

RESOLUTION NO. 3016

A RESOLUTION of the Port Commission of the Port of Seattle, King County Washington, adopting a recommendation, as amended, of the Joint Committee on Aircraft Overflights to initiate Phase III in citizen participation to address the issues of Noise Abatement for Seattle-Tacoma International Airport, focusing upon devising workable ways to prevent a massive increase in the aggregate noise levels as traffic increases. The process shall focus upon ways to alleviate the noise while balancing safety and efficiency impacts and the economic benefits of the airport's successful operation.

WHEREAS, the Joint Committee on Aircraft Overflights urges the Port of Seattle to initiate and develop a new process which will result in a recommended program of actions that will actively encourage the airlines at Seattle-Tacoma International Airport to upgrade their fleets to quieter airplanes as quickly as possible and address the issue of aggregate noise growth at Seattle-Tacoma International Airport;

WHEREAS, the Joint Committee on Aircraft Overflights states that all feasible actions to encourage the use of Stage III aircraft should be considered, including economic incentives, such as implementation of a differential landing fee schedule to be used as current airline contracts expire and the urging of Congress to give tax credits for fleet modernization. The Committee requests that special attention be given to non-addition rules, such as a noise budget and phase-out of Stage II aircraft. The Committee states that such a noise budget should involve the development of administrative rules which limit and apportion noise according to an agreed upon baseline of use with provisions for new entrants;

WHEREAS, the Joint Committee on Aircraft Overflights states that the participants in this process should examine all possible ways of addressing the noise issues, giving particular attention to ways of establishing a schedule of aircraft environmental operating fees, based upon the noise characteristics of various aircraft and the time of day such aircraft are operating at Seattle-Tacoma and other mechanisms for alleviating the problems associated with the increase in noise at the airport;

WHEREAS, the Joint Committee on Aircraft Overflights states that the participants in this process should make every effort to examine and utilize the experience of other airports around the nation to address the noise issue, especially the June 1986 Stage III incentives ordinance at the Palm Beach International Airport and the draft noise budget ordinance developed in December 1986 for the Metropolitan Airports Commission of the Twin Cities in Minnesota and the actions at Denver and Boston Airports.

NOW, THEREFORE, BE IT RESOLVED by the Port Commission of the Port of Seattle as follows:

SECTION I. Commendation to Committee. The Port Commission commends the Joint Committee on Aircraft Overflights for their work and the difficult task to which they have committed themselves on behalf of the citizens impacted by aircraft noise from Seattle-Tacoma International Airport International Airport. The Port Commission acknowledges and expresses its appreciation to all Committee members for their valuable services. Special recognition is given to Professor Patrick Dobel, the neutral chair, who has contributed his time and professional expertise to the Committee's worthwhile goals.

SECTION II. Initiation of Phase III. The Port of Seattle shall initiate Phase III in citizen participation to address the issues of Noise Abatement for Seattle-Tacoma International Airport. Phase III shall focus upon devising workable ways to prevent a massive increase in the aggregate noise levels as traffic increases. The process shall focus upon ways to alleviate the noise while balancing safety and efficiency impacts and the economic benefits of the airport's successful operation.

SECTION III. Phase III Committee. Phase III process shall include a Committee(s) which shall be constituted of the widest possible group of relevant parties to the problem - these might include but should not be limited to the representatives of air carriers at Seattle-Tacoma International Airport, representatives of Seattle-Tacoma International Airport, the Federal Aviation Administration, the Airline Pilots Association, Port of Seattle Senior Representatives and economic development concerns. It shall also ensure widespread citizen representation utilizing representatives from each King County district with some representation for Kitsap, Pierce and Snohomish counties. Representatives of major noise abatement organizations shall be encouraged to participate. The process shall be designed to provide a balance of representation for all concerned parties.

While the most widespread representation shall be solicited, the actual committee shall be composed of a workable number of members, as determined by the convener in cooperation with the participants.

The committee(s) shall be given sufficient staff and consultant support in all areas it deems necessary especially legal and technical areas. It might also utilize the efforts of mediators in working out the proposals. The committee shall have the right to hire its own outside consultants if it deems such necessary to achieve its purposes. The amount for such hirings will be determined by the committee with approval by the Port of Seattle; the Port shall provide reasonable financial resources to support such hirings.

The committee(s) shall work towards consensus solutions and shall be convened after a process initiated by a neutral convener.

SECTION IV. A Neutral Convener. A neutral convener shall be recommended to the Port Commission by the Joint Committee on Aircraft Overflights and retained for no more than a four-month period during which the convening process will be completed. The convener shall initiate a process of consultation whereby he or she shall be charged to ensure that all relevant parties are ably represented. The convener shall then develop the actual constitution of the committee(s) in consultation with the participants.

The neutral convener shall set a series of time lines for the process in consultation with the Port of Seattle and the participants. At the end of each of the time frames, the convener and committee(s) shall report to the Port of Seattle on the status of the process.

At the conclusion of the convening process, including the selection of the mediator, the convener's involvement with the project shall cease. The convener shall not be considered as a candidate for the mediator position. This shall not preclude the committee(s) from selecting a mediator from the same firm or organization as that of the convener.

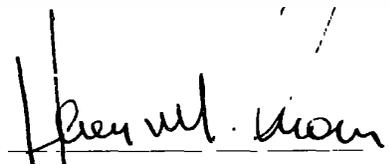
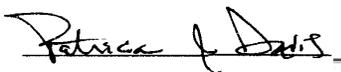
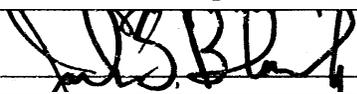
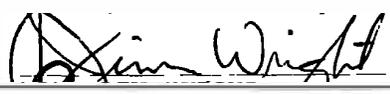
The Joint Committee on Aircraft Overflights shall interview at least three candidates for the convener position and shall report back to the Port of Seattle Commission with a recommendation.

SECTION V. Mediator. At the conclusion of the convening process, the committee(s) will choose its own mediator. The committee(s) shall interview at least three candidates for the position. The mediator shall be charged to work actively to build a consensus among all parties concerning the process to be followed. The committee(s) shall recommend to the Port Commission whether to pursue the mediation phase.

The mediator, in consultation with the committee members, shall set the agenda and the time lines for the process, and report back to the Port Commission on the status of the agreed-upon process.

At the end of the agreed-upon time frames, the mediator and the committee(s) will present the committee(s) proposals to the Port of Seattle Commission.

ADOPTED by the Port Commission of the Port of Seattle at a regular meeting held this 8th day of September, 1987 and duly authenticated in open session by the signatures of the Commissioners voting in favor thereof and the seal of the Commission.


Port Commissioners