

FINAL BILL REPORT

SHB 1847

C 105 L 20
Synopsis as Enacted

Brief Description: Addressing aircraft noise abatement.

Sponsors: House Committee on Local Government (originally sponsored by Representatives Pellicciotti, Orwall, Gregerson, Reeves and Santos).

House Committee on Local Government
Senate Committee on Local Government

Background:

Noise abatement programs generally focus on reducing the noise produced by aircrafts while on the ground, during takeoffs and landings, and during flights that take place 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 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 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 landowners who are unable to obtain mortgage insurance due to the noise impact, or 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:

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 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 10 miles (rather than 6 miles) beyond the paved north end of any runway;
- more than 13 miles (rather than 6 miles) beyond the south end paved end of any runway; or
- more than 2 miles (rather than 1 mile) from the centerline of any runway extending 6 miles north and 13 miles south from the paved end of such runway.

The provision relating to noise abatement areas extending from an imaginary runway centerline is eliminated.

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 specified remedial programs.

Votes on Final Passage:

House	55	41
House	58	37
Senate	33	15

Effective: June 11, 2020