

Part 150: Records of Approval

Snohomish county airport/Paine field, Everett, Washington

Approved on 10/2/96

INTRODUCTION

The Snohomish County Airport's original FAR Part 150 Noise Compatibility Program (NCP) was approved by the FAA in 1988. The purpose of this Part 150 is to establish recommendations and provide guidelines for airport development as well as the surrounding area influenced by operations and facilities at Paine Field. As a part of this study, the Noise Exposure Maps were accepted by the FAA in April, 1996.

The approvals listed herein include approvals of actions that the airport recommends be taken by the Federal Aviation Administration. It should be noted that these approvals indicate only that the actions would, if implemented, be consistent with the purposes of Part 150. These approvals do not constitute decisions to implement the actions. Later decisions concerning possible implementation of these actions may be subject to applicable environmental or other procedures or requirements.

The program elements below summarize as closely as possible the airport operator's recommendations in the noise compatibility program and are cross-referenced to the program. The statements contained within the summarized program elements and before the indicated FAA approval, disapproval, or other determination do not represent the opinions or decisions of the FAA.

PROGRAM ELEMENTS

Page G.7 The Airport will continue its Noise Concern/Citizen Liaison Program to record all noise concerns received from citizens. The Airport will continue to designate one staff member to be responsible for this function.

FAA Determination: Approved

Page G.8 The Airport will monitor aircraft types and numbers which operate at the airport to determine changes in the forecasts contained in the FAR Part 150 Study, and will reevaluate the program when there is a significant change or at the end of the five-year time frame. The Airport will also consider budgeting funds for the update of the Study in 1999. The airport will institute monitoring procedures for a full update of the Study in 1999.

FAA Determination: Approved

Page G.10 The Airport will continue its Noise Monitoring Program, with both fixed and mobile monitors, to record aircraft flyovers and engine trims.

FAA Determination: Approved. NOTE: For reasons of aviation safety, this approval does not extend to the use of monitoring equipment for enforcement purposes by in-situ measurement of

any pre-set noise thresholds (The FAA notes that the PAE NCP does not include such thresholds).

Page G.11 The airport currently has a voluntary preferential system and a voluntary touch and go restriction in place. The touch and go restrictions include discouraging repetitive training flights by jet, turboprop and large propeller aircraft at the airport and discouraging all aircraft with greater than 250 horsepower from using Runways 16L/34R and 11/29 for such training activities. In addition, it is recommended that all small aircraft maintain pattern altitude of 1,600 feet MSL, and pattern turns should occur above 500 feet AGL. Pilots should use the Precision Approach Path Indicator (PAPI) visual reference lights for landing on Runway 16L, 34R or 16R, or the Visual Approach Slope Indicator (VASI) reference light for landing on Runways 11, 29, or 34L.

The voluntary preferential runway system consists of small aircraft using the utility runways, Runway 16L/34R and 11/29, and the larger aircraft using the main runway, Runway 16R/34L. This is especially true for local operations of aircraft greater than 250 horsepower. Itinerant arrivals of aircraft over 250 horsepower would be authorized on Runways 29, 16L, and 34R, as would itinerant departures on Runways 11, 34R and 29 (with an early turn over 34L). Departures to the north on the main runway are encouraged to fly runway heading until reaching the shoreline. For departures to the south, aircraft are encouraged to fly runway heading until reaching 3,000 feet MSL.

During nighttime hours when the Air Traffic Control Tower is closed air carrier aircraft are required to receive permission from the Airport Manager and light aircraft are required to use the main runway (16R/34L) and fly an east pattern to contain their noise over airport and Boeing Company property. Light aircraft repetitive training operations are discouraged at night.

The Airport will continue to publish the noise abatement program and to notify the pilots of the voluntary system. The Air Traffic Control Tower is responsible for closing ATIS message indicating Runways 16L/34R and 11/29 are closed at night.

FAA Determination: Approved as voluntary

Page G.13 The Airport will provide a Community Information Guide to various local community planning departments, chambers of Commerce, Economic Development Councils, and Realtors. The Information Guide is intended for representatives of these institutions working with citizens/clients in the area around Paine Field to assist them in answering questions from citizens concerning airport operations. It would be distributed to the communities and groups in the area, and could contain:

- generalized flight paths associated with aircraft and helicopters operating at the airport
- aircraft noise contours associated with the airport in approximately the year 2000
- the voluntary noise abatement program and procedures the airport has instituted and information presenting the economic benefits that the airport has for the region

The Airport will produce the Guide and distribute it as soon as possible subsequent to approval by the County.

FAA Determination: Approved

Page G.15 A noise wall should be constructed along the west/northwest edge of Paine Field as part of the construction of Paine Field Boulevard. The wall is planned as part of the boulevard plans and will be financed by non airport funds. However, additional wall height should be considered to provide sound attenuation equal to sound attenuation provided by existing terrain which will be altered. This wall will replace and compensate for the removal of the hill on the

western edge of airport property. At the present time, this hill and associated vegetation provide attenuation for aircraft and engine trim noise. The wall will help protect residences just west of Paine Field Boulevard from experiencing higher aircraft noise than they presently experience.

FAA Determination: Approved This action would reduce or eliminate certain airport generated noise.

Page G.16In addition, numerous aircraft owners and tenants on the airport perform engine trims. The engine trims affect off-airport residences. Prototype portable engine noise suppression units are becoming available to help reduce the noise associated with such engine trims. One element of this measure is to purchase such noise suppression units for jet engines, when/if feasible, as part of the Noise Compatibility Program.

FAA Determination: Approved. This action would reduce or eliminate certain airport generated noise.