

SENATE BILL REPORT

SHB 1847

As of March 14, 2019

Title: An act relating to aircraft noise abatement.

Brief Description: Addressing aircraft noise abatement.

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

Brief History: Passed House: 3/04/19, 55-41.

Committee Activity: Local Government: 3/14/19.

Brief Summary of Bill

- Expands the dimensions of existing impacted areas established to alleviate and abate the impact of aircraft noise on areas surrounding an airport.

SENATE COMMITTEE ON LOCAL GOVERNMENT

Staff: Greg Vogel (786-7413)

Background: Noise abatement programs generally focus on reducing the noise produced by aircraft 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 purchase of

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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.

Summary of 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 impacted areas are expanded for abating the impact of aircraft noise on areas surrounding an airport. A port district may not undertake any noise abatement activity that is:

- more than ten miles—instead of six miles—beyond the paved north end of any runway;
- more than 13 miles—instead of six miles—beyond the paved south end of any runway; or
- more than two miles—instead of one mile—from the centerline of any runway extending six miles north and 13 miles south from the paved end of such runway.

The provision relating to impacted 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 remedial programs specified in statute.

Appropriation: None.

Fiscal Note: Available. New fiscal note requested on March 8, 2019.

Creates Committee/Commission/Task Force that includes Legislative members: No.

Effective Date: Ninety days after adjournment of session in which bill is passed.

Staff Summary of Public Testimony: PRO: The bill relates to the state mitigation zone and the FAA zone for aircraft noise abatement. The port can only provide mitigation to property owners within the federal zone. Over the last few decades, airline traffic has become much more concentrated, with more volume on a clear path south and north. The bill seeks to get ahead of anticipated changes by the federal government to its mitigation zone. When the FAA expands the area, we want to make sure there are no state laws prohibiting the use of federal funds for noise abatement.

Persons Testifying: PRO: Representative Mike Pellicciotti, Prime Sponsor.

Persons Signed In To Testify But Not Testifying: No one.