

Board of County Commissioners
SNOHOMISH COUNTY, WASHINGTON

deletions and handwritten
notes reflect changes
made by section 8 of the
1-23-79 Resolution adopting
the mediation panels
recommendations

ROLE FOR
DEVELOPMENT OF
PAINE FIELD SELECTED

W H E R E A S, 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,

W H E R E A S, the Board did on the 29th day of March, 1978, set this 11th day of April, 1978, at the hour of 10:00 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,

W H E R E A S, 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,

W H E R E A S, 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,

W H E R E A S, 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 recommendation of the Planning Commission should be followed with two modifications and two additional conditions being made by this Board of Commissioners:

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 by 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 Paine Field regarding location of a proposed new 3,100 foot light aircraft, general aviation, runway on the Bomarc site. Substantial doubts exist concerning:
 - 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;
 - B. The provision of adequate fixed based operator flight services to aircraft using the Bomarc runway;
 - C. Provision of eventual taxiway access to the Bomarc runway from the main airport;
 - D. The acceptability of this runway for student pilot training stemming from such factors as:
 - (1) The increased crosswind conditions caused by the 6° canting of this runway away from the prevailing winds;
 - (2) The need for a second air traffic control radio frequency; and
 - (3) The need for a runway longer than 3,100 feet.

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.

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.

Expansion or improvements of 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 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.~~

Existing aviation activities at Paine Field which would be strongly discouraged from expanding because of their ^{Inconsistency} ~~incompatibility~~ with the airport's 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 elements described in the Planning Department's 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 this program before the next phase of the study is permitted to begin. It is our firm belief that all affected sectors of the airport community should be directly involved in developing and, as possible, implementing the detailed elements 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 professional 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 Paine Field Advisory Council composed of local residents and airport users to provide advice to the County on important airport related issues.

~~2. Aircraft Noise Source Controls~~

~~The following controls or those of similar noise mitigation impact should be implemented:~~

- ~~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.~~
- ~~B. Any older transport aircraft should be prohibited from using Paine Field unless such aircraft are modified to meet all FAR Part 36 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.)~~

~~Snohomish County has the authority to require that all aircraft based at Paine Field meet the aforementioned requirements.~~

~~3. Airport Operations Controls~~

- ~~A. All available EAA 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.~~
- ~~B. Aircraft operating restrictions should be put into effect at Paine Field, including limits on operating hours of certain types of aircraft.~~
- ~~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.~~
- ~~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.~~

~~E. The County should negotiate binding agreements with the airlines conducting training flights at Paine Field which will limit their operations to existing levels. Night training flights should be prohibited.~~

4. Land Use Controls and Land Acquisition

*Amend as Per 11/14/78
Sno. Co. Planning
Commission
Recommendation
on Interim
Zoning*

- 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.
- 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 wherever consistent with accepted land use planning principles.
- C. The County should require or purchase appropriate aviation easements when granting approval of residential property requests inside Zone B (NEF 30-40).
- D. The County should require that special noise insulation be added to all new residences constructed inside Zone B (NEF 30-40).
- E. The County should pursue efforts to require that disclosure of airport noise impact be included on title reports for all property located in Zone B or Zone C when development or subdivision is proposed.

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

~~6. Control of Military Aircraft Activities at Paine Field~~

~~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 70 years specified.~~

6. Paine Field Noise Abatement Procedures developed by Airport Users and adopted by Sno. Co. In conclusion, we present our findings, which expressly support the selection of the Airport new redefined General Aviation role:
COMMISSION AT 9-13-78

- 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 land use patterns around Paine Field.
4. The General Aviation role will provide the best opportunity to both preserve and expand 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 severe 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 the Paine Field Annual Air Show and other such 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 a manner as to involve local citizens, airport users, qualified technical staff and an advisory committee; and be patterned along the lines of the Citizens' Advisory Committee which drafted the Snohomish County Shoreline Master Program.

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.

W H E R E A S, it further appears to this Board that:

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.
2. The Findings of the Planning Commission are in the best interests of the general welfare of the people of Snohomish County.

N O W, T H E R E F O R E, B E I T R E S O L V E D, that pursuant to the Findings of Fact as set out above, this Board hereby ADOPTS the "GENERAL AVIATION" role for the PAINE FIELD COMMUNITY PLAN.

COPY RECEIVED:

PLANNING _____

AIRPORT _____

EVERETT PLANNING DEPARTMENT _____
(Gary Doughty)

Done in _____ regular _____ Session this 11th _____ day of April _____ 19 73

ATTEST:

HENRY B. WHALEN

County Auditor and Ex-Officio Clerk of the Board

By _____

Deputy Auditor

Chairman

Commissioner

Commissioner

Constituting the Board of County Commissioners
of Snohomish County, Washington

CM-5

PAINE FIELD NOISE ABATEMENT PROCEDURES

The management of Paine Field is deeply committed to aircraft operating procedures which minimize the noise impact upon the surrounding communities. Attached are recommended procedures and a map identifying the most noise sensitive areas. Voluntary compliance is requested with the hope that mandatory compliance shall not become necessary.

It is understood that ATC instructions, weather and safety considerations may at times require deviation from the suggested procedures. During "Special VFR" flight conditions pilots are encouraged, if possible, to plan their approach and departure routes over the least noise sensitive areas using reduced power consistent with safe operating procedures.

1. Jet Turboprop and Heavy Propeller Aircraft

- A. Preferential runway is 16/34. No training flights between 10:00 p.m. and 7:00 a.m. local time. Compliance agreements with airlines, Boeing and military to be negotiated by Airport Management.

B. Approaches

1. Standard NBAA noise abatement approach procedures should be used.
2. Practice IFR approaches during visual meteorological conditions:
 - a. Avoid circle to land maneuvers west of the airport.
 - b. Missed approaches should maintain runway heading to 3000' MSL unless directed otherwise by ATC.

3. VFR Approaches:

- a. Downwinds west should be flown west of the shoreline, preferably mid-channel.
- b. Runway 16 - make turn to final North of shoreline.
- c. Fly final at or above ILS glide slope or VASI.
- d. Straight in - maintain at or above 2000' MSL until intercepting ILS glide slope or VASI unless directed otherwise by ATC.

C. Departures (IFR and VFR)

1. Use full runway length.
2. Use standard NBAA noise abatement procedures unless otherwise directed by ATC.

2. Light Propeller Aircraft (Single and Twin)

A. Approaches - Straight in

1. Runway 16/34: Remain as high as possible but not lower than 1400' MSL until intercepting the VASI or ILS glide slope unless directed otherwise by ATC.
2. Runways 11/29 and 3/21: Avoid low dragged-in approaches.

B. Approaches - From a normal downwind or base entry.

1. All runways: Keep base leg close in unless directed otherwise by ATC. Avoid low dragged-in approaches.

C. Departures

1. All IFR departures or missed approaches are requested to climb to circling minimums prior to turning unless directed otherwise by ATC.
2. Runway 16/34: Climb or runway heading at Vy to 1000' MSL prior to turning unless directed otherwise by ATC.
3. Runways 11/29 and 3/21: Avoid intersection departures. Climb on runway heading at Vy to 1000' MSL prior to turning unless directed otherwise by ATC. Reduce to climb power at end of runway.

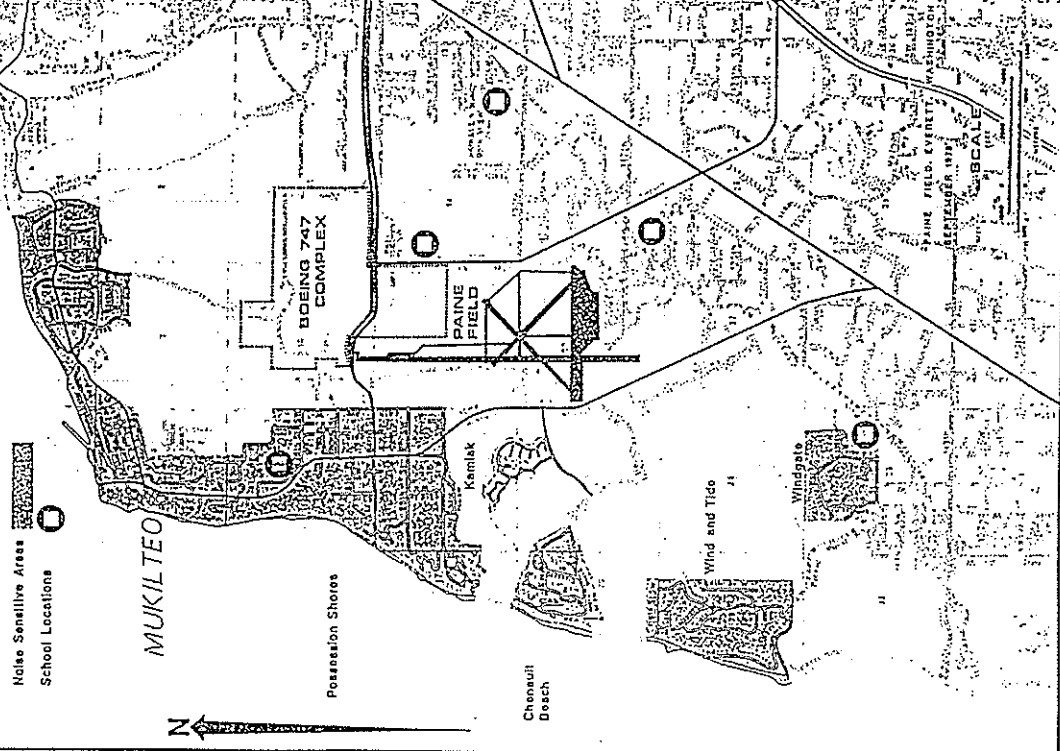
- D. Touch and Go operations are to be discouraged between 10:00 p.m. and 7:00 a.m. and during busy traffic periods when the pattern tends to extend over noise sensitive areas.

3. Rotary Wing

- A. Military and Civilian: Disseminate the 92nd Army Reserve noise abatement procedures to all known users of Paine Field by mailing and handout by FBO's and fuel dealers. Copies of this procedure are available at the airport office.

IN ADDITION TO THE ABOVE PROCEDURES, THE USERS OF SNOHOMISH COUNTY AIRPORT (PAINE FIELD) ARE REQUESTED TO USE NBAA STANDARD APPROACH AND DEPARTURE PROCEDURES. COPIES OF THESE ARE AVAILABLE AT THE AIRPORT OFFICE.

PAINE FIELD NOISE SENSITIVE AREAS



Board of County Commissioners
SNOHOMISH COUNTY, WASHINGTON
INTERIM ZONING ADOPTED
PRAIRIE FIELD AREA

NOV 14 1978

WHEREAS, the SNOHOMISH COUNTY COMMISSIONERS deem it in the best public interest to have an updated Prairie Field Comprehensive Plan, and,

WHEREAS, the Snohomish County Planning Department is currently in the process of undertaking a major revision to the Prairie Field Communities Plan and upon receipt of recommendations from the Environmental Mediation Team addressing the issues in the Prairie Field controversy, can proceed with an airport noise study and comprehensive land use plan, and,

WHEREAS, interim zoning in the immediate vicinity of the Prairie Field Airport would be beneficial to the development of a timely and realistic comprehensive plan and to the appropriate future development around the airport, and,

WHEREAS, the Snohomish County Planning Commission has recommended unanimously that this Board adopt Interim Zoning for the Prairie Field Area, and,

WHEREAS, this Board has found that all conditions of Washington State Law (R.C.W. 35.70.790) have been met regarding adoption of interim zoning measures.

Upon the matter being put to a vote, Commissioners Hill and Mos voted to concur with the recommendation of the Planning Commission and adopt Interim zoning in the vicinity of the Prairie Field Airport and Commissioner Fairman abstained from the vote.

NOW, THEREFORE, ON MOTION, this Board of Snohomish County Commissioners hereby ADOPTS INTERIM ZONING IN THE PRAIRIE FIELD AREA (a copy of the legal description and new zoning classifications is located in Commissioners' Proceedings file of this date), for a period of 12 MONTHS from this date.

COPY RECEIVED:

PLANNING _____

me in _____ regular _____ Special this 14th day of November 1978

TEST:

HENRY S. WRALEN

County Auditor and Ex-Officio Clerk of the Board

[Signature]
County Auditor

[Signature]
Chairman

Commissioner

Commissioner

Constituting the Board of County Commissioners
of Snohomish County, Washington

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 COUNTY OF SNOHOMISH - FILE NUMBER R 148-78

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Snohomish County Planning Commission

Board of County Commissioners
County Administration Building
Everett, Washington

**SUBJECT: Planning Commission Recommendation on
INTERIM ZONING FOR PAINE FIELD AREA**

Honorable Commissioners:

The Snohomish County Planning Commission at a Public Meeting following a regular Public Hearing held Tuesday, October 24, 1978, voted UNANIMOUSLY (Chair voting), to recommend APPROVAL of INTERIM ZONING FOR THE PAINE FIELD AREA in accordance with the report and map which are attached hereto and by reference made a part hereof; which map may be subject to adjustment as deemed appropriate by the Board of County Commissioners.

Respectfully submitted,

SNOHOMISH COUNTY PLANNING COMMISSION

Barbara Kusler
BARBARA KUSLER, Vice Chairperson

BK:is

Attachments

REPORT - INTERIM ZONING FOR THE PAINE FIELD AREA

During the past few months, the Snohomish County Planning Commission has been asked to consider several plats for residential subdivisions adjacent to the Snohomish County Airport at Paine Field. We recommended approval of most of these plats because they were adequately designed, and consistent with current zoning and comprehensive plan designations for that area. Nevertheless, these plats were endorsed with great reservation, since we believe that residential use of land in the immediate vicinity of Paine Field is generally inappropriate due to aircraft noise. Expanding residential use in a noise-impacted area not only creates unacceptable living environments but will also limit the land use alternatives in these areas. Consequently, we recommend that the Board of County Commissioners consider the following action which will limit the expansion of incompatible land uses in the Paine Field area.

Given the magnitude of the potential use conflicts, we suggest that the Board of County Commissioners adopt "interim zoning" in the vicinity of the Snohomish County Airport. According to Washington State Law (R.C.W. 36.70.790), the Board of County Commissioners has the authority to adopt interim zoning without public hearing if the following conditions are met:

- A. The County Planning Department is conducting or intends to conduct a study and revision of the existing comprehensive plan.
- B. An emergency exists which threatens the public health, safety and general welfare.
- C. The interim zoning is a temporary measure with a specific date for adopting permanent zoning.
- D. The Planning Commission submits a report recommending interim zoning.

The first condition has already been satisfied. The Snohomish County Planning Department is currently working on a major revision of the Paine Field Communities Plan. The Department is waiting for a set of recommendations from the Environmental Mediation Team addressing most of the major issues in the Paine Field controversy. With the recommendations from the mediation group, the County can proceed with an airport noise study and a comprehensive land use plan.

Secondly, we believe an emergency exists in the Paine Field area which threatens the health, safety and general welfare of not only the local community, but also every resident of Snohomish County. Since January, 1978, the County has received requests for plat or short plat approval on 94 lots in close proximity to Paine Field. In addition, we are aware of a possible request for approval of 100 more units adjacent to Paine Field. All of these lots and housing units are proposed for land that is highly impacted by airport noise. In our opinion, these properties are poorly suited to residential use, in spite of the comprehensive plan and current zoning.

Additionally, residential use of the land adjacent to Paine Field may constrain appropriate types of growth and development around the airport. Potentially, the Snohomish County Airport represents the nucleus for a major industrial complex. This complex could provide a much needed tax base for the entire County, and jobs for residents of King and Skagit Counties as well. To jeopardize this growth potential through lack of thoughtful planning is, in our view, an emergency which threatens the general welfare.

Board of County Commissioners

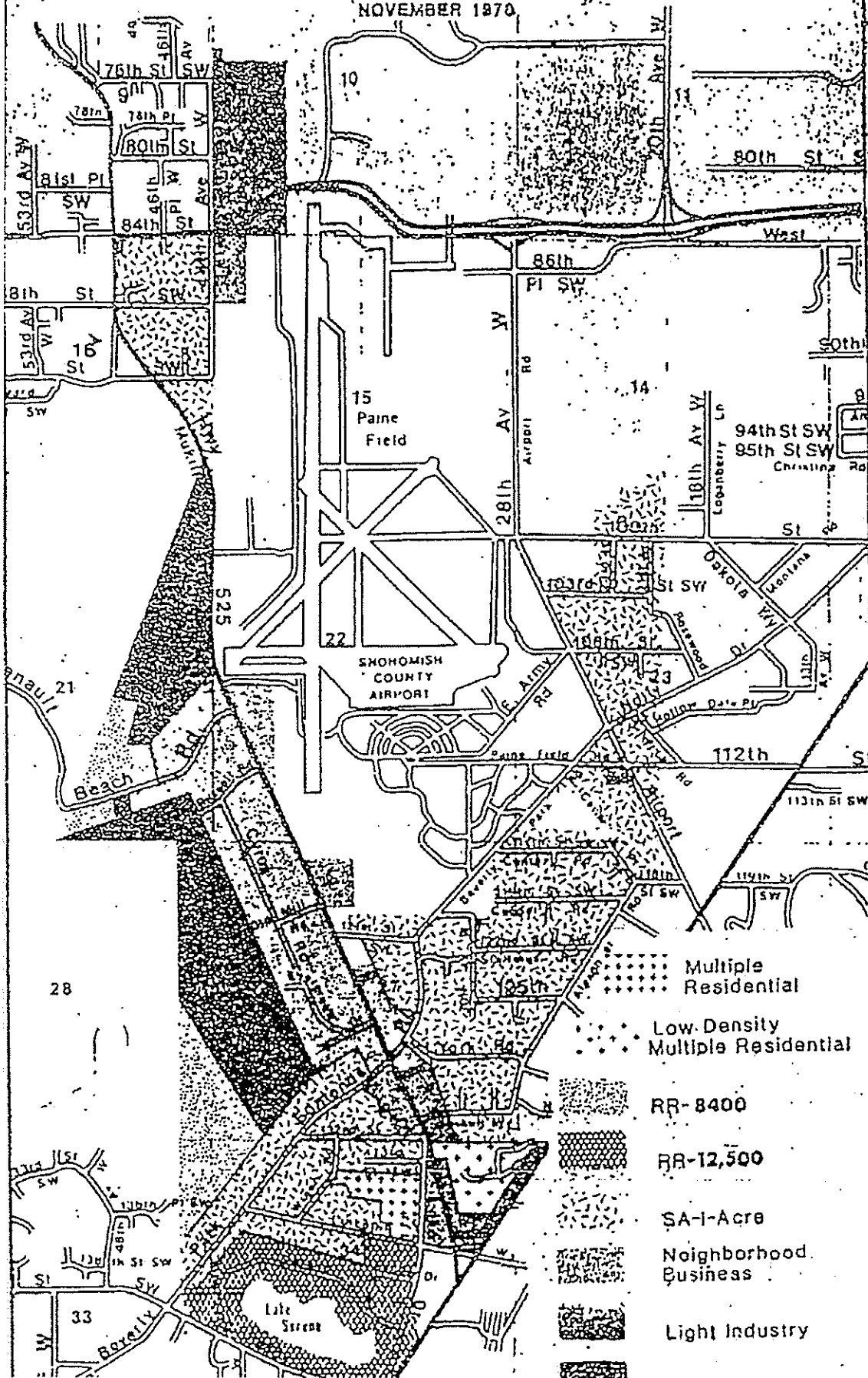
Paine Field Interim Zoning

Page Two

Therefore, the Snohomish County Planning Commission recommends that the Board of Snohomish County Commissioners adopt interim zoning in the immediate vicinity of the Snohomish County Airport (Figure 1). We further recommend that these emergency measures be adopted immediately and remain in force until the revised Paine Field comprehensive plan is adopted and implemented. We expect that the revised Paine Field comprehensive plan will be ready for adoption hearings by January of 1980; thus an 18-month interim zone limit to allow plan adoption and zoning implementation would seem appropriate.

PAINE FIELD INTERIM ZONING

NOVEMBER 1970



Board of County Commissioners
SNOHOMISH COUNTY, WASHINGTON

P A I N E F I E L D M E D I A T I O N P A N E L
R E C O M M E N D A T I O N S A D O P T E D

O N M O T I O N, those certain RECOMMENDATIONS of the PAINE FIELD MEDIATION PANEL dated January 23, 1979, a copy of which is located in Commissioners' Proceedings file of this date, regarding amendments to the ROLE adopted for PAINE FIELD (See Commissioners' Proceedings of April 11, 1978), are hereby ADOPTED and incorporated by reference herein, and further the county has agreed to study all possible alternatives for use of the Bomarc Site.

COPY RECEIVED:

AIRPORT _____

AIRPORT COMMISSION _____

U of W MEDIATORS _____

CITIZEN'S GROUP _____
(Beth Armstrong)

Done in _____ regular _____ Session this _____ 23rd _____ day of _____ January _____, 19...79.

ATTEST:

HENRY B. WHALEN

County Auditor and Ex-Officio Clerk of the Board

By Cathy Viny Deputy Auditor

Don Mac

Chairman

Commissioner

Commissioner

Constituting the Board of County Commissioners
of Snohomish County, Washington

CM-3

PAINÉ 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

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

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

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).

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:

I. Paine Field Steering Committee and Study Content

A. Paine Field Steering Committee Composition

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.

B. Study Direction

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?"

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.

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.

II. 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.).

III. Control of Military Aircraft Noise

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.

IV. Land Use Compatibility

A. Interim Land Use

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.

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.

B. Future Land Use

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

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.

2. In that area designated Zone 2 on the airport noise footprint, 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.

V. Elements for Assessing a Parallel Runway for Paine Field

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:

1. It allows light general aviation to be the primary character of Paine Field.
2. It insures a balanced number of operations for light general aviation on both parallel runways.
3. Access to both 16-34 and the new runway should stress minimum taxi time with safe and efficient taxi ways.
4. It minimizes noise impact on the surrounding off-airport properties.
5. Its public benefits should outweigh its costs.
6. It should be able to handle light twin-engine aircraft.
7. It should be compatible with the main runway (16-34) traffic patterns and the prevailing winds.
8. It should be a minimum of 3100 feet in length.

9. The new runway should be designed for aircraft not to exceed a gross weight of 12,500 pounds.
10. All turbine aircraft should use the existing runway, 16-34, except in emergencies.
11. Only 16-34 should be lighted from 11:00 p.m. to 7:00 a.m., except in emergencies.
12. The Airport Commission should establish criteria for location of facilities on Paine Field which will enhance the basic role of general aviation.

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

VI. Use of the Bomarc Site

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.

VII. 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.

VIII. Additional Amendments

BE IT FURTHER 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:

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.

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

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;

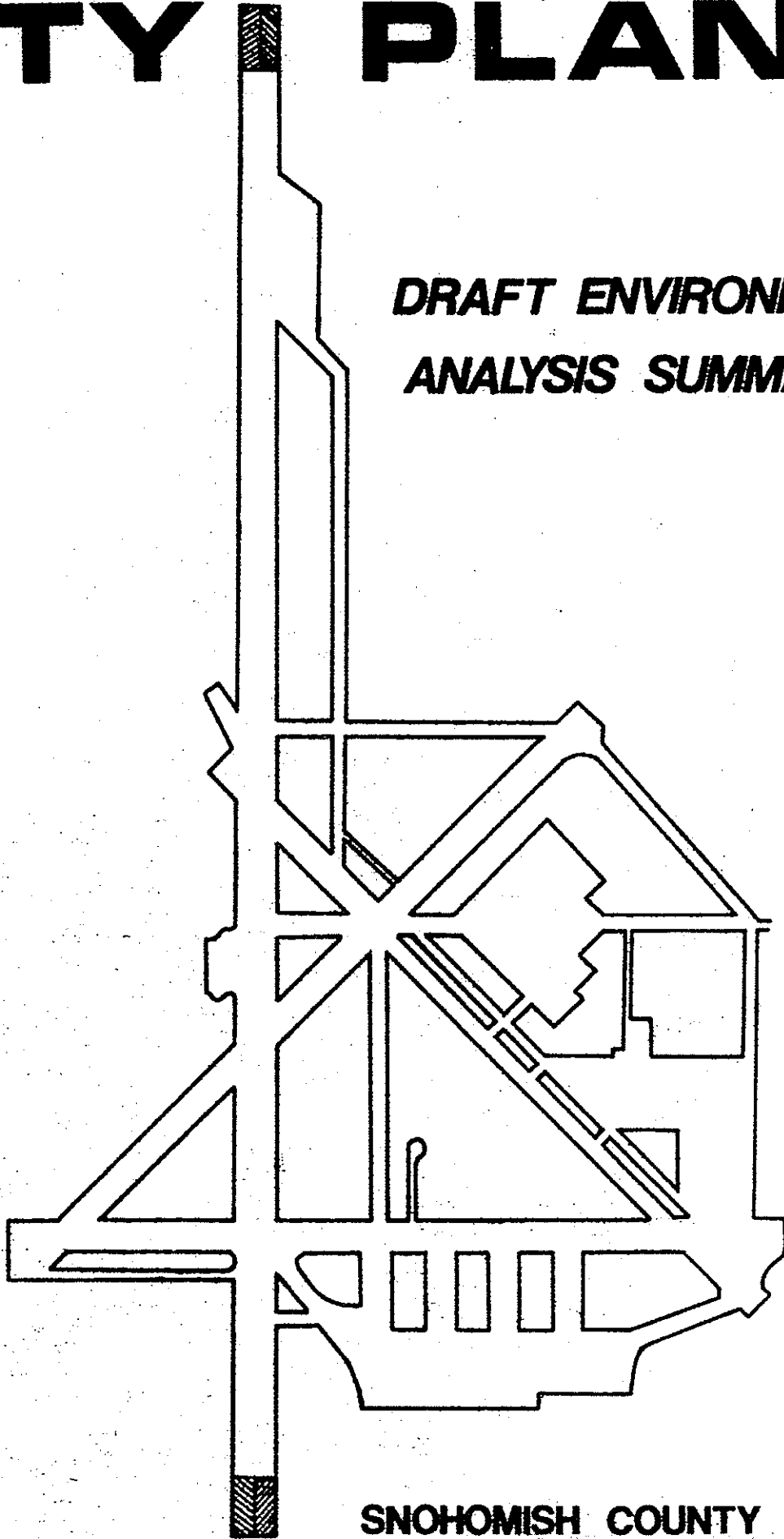
4) that on the fifth page, the section on Land Use Controls and Land Use Acquisition be amended according to the Snohomish County Planning Commission recommendations dated November 14, 1978.

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.

PAINIE FIELD COMMUNITY

PLAN

***DRAFT ENVIRONMENTAL
ANALYSIS SUMMARY***



SNOHOMISH COUNTY

FIGURE 6
SUMMARY

COMPARISON OF ALTERNATIVE LONG-RANGE AIRPORT ROLES FOR PAYNE FIELD

SUMMARY OF ALL
AERONAUTICAL
ACTIVITY COMPONENTS
FOR EACH ALTERNATIVE
ROLE

Aircraft Type	DO NOTHING (DN)	MAJOR GENERAL AVIATION (MGA)	SATELLITE AIR CARRIER MAJOR GENERAL AVIATION (SAC/MGA)	REVISED GENERAL AVIATION (RGA)
	General Aviation Light Aircraft (piston-prop under 12,500 lbs. gross wt.) Transport Aircraft (jet, turboprop & piston) Helicopters (civilian & military) Corporate Aircraft (jet and turboprop)	Same	Same	Same
Annual Aircraft Operations	1976 - 189,054 (10,179)** 1985 - 293,000 (17,000)** 1995 - 325,000* (20,000)** * Exceeds maximum efficient capacity of existing Payne Field facilities. (242,000 operations/year)	1976 - 189,054 (10,179)* 1985 - 321,367 (20,086)* 1995 - 452,509 (24,835)**	1976 - 189,054 1985 - 321,367 1995 - low - 456,159 - med. - 459,809 - hi. - 464,509 to 482,509 (12,000 to 30,000 SAC flights)	1976 - 189,054 (10,179)* 1985 - 317,374 (16,093)** 1995 - 449,202 (21,528)**
Based Aircraft	**Jet aircraft & large transport aircraft annual operations. 1977 - 368 1985 - 500 1995 - 500	**Jet aircraft & large transport aircraft annual operations. 1977 - 368 1985 - 500 1995 - 707	1977 - 369 1985 - 500 1995 - 707	*Jet aircraft & large transport aircraft annual operations. 1977 - 368 1985 - 500 1995 - 707
New Hangars and Ground Support Facilities	None	- Tie down aprons - Hangars - Aircraft service facilities - Passenger terminal (multi-purpose)	- Tie down aprons - Hangars - Aircraft service facilities - Passenger terminal (larger airline terminal type facility)	- Tie down aprons - Hangars - Aircraft service facilities - Passenger terminal (multi-purpose)

FIGURE 6 - cont.
COMPARISON OF ALTERNATIVE LONG-RANGE AIRPORT ROLES FOR PAINE FIELD

SUMMARY OF ALL
AERONAUTICAL
ACTIVITY COMPONENTS
FOR EACH ALTERNATIVE
ROLE

	DO NOTHING (DN)	MAJOR GENERAL AVIATION (MGA)	SATELLITE AIR CARRIER MAJOR GENERAL AVIATION (SAC/MGA)	REVISED GENERAL AVIATION (RGA)
Additional Runway Requirements	None	- New light aircraft runway located on Bomarc property. - Helipad - May eventually require second major north/south runway (8,250 ft. in length) 800 ft west of existing main runway.	Same as MGA	- New light aircraft runway located on Bomarc property. - Helipad - May require 1,000 ft. extension to runway 16/34 (main runway) for long range flights.
Annual Passengers	1976 - 199,670 1985 - 385,000 1995 - 475,000	1976 - 199,670 annual passengers 1985 - 565,067 " " 1995 - 962,741 " "	1976 - 193,631 annual pas. 1985 - 565,067 " " 1995 - low - 1,162,741 " " - med - 1,542,741 " " - hi. - 1,962,741 to 3,962,741 annual "	1976 - 199,670 annual pas. 1985 - 565,067 " " 1995 - 962,741 " "
Annual Air Freight Tonnage	1976 - 4,983 tons 1985 - 15,476 tons 1995 - 17,000 tons	1976 - 4,983 tons 1985 - 15,476 tons 1995 - 48,067 tons	1976 - 4,983 tons 1985 - 15,476 tons 1995 - 48,067 tons*	1976 - 4,983 tons 1985 - 15,476 tons 1995 - 48,067 tons
Comments	Existing airport facilities would continue to be maintained at present levels & would [redacted] be used to their maximum capacity.	MGA role basically allows for continued expansion of aeronautical activities which now utilize Paine Field.	*Does not include the large amount of air freight which will be moved by scheduled air carrier. Implementation of scheduled air carrier service at Paine Field under this role is heavily contingent upon development of unacceptable delay & congestion of SEA/TAC airport.	This role is similar to the MGA role but would not permit aeronautical activities to ultimately expand to the same level.

COMPARISON OF ALTERNATIVE LONG-RANGE AIRPORT ROLES FOR PAINE FIELD

AERONAUTICAL
ACTIVITY COMPONENT

GENERAL AVIATION

Aircraft Type	DO NOTHING (DN) Light Aircraft (under 12,500 gross wt.) Helicopters (civilian)	MAJOR GENERAL AVIATION (MGA) Light Aircraft (under 12,500 gross wt.) Helicopters (civilian)	SATELLITE AIR CARRIER MAJOR GENERAL AVIATION (SAC/MGA)	REVISED GENERAL AVIATION
Annual Aircraft Operations	1976 - 160,225 1985 - 250,000* 1995 - 285,000* * Exceeds maximum efficient capacity of Paine Field's existing facilities for general aviation.	1976 - 160,225 1985 - 274,547 1995 - 395,740	Same as MGA	Same as MGA and SAC/MGA
Based Aircraft	1977 - 368 1985 - 452 1995 - 445	1977 - 328 1985 - 450 1995 - 649	Same as MGA	Same as MGA and SAC/MGA
New Hangars and Ground Support Facilities	None	- Tie Down Aprons - Hangars - Aircraft Service Facilities - Passenger Terminal	Same as MGA	Same as MGA and SAC/MGA
Additional Runway Requirements	None	- New light aircraft runway located on Demarc Property - Helipad	Same as MGA	Same as MGA and SAC/MGA
Annual Passengers or Air Freight Tonnage	1976 - 188,141 annual passengers* 1985 - 350,000 annual passengers* 1995 - 435,000 annual passengers* * Inland operations only	1976 - 188,141 annual passengers* 1985 - 381,804 annual passengers* 1995 - 613,885 annual passengers* * Inland operations only	Same as MGA	Same as MGA and SAC/MGA
Comments	Existing airport facilities for general aviation would continue to be maintained at present levels.	Includes many public service aviation activities such as medical aid, emergency rescue law enforcement, aerial photography and forest fire control	Same as MGA	Same as MGA and SAC/MGA

COMPARISON OF ALTERNATIVE LONG-RANGE AIRPORT ROLES FOR POINE FIELD

AERONAUTICAL ACTIVITY COMPONENT	CORPORATE AVIATION	DO NOTHING (DN)	MAJOR GENERAL AVIATION (MGA)	SATELLITE AIR CARRIER MAJOR GENERAL AVIATION (SAC/MGA)	REVISED GENERAL AVIATION
Aircraft Type	Light Aircraft (turbo prop) Helicopters (Civilliam) Business Jets	Same	Same	Same	Same
Annual Aircraft Operations	1976 - 3,865 1985 - 9,786* 1995 - 13,629* Exceeds maximum efficient capacity of Poine Field's existing facilities.	1976 - 3,865 1985 - 9,786 1995 - 13,629	1976 - 3,865 1985 - 9,786 1995 - 13,629	Same as MGA	Same as MGA and SAC/MGA
Based Aircraft	1977 - 6 1985 - 14 1995 - 21	1976 - 5 1985 - 14 1995 - 21	1976 - 5 1985 - 14 1995 - 21	Same as MGA	Same as MGA and SAC/MGA
New Hangars and Ground Support Facilities	None	None	- Passenger Terminal (multi-purpose facility serving aeronautical activities) - Tie-down Aprons - Hangars	Same as MGA	Same as MGA and SAC/MGA
Additional Runway Requirements	None	None	None	None	None
Annual Passengers or Air Freight Tonnage	1976 - 10,179 annual passengers 1985 - 34,586 annual passengers 1995 - 53,829 annual passengers* *Increase attributed to larger aircraft	1976 - 10,179 annual passengers 1985 - 34,586 annual passengers 1995 - 53,829 annual passengers	1976 - 10,179 annual passengers 1985 - 34,586 annual passengers 1995 - 53,829 annual passengers	Same as MGA	Same as MGA and SAC/MGA
Comments	Existing airport facilities for corporate aviation would continue to be maintained at present levels.				

COMPARISON OF ALTERNATIVE LONG-RANGE AIRPORT ROLES FOR PAINE FIELD

AERONAUTICAL ACTIVITY COMPONENT	DO NOTHING (DN)	MAJOR GENERAL AVIATION (MGA)	SATELLITE AIR CARRIER MAJOR GENERAL AVIATION (SAC/MGA)	REVISED GENERAL AVIATION
Aircraft Type	DO NOTHING (DN)	Same	Same	Same
Aircraft Type	Light Aircraft (under 12,500 gross wt., Transport Aircraft (smaller sizes - 10-50 passengers)	Same	Same	Same
Annual Aircraft Operations	1976 - 630 1985 - 1000 1995 - 1200	1976 - 630 1985 - 4,680 1995 - 8,560	Same as MGA	Same as MGA and SAC/MGA
Based Aircraft	Air Taxi Based Aircraft included in General Aviation Based Aircraft Total No Computer Aircraft Based at Paine Field	Same	Same	Same
New Hangars and Ground Support Facilities	None	None	Same as MGA	Same as MGA and SAC/MGA
Additional Runway Requirements	None	None	None	None
Annual Passengers or Air Freight Tonnage	1976 - 850 1985 - 3400 1995 - 4800**	1976 - 850 annual passengers 1985 - " " 1995 - " "	Passenger Terminal (Serves several aeronautical activities)	Same as MGA and SAC/MGA
Comments	**Increase due to slightly larger aircraft	1976 - 850 annual passengers 1985 - 76,677 " " 1995 - 151,027 " "	Same as MGA	Same as MGA and SAC/MGA
	No computer aviation service would be established at Paine Field due to lack of ground facilities and increased air traffic congestion.			

COMPARISON OF ALTERNATIVE LONG-RANGE AIRPORT ROLES FOR PAINE FIELD

AERONAUTICAL ACTIVITY COMPONENT	DO NOTHING (DN)	MAJOR GENERAL AVIATION (MGA)	SATELLITE AIR CARRIER MAJOR GENERAL AVIATION (SAC/MGA)		REVISED GENERAL AVIATION
			Jet Transport Aircraft		
SCHEDULED AIR CARRIER	None	None	Jet Transport Aircraft		None
Aircraft Type	None	None	1976 - 0 1985 - 0		None
Annual Aircraft Operations	None	None	1995 - low - 3,650 (10 flights per day) medium - 7,300 (20 flights per day) high - 12,000 to 30,000 (30 to 80 flights per day)		None
Based Aircraft	None	None	None		None
New Hangars and Ground Facilities	None	None	- Passenger terminal (larger than other- wise required for other aeronautical activities) - Hangars - Aircraft Service Facilities		None
Additional Runway Requirements	None	None	- May eventually require addition of second major north-south runway (8,250 ft. in length) west of existing main runway.		None
Annual Passengers or Air Freight Tonnage	None	None	1976 - 0 1985 - 0 1995 - low - 200,000 annual passengers medium - 600,000 annual passengers high - 1 to 3 million annual passengers		None
Comments			Implementation of scheduled air carrier service at Paine Field is heavily contingent upon development of unacceptable delay and congestion at SEA/TAC airport.		

COMPARISON OF ALTERNATIVE LONG-RANGE AIRPORT ROLES FOR PAINE FIELD

AERONAUTICAL ACTIVITY COMPONENT	DO NOTHING (DN)	MAJOR GENERAL AVIATION (MGA)	SATELLITE AIR CARRIER MAJOR GENERAL AVIATION (SAC/MGA)	REVISED GENERAL AVIATION
SUPPLEMENTAL/CHARTER AIR PASSENGER SERVICE	Jet Transport Aircraft	Jet Transport Aircraft** *Larger aircraft than in DN role would be used.	Same as MGA	Same as MGA and SAC/MGA
Aircraft Type	Jet Transport Aircraft	Jet Transport Aircraft** *Larger aircraft than in DN role would be used.	Same as MGA	Same as MGA and SAC/MGA
Annual Aircraft Operation	1976 - 10 1985 - 100 1995 - 125	1976 - 10 1985 - 720 1995 - 1440	Same as MGA	Same as MGA and SAC/MGA
Based Aircraft	1976 - 0 1995 - 0	1976 - 0 1985 - 3 1995 - 3	Same as MGA	Same as MGA and SAC/MGA
New Hangars and Ground Support Facilities	None	Passenger Terminal (serves several aeronautical activities)	Same as MGA	Same as MGA and SAC/MGA
Additional Runway Requirements	None	- May eventually require addi- tion of second major north- south runway (8,250 ft. in length) west of existing main runway.	Same as MGA	May require 1,000 ft. extension to runway 16/34 (main runway) for long- range flights.
Annual Passengers or Air Freight Tonnage	1976 - 500 annual passengers 1985 - 5,000 annual passengers 1995 - 12,500 annual passengers	1976 - 500 annual passengers 1985 - 72,000 annual passengers 1995 - 144,000 annual passengers	Same as MGA	Same as MGA and SAC/MGA
Comments	Very limited existing passenger terminal facilities and increasing air traffic congestion will severely curb expansion of this activity under DN role.	Revised federal regulatory policies may increase air passenger charter/ supplemental aviation. Use as weather alternate for scheduled air carrier aviation to continue.	Same as MGA	Same as MGA and SAC/MGA

COMPARISON OF ALTERNATIVE LONG-RANGE AIRPORT ROLES FOR PAINE FIELD

AERONAUTICAL ACTIVITY COMPONENT	DO NOTHING (DN)	MAJOR GENERAL AVIATION (MGA)	SATELLITE AIR CARRIER MAJOR GENERAL AVIATION (SAC/MGA)	REVISED GENERAL AVIATION
AIR CARGO AVIATION	DO NOTHING (DN)	MAJOR GENERAL AVIATION (MGA)	SATELLITE AIR CARRIER MAJOR GENERAL AVIATION (SAC/MGA)	REVISED GENERAL AVIATION
Aircraft Type	- Light Aircraft - Transport Aircraft (avg. size expected to increase through planning period)	Same	Same	Same
Annual Aircraft Operations	1975 - 660 1985 - 1000 1995 - 1200	1975 - 660 1985 - 1000 1995 - 1650	Same as MGA 1975 - 660 1985 - 1000 1995 - 58,000 lbs.	Same as MGA and SAC/MGA
Based Aircraft	1976 - 4 1985 - 4 1995 - 4	1976 - 4 1985 - 4* 1995 - 4* *Average size of aircraft expected to increase faster than in Do Nothing role.	Same as MGA	Same as MGA and SAC/MGA
New Hangars and Ground Support Facilities	None	None	Same as MGA	Same as MGA and SAC/MGA
Additional Runway Requirements	None	- May eventually require addition of second major north-south runway (8,250 ft. in length) west of existing main runway. - May require 1,000 foot extension to runway 16/34 (main runway) for long-range flights.	Same as MGA	- May require 1,000 foot extension to runway 16/34 (main runway) for long-range flights.
Annual Passengers or Air Freight Tonnage	1975 - 4,983 tons 1985 - 15,476 tons 1995 - 21,000 tons	1975 - 4,983 tons 1985 - 15,476 tons 1995 - 48,067 tons	Same as MGA	Same as MGA and SAC/MGA
Comments	Lack of freight terminal facilities plus added air traffic congestion would probably hold 1995 freight tonnage to 1985 level.	Cargo aircraft operations to be in accordance with national CAB/FAA regulations.	Same as MGA	Same as MGA and SAC/MGA

COMPARISON OF ALTERNATIVE LONG-RANGE AIRPORT ROLES FOR PAINE FIELD

AERONAUTICAL ACTIVITY COMPONENT	DO NOTHING (DN)	MAJOR GENERAL AVIATION (MGA)	SATELLITE AIR CARRIER MAJOR GENERAL AVIATION (SAC/MGA)	REVISED GENERAL AVIATION
<u>MILITARY AVIATION</u> Aircraft Type	- Light Aircraft - Helicopters (mostly large turbine) - Transport Aircraft	Same	Same	Same
Annual Aircraft Operations	- Helicopters 1975 - 9,500 1995 - 15,400 - Light Aircraft 1975 - 500 1995 - 600 - Transport Aircraft 1975 - 555 1995 - 1,747	Same	Same	Same
Based Aircraft	1976 - 30 (28 turbine helicopters 1985 - 30 and two light aircraft) 1995 - 30	Same	Same	Same
New Hangars and Ground Support Facilities	None	No new facilities planned	No new facilities planned	None
Additional Runway Requirements	None	None	None	None
Annual Passengers or Air Freight Tonnage	None	None	None	None
Comments	Military will be requested to furnish Noise Abatement Plan to be carefully monitored. Subject to National Security Policies.			

COMPARISON OF ALTERNATIVE LONG-RANGE AIRPORT ROLES FOR PAINE FIELD

AERONAUTICAL ACTIVITY COMPONENT LARGE TRANSPORT- AIRLINE AND LARGE TRANSPORT CREW TRAINING	DO NOTHING (DN)	MAJOR GENERAL AVIATION (MGA)	SATELLITE AIR CARRIER MAJOR GENERAL AVIATION (SAC/MGA)	REVISED GENERAL AVIATION
Aircraft Type	Large Transport Aircraft (jet, turbo- prop, piston)	Same	Same	Same
Annual Aircraft Operations	1976 - 7,327 1985 - 10,000* 1985 - 10,000* *Flight training would level off at 1980 level due to increasing air traffic congestion.	1976 - 7,327 1985 - 11,493 1995 - 10,807	Same as MGA	1976 - 7,327 1985 - 7,500 1995 - 7,500
Based Aircraft	None	Not anticipated	Not anticipated	None
New Hangars and Ground Support Facilities	None	Not anticipated	Not anticipated	None
Additional Runway Requirements	None	None	None	None
Annual Passengers or Air Freight Tonnage	None	None	None	None
Comments	Night training operations to be discouraged. Noise abate- ment procedures being developed	Same	Same	Written agreements with all airlines & other large trans- port operators will be ob- tained to curtail night crew training flights and certain objectionable daytime flight maneuvers.

COMPARISON OF ALTERNATIVE LONG-RANGE AIRPORT ROLES FOR PAINE FIELD

AERONAUTICAL ACTIVITY COMPONENT	DO NOTHING (DN)	MAJOR GENERAL AVIATION (MGA)	SATELLITE AIR CARRIER MAJOR GENERAL AVIATION (SAC/MGA)	REVISED GENERAL AVIATION
BOEING DEVELOPMENT AND MAINTENANCE AVIATION	Jet Transport (mostly large wide body type)	Same	Same	Same
Aircraft Type	1976 - 854 1985 - 2,188* 1995 - 2,936** *** *Initial congestion level when com- bined with other aviation operations **Severe congestion level when com- bined with other aviation operations ***B-747 jet transports or equivalent only (Other types of new aircraft not included)	1976 - 854 1985 - 2,188 1995 - 2,936	Same as MGA	Same
Based Aircraft	None	None	None	None
New Hangars and Ground Support Facilities	None (any new facilities would be located on Boeing property)	Same	Same	Same
Additional Runway Requirements	None* *Lack of extended runway could limit some future Boeing development-production programs at Paine Field.	Same	Same	May require 1000 ft. exten- sion to runway 16/34 (main runway) for long range flights and testing of new types of aircraft.
Annual Passengers or Air Freight Tonnage	None	None	None	None
Comments	Any future air traffic con- gestion which seriously inter- feres with Boeing development flights would tend to discourage new Boeing production programs at Paine Field.			Maximum opportunity provided for future Boeing aviation development and production programs to occur at Paine Field.