the study progresses. (Outdated)

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B. Study Direction (Outdated)

The Paine Field Master Plan is currently being revised. During the 1979-1980 period, study will be concentrated on airport impacts. At the completion of this impacts study, a Paine Field Master Plan will be prepared. Development of a master plan is supported that takes as a starting point the principle concern that the impacts on communities surrounding the airport will remain within tolerable levels. These impacts include noise, air pollution, congestion, and air safety. These impacts should be measurable and a performance criteria will be developed by the impact study to be undertaken by Snohomish County. This performance criteria will be understandable, acceptable, and measurable at the airport and in the surrounding community and will be established after baseline readings of present condition airport-generated levels have been determined. The study should provide the definition for the question: what are "reasonable standards?" (Outdated)

Before the completion of the study, the Paine Field Mediation Panel will reconvene to review the findings and ratify and / or recommend modification of the results. Once acceptable performance criteria have been determined, then adopted by the Snohomish County Airport Commission, Snohomish County Commissioners and the Federal Aviation Administration, it is the responsibility of the airport management and the Federal Aviation Administration to implement and direct all further activities and uses so that the standards are maintained. (Outdated)

It is the intent of the mediation panel that mutually acceptable levels be identified such that the Airport Commission may make necessary decisions within clearly stipulated and agreed-to bounds. (Outdated)

II. Noise Abatement (Moved)

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. (Moved)

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.). (Moved)

III. Control of Military Aircraft Noise (Outdated)

The County, through the Airport Commission, should request by letter that the Commanding Officer of each military unit using Paine Field adopt as published regulations the noise abatement procedures attached to this document. The affected officers include the Commanding General, 9th Infantry Division, U.S. Army, Ft. Lewis; Adjutant General, Washington National Guard, Camp Murray; Commanding General, U.S. Army Reserves, 124th U.S. Army Reserve Command, Fort Lawton; Commanding Officer, U.S. Naval Air Station, Whidbey Island; Commander, 13th Coast Guard District, Seattle; Base Commander, U.S. Air Force, McChord Air Force Base. (Outdated)

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IV. Land Use Compatibility (Outdated)

A. Interim Land Use (Outdated)

While the Paine Field Steering Committee works toward completion of a revised community plan, adjacent off-airport development is occurring that could affect the compatibility between the airport and the communities. In the interim, the County and the airport-impacted municipalities should agree to make land use decisions in a manner that will not limit the options available for insuring future airport and community compatibility. (Outdated)

The County and affected municipalities should impose interim zoning on specific properties which will be directly impacted by the proposed alternative new runways development during the period of the airport impacts study. The elected officials of the affected jurisdictions should adopt these guidelines immediately. (Outdated)

B. Future Land Use (Outdated)

Guidelines for future zoning should be developed according to the following criteria: (Outdated)

1. Within the most heavily noise-impacted zone surrounding the airport, any new or proposed residential development should be prohibited and other uses such as commercial, recreation and agricultural, industrial should be encouraged. The level of noise criteria shall be set after completion of noise studies to be made as soon as reasonably possible. (Outdated)

2. In that area designated Zone 2 on the airport noise foot-print, noise abatement construction techniques should be used in developments. Any new or proposed residential developments within this area should be carefully reviewed for noise compatibility, and prospective buyers should be notified by the developer and the seller that they are in a noise-impacted area. Consideration should be given to mitigating any noise impact on schools within this area. (Outdated)

V. Elements for Assessing a Parallel Runway for Paine Field (Outdated)

The Paine Field Mediation Panel supports the addition of another runway for the light aircraft as the need is determined. Location of the proposed new runway will be developed according to the following criteria: (Outdated)

1. It allows light general aviation to be the primary character of Paine Field. (Outdated)

2. It insures a balanced number of operations for light general aviation on both parallel runways. (Outdated)

3. Access to both 16-34 and the new runway should stress minimum taxi time with safe and efficient taxi ways. (Outdated)

4. It minimizes noise impact on the surrounding off-airport properties. (Outdated)

5. Its public benefits should outweigh its costs. (Outdated)

6. It should be able to handle light twin-engine aircraft. (Outdated)

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7. It should be compatible with the main runway (16-34) traffic patterns and the prevailing winds. (Outdated)

8. It should be a minimum of 3,100 feet in length. (Outdated)

9. The new runway should be designed for aircraft not to exceed a gross weight of 12,500 pounds. (Outdated)

10. All turbine aircraft should use the existing runway, 16-34, except in emergencies. (Outdated)

11. Only 16-34 should be lighted from 11:00 p.m. to 7:00 a.m., except in emergencies. (Outdated)

12. The Airport Commission should establish criteria for location of facilities on Paine Field which will enhance the basic role of general aviation. (Outdated)

Both runways E and B as studied by the airport consultant can meet these criteria. (Outdated)

VI. Use of the Bomarc Site (Outdated)

In keeping with the Snohomish County Resolution for Paine Field of April 11, 1978, it is recommended that the Bomarc Site be used for aeronautical-related purposes and industry, specifics of which will be developed in an airport master plan. Every effort will be made to assist the General Services Administration and the Federal Aviation Administration in working out an amended use for the Bomarc Property so that it can be maintained by Snohomish County. (Outdated)

VII. Public Awareness of Airport Activities and formation of a Paine Field Community Council (Moved)

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. (Moved)

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. (Moved)

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: (Moved)

a. Current operations. (Moved)

b. Short term and long term planning. (Moved)

c. Proposed development that may affect the character of light general aviation. (Moved)

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d. Evaluation of current dialogue between the aviation community and residential community. (Moved)

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. (Moved)

3. The Council should promote mutual cooperation and understanding between the airport and residential communities. (Moved)

4. Secretarial and other office expenses should be funded by the Snohomish County Commissioners, if legally possible. (Moved)

VIII. Additional Amendments

BE IT FURTBER RESOLVED that as a result of the Paine Field Mediation Panel deliberations, certain other amendments to the role for the Development of Paine Field adopted April 11, 1978 are recommended: (Verbiage)

1. that on the third page, paragraph 5, of said role, the words "~~provided that they do not interfere with light aircraft general aviation or the Boeing Company activities~~", and "~~Expansion of these activities would also be contingent upon their ability to satisfactorily mitigate potential adverse impacts on the community.~~" be deleted. (Corrected)

2. that on the third page, paragraph 6, of said role, the word incompatibility be replaced with inconsistency; (Corrected)

3. that on the fourth page, the sections on Aircraft Noise Source Controls (2-A and B) and on Airport Operation Controls (3-A through E) be deleted; (Corrected)

4. that on the fifth page, the section on Land Use Controls and Land Use Acquisition be amended according to the Snohomish County Planning Commission recommendations dated November 14, 1978. (Corrected)

5. that on the fifth page, section 6 (Control of Military Aircraft Activities at Paine Field) be deleted and replaced with the Paine Field Noise Abatement Procedures developed by airport users and adopted by the Snohomish County Airport Commission on September 13, 1978. (Corrected)