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## Local Government Committee

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### HB 2497

**Brief Description:** Concerning aircraft noise abatement.

**Sponsors:** Representatives Pellicciotti, Appleton, Orwall, Gregerson and Fitzgibbon.

<p><b>Brief Summary of Bill</b></p> <ul style="list-style-type: none"><li>• Expands the dimensions of noise impact areas for the purpose of alleviating and abating the impact of aircraft noise on areas surrounding an airport.</li></ul>
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**Hearing Date:** 1/16/18

**Staff:** Yvonne Walker (786-7841).

**Background:**

Noise abatement programs generally focus on reducing the noise produced by aircrafts while on the ground, during takeoffs and landings, and during flights over populated areas.

A port district that operates an airport serving more than 20 scheduled jet aircraft flights per day may undertake a program of aircraft noise abatement.

Prior to initiating any noise abatement activities, the port commission must determine the nature and extent of the impact of aircraft noise on surrounding areas.

No noise abatement activities may be conducted outside an impacted area. An impacted area is limited to no more than six miles beyond the paved end of any runway, or more than one mile from the centerline of any runway, or from any imaginary runway centerline extending six miles from the paved end of such runway.

The port commission may employ a number of remedial programs for noise abatement. Among other items, the aircraft noise abatement program may include the purchasing of property, transaction assistance (assistance for selling a home), mortgage insurance for private land owners

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who are unable to obtain mortgage insurance due to the noise impact, and soundproofing structures. A property owner may receive benefits more than once under each separate noise abatement program, if the property is subjected to increased aircraft noise or differing aircraft noise impacts that would have afforded different levels of mitigation, even if the property owner had waived all damages and conveyed a full and unrestricted easement.

**Summary of Bill:**

The dimensions for impact areas are expanded for abating the impact of aircraft noise on areas surrounding an airport. For purposes of an impact area, a port district may not undertake any noise abatement activity that is:

- More than twelve miles (instead of six miles) beyond the paved end of any runway;
- More than two miles (instead of one mile) from the centerline of any runway or from an imaginary runway centerline extending twelve miles (instead of six miles) from the paved end of such runway; or
- Outside of an area contained in a parabola where such parabola is located at the terminal end of each runway and whose shape and outer limits are denoted at a point within two miles from the vertex along an x-axis, and at a point within twelve miles away from the vertex along a y-axis.

In developing a remedial program for noise abatement, the port commission make take steps as appropriate, including but not limited to one or more of the remedial programs specified in statute.

**Appropriation:** None.

**Fiscal Note:** Available.

**Effective Date:** The bill takes effect 90 days after adjournment of the session in which the bill is passed.