

# HOUSE BILL REPORT

## HB 2497

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**As Reported by House Committee On:**  
Local Government

**Title:** An act relating to aircraft noise abatement.

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

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

**Brief History:**

**Committee Activity:**

Local Government: 1/16/18, 1/23/18 [DPS].

**Brief Summary of Substitute Bill**

- Expands the dimensions of noise impact areas for the purpose of alleviating and abating the impact of aircraft noise on areas surrounding an airport.

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### HOUSE COMMITTEE ON LOCAL GOVERNMENT

**Majority Report:** The substitute bill be substituted therefor and the substitute bill do pass. Signed by 4 members: Representatives Appleton, Chair; McBride, Vice Chair; Gregerson and Peterson.

**Minority Report:** Do not pass. Signed by 2 members: Representatives Pike, Assistant Ranking Minority Member; Taylor.

**Minority Report:** Without recommendation. Signed by 1 member: Representative Griffey, Ranking Minority Member.

**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.

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*This analysis was prepared by non-partisan legislative staff for the use of legislative members in their deliberations. This analysis is not a part of the legislation nor does it constitute a statement of legislative intent.*

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 6 miles beyond the paved end of any runway, or more than 1 mile from the centerline of any runway, or from any imaginary runway centerline extending 6 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), and mortgage insurance for private land owners 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.

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#### **Summary of Substitute Bill:**

A port district that operates an airport serving more than 900 scheduled jet aircraft flights per day, rather than 20 flights per day, may undertake an aircraft noise abatement program.

In addition, 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 12 miles (instead of 6 miles) beyond the paved end of any runway;
- more than 2 miles (instead of 1 mile) from the centerline of any runway or from an imaginary runway centerline extending 12 miles (instead of 6 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 2 miles from the vertex along an x-axis, and at a point within 12 miles away from the vertex along a y-axis.

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

#### **Substitute Bill Compared to Original Bill:**

The amendment limits the undertaking of noise abatement programs to only those port districts that serve 900 or more scheduled jet aircraft flights per day (such as the Port of Seattle – SeaTac Airport).

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**Appropriation:** None.

**Fiscal Note:** Available.

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

**Staff Summary of Public Testimony:**

(In support) The original abatement areas were created over 25 years ago due to airplane noise and health issues around airports. However, when the abatement areas were created they did not fully consider the growth and development around residential areas south of the current abatement zone.

This bill is in response to increased complaints regarding airplane noise and health impacts of residents in the Federal Way area. The mayor of Federal Way created a Quiet and Healthy Skies Task Force (Task Force) to provide advice on what actions the city should take with respect to the upcoming sustainable airport master plan by the port and in response to the impacts of increased air traffic. The Task Force recommended amending chapter 53.54 RCW so that it fully authorizes the port to conduct abatement, mitigation, monitoring, and research with respect to all negative impacts of airports on local communities. Although the current statute excludes the Federal Way area, this bill would expand the dimensions of the abatement impact areas to include Federal Way as well as eliminate the exclusive language about the forms of mitigation and abatement.

Currently, the Federal Aviation Agency limits federal abatement zone dollars to certain contours within an abatement zone. This bill allows for the study and potential future abatement within an area impacted by airplane traffic that was not part of the original zone 25 years ago. This allows more residents to be included in the Port of Seattle's assessment and future abatement mitigation and mitigation dollars.

(Opposed) None.

**Persons Testifying:** Representative Pellicciotti, prime sponsor; and Yarden Weidenfeld, City of Federal Way.

**Persons Signed In To Testify But Not Testifying:** None.