



Paine Field Master Plan 2040

Appendix J | Public Open House #2
Summary Report - June 2022

J

May 2024

PREPARED FOR
Snohomish County

PREPARED BY
Landrum & Brown, Incorporated



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1 Webinar and Online Open House Report

July 2022

1.1 Background

Paine Field Airport has a long history of serving Northwest Washington and beyond. Originally envisioned in the 1930s as a commercial airport, in response to World War II, it served the military and continued to do so for decades. Since the military left in the 1960s, the airport has become vital to the quality of life and economic sustainability of Snohomish County's residents. Today there are more than fifty businesses at the airport that provide more than 30,000 jobs to the community, and demand for expanded services and flights continues.

Snohomish County owns the airport and relies on a strategic framework, the *Airport Master Plan*, to guide the development of structures, runways, infrastructure, traffic, and more at the airport. This plan guides investments of public and private dollars on airport property and helps the businesses and communities near the airport to plan for their investments as well.

The Master Plan is informed by Snohomish County residents, government agencies, chambers of commerce, the Airport Commission, civic groups, environmental organizations, business leaders, general aviation users, and others interested in the airport.

To share information about the Master Plan status and collect input, Snohomish County held one virtual meeting in June 2022 a hosted an online open house from through the month of June 2022.

1.2 Format and Notification

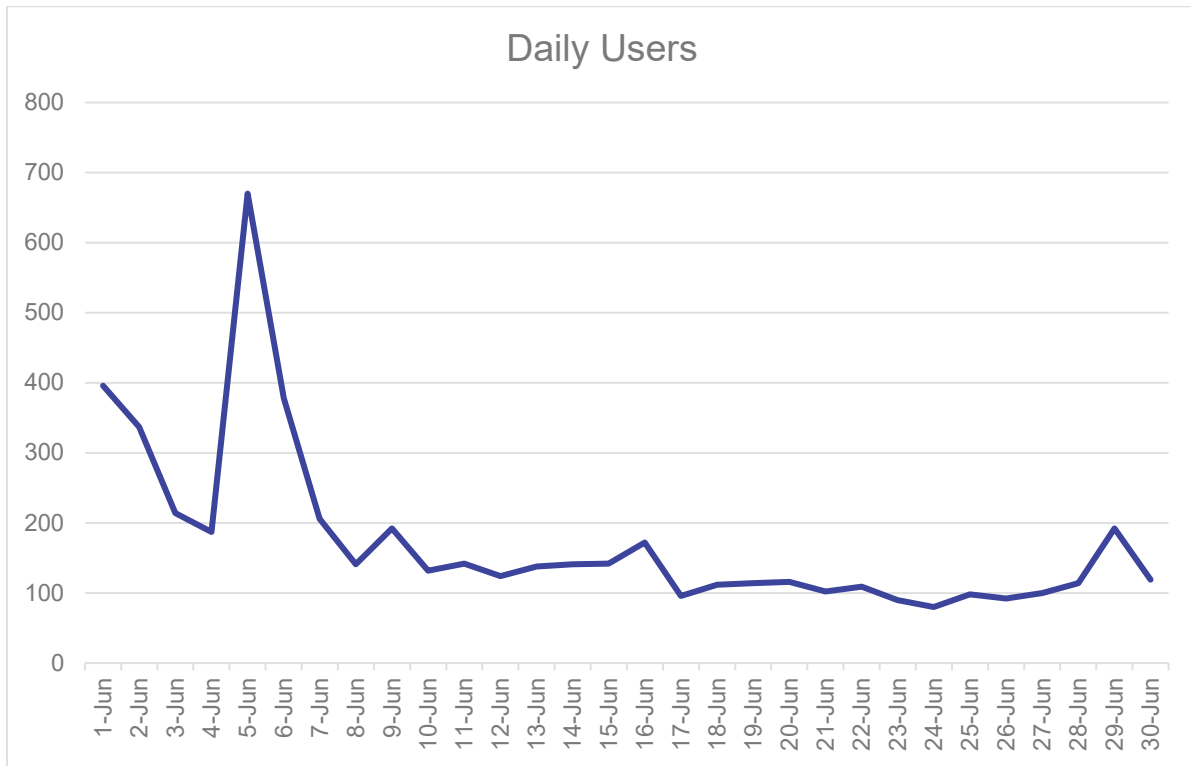
1.2.1 Webinars

Snohomish County hosted a webinar on Thursday, June 16, 2022, 6 – 7 p.m. It included a presentation and a question-and-answer session (see appendix for slides). 250 people registered and 120 attended.

1.2.2 Online Open House

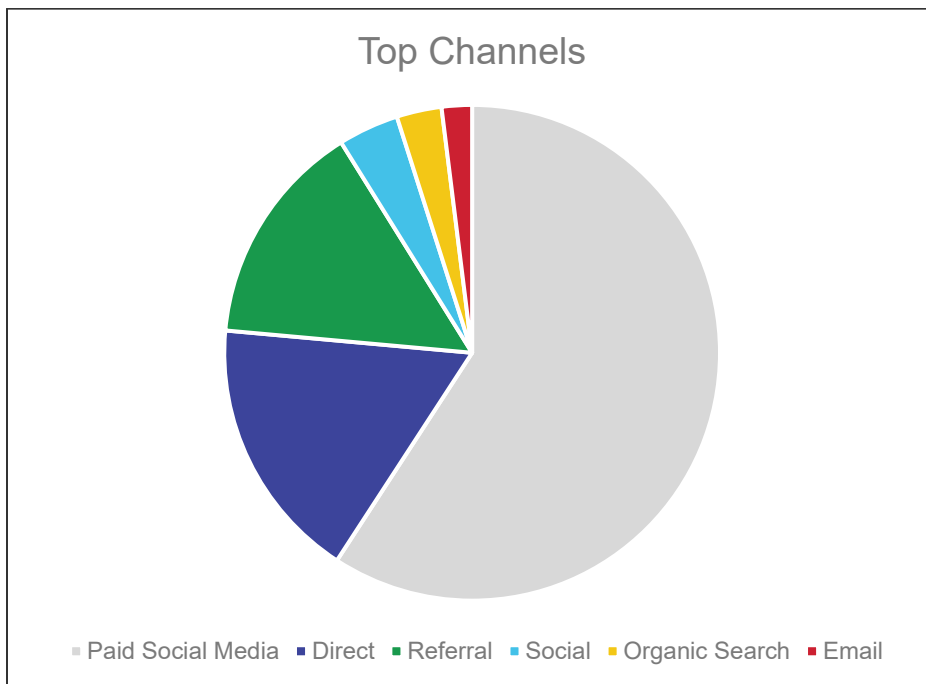
Snohomish County updated its online open house in early June and opened comment to the public for the 30 days. Visitors were encouraged to review updates on the airport planning process and provide their thoughts through an online form that allowed for free-form comments.

Exhibit 1 **USERS**



Source: Google Analytics

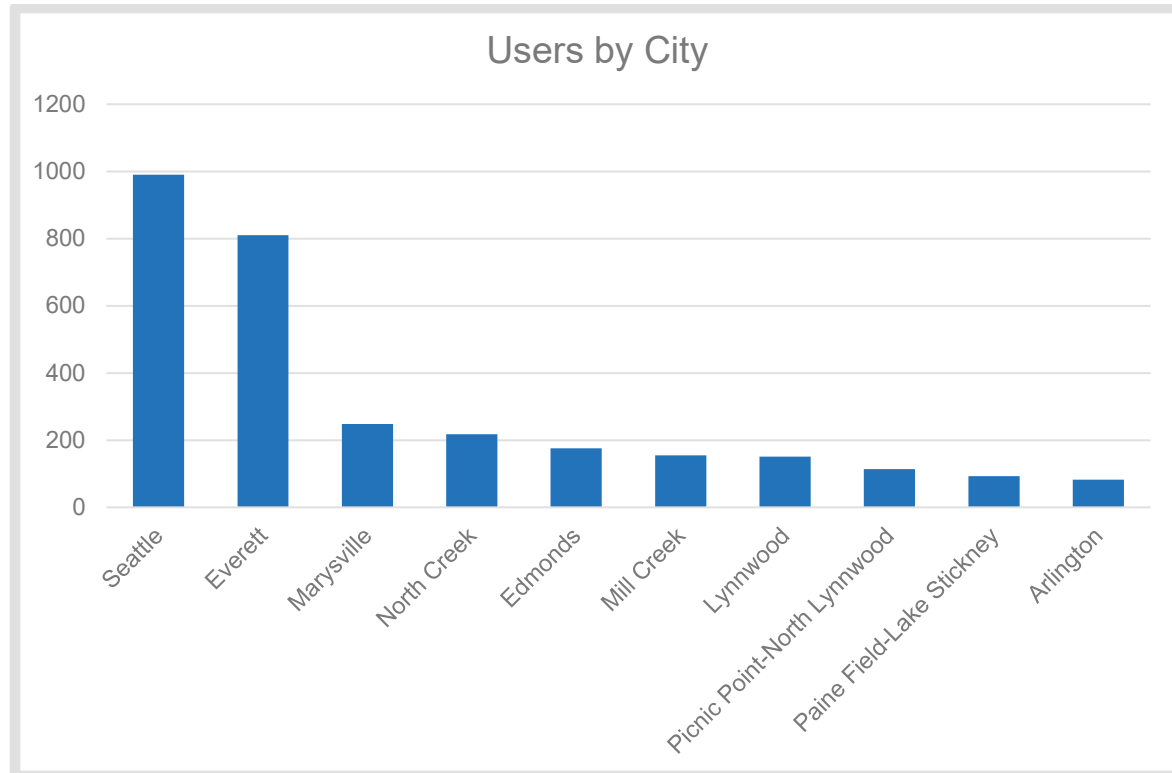
Exhibit 2 **TOP CHANNELS**



Source: Google Analytics

Paid Facebook and Twitter ads performed well. The June online open house had 8177 page views and almost 5000 visitors during the comment period. Google Analytics isn't always able to identify where a user is located, but of the 82% of users it was able to identify as being in Washington, with most from Everett and Seattle. This is consistent with visitors to the winter online open house. The percentage of Spanish-speaking visitors to the online open house decreased to 1.3% from 1.5%.

Exhibit 3 **USERS VS CITY**



Source: Landrum & Brown

At least 71 users left 78 comments (not all commenters included their names or email addresses). 13 comments expressed support for the airport and its expansion, and most of the remaining comments were against airport expansion or regarding flight destinations. About a third (23) of comments complained about airport noise. Other complaints included concerns for the local environment, the impacts of aviation on climate change, concern about how airport-related decisions are being made, and a lack of parking options at the airport.

Visitors to the June online open house were not invited to disclose their demographics, but based on the comments left, it appears many are homeowners.

See Appendix E for screenshots of online open house. Comments are included in Appendix F.

1.2.3 Notifications

The team notified community members in Everett and other communities surrounding the airport through online advertising, emails, social media posts, postcards, and print ads.

- Postcards were mailed to 30,523 addresses the week of May 25
- Print ads in the Beacon Publishing, Sound Publishing, and the Lynwood Times ran three times a week from June 1 to June 27 and a digital ad ran between June 1 and 30 at each publication’s websites.
- Online ads on Facebook and Twitter ran from June 1 through June 30
- Social media posts urging community participation continued throughout the comment period.
- On May 26, Paine Field Airport sent emails to 1,054 addresses inviting them to visit the online open house.
- Advertisements across digital platforms received over 225,000 impressions and performed above industry averages, with outstanding click-through rates on English Facebook and Twitter ads.

TABLE 1 ADVERTISEMENTS ACROSS DIGITAL PLATFORMS

Date	Platform	Ad Set	Impressions	Clicks	Click Through Rate (CTR)
6/1 - 6/30	Twitter	PAE MP – English/ Spanish Combined Ads	41304	421	1.02%
6/1 - 6/30	Facebook	Master Plan - English	135266	2582	1.91%
6/1 - 6/30	Facebook	Master Plan - Spanish	48471	279	0.58%
		Total	225,041	3,282	

Paine Field Airport also reached out to specific groups and jurisdictions, including:

- | | |
|---|----------------------------------|
| Village on Casino Road Community Center | Edmonds School District |
| Habitat for Humanity of Snohomish County | Mukilteo School District |
| Casa Latina | Everett School District |
| The Arc of Snohomish County | Everett Community College |
| United Way of Snohomish County | Edmonds College |
| Catholic Community Services | University of Washington Bothell |
| Familias Unidas Latino Community Resources Center | Community Transit |
| Sno-Isle Libraries | Washington State University |
| Edmonds Chamber of Commerce | WSU Everett |
| Mukilteo Chamber of Commerce | Snohomish PUD |
| Everett Chamber of Commerce | Port of Everett |
| | City of Mukilteo |
| | City of Marysville |
| | City of Arlington |

City of Lynnwood
City of Everett
City of Brier
City of Bothell
City of Darington
City of Edmonds
City of Gold Bar
City of Granite Falls
City of Monroe
City of Montlake Terrace

City of Stanwood
City of Sultan
City of Woodway
City of Millcreek
City of Lake Stevens
Take Flight, Snohomish Members
Aerospace Taskforce Members
Hangar tenants
Paine Field business contacts

See Appendix A for the notification report and copies of notification materials.

1.3 Webinar Summary

1.3.1 Welcome

Terry Ryan, Snohomish County's Aerospace Economic Development Director, greeted attendees, opened the webinar meeting, provided an overview of the presentation, and introduced Michael Tubridy and Cody Meyer as the main presenters.

1.3.2 Technical Presentation

Michael Tubridy, Landrum & Brown project manager, explained what a master plan is and why it needs to be updated, and then shared an update about what the technical team has been working on since Fall 2022. This included sharing information about airport capacity triggers, proposed safety improvements, proposed terminal alternatives, how alternatives evaluation criteria is being developed and how the Paine Field Master Plan will be implemented.

1.3.3 Q&A

Terry Ryan facilitated the question-and-answer session. Participants asked a variety of questions that fell into the following broad categories: flight traffic, airport and adjoining property, community outreach efforts, ground transportation, funding, and airlines and airport logistics.

A list of questions and comments provided during the two public webinars, with answers from the consulting team and Paine Field staff is provided in Appendix D. Appendix F presents the various comments provided by the general public during the Open House comment period.





1.3.4 Closing

Terry Ryan thanked participants for joining and encouraged anyone with additional input to visit the online open house to submit comments.

2 Appendices

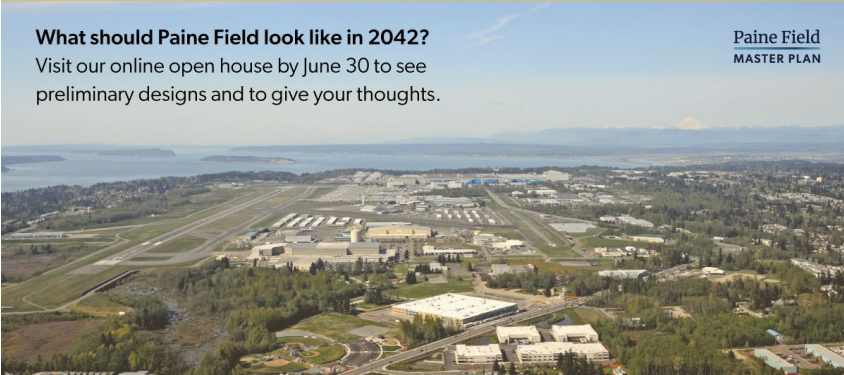

2.1 Appendix A: Notifications

TABLE 2 NOTIFICATIONS

Advertisement Graphic	Ad Platform Run Dates
 <p>Can't make it to the webinar but still interested in learning more? Visit our online open house between June 1 and 30: PaineFieldMasterPlan.com</p>  <p>For more information, call 425-388-5046</p> <p>¿No puede asistir al seminario virtual, pero desea más información? Visite la página web interactiva del proyecto entre el 1 y el 30 de junio en: PaineFieldMasterPlan.com/es</p>  <p>Para más información, llame al 425-388-5046</p> <p>Paine Field MASTER PLAN</p> <p>What should Paine Field look like in 2042? Paine Field is working on a 20-year Airport Master Plan and we want your feedback. Join us for our second public update on the master plan. What new facilities and infrastructure will we need to support potential growth? Where might these go? Join our long-range planning team to hear some answers to these questions and much more. Register for the webinar to learn about where we are in the development process, share your thoughts, and ask questions! • Thursday, June 16, 2022 from 6 – 7pm • Visit PaineFieldMasterPlan.com to register.</p> <p>¿Cómo debería ser Paine Field en 2042? Paine Field está trabajando en un Plan Maestro de 20 Años del Aeropuerto y queremos su opinión. Acompáñenos para la segunda actualización del Plan Maestro de Paine Field. ¿Qué tipo de instalaciones o infraestructura se necesitan para sustentar el posible desarrollo? ¿Dónde se podrán colocar? Acompañe al equipo de planificación de largo plazo para escuchar algunas de las respuestas a estas preguntas y mucho más. ¡Regístrese al seminario virtual para aprender en qué punto del proceso de desarrollo nos encontramos, para compartir sus opiniones, y para hacer preguntas! • Jueves 16 de junio de 2022 de 6 – 7pm • Para registrarse visite PaineFieldMasterPlan.com/es</p>	<p>Mailed postcard</p> <p>Reached mailboxes approximately May 27, 2022</p>
	<p>Mailed to 30,523 addresses</p>
	<p>¼ page print add in Beacon Publishing, Sound Publishing and Lynwood Times</p>

Advertisement Graphic	Ad Platform Run Dates
<p>Paine Field MASTER PLAN</p> <p>What should Paine Field look like in 2042?</p> <p> Visit our online open house between June 1 and 30 to let us know your vision for your hometown airport, and see some preliminary designs: PaineFieldMasterPlan.com</p> <p>Talk to the project team at the online webinar on June 16! Register at PaineFieldMasterPlan.com</p>  <p>¿Cómo debería ser Paine Field en 2042?</p> <p> Visite la página web interactiva del proyecto entre el 1 y el 30 de junio para que nos comparta su visión para el aeropuerto local, y para ver algunos de los diseños preliminares: PaineFieldMasterPlan.com/es</p> <p>¡Hable con el equipo en el seminario virtual el 16 de junio! Regístrese en PaineFieldMasterPlan.com/es</p>	<p>3 times between June 1 through June 30, 2022</p>

Advertisement Graphic	Ad Platform Run Dates
	<p>Sound Publishing Digital Ad 300x25 June 1 through June 30, 2022</p>
<p>Get an update on the Paine Field Master Plan!</p> 	<p>Facebook, Twitter</p> <p>June 1 through June 30, 2022</p>
<p>Light blue background bar</p>	<p>Light blue background bar</p>
<p>¡Actualícese con lo que está pasando con el Plan Maestro de Paine Field!</p> 	<p>Facebook</p> <p>June 1 through June 30, 2022</p>
<p>Light blue background bar</p>	<p>Light blue background bar</p>

Advertisement Graphic	Ad Platform Run Dates
<p data-bbox="224 338 898 373">Get an update on the Paine Field Master Plan!</p> <p data-bbox="237 415 633 495">What should Paine Field look like in 2042? Visit our online open house by June 30 to see preliminary designs and to give your thoughts.</p> <p data-bbox="932 415 1023 457"><u>Paine Field</u> MASTER PLAN</p> 	<p data-bbox="1146 321 1357 352">Facebook, Twitter</p> <p data-bbox="1105 533 1398 596">June 1 through June 30, 2022</p>
<p data-bbox="224 848 1032 879">¡Actualícese con lo que está pasando con el Plan Maestro de Paine Field!</p> <p data-bbox="237 924 784 1005">¿Cómo debería ser Paine Field en 2042? Visite la página web interactiva del proyecto entre el 1 y el 30 de junio para ver los diseños preliminares y darnos su opinión.</p> <p data-bbox="932 924 1023 966"><u>Paine Field</u> MASTER PLAN</p> 	<p data-bbox="1192 831 1312 863">Facebook</p> <p data-bbox="1105 1045 1398 1108">June 1 through June 30, 2022</p>

Source: Landrum & Brown

2.2 Appendix B: Presentation

EXHIBIT 4

PRESENTATION DECK

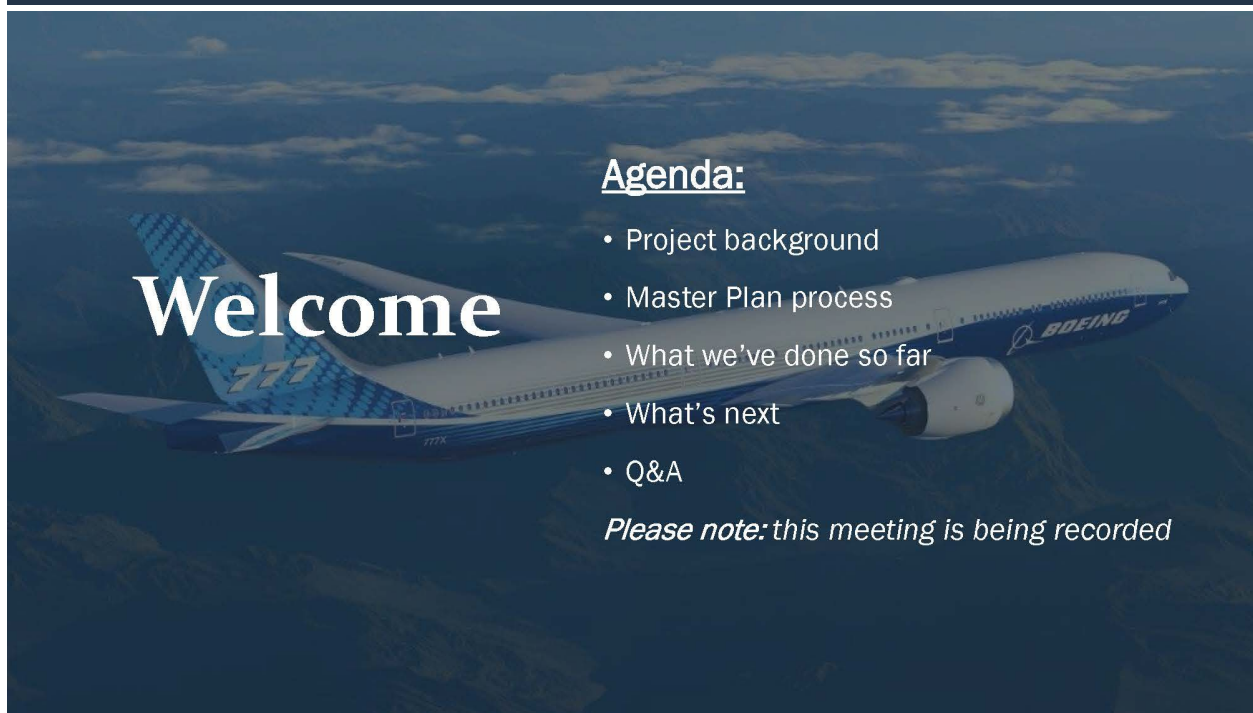


Airport Master Plan Webinar

Paine Field

MASTER PLAN

Thursday
June 16
6 to 7 p.m.



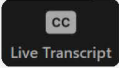
Welcome

Agenda:

- Project background
- Master Plan process
- What we've done so far
- What's next
- Q&A

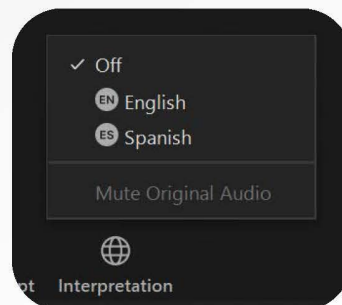
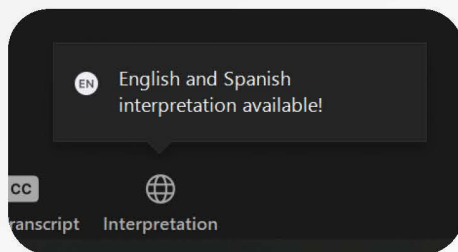
Please note: this meeting is being recorded

Using Zoom

- Click  to turn on captions.
- Participants are automatically muted
- Use the Q&A chat box to ask questions

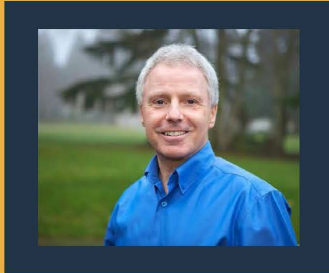
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Using Zoom interpretation channels



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Team introductions



Terry Ryan
Snohomish County



Michael Tubridy
Landrum & Brown



Cody Meyer
Landrum & Brown

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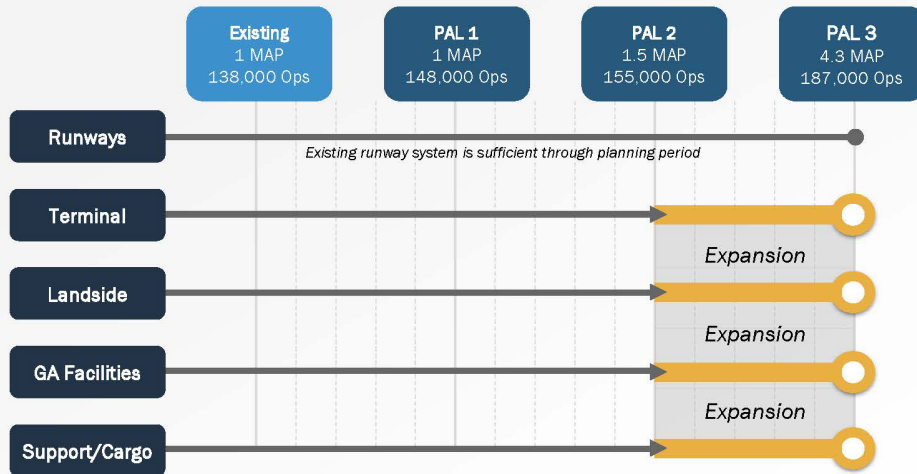
What is a Master Plan?

The Master Plan is a long-range planning document that recommends a strategy for development of airport land and facilities



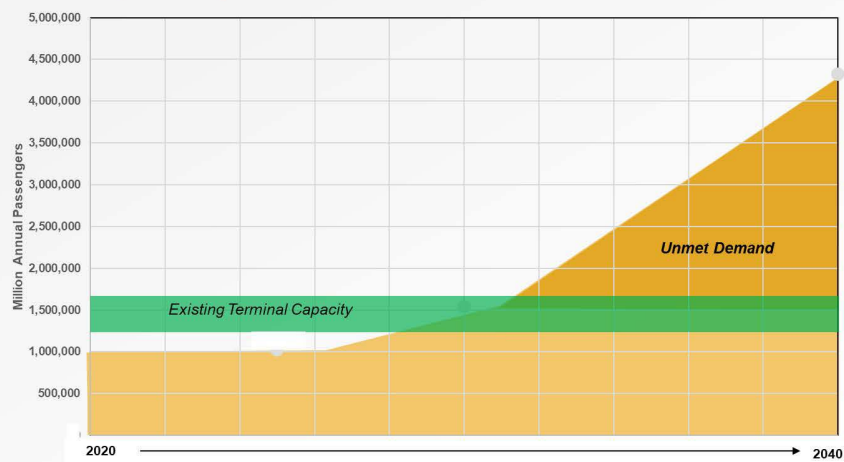
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MASTER PLAN

Airport Capacity Triggers



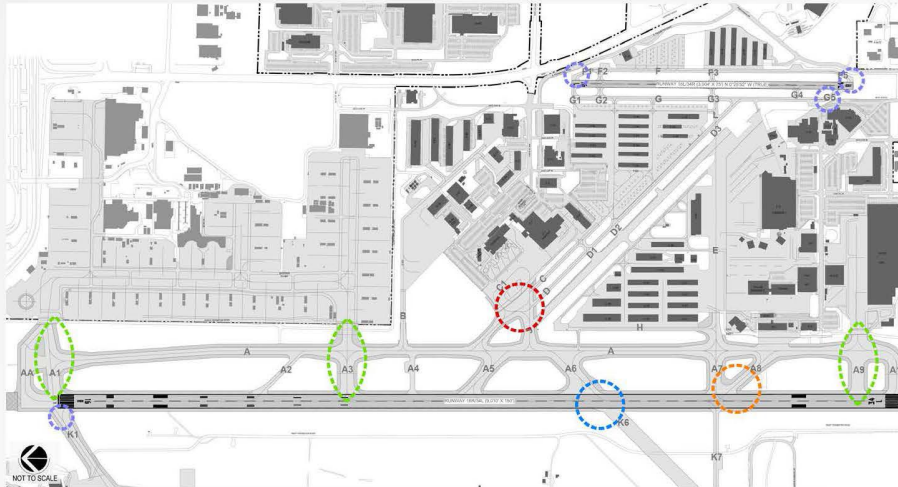
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Terminal Capacity



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Proposed Airfield Safety Improvements

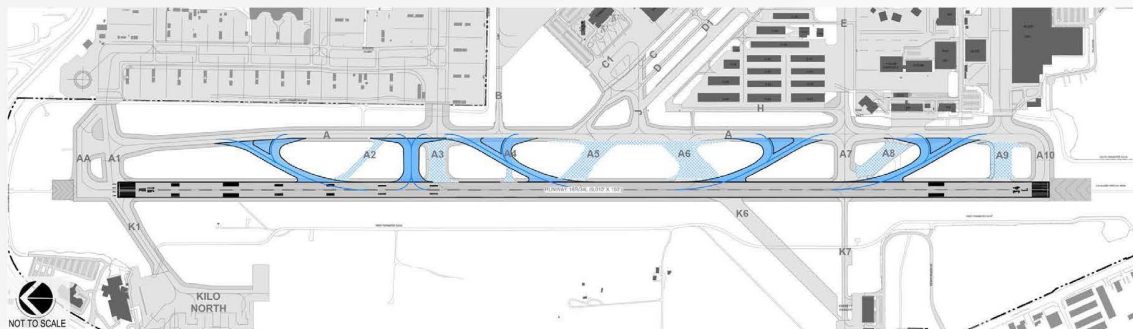


Master Plan alternatives investigated mitigation measures to improve safety across the entire airfield.

- Violation of 3-Node Concept
- Wide Throat Runway Entrance/Taxiway Crossing
- High-Energy Intersection
- Acute Angle Intersection
- Direct Access from Apron to Runway

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Optimizing Airfield Taxiways

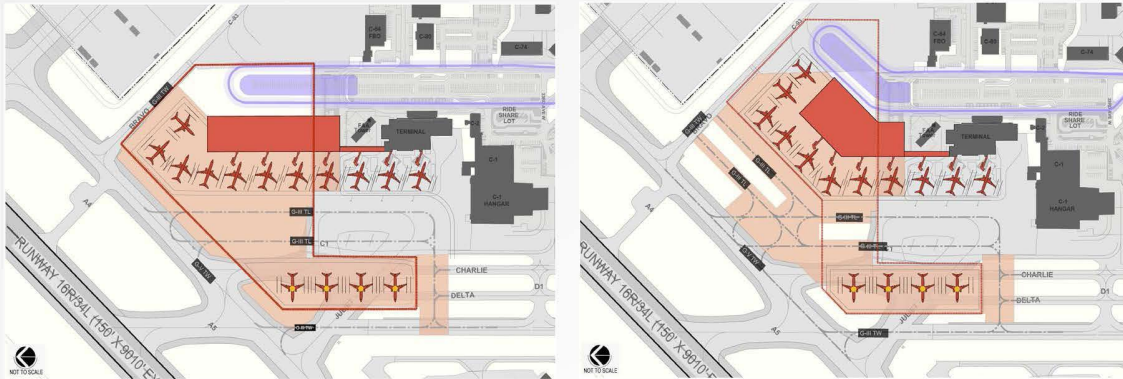


In tandem with Safety Improvements, alternatives that optimized and maximized capacity were analyzed

- Future Taxiway
- Pavement Demo

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Terminal Alternatives



Alternatives focused on defining the overall limits of terminal buildout and supporting gates and apron layouts



Evaluation Criteria

- Forecasted Demand
- Expansion Flexibility
- Airfield Circulation Efficiency
- Landside Efficiency
- Disruption to Existing Infrastructure
- Environmental Issues
- Capital Cost

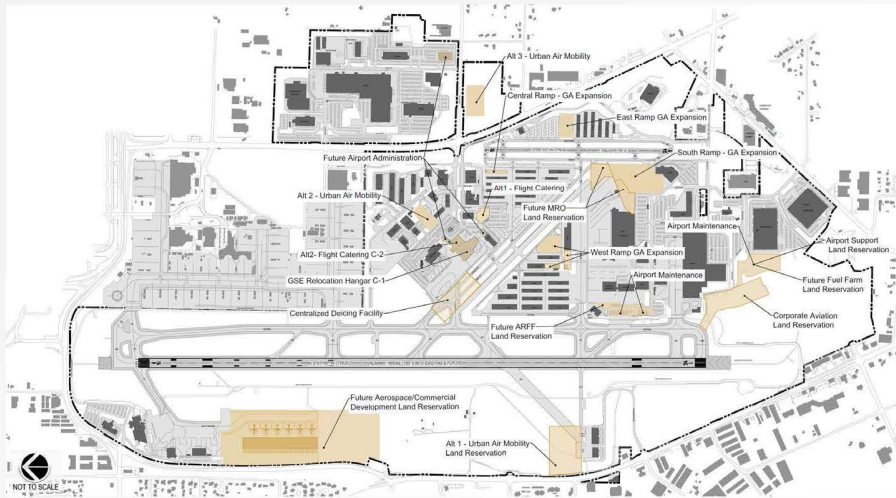
Ground Transportation



The existing roadway network and parking facilities will require expansion in the planning period to support an expanded passenger terminal

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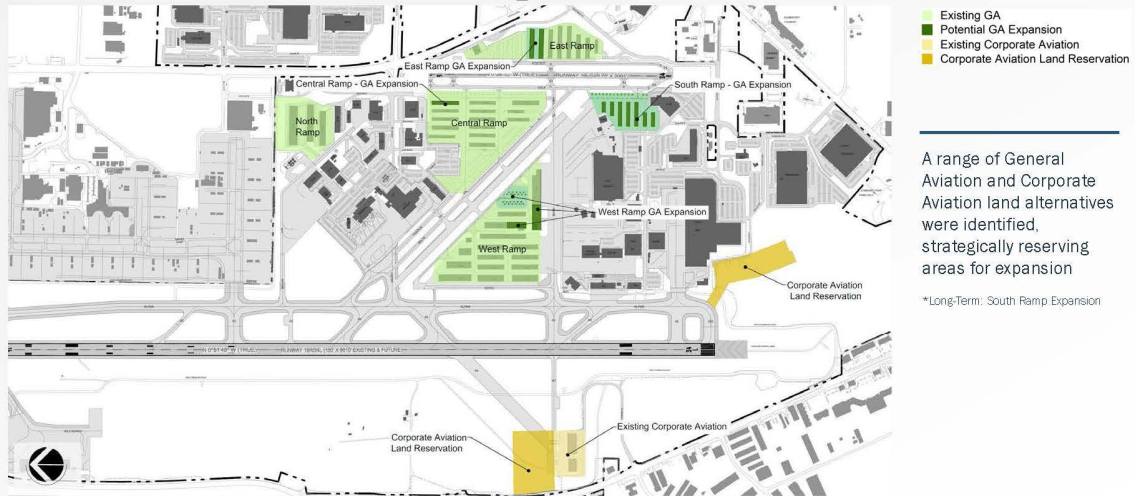
Support Facilities - Alternatives Summary



A range of support facility land alternatives were identified, strategically reserving areas for expansion

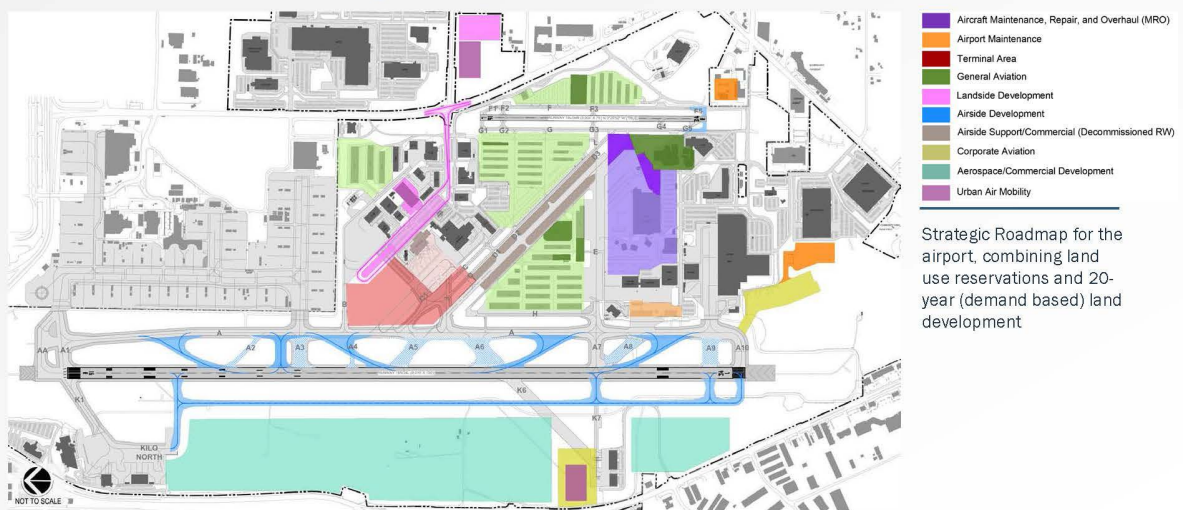
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General Aviation and Corporate Aviation



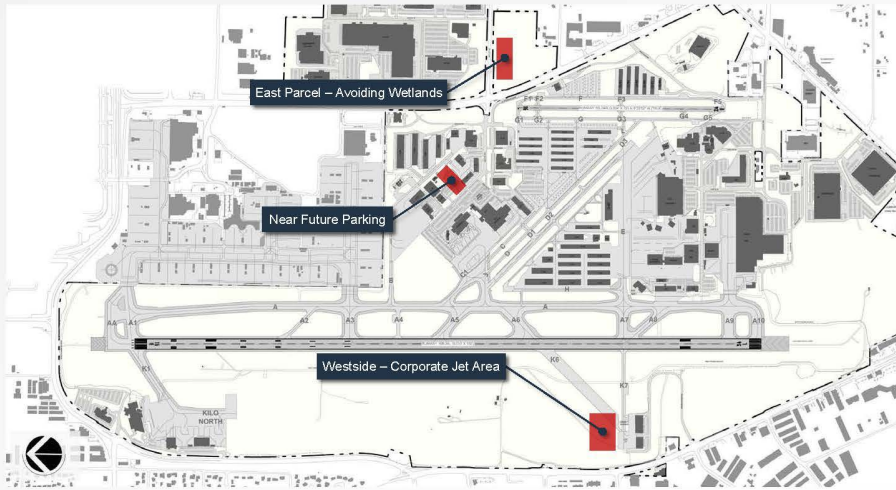
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Draft Land Development Reserves



Paine Field
MASTER PLAN

Urban Air Mobility – Potential Sites



Incorporating modern trends and technologies in the planning process

Paine Field MASTER PLAN

Major Milestones

Inventory of Existing Conditions

- Draft complete (June 2021)
- Pavement Conditions Assessment (Complete)

Forecasts of Aviation Activity

- Draft completed and approved by the FAA, August 2021

 *Public Open House #1
Nov 2021/Jan 2022*

Capacity Analysis and Facility Requirements

- Draft complete (November 2021)

★ Concepts, Alternatives and Development Plan

- Phase 1 Alternatives

 *Public Open House #2
June 2022*

Development Plan

- Around the corner

Airport Plans

- Airport Layout Plan (draft Q4 2022)
- Exhibit A (draft Q4 2022)

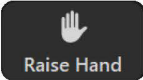
 *Public Open House #3
Q4 2023*



Next Steps

- Seek input from the public
- Finalize alternatives
- Prepare capital costs
- Prepare development plan

Questions?

- Use the Q&A chat box to ask questions
- You can also use the Raise Hand  feature to share a question or comment verbally
- If you are joining us by phone, use *9 to raise your hand

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Share your input: PaineFieldMasterPlan.com

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[Open house](#) [Project details](#) [What we've done](#) [What's ahead](#) [Next steps](#) [Español](#)

CHOICES AHEAD FOR PAINE FIELD

We are developing a master plan to guide future development at Paine Field over the next 20 years.



What is the Paine Field Master Plan?

The Airport Master Plan is a long-range planning document that recommends strategies for developing airport land and facilities. The plan's goal is to prepare the County's airport to support the needs of the future. The plan will also ensure the airport balances our economic, environmental, and social values.



Thank you!

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2.3 Appendix C: Online Open House Visitor Detail

TABLE 4 ONLINE OPEN HOUSE VISITOR DETAIL

City	Users	New Users	Sessions
Seattle	1004	965	1124
Everett	825	806	916
Los Angeles	423	404	515
Marysville	255	248	275
North Creek	225	221	247
Edmonds	178	177	201
Lynnwood	157	155	166
Mill Creek	156	153	177
Picnic Point-North Lynnwood	116	114	128
Paine Field-Lake Stickney	95	92	108
	5149	5011	5664

2.4 Appendix D: Webinar Questions and Answers

2.4.1 Webinar Q&A

Below are questions asked during the webinar Paine Field held on June 16, edited for clarity. Time ran out before presenters were able to answer all questions. Answers are provided here.

2.4.1.1 Traffic Forecasts

Will there be a review of impact to tenant activities (e.g., GA) if increased TSA requirements are needed in conjunction with increased airline operations?

PAE is a Category II airfield and is currently required to amend and update TSA regulations as they change. Even though we are much smaller than a CAT X airport (SEA) we still abide by the same requirements today.

2.4.1.2 Land, Structure, and Runway Developments

How much is airport land still available for commercial development? Does the Master Plan take into consideration businesses in the area and their future needs?

The west side has about 120 acres of developable land. There will be an area of land designated in the Master Plan to expand commercial uses beyond current uses.

Is there a plan to develop additional runways on the northwest end?

There are no plans for additional runways in this Master Plan.

The bar chart showing the PAL 1 through PAL 4 timeframe, indicates that GA activities at some point in the future (PAL 3 column) need to expand. Does PAL 3 mean that no expansion is needed until year 15 of the 20 year master plan? The challenge with pinning it to a time is that we will invariably be off. So, we've tried to say that PALS are the true power as an activity level as opposed to time being the trigger. It does not mean expansion is not needed until 15 or 20 of the master plan, it means activity is needed at that level for expansion.

Does "GA Activities" include GA hangars? Potentially, yes

Is there any possibility that this airport will not expand? Growth in aircraft activity will continue. Therefore, facilities will need to be developed to keep pace with this growth.

What will happen to the Flying Heritage and Combat Armor Museum?

Both museums are an important part of the community, and we want to support them both. It is unlikely airport expansion will have an impact on them.

How will the Master Plan address stormwater needs?

The Master Plan will include a review of stormwater needs. If modifications are needed in airport storm water retention facilities, they will be included as part of the Master Plan process.

2.4.1.3 Airport Impact on the Surrounding Community

Will there be an environmental study regarding the air quality and extra jet emissions with this expansion?

Not in this specific planning effort. The County may decide to engage in additional analysis at some point in the future.

Will there be noise studies on the impacts on surrounding residential neighborhoods? What would be the level of noise we should expect in the vicinity of the airport? How will noise impacts be evaluated with the projected changes?

Yes, noise impacts associated with changing travel demand will be analyzed, reviewed, and evaluated against traffic forecasts, including cargo. At this stage, it is premature to discuss mitigation until we know whether the noise may be greater than what is currently at the airport. An analysis of noise impacts is being done on each of the runways and they are being compared to the 2002 noise analysis.

Will the noise studies study AVERAGE noise levels, or PEAK noise levels? Average

Will the FAA partner with PAE to implement a noise reduction program for the local neighborhoods, like they are completing right now at LAX, SFO, SEA? This would be a question for the operations department.

Will your study include impacts to local property values due to noise, traffic, air quality?

The Master Plan will not get into that level of detail

Will expansion take into consideration current issues like crime and people experiencing homelessness on Airport Road and Hwy 99? While those are important issues, they are not part of the scope of this study.

2.4.1.4 *Community Notification and Engagement*

Will SEPA/EIS scoping be needed for this plan?

Environmental Impact Statements are typically used for construction projects and are not required for the Master Plan we are currently updating. Improvements identified in the Airport Master Plan will be the subject of subsequent environmental review, such as an EIS, when the individual project proceeds.

How are community members and neighbors who are impacted by the increased noise and traffic represented in your decision-making process?

The Master Plan has an ongoing website that offers community members information about the master plan process. Additionally, there are 3 open house events and webinars and commentary is highly encouraged. And, the airport staff could also be available to address and queries as needed during the process.

Is this a plan the community can vote on?

This plan includes a significant amount of community engagement. That engagement involves providing comments on the content of the plan. The County and its consultants take these comments very seriously and where applicable incorporate them into the Master Plan. A formal vote however, is not part of this process.

2.4.1.5 *Ground Transportation*

Will the Master Plan include access to the airport using Community Transit and alternate modes of transportation (i.e., light rail, bikes, and walking)?

One of the components of the analysis is to look at ground transportation, such as light rail, and access roads to the airport. There is an existing right-of-way for future light rail to the airport terminal; a connection will be part of the Master Plan. The county is working hand in hand with the City of Everett and Sound Transit as to what service could be and would look like.

Does the master plan consider impacts to traffic flow in the areas surrounding (and outside of) the airport property? Yes, impacts to traffic flow are considered in the plan.

Are there plans to complete and expand 100th Street SW in conjunction with the Everett Transportation Master Plan?

As traffic increases, the Master Plan has identified that the intersection of Airport Road and 100th Street will need to be modified to accommodate the forecast demand. Depending on the pace of traffic growth, it is likely that these modifications, however, will not be needed for another 15+ years.

Potential "shortcut" routes through surrounding communities are mentioned (e.g. Mukilteo Speedway/SR525, Paine Field Blvd/SR526, 84th St. SW, 80th St. SW, etc.), how do you plan to assess potential impact of that? Any new development proposed as a result of the master plan is still required to go through local, State, and/or Federal environmental review, depending on the scope of work and funding sources, prior to construction. These permitting processes include review of potential impacts and mitigation for multiple environmental categories, including traffic impacts.

2.4.1.6 Funding

How will the improvements be funded?

Funding for improvements at the airport will depend on the nature of the project. For airfield safety and capacity improvements, the Federal Aviation Administration provides funding. The County, airport operator, or developers might fund other improvements. This Master Plan will look at which funding sources are available for each project and make recommendations.

Will the improvements be result in additional taxes to the residents of Snohomish County?

Paine field airport is an enterprise fund and is self-funded. It does not as for tax dollars to subsidize the airport. During development of the plan cost will be identified as well as funding sources. Potential funding sources include Federal, State, and local funds. The FAA will identify the funds and it takes several things into consideration.

Are there different sources of funding within this enterprise funding model that are allocated to mitigate impacts to Paine Field Lessee's?

Yes. The airport does reallocate both aeronautical and nonaeronautical funds to support the overall operation of the airport. All funds remain at the airport and are reallocated annually and prioritized via the County's budget process.

What role will FAA play in determining what master plan options are pursued? The FAA funded the entirety of this Master Plan. It specifically reviews every aspect of the plan and formally approves the traffic forecasts and the Airport Layout Plan.

2.4.1.7 Airlines and Airport Logistics

Will there be no fly hours?

This falls outside the scope of this Master Plan, and would be an Airport operational policy decision.

What will be done to keep the aircraft at a good height when taking off or landing?

This falls outside the scope of this Master Plan. FAA air traffic would need be involved in this.

How many flights per day would FedEx and Amazon make from Paine Field? Would there be an increase from current level?

Currently Amazon does not fly into Paine Field, only Fed Ex does at one flight per day. At the planning level assumptions have been made for this activity, an increase to 50 was taken into consideration. These assumptions were made in in absence of any information from FedEx.

Will there be a "remote check-in" option for SeaTac? The passenger terminal is operated by Propeller and its air carrier is Alaska Airlines. Alaska Airlines does not fly to Sea-tac so at this moment in time, remote check-in is not available. It is not known what their plans are in the future.

Will there be any new destinations or connections added? Will there be daily BLI -> SeaTac flights stopping into PAE? Airlines decide the destinations for commercial flights.

As part of airport capacity triggers, do the "ops" include freight / cargo flights?

"Ops" includes freight cargo, based on what we currently know from FedEx. Assessments have been made going forward and they included in the traffic forecast.

2.4.1.8 Other Questions

Is there a breakdown of "GA expansion" between things like Boeing/larger corporate aviation vs light aircraft facilities? During development the traffic forecast was broken down in detail and does include general aviation as it has potential impacts on the capacity of the airfield, as well as taxi ways to and from the airfield. Hangers, and box hangers are also included. Those forecasts are translated into facility requirements throughout the airport.

What's the earliest any development could be implemented? As traffic grows, there will be a need to improve facilities at the airport. There are also ongoing maintenance needs at the airport, so development is an ongoing process at the airport.

If the Puget Sound Regional Council and the State influence the master plan? These entities will not directly influence the Master Plan, however, they are entitled to provide comments.

Is the county's plan to primarily provide expansion for commercial operations? How would you weigh the county's interest in part 121 operations versus general aviation, or MROs?, which are maintenance, and repair operations. The County's plan is to accommodate all aspect of aviation growth at the airport and to ensure that the airport is in a position to accommodate growth as the various needs of the businesses arise. The Master Plan is providing a roadmap to allow for the future of aviation at PAE to occur.

Where would "far-term" parking be located? The Master Plan has set aside area for parking at the airport. Propeller as the terminal operator will decide how to designate its use, as either short-term or long-term parking.

How many gates will the airport eventually have? When traffic is proposed to reach approximately 4.3 million annual passenger, there will be a need for 11 contact gates.

What is the maximum number of flights that could be served by 11 gates per day? Currently, the maximum number is 24 operations per day.

It seems like the plan involves the current footprint and immediate activities on the current airport property. Does it take into account the needs of businesses attracted to the area, and they're expanding needs (- e.g. rental cars, hotels, restaurants, taxis, bars)? Yes, the Master Plan will include land set asides for the future possibility of commercial development at the airport

How much airport land is still available for commercial development?, non-airport operations area land? There are extensive lands west of Runway 16R-34L that will be dedicated for future commercial development. However, the exact amount of land that will be available will be dependent on further detailed environmental analysis. There are significant wetlands in this area, and some of the land will not be conducive to commercial development. The environmental analysis will be conducted when and if the County receives interest from the private sector for the long term lease of these lands.

What happens to de-icing chemical runoff? Existing deicing fluid collection at the passenger terminal area and Taxiway A is collected and uses the Boeing Campus sewer conveyance system, where it is treated and sent to the City of Everett. As deicing operations increase, the capacity of the existing system will be further evaluated .

2.5 Appendix E: Online Open House

EXHIBIT 5 ONLINE OPEN HOUSE


The screenshot displays the 'Paine Field Master Plan' website's online open house interface. The page features a navigation bar with links for 'Open House', 'Project Details', 'Inventory & Forecasts', 'Meeting Demand', 'What's Ahead', 'FAQ', and 'Español'. The main content area is divided into several sections:

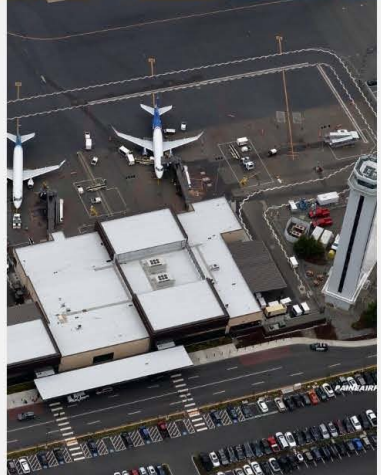
- Header:** 'PAINE FIELD IS ADAPTING TO CHANGING TIMES' with a sub-header 'Paine Field Airport is vital to the quality of life and economic sustainability of Snohomish County's residents. As our region continues to grow, we rely on a strategic framework, the Airport Master Plan, that guides development of the airport. To receive updates about the Airport master planning process, please sign up below.' It includes an email sign-up form.
- What's happening:** A section titled 'Collecting Public Comment' with a sub-header 'We've updated and reopened our online open house for comment! Use the link below to view the recording of a public webinar we had in November 2021 and June 2022.' It includes links for 'View June 2022 Webinar', 'View November 2021 Webinar', and a 'PDF of first online open house'.
- By the numbers:** A statistics section with a sub-header 'Paine Field' and 'By the numbers'. It lists: 158,227 JOBS (DIRECT AND INDIRECT), \$59.9 BILLION ANNUAL REVENUE, 1 MILLION PASSENGERS PER YEAR, and 710 AIRCRAFT OPERATIONS PER DAY.
- A strategic vision for Paine Field:** A section explaining the purpose of an Airport Master Plan and how the current Paine Field Master Plan was developed through a public process.
- Developing our future together:** A section stating that Paine Field Airport is owned and operated by Snohomish County and that the Master Plan is developed with public input.
- Process:** A section detailing the two-phase process for developing the Master Plan, including information gathering and evaluation of alternatives.
- Stay informed:** A section with a sub-header 'Stay informed' and a sign-up form for email updates.
- Master Plan committees:** A section listing three committees: Steering Committee, Stakeholder Advisory Committee, and Technical Committee, with brief descriptions of their roles.
- Get involved and stay informed!:** A final call-to-action section with a sign-up form and social media links.

At the bottom of the page, there is a 'Privacy Policy' link.

Paine Field
MASTER PLAN

[Open House](#) [Project Details](#) [Inventory & Forecasts](#) [Meeting Demand](#) [What's Ahead](#) [FAQ](#) [Español](#)





What is the Paine Field Master Plan?

The Airport Master Plan is a long-range planning document that recommends strategies for developing airport land and facilities. The plan's goal is to prepare the County's airport to support the needs of the future. The plan will also ensure the airport balances our economic, environmental, and social values.

Who is involved?

The Master Plan is informed by Snohomish County residents, government agencies, chambers of commerce, the Airport Commission, civic groups, environmental organizations, business leaders, general aviation users, and others with an interest in the airport.

In addition to the direct input from the public and stakeholder groups, there are three committees working to help develop the Master Plan.

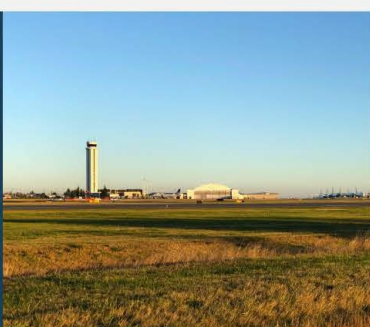
Stakeholder Advisory Committee
The Stakeholder Advisory Committee includes key aviation stakeholders such as major tenants, local businesses, general aviation users, representatives from the community, and technical experts.


Technical Committee
The Technical Committee provides input and review of technical documents and includes senior airport staff and the consultant team.

Steering Committee
The Steering Committee guides the County's goals and priorities for the airport; it includes members from Paine Field, the Port of Everett, and business leaders.

What's the project timeline?

- 1. Inventory of Existing Conditions**
 - Draft complete June 2021
- 2. Forecasts of Aviation Activity**
 - Draft completed and approved by the FAA in August 2021
- 3. Capacity Analysis and Facility Requirements**
 - Draft complete November 2021
- 4. Concepts and Alternatives**
 - Draft complete April 2022
- 5. Phased Development Plan**
 - August 2022
- 6. Airport Layout Plans**
 - Airport Layout Plan - draft Q4 2022





How can I share my input?

Share your thoughts [here!](#) On the next few pages, we'll share updates on our master plan process. Read through the information and let us know what you think.

Get started

Get involved and stay informed!

This website will share information and updates as the plan is developed, including invitations for public participation in online open houses. Please join our mailing list to receive updates.

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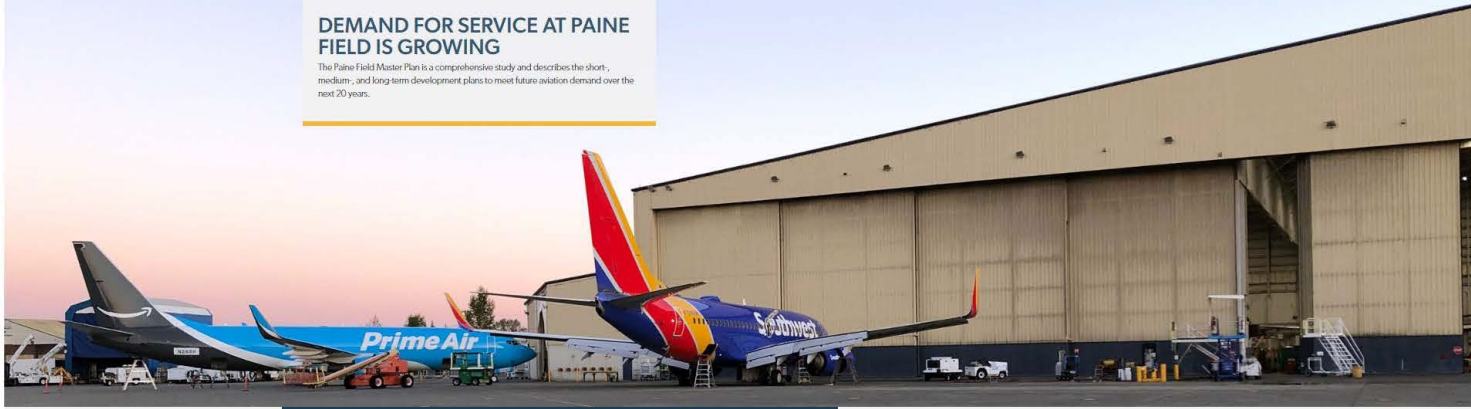
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DEMAND FOR SERVICE AT PAINE FIELD IS GROWING

The Paine Field Master Plan is a comprehensive study and describes the short-, medium-, and long-term development plans to meet future aviation demand over the next 20 years.



Demand for aviation in the Puget Sound region is growing

The Puget Sound region is one of the fastest growing in the United States. The area in which most Paine Field customers live added 500,000 people to its population between 2009 and 2019. We expect this growth to drive increased demand for many sectors of aviation activity. Paine Field accounts for 158,227 total jobs and \$59.9 billion in economic output as of 2018, compared to the statewide airport impact of 407,000 jobs and \$107 billion in economic impact, and SeaTac's impact of 151,000 jobs and \$22.47 billion in economic revenue. Paine Field is the largest economic driver in the County.

158,227 JOBS

CREATED BY PAINE FIELD*

\$59.9 BILLION

IN ECONOMIC OUTPUT*

500,000

POPULATION GROWTH IN THE AREA SERVED BY PAINE FIELD BETWEEN 2009 AND 2019


*as of 2018


Paine Field is changing

The recent start of passenger service means there have been major changes at the airport since 2019. Because there is little historic data to compare to, the Master Plan team reviewed the Puget Sound region's economy and air service market as well as other "secondary market" airports to forecast demand.

Boeing is the major employer at Paine Field, employing approximately 30,000 people. This workforce supports a variety of Boeing's operations, including aircraft fabrication and production, product development, and aviation safety and security and aircraft certifications. Other businesses at Paine Field include paint hangars, Boeing's customer delivery center, as well as aviation maintenance, repair and overhaul. Advances in aviation technology have also brought new players to the aviation manufacturing industry, with leaders in electric aviation like magniX and Eviation locating in Snohomish County.

FedEx has started operations at Paine Field, bringing increased air cargo service to the airport.





Sea-Tac is nearing its capacity

Recent studies indicate that Seattle-Tacoma International Airport (Sea-Tac) will likely reach capacity during the next 20 years. Sea-Tac is planning short-term and long-term projects to increase capacity, but Paine Field has the potential to attract additional passenger service and cargo activity as Sea-Tac becomes more crowded.

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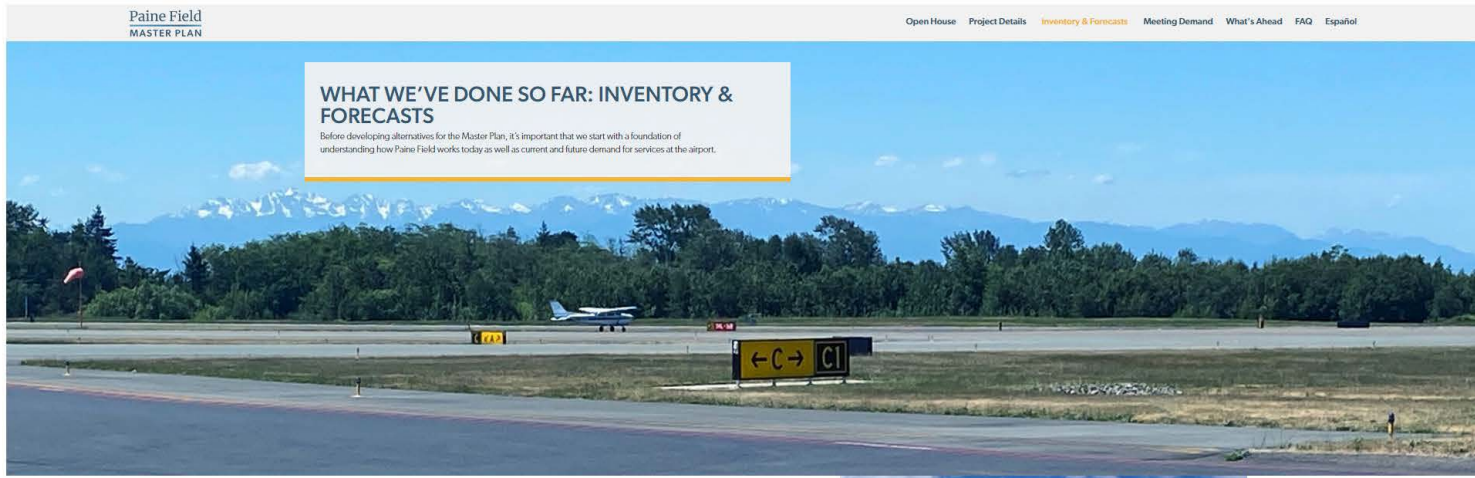
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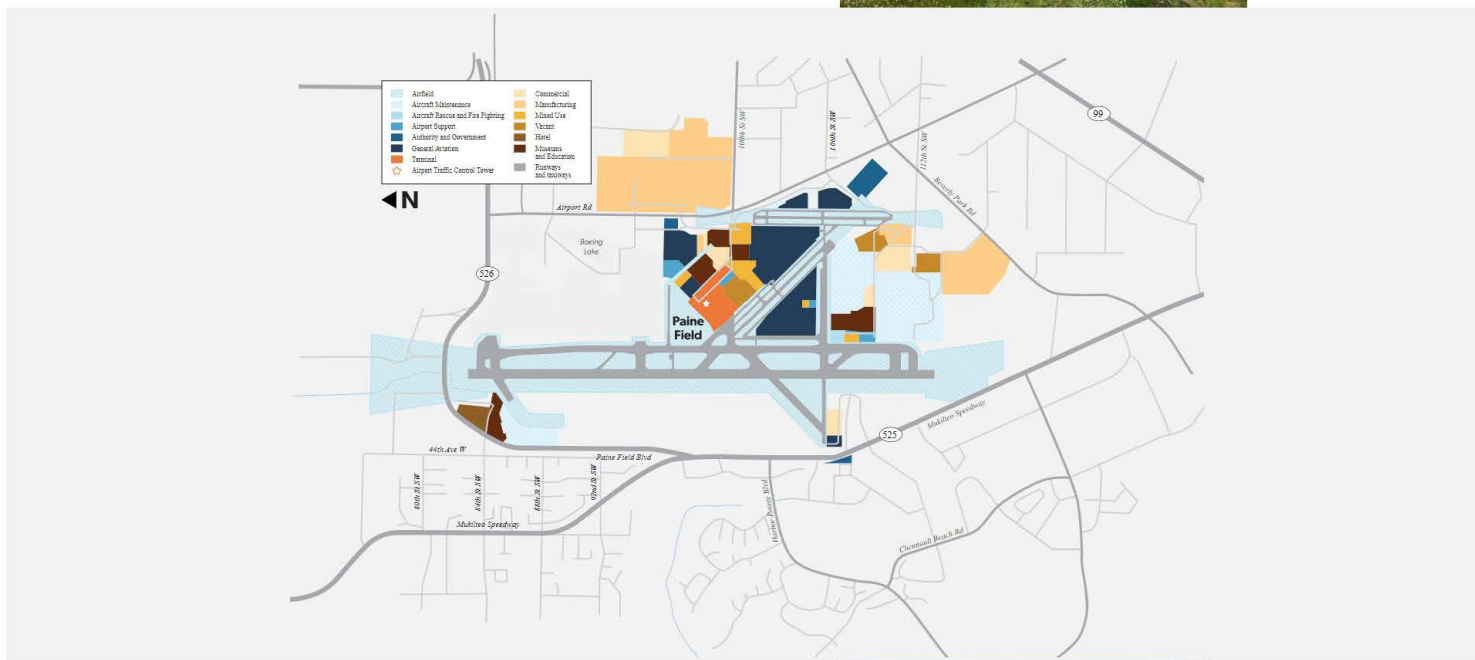
WHAT WE'VE DONE SO FAR: INVENTORY & FORECASTS

Before developing alternatives for the Master Plan, it's important that we start with a foundation of understanding how Paine Field works today as well as current and future demand for services at the airport.

Inventory of existing conditions

Paine Field has served general aviation needs in Snohomish County for 85 years. It briefly offered commercial service in its earliest days before being converted into an air force base. In the 1960s, the Boeing Company built its Everett assembly plant, and by the 1970s Paine Field was a hub for manufacturing and general aviation. Paine Field Passenger Terminal, operated by Propeller Airports, began scheduled passenger commercial service in March 2019 with air service provided by Alaska Airlines and United Airlines to a variety of destinations. As of November 2021, Alaska Airlines is the current carrier providing commercial service.

The property on which Paine Field is located serves a number of uses, including commercial and general aviation activities, manufacturing, museums, lodging, educational and commercial facilities, and airport support services and facilities.



Types of aviation

Commercial Aviation
Commercial aviation refers to passenger flights. We measure commercial aviation in terms of enplanements – one enplanement is one passenger boarding a plane.

Air Cargo
Air cargo refers to shipping of goods by plane, whether on dedicated flights or in the belly of commercial flights.

General Aviation
General aviation is everything else and includes medical flights, firefighting operations, private/chartered flights, tourism, military flights, and recreation. Boeing's manufacturing and testing operations at Paine Field fall under this category.



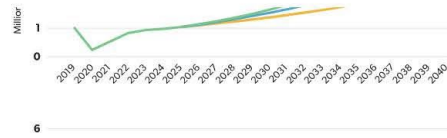
Impact of Boeing

As one of the airport's major tenants, Boeing has a significant impact on operations at Paine Field. Boeing's facility in Everett is heralded as containing the largest manufacturing building in the world, and the plant is also the largest in the world by volume. Boeing Everett has a workforce of approximately 30,000 people. And it's not just Boeing: the area served by Paine Field is the center of commercial airplane production in the U.S., with 1,350 aerospace-related companies. Boeing has also inspired other aviation and aerospace industry to base their operations at or near Paine Field, such as AIS, Collins, Korry, and electric aircraft leaders magniX and Eviation.



Forecast

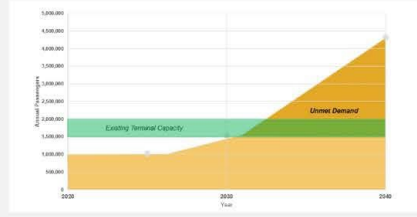
Demand for passenger service at Paine Field is expected to grow to more than 4 million passengers by 2040. Paine Field is forecasted to generate 4.3 million passengers per year by 2040, compared to about 1 million in 2019. We expect more rapid growth in the late 2030s as Sea-Tac capacity constraints become more pronounced. Continued population growth in the Puget Sound region will also drive growth.



Terminal capacity

More passengers will mean more needs for our terminal, general aviation and other facilities over time. This growth will not, however, mean more runways. We anticipate that Paine Field will remain a two-runway airport for the 20 years covered in this plan.

Demand for services is increasing, and eventually the existing terminal will no longer be able to accommodate the peak number of passengers. This chart illustrates the expected unmet demand that will result if we don't plan now for future uses.



The ongoing COVID-19 pandemic has had significant impacts on air travel. Both the pandemic and the recent change to start offering commercial service mean the past several years have been highly unusual for Paine Field, so we've taken extra steps in developing the forecast to ensure that it is accurate. For the forecast, we have assumed that air travel demand returns to 2019 levels in 2025.

What does this mean for Paine Field?

Over time, as traffic continues to grow at Paine Field, some of the existing facilities at the airport will need to be expanded or improved. Defining the facility requirements is the next step in the Master Plan process and will help us determine alternatives for the airport.

Factors such as aircraft size, traffic demand, and peak volumes are key drivers of facility needs. Based on those factors, we will use standards and recommended practices from the FAA and others to determine what types and sizes of facilities will be needed in the future.

Areas we looked at

-  Airfield system, including runways, taxiways, and apron areas
-  Access roads to and from the passenger terminal
-  Corporate and private hangars
-  Passenger terminal
-  Air cargo facilities

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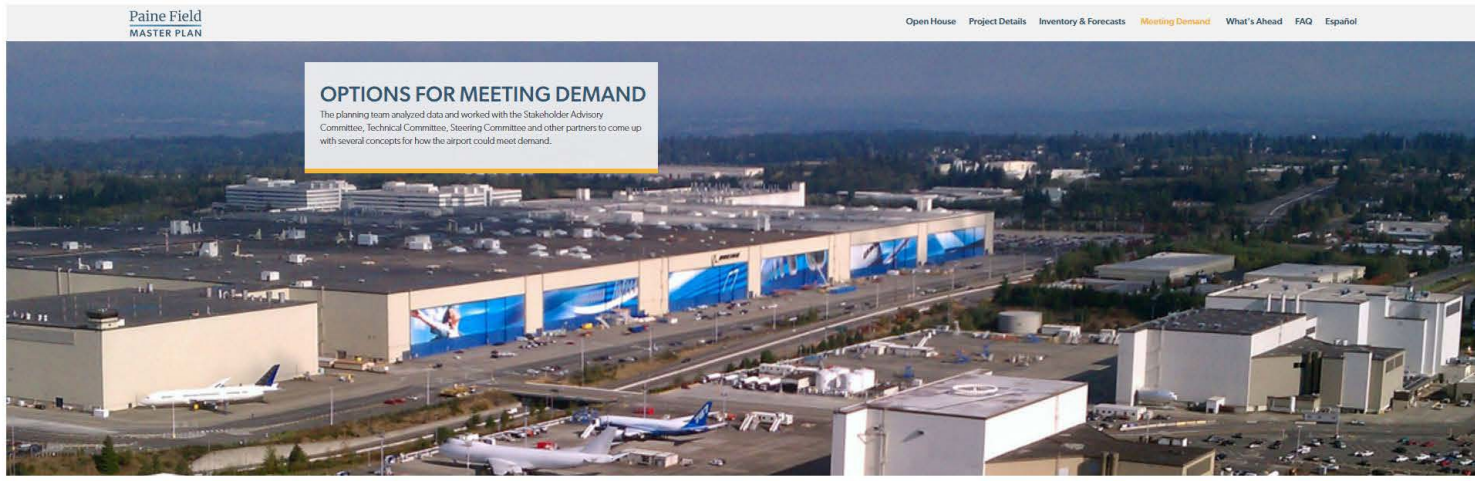
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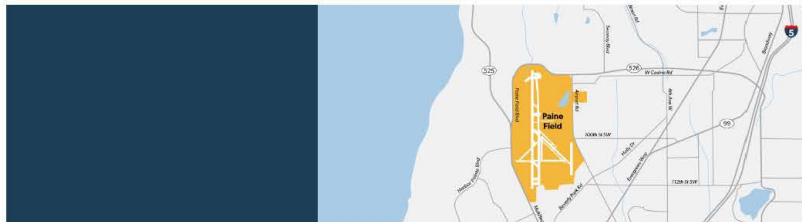
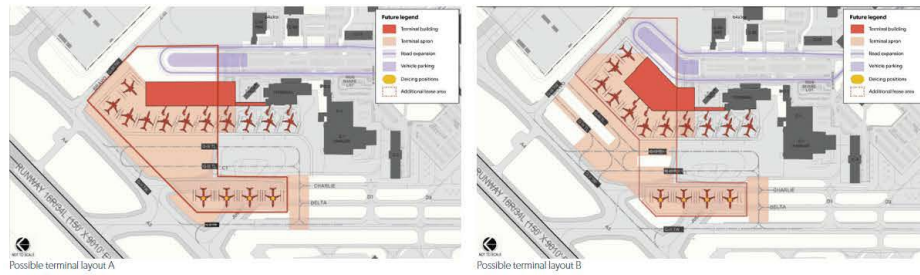


Meeting demand

We looked at passenger demand, airfield and ground transport routes, safety, technological advances, environmental limitations, capital costs and other factors.

When and how the passenger terminal might expand is not part of this long range planning effort. Snohomish County owns all of Paine Field, and a developer, Propeller, owns and operates the terminal, the area where commercial airlines serve arriving and departing passengers. Propeller has a long term lease with Snohomish County for the land where the terminal sits.

Accommodating commercial demand is an important part of this plan, and we've identified possible ways in which Propeller could increase its footprint. Two simple possibilities are shown here. The exact configuration will be worked out when and if the airport operator wants to expand.



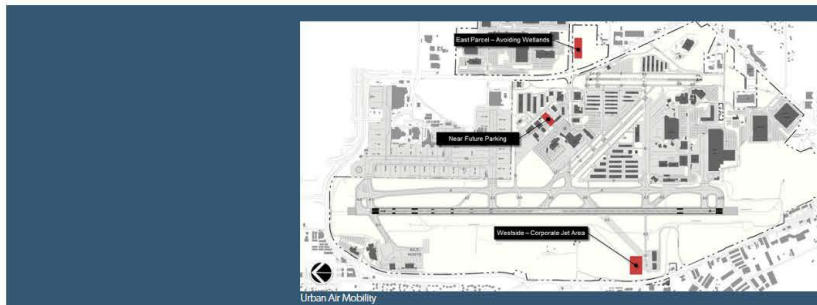
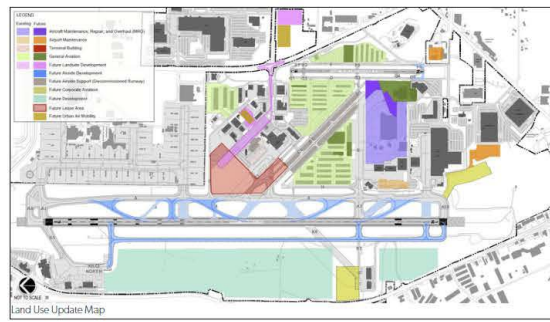
Ground transportation

Ground transportation is an important part of the long-range plan. Our plan will improve the capacity and efficiency of road and transit systems that serve the airport. We're doing this by looking at passenger demand, regional transit system expansions and signal improvements.

We're improving multi-modal access. Right now, users can get to Paine Field via single occupancy vehicle, rideshare, bike, bus or on foot. We're planning for transportation options that could include light rail or even urban air transport.

Land use updates

As air traffic at Paine Field grows, support services and facilities will need to grow as well. Potential expansion areas include facilities for aircraft maintenance, repair, and overhaul; airport maintenance; general aviation; and commercial service. Potential expansion areas are highlighted in the image.



New technologies

A long-range airport plan must accommodate potential new technology. We don't yet know what urban air mobility - personal or highly automated, on-demand air travel - could look like in the future, but we are planning for the arrival of this technology in the master plan by including several potential sites for urban air mobility, as shown on the graphic in red.

There are other planning efforts taking place in the region that look at Paine Field's role in regional air travel. For example, the state's Commercial Aviation Coordinating Commission (CACC), managed by the Washington State Department of Transportation, is looking at potential for what type of demand Paine Field could accommodate if changes were made to the regional air travel system. To learn more about that project, visit the [CACC website](#).

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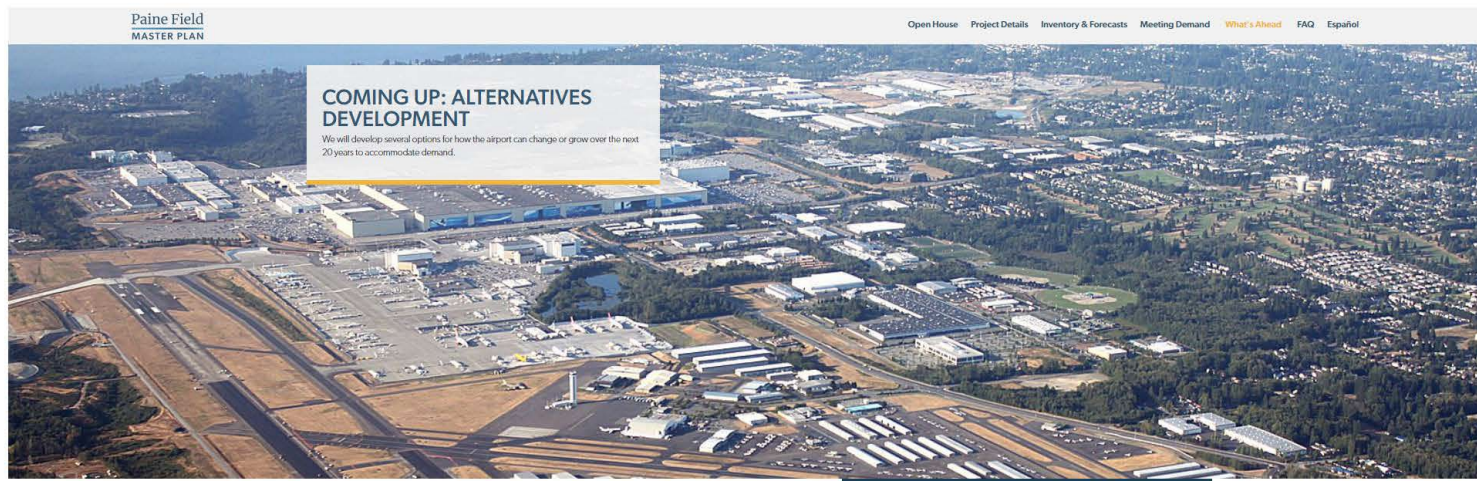
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Community input will help shape the criteria we use to evaluate the project. Some of those criteria will likely include:

- Do the alternatives meet the forecast demand?
- Do the alternatives improve operational efficiency?
- Do the alternatives have adverse impacts on the community?
- Do the alternatives meet FAA safety standards?
- Are there environmental improvements or impediments to the alternatives?
- What are the capital cost of the alternatives?
- Are the alternatives financially viable?

Late 2021—mid 2022
Develop alternatives


Mid 2022—early 2023
Evaluate alternatives, select a preferred alternative, and prepare implementation and financial viability plans

Spring 2023
Finalize Master Plan

WHAT'S NEXT?

What happens after the Master Plan?

There are several important steps that will need to take place after the Master Plan is completed before any significant changes occur at Paine Field. Planning and design will follow for those projects that are identified in the Master Plan and needed in the next three to five years. Additional detailed planning, environment reviews, and potentially further community consultation will all be required. The Master Plan also identifies potential funding sources for the future capital needs of the airport over the next 20 years, and securing those funds is critical before any project can begin.



Leave a comment
* All fields are optional

FIRST NAME: LAST NAME:

ADDRESS:

EMAIL:

COMMENTS:

I'm ready to submit my comment

SEND

We want to learn more about you! Are you willing to answer some additional questions?

The purpose of these questions is to help us ensure we are reaching a broad, diverse group of people as part of this and future planning efforts. **All questions are optional, and responses are anonymous.**

* All fields are optional

What is your zipcode?

What is your age?

How do you identify? (check all that apply)

Female
 Male
 Agender
 Gender(s) not listed here
 I would rather not say

Do you identify as Latinx or of Hispanic or Latino origin?

Yes
 No
 I'd rather not say

How do you identify? (check all that apply)

Asian or Asian American
 American Indian/Alaska Native
 Black or African American
 Pacific Islander or Native Hawaiian
 White or Caucasian
 Options(s) not listed here
 I would rather not say

What is your annual household income?

What language(s) do you speak at home? (check all that apply)

English Korean Somali Vietnamese
 Amharic Mandarin Spanish Language(s) not listed here
 Arabic Chinese Tagalog I would rather not say
 Cantonese Russian Ukrainian

If you selected "Language(s) not listed here", please tell us what language(s) you speak at home:

If you will need accommodation for a disability in order to take part in Airport Master Plan activities, please check those that may apply:

American Sign Language (ASL) interpretation
 Access for a wheelchair or similar device
 Visual assistance technology

Enter other accommodations needed here:

How many people, including yourself, live in your household?

SEND


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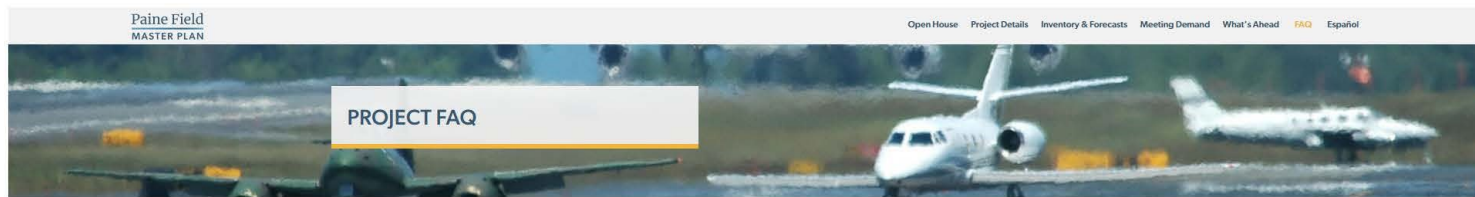
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Paine Field
MASTER PLAN

Open House Project Details Inventory & Forecasts Meeting Demand What's Ahead **FAQ** Español

PROJECT FAQ

Where can the detailed traffic projections be found?

Detailed air traffic projections are available at <https://www.paineairport.com/153/Airport-Master-Plan>.

What kind of expansion to the airport will take place, and where?

We forecast traffic by types of aircraft, and those projections are used to identify what type of facilities the airport will need. Over the next 20 years, we anticipate a need for a larger terminal and parking facilities, modifications to the internal airport road network, and additional support facilities for general aviation. The next phase of the Master Plan process will present ideas on where these facilities may be located.

Will the airport need additional property within the next 20 years to satisfy its future demand? No additional property will be needed.

How will the runways be used for general and commercial aviation?

The types of aircraft using each runway airport will remain the same. The longer runway will continue to serve jets and turbo prop aircraft and the shorter runway will continue to serve turbo prop aircraft only.

What will happen to the flight schools at the airport?

The flight schools are owned and operated by private entities. The Master Plan will not affect the flight schools.

What will happen to Runway 11-29?

The FAA recently decommissioned this runway. As part of the master planning process, we will identify future uses for this part of the airport.

Will there be noise studies on the impacts to surrounding residential neighborhoods? How will noise impacts be evaluated with the projected changes?

Yes, noise studies are currently underway. We'll present some of our findings at the next public briefing.

Will environmental scoping be needed for this plan?

Environmental Impact Statements are typically used for construction projects and are not required for the Master Plan. Certain improvements identified in the Airport Master Plan will be the subject of subsequent environmental review as they're developed.

How can the community share their input?

The planning team will seek public input through webinars and events in the coming year. We'll notify the public about open houses and webinars using tools such as postcard mailings, emails, social media posts, paid advertisements, outreach to media outlets, and community organizations near the airport, and to cities and towns across the county. If you would like to ensure you are notified of any updates or events, please subscribe to email updates at www.paineairportmasterplan.com.

Are residents and neighboring communities like Lynnwood and Mukilteo represented on the Stakeholder Committee for the Master Plan process?

There are three committees that are developing the Master Plan: The Steering Committee, the Stakeholder Advisory Committee, and the Technical Committee. The Stakeholder Committee includes many representatives across Snohomish County. The list of members is [found here](#) and you can read more about the committees helping to guide this Master Plan [here](#).

Are there plans to complete 100th Street SW in conjunction with the Everett Transportation Master Plan?

The team has identified that the intersection of Airport Road and 100th Street SW will need to be modified to accommodate increased demand. Depending on the pace of traffic growth, it is likely that these modifications may not be needed for another 15+ years.

How much will projects in the Master Plan cost?

We will be in a better position to provide cost estimates once we have outlined what projects may be proposed in the fall of 2022.

How will the improvements be funded?

Funding for improvements at the airport will depend on the nature of the project. The Master Plan will identify the funding sources available for each project and make recommendations. For airfield safety and capacity improvements, the Federal Aviation Administration provides the majority of funding. The County, airport operator or developers might fund other improvements.

Will only smaller passenger aircraft be allowed, or will larger planes also be allowed at the airport?

PAE is a public airport, and it does not decide on the types of aircraft that use the airport. We assume that the types of aircraft currently operating at the airport will not change.

Are flight paths projected to change?

Flight paths are controlled by the FAA and we do not anticipate that they will change.

Is there any consideration of international travel capability?

This would be a policy decision for the County, but it is not something currently being considered in this plan.

Will the Washington Air National Guard property be considered?

Conversations with legislative offices in Washington, D.C., and the Washington Air National Guard are taking place to see how the property can fold into Paine Field. The Washington Air National Guard property is not part of this master planning process.

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Spanish Online Open House

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Bienvenido Detalles del proyecto Lo que hemos hecho Cumpliendo con la demanda Lo que viene English

PAINE FIELD SE ENCUENTRA ADAPTÁNDOSE A NUEVOS TIEMPOS

El Aeropuerto Paine Field es vital para la calidad de vida y la sostenibilidad económica de los residentes del Condado de Snohomish. A medida que nuestra región continúa creciendo, recurrimos a un marco estratégico, el Plan Maestro del Aeropuerto, el cual es la guía para el desarrollo del aeropuerto. Para recibir actualizaciones sobre el proceso de planificación maestra del aeropuerto, por favor regístrese aquí.

¿Qué está pasando?

Comentarios públicos
(La reunión a puertas abiertas se ha actualizado y abierto para sus comentarios! Use el enlace a continuación para ver la grabación del seminario virtual de Noviembre.)

Únase a nuestra lista de correo para recibir actualizaciones sobre el proceso de planificación maestra del aeropuerto.

[Informe de la primera reunión abierta virtual \(PDF\)](#)

Desde una perspectiva numérica

A partir de 2018, el Aeropuerto Paine Field (PAF) proporciona 158 mil 227 puestos de trabajo y tiene un impacto económico total e ingresos empresariales de \$59.9 mil millones de dólares anuales. Tiene el mayor impacto económico de cualquier otro aeropuerto del estado de Washington.

El aeropuerto cuenta con dos pistas paralelas para las llegadas y las salidas de aeronaves: la Pista 16L/34R es utilizada para aeronaves de aviación general, mientras que la Pista 16R/34L, de 9 mil 010 pies de longitud, permite la operación de aeronaves grandes tipo jet, incluyendo las aeronaves más grandes del mundo.

En los primeros 12 meses de servicio, el edificio terminal comercial de pasajeros de PAF, de propiedad y operación privada, recibió aproximadamente 1 millón de pasajeros. Estos pasajeros se encontraban utilizando las 24 llegadas y 24 salidas diarias antes de que la pandemia de COVID-19 interrumpiera los viajes aéreos.

En 2019 hubo un promedio de 710 vuelos diarios y más del 90% de éstos fueron de aviación general, y alberga aproximadamente 535 aeronaves de aviación general.

Durante los tiempos de emergencia, digamos un terremoto u otro desastre natural, Paine Field proporciona tanto la capacidad de transporte como la flexibilidad que tanto necesitan los planificadores gubernamentales.

158,227 TRABAJOS (DIRECTOS E INDIRECTOS)

\$59.9 MIL MILLONES DE INGRESOS ANUALES

1 MILLÓN DE PASAJEROS AL AÑO

710 OPERACIONES DE AERONAVES AL DÍA


Una visión estratégica para Paine Field

Un Plan Maestro de Aeropuerto es un documento rector de planificación a largo plazo que recomienda una estrategia para el desarrollo de los terrenos e instalaciones del aeropuerto. El objetivo del plan es preparar el aeropuerto del condado para satisfacer las necesidades futuras. El plan también garantizará que el aeropuerto equilibre nuestros valores económicos, ambientales y sociales.

El Plan Maestro es informado por los residentes del Condado de Snohomish, agencias gubernamentales, cámaras de comercio, grupos cívicos, organizaciones ambientales, líderes de negocios y otras partes interesadas en el aeropuerto. El Plan Maestro será aprobado finalmente por el Ejecutivo del Condado y el Consejo del Condado de Snohomish, y posteriormente entregado a la Administración Federal de Aviación (FAA) para su aceptación. El actual Plan Maestro de Paine Field fue adoptado por el Consejo del Condado de Snohomish el 4 de diciembre de 2002 y aceptado por la FAA el 13 de noviembre de 2003.

Desarrollando juntos nuestro futuro

El Aeropuerto Paine Field, que pertenece y se encuentra operado por el Condado de Snohomish en nombre de sus residentes, valora nuestra comunidad y por ello necesitamos de su opinión para desarrollar un plan para las próximas décadas. La información al público se llevará a cabo en hitos clave durante el proyecto, lo cual permitirá que el público pueda examinar la información y realizar comentarios. Además, este sitio web proporcionará actualizaciones informativas a medida que se desarrolle el plan e incluirá maneras para que el público proporcione aportaciones o información continua.



El proceso

El desarrollo del Plan Maestro es un proceso de dos fases el cual esperamos tome dos años y medio, si todo va de acuerdo con lo planeado, concluyendo así en 2022.

Fase Uno

La Fase Uno, que comenzó en 2020, incluye la recopilación y el estudio de la información. Se utilizará la información recopilada para poner a efecto opciones sobre como el aeropuerto puede desarrollarse durante los próximos 20 años. Estas ideas evolucionarán en **alternativas preliminares**, y posteriormente se determinarán los requerimientos necesarios para esas alternativas para su consideración.



Durante la Fase Uno, nos involucraremos con la comunidad mediante reuniones a puertas abiertas, así como actualizaciones del sitio web y otros intercambios de información.

Fase Dos

Durante la Fase Dos, evaluaremos las alternativas preliminares y determinaremos una sola **alternativa preferida**. Una vez que se haya identificado una alternativa preferida, estudiaremos los impactos ambientales, los diferentes posibles escenarios de implementación y las finanzas proyectadas para la alternativa.

Durante esta fase, también nos involucraremos con la comunidad mediante reuniones públicas, publicaremos actualizaciones en este sitio web y organizaremos reuniones a puertas abiertas en línea.

Manténgase informado
Puede mantenerse al tanto de nuestro progreso registrándose para recibir actualizaciones por correo electrónico.



Comités del Plan Maestro

Existen tres comités principales que ayudarán al desarrollo del Plan Maestro: el Comité Directivo, el Comité Asesor de Partes Interesadas y el Comité Técnico.

Comité Directivo


El propósito del **Comité Directivo** es orientar los objetivos y prioridades del Condado de Snohomish para el aeropuerto y proporcionar orientación continua en materia de políticas y estrategias a lo largo del proceso del Plan Maestro. El Comité Directivo está integrado por miembros de Paine Field, el puerto de Everett y líderes empresariales.

Comité Asesor de las Partes Interesadas

El **Comité Asesor de las Partes Interesadas** es un comité asesor integrado por partes interesadas clave en materia de aviación, como usuarios de las instalaciones principales, empresas locales, representantes de la comunidad y expertos técnicos. El propósito es proporcionar un lugar de encuentro para que los miembros expresen cuestiones de interés clave y proporcionen información sobre el propósito y el alcance del Plan Maestro. El Comité Asesor de las Partes Interesadas representa una amplia gama de intereses de aeropuertos / de la aviación / de la comunidad, y sus miembros tendrán conocimientos técnicos específicos relacionados con el aeropuerto y/o la comunidad a la que sirven.

Comité Técnico

El **Comité Técnico** está integrado por personal de alto cargo del aeropuerto y por el equipo de consultores. El propósito principal de este comité es proporcionar información técnica y revisar los planes de implementación.



Participe y manténgase informado

Este sitio web proporcionará información y actualizaciones a medida que se desarrolle el plan, incluyendo las invitaciones para la participación del público a reuniones a puertas abiertas en línea. Únase a nuestra lista de correo para recibir actualizaciones.


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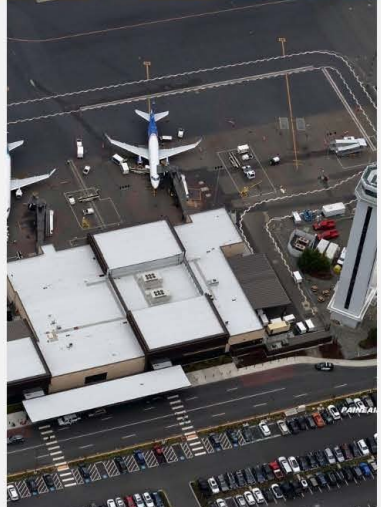
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Paine Field
MASTER PLAN

[Inicio](#) [Detalles del proyecto](#) [Lo que hemos hecho](#) [Cumpliendo con la demanda](#) [Lo que viene](#) [English](#)





¿Qué es el plan maestro de Paine Field?

El plan maestro de aeropuerto es un documento de planificación a largo plazo, que recomienda estrategias de desarrollo de los terrenos e instalaciones del aeropuerto. El objetivo del plan es preparar al aeropuerto del condado para satisfacer las necesidades del futuro. El plan también asegurará que el aeropuerto mantenga un equilibrio entre nuestros valores económicos, medioambientales, y sociales.

¿Quién está involucrado?

El plan maestro está informado por los residentes del condado de Snohomish, agencias gubernamentales, cámaras de comercio, la Comisión del Aeropuerto, grupos cívicos, organizaciones del medioambiente, líderes empresarios, usuarios de la aviación general, y otras partes interesadas en el aeropuerto.

Además de los grupos interesados y el aporte directo del público, hay tres comités que ayudan a desarrollar el plan maestro.

El comité directivo
El comité directivo guía las metas y prioridades para el aeropuerto de parte del condado; incluye miembros de Paine Field, el Puerto de Everett, y líderes empresarios.

El comité consultivo de las partes interesadas
El comité consultivo de las partes interesadas incluye a las partes interesadas del sector de la aviación como inquilinos notables, empresas locales, usuarios de aviación general, representantes de la comunidad y expertos técnicos.

El comité técnico
El comité técnico aporta información y revisión de documentos técnicos e incluye personal superior del aeropuerto y el equipo consultor.

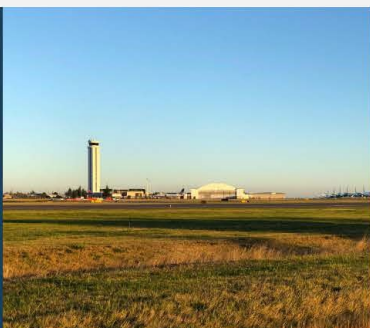
¿Cuál es el cronograma del proyecto?


1. **Inventario de las condiciones existentes**
 - Borrador finalizado en junio de 2021
2. **Proyecciones de la actividad de aviación**
 - Borrador finalizado y aprobado por la FAA en agosto de 2021
3. **Análisis de capacidad y requisitos de las instalaciones**
 - Borrador finalizado en noviembre de 2021
4. **Conceptos y alternativas**
 - Borrador finalizado en abril de 2022
5. **Plan de desarrollo por fases**
 - Agosto de 2022
6. **Planes de configuración del aeropuerto**
 - Plan de configuración del aeropuerto - borrador del cuarto trimestre de 2022

Reunión a puertas abiertas #1
Noviembre 21 - enero 2022

Reunión a puertas abiertas #2
Junio de 2022

Reunión a puertas abiertas #3
Cuarto trimestre





¿Cómo puedo compartir mi opinión?

La reunión abierta virtual se ha corrido. Esta solo fue una de las múltiples reuniones abiertas virtuales que celebraremos durante el proceso del plan maestro. Este sitio web será actualizado para proporcionar información y actualizaciones a medida que se desarrolle el plan, incluyendo las invitaciones para la participación del público en futuras reuniones virtuales.


Empezar

Participe y manténgase informado

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REGÍSTRESE

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Paine Field
MASTER PLAN

Bienvenido **Detalles del proyecto** Lo que hemos hecho Cumpliendo con la demanda Lo que viene English

LA DEMANDA DE SERVICIOS EN PAINE FIELD ESTÁ CRECIENDO

El plan maestro de Paine Field es un estudio detallado que describe los planes de desarrollo a corto, medio, y largo plazo, para poder hacer frente a la demanda de aviación sobre los próximos 20 años.

La demanda de aviación en la región de Puget Sound está creciendo

La región de Puget Sound en su conjunto es una de las regiones de Estados Unidos que ha crecido rápidamente. El área en el que viven la mayoría de los usuarios de Paine Field aumentó su población en 500,000 personas entre el 2009 y 2019. Se espera que esto aumente la demanda de actividades de aviación en muchos sectores. Paine Field proporciona 158,227 trabajos en total y una producción económica de 59.9 mil millones de dólares desde 2020, comparándose con las cifras de aeropuertos a nivel estatal de 407,000 trabajos y una producción económica de 107 mil millones de dólares, y las cifras de Sea-Tac de 151,000 trabajos y 22.47 mil millones de dólares en ingresos. Paine Field es el impulsor económico principal del condado.

PAINE FIELD GENERO

158,227 EMPLEOS

59.9 BILLIONES DE DÓLARES EN PRODUCCIÓN ECONÓMICA*

AUMENTO DE LA POBLACIÓN DE 500,000 PERSONAS EN LAS ÁREAS DE SERVICIO DE PAINE FIELD ENTRE EL 2009 Y 2019

* con fecha de 2018

Paine Field está cambiando

El reciente comienzo de la provisión de servicios a pasajeros ha generado grandes cambios en el aeropuerto desde 2019. Debido a que hay pocos datos históricos para comparar, el equipo del plan maestro revisó la economía y el mercado de servicios aéreos de la región de Puget Sound y también otros aeropuertos señalados como "mercados secundarios" para anticipar la demanda de servicios.

Boeing es el empleador principal en Paine Field, empleando aproximadamente a 30,000 personas. Este personal apoya una amplia variedad de las operaciones de Boeing, incluyendo la fabricación y producción de aeronaves, desarrollo de producto, seguridad y protección aérea y certificación de aeronaves. Otras actividades de negocio en Paine Field incluyen hangares de pintura, el centro de reparo al cliente de Boeing, así como el mantenimiento, reparación y revisión de aeronaves. Los avances en la tecnología de aviación han aportado nuevos participantes a la industria de manufacturación de aviación, con líderes en aviación eléctrica como magix y Eviation localizados en el condado de Snohomish.

FedEx ha comenzado a operar en Paine Field, trayendo así servicios adicionales de carga aérea al aeropuerto.

Sea-Tac está casi al límite de capacidad

Estudios recientes indican que el Aeropuerto Internacional Seattle – Tacoma (Sea-Tac) probablemente llegará a su capacidad en los próximos 20 años. Sea-Tac está planeando proyectos a corto y largo plazo para aumentar su capacidad, pero Paine Field tiene potencial para añadir servicios adicionales para pasajeros y carga, mientras Sea-Tac se sigue congestionando.

Anterior
Siguiente

Participe y manténgase informado

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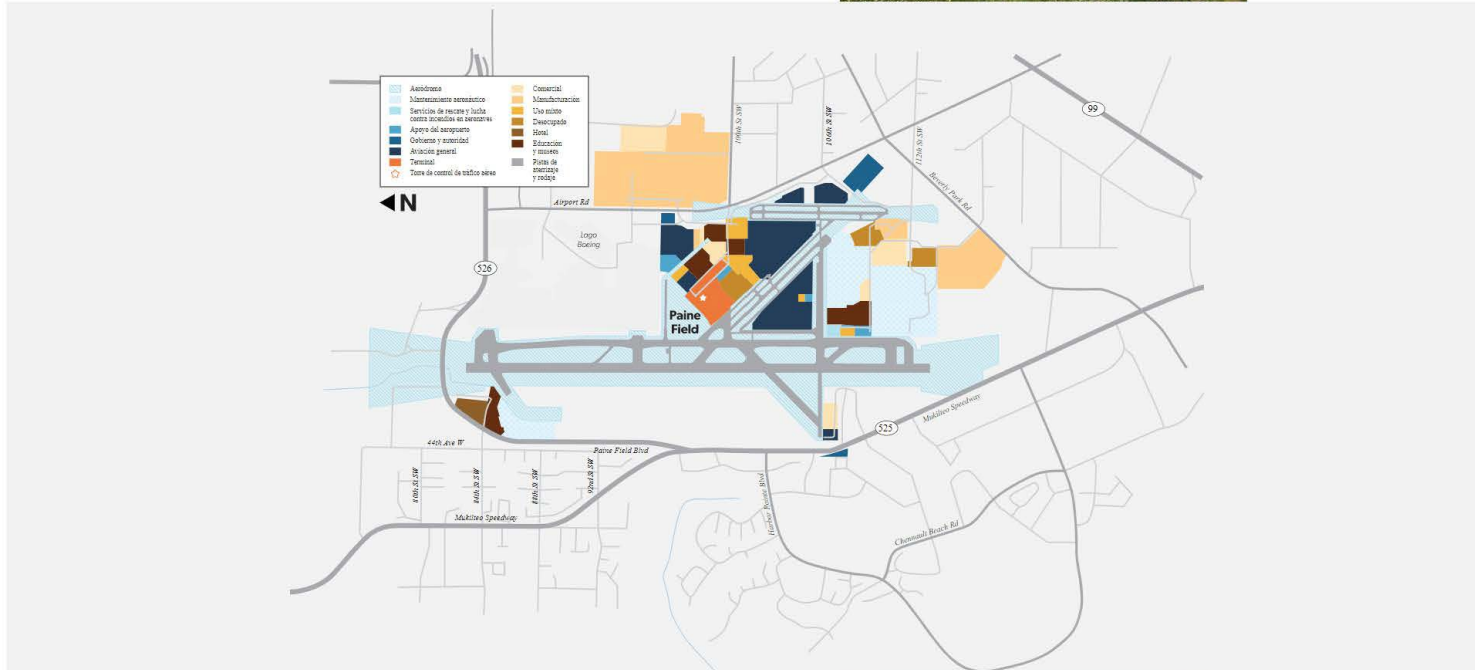


LO QUE HEAMOS HECHO HASTA AHORA: INVENTARIO Y PREVISIÓN
Antes de desarrollar alternativas para el plan maestro, es importante tener un entendimiento base sobre cómo Paine Field funciona hoy en día y también entender la demanda de servicios del aeropuerto actual y futuro.

Inventario de las condiciones existentes

Paine Field ha cumplido con las necesidades de aviación general del condado de Snohomish durante 85 años. Ofreció servicios comerciales en sus primeros días antes de convertirse en una base militar aérea. En los años 60, la compañía Boeing construyó su planta de montaje en Everett y en los años 70 Paine Field se estableció como un centro de manufacturación y aviación general. La terminal de pasajeros Paine Field, gestionada por Propeller Airports, empezó a programar servicios comerciales para pasajeros en marzo 2019 con servicios aéreos suministrados por Alaska Airlines y United Airlines a una variedad de destinos. Desde noviembre del 2021, Alaska Airlines es la aerolínea que ofrece servicios comerciales.

La propiedad en la que Paine Field se encuentra sirve numerosos propósitos, incluyendo actividades de aviación comercial y general, manufacturación, museos, alojamiento, instalaciones educativas y comerciales y servicios e instalaciones de apoyo al aeropuerto.



Tipos de aviación

Aviación comercial
Aviación comercial se refiere a vuelos con pasajeros. La aviación comercial se mide en términos de embarques – un embarque cuenta cuando un pasajero se sube en el avión.

Carga aérea
Carga aérea se refiere al envío de mercancías por avión, ya sea en vuelos particulares o en la parte inferior de los vuelos comerciales. Se mide en toneladas métricas.

Aviación general
Aviación general es todo lo restante e incluye vuelos médicos, operativos contra incendios, vuelos privados/contratados, turismo, vuelos militares y de ocio. Las operaciones de manufacturación y pruebas de Boeing en Paine Field entran en esta categoría.

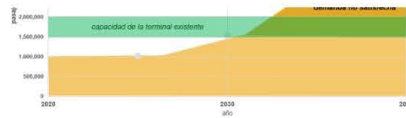


El impacto de Boeing
Boeing ha tenido un impacto significativo en las operaciones de Paine Field como uno de los inquilinos principales del aeropuerto. La instalación de Boeing en Everett está proclamada como el edificio de manufacturación más grande del mundo, y la fábrica también es la más grande del mundo en cuanto a volumen. Incluso después de haber trasladado alguna producción fuera del área de Puget Sound, Boeing Everett tiene un personal de aproximadamente 30,000 personas. No solamente es Boeing; el área de servicio de Paine Field es el centro de la producción comercial de aviones en los Estados Unidos, con 1,350 compañías aeroespaciales. Boeing también ha inspirado a otras industrias aeroespaciales y de aviación a fijar sus operaciones en o cerca de Paine Field, como ATS, Collins, Korry, y líderes de las aeronaves eléctricas como magniX y Eviation.

Pronóstico

Cuanto más pasajeros haya, más necesidades habrá en nuestra terminal, en la aviación general y en otras instalaciones. Sin embargo, este crecimiento no significará más pistas. Prevemos que Paine Field seguirá siendo un aeropuerto de dos pistas durante los 20 años que abarca este plan. La demanda de servicios va en aumento y, conforme avanza el tiempo, la terminal actual dejará de poder atender el número máximo de pasajeros. Esta tabla ilustra la demanda insatisfecha prevista si no planificamos ahora para los usos futuros.





La actual pandemia de COVID-19 ha tenido impactos significativos en el transporte aéreo. Tanto la pandemia como el reciente cambio al comenzar a ofrecer servicios comerciales, ha hecho que los últimos años sean sumamente inusuales para Paine Field, por eso hemos tomado medidas adicionales para desarrollar el pronóstico para asegurarnos de que éste sea preciso. El pronóstico asume que la demanda de transporte aéreo regrese a los niveles del 2019 en el 2025.

¿Qué significa esto para Paine Field?

Con el tiempo, a medida que el tráfico crezca en Paine Field, será necesario ampliar o mejorar algunas de las instalaciones existentes en el aeropuerto. El siguiente paso en el plan maestro es definir los requerimientos de las instalaciones, y esto nos ayudará a determinar las alternativas para el aeropuerto.

Factores como el tamaño del avión, la demanda de tráfico, y el máximo rendimiento son los impulsores esenciales de las necesidades de las instalaciones. Basándonos en estos factores, usaremos estándares y prácticas recomendadas por la FAA y otros para determinar qué tipos y tamaños de instalaciones se necesitarán en el futuro.

Áreas consideradas

- El sistema del aeródromo, incluyendo las pistas, las pistas de rodaje, y las plataformas
- Terminales de pasajeros
- Acceso a las carreteras desde y hacia la terminal de pasajeros
- Hangares empresariales y privados y zonas de plataforma
- Instalaciones de carga aérea

[Anterior](#)

[Siguinte](#)

Participe y manténgase informado

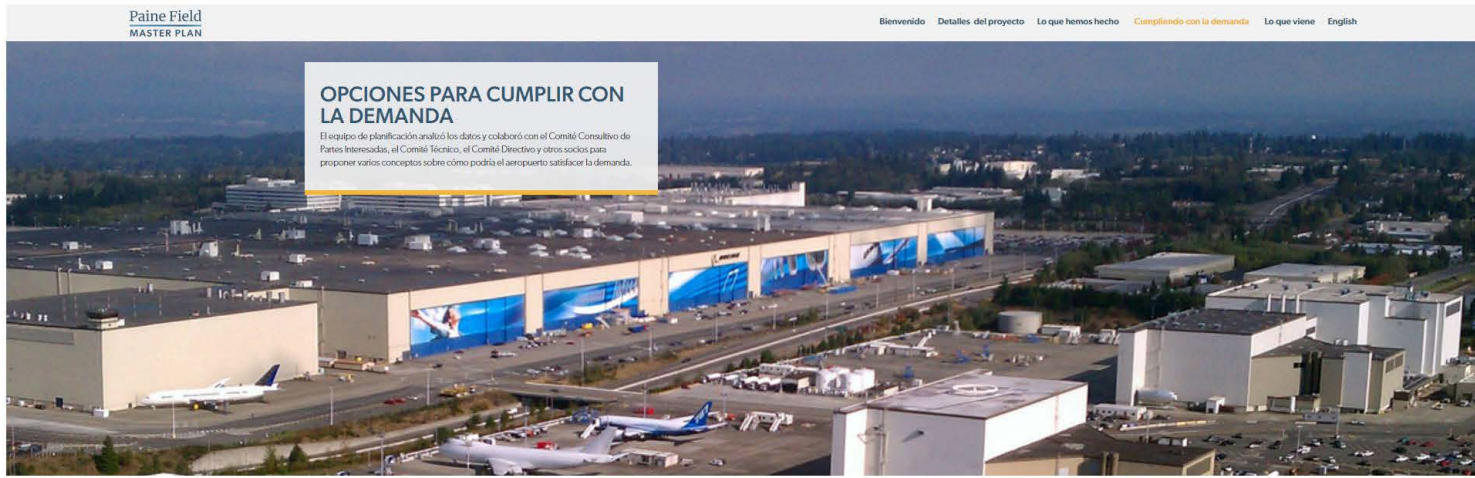
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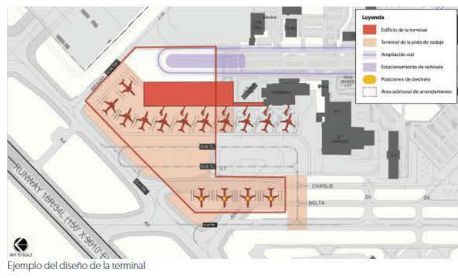


Cumpliendo con la demanda

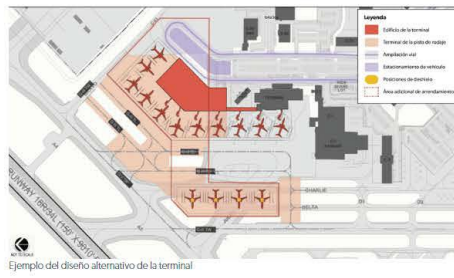
Se analizó la demanda de pasajeros, las rutas del aeródromo y del transporte terrestre, la seguridad, los avances tecnológicos, las limitaciones medioambientales, los costos de capital y otros factores.

Cuándo y cómo podría ampliarse la terminal de pasajeros no forma parte de este esfuerzo de planificación a largo plazo. El condado de Snohomish es el propietario de todo el Paine Field, y un proveedor, Propeller, es el propietario y operador de la terminal, la zona donde las aerolíneas comerciales atienden a los pasajeros que llegan y salen. Propeller tiene un contrato de arrendamiento a largo plazo con el condado de Snohomish para el terreno donde se encuentra la terminal.

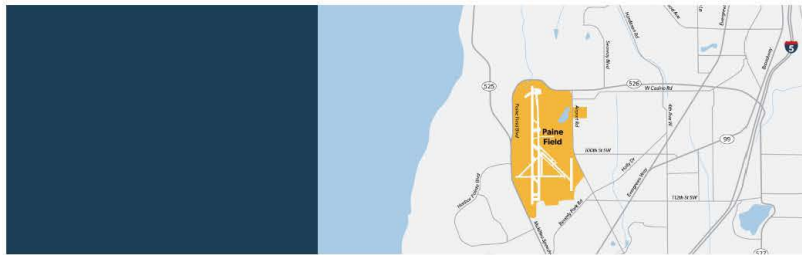
Una parte importante de este plan es dar cabida a la demanda comercial, y hemos identificado posibles formas en las que Propeller podría aumentar su huella. Aquí se muestran dos ejemplos de posibilidades. La configuración exacta se determinará cuando el operador del aeropuerto quiera ampliarlo.



Ejemplo del diseño de la terminal



Ejemplo del diseño alternativo de la terminal



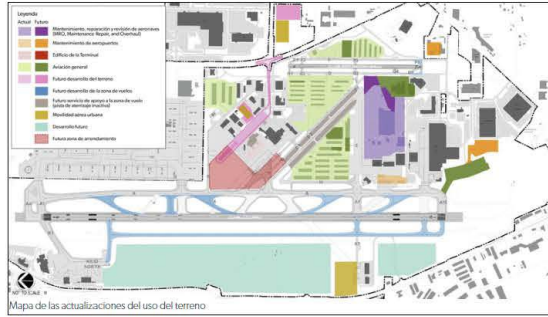
El transporte

El transporte terrestre es una parte importante del plan a largo plazo. Nuestro plan mejorará la capacidad y la eficiencia de los sistemas de carreteras y de tránsito que dan servicio al aeropuerto. Para ello, tenemos en cuenta la demanda de pasajeros, la ampliación del sistema de tránsito regional y la mejora de la señalización.

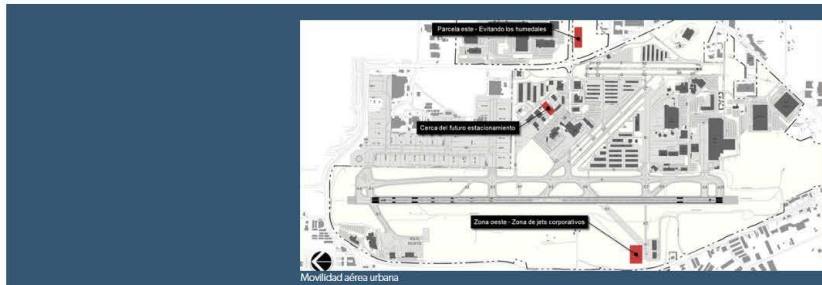
Estamos mejorando el acceso multimodal. En la actualidad, los usuarios pueden llegar a Paine Field mediante un vehículo de uso individual, compartiendo el viaje, en bicicleta, en autobús o a pie. Estamos planificando opciones de transporte que podrían incluir el tren ligero o incluso el transporte aéreo urbano.

Servicios e instalaciones de apoyo

A medida que crece el tráfico aéreo en Paine Field, los servicios e instalaciones de apoyo también tendrán que crecer. Las áreas potenciales de ampliación incluyen instalaciones para el servicio de mantenimiento, reparación y revisión de aeronaves, mantenimiento del aeropuerto, aviación general y servicios comerciales. Las áreas potenciales de ampliación se destacan en la imagen siguiente.



Mapa de las actualizaciones del uso del terreno



Movilidad aérea urbana

Actualizaciones del uso del terreno

Un plan aeroportuario a largo plazo debe dar cabida a posibles nuevas tecnologías. Aún no sabemos cómo podría ser la movilidad aérea urbana en el futuro que incluye viajes aéreos personales o altamente automatizados y realizados a petición, pero estamos haciendo planes para la llegada de esta tecnología en el plan maestro incluyendo varios sitios potenciales para la movilidad aérea urbana, como se muestra en la gráfica de abajo en rojo.

Existen otros esfuerzos de planificación que estudian el papel de Paine Field en el transporte aéreo regional. Por ejemplo, la Comisión Coordinadora de Aviación Comercial (CACCC) del estado, gestionada por el Departamento de Transporte del Estado de Washington, está estudiando la posible demanda que tendría Paine Field si se realizan cambios en el sistema de transporte aéreo regional. Para obtener más información sobre este proyecto, visite el sitio web de la CACCC.

Anterior

Siguiente

Participe y manténgase informado

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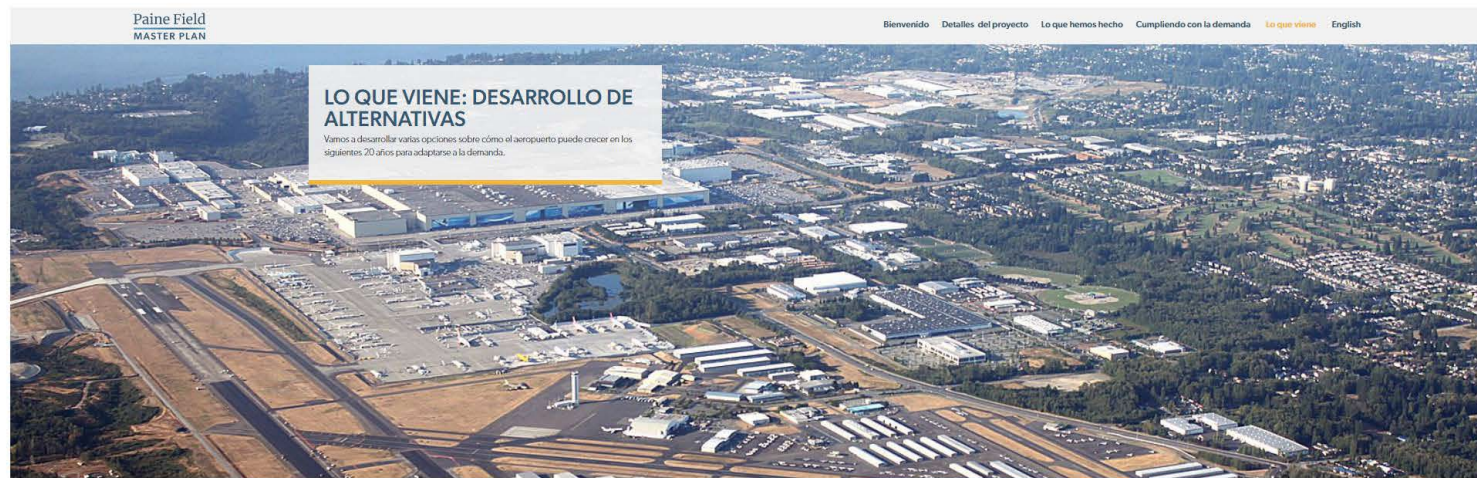
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Everett, WA 98204
425-388-5125

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Accesibilidad
Política de privacidad



La opinión de la comunidad ayudará a formar el criterio que usaremos para evaluar este proyecto. Algunos de los criterios que probablemente serán incluidos son:

- ¿Cumplen las alternativas con el pronóstico de la demanda?
- ¿Mejoran las alternativas la eficiencia operativa?
- ¿Tienen las alternativas un impacto negativo en la comunidad?
- ¿Cumplen las alternativas con los estándares de seguridad de la Administración Federal de Aviación (FAA)?
- ¿Hay mejoramientos o empeoramientos al medio ambiente con las alternativas?
- ¿Cuál es el gasto capital de las alternativas?
- ¿Son viables económicamente las alternativas?

Desde finales de 2021 a mediados de 2022
Desarrollo de alternativas

Desde mediados de 2022 a principios de 2023
Evaluación de alternativas y selección de alternativas preferidas

Primavera de 2023
Se finaliza el plan maestro

¿QUÉ ES LO SIGUIENTE?

¿Qué pasa después de completar el plan maestro?

Antes de que haya cambios significativos en Paine Field, hay varios pasos que ocurrirán después de que el plan maestro se complete. La planificación y el diseño será el siguiente paso para los proyectos identificados en el plan maestro y serán necesarios en los próximos tres a cinco años. Adicionalmente se requerirá planificación detallada, evaluaciones del medio ambiente, y posiblemente más consultas con la comunidad. El plan maestro también identifica posibles fuentes de financiación para los gastos necesarios del aeropuerto durante los próximos 20 años, y es muy importante asegurar esos fondos antes de cualquier inicio de proyecto.



Deje un comentario

* Todas las preguntas son opcionales

NOMBRE **APELLIDO**

DOMICILIO

CORREO ELECTRÓNICO

COMENTARIOS

Estoy listo para enviar mi comentario

ENVIAR



¿Queremos saber más de usted? ¿Puede contestar algunas preguntas adicionales?

El propósito de estas preguntas es asegurarnos de que estamos alcanzando a un grupo de personas amplio y diverso como parte de estos futuros trabajos de planificación. **Todas las preguntas son opcionales, y las respuestas son anónimas.**

¿Cuál es su código postal?

¿Cuál es su edad?

¿Cómo se identifica? (elijá todos los que apliquen)

Mujer
 Hombre
 No binario
 Otro (o genere(s) no mencionados)
 Prefiero no contestar

¿Se identifica como Latino o de origen hispano o latino?

Sí
 No
 Prefiero no contestar

¿Cómo se identifica? (elijá todos los que apliquen)

Asiático o asiático americano
 Nativo americano / nativo de Alaska
 Negro o afroamericano
 Isleño del Pacífico o nativo de Hawái
 Blanco o caucásico
 Opción no listada
 Prefiero no contestar

¿Cuál es su ingreso anual?

¿Qué idioma/s usa en el hogar? (elijá todos los que apliquen)

Inglés Coreano Somalí Vietnamita
 Américo Mandarín Español Idioma que no está en esta lista
 Árabe Croata Tigrinya Japónés
 Cantonés Ruso Ucraniano Prefiero no contestar

Si escogió "Idioma que no está en esta lista", por favor comparta el/los idiomas que usa en su hogar

Si necesitara un arreglo especial para participar en actividades relacionadas con el plan maestro del aeropuerto, debido a una discapacidad, por favor indique las discapacidades que aplican:

Interpretación del lenguaje de Señas Americano (ASL)
 Acceso para silla de ruedas o equipo parecido
 Tecnología de apoyo óptico
 Por favor escriba alguna otra discapacidad:



¿Cuál es su nivel de educación?

ENVIAR

[Anterior](#)

[Regreso a la página principal](#)

Participe y manténgase informado

Este sitio web proporcionará información y actualizaciones a medida que se desarrolla el plan, incluyendo las invitaciones para la participación del público a reuniones a puertas abiertas en línea. Únase a nuestra lista de correo para recibir actualizaciones.

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2.6 Appendix F: Online Open House Comments

TABLE 5 ONLINE OPEN HOUSE COMMENTS

Below are the unedited comments received at the online open house during the comment period. Contact information has been deleted to protect the privacy of the commenters.

Date	Comment	Name
7/1/2022 6:14	I was going to put many well thought out questions here, but if history is any teacher, any comments outside a predetermined outcome will be ignored. I know you are asking for public comment to satisfy legal obligations. So, why ask questions about my concerns about expanding scheduled commercial flights, starting up Cargo flights, not making Propeller pay for all expenses per their contract, and not conducting any meaningful environmental studies on the effects of expansion?	Victor Coupez
7/1/2022 2:59	<p>The Master Plan study fails to identify or recognize surrounding residential land uses that are fundamentally incompatible with expansion of commercial service at Paine Field without significant mitigation for impacts, particularly noise. The County continues to approve building permits for incompatible residential land uses within proximity to the airport and airport flight paths. You can't have it both ways. Our property was at one point owned by Chevron and zoned heavy industrial, which would have been compatible with an expanded airport. The decision many years ago by the County Council to rezone Harbour Pointe and other surrounding areas from industrial and commercial land uses to residential uses was a defacto commitment to limit the amount of air service utilizing Paine Field.</p> <p>I am not in support of expanded commercial service to Paine Field. If commercial service is expanded, the County must commit to meaningful mitigation of noise and other impacts, above and beyond the minimal measures dictated under FAA guidelines. These measures could include restrictions on flight paths and hours of service, limitations on other aviation traffic at the airport, such as General Aviation, to offset impacts created by expanded commercial service, and buyouts of residential properties.</p>	William James
7/1/2022 2:18	1. Wait time for GA hangars at KPAE range from 1 year to 13+ years, depending on type of hangar. According to your Master Plan "Inventory," the majority are older style T-hangars (211) with an estimated wait time of 2-2.5 years. A recent AOPA survey shows this to be towards the high end of the wait time range. Given that GA hangars are currently in high demand and short supply, what is your plan and/or forecast to increase GA hangar space (particularly for private owners with aircraft ,12,500 lbs. maximum gross weight)? I see the airport land use proposal, but what does the future hangar capacity look like?	Mike Shea

2. My understanding is that at present the maximum number of allowed commercial departures and arrivals per day at KPAE is 24. According to your forecast, by 2040 you expect 46,686 passenger aircraft operations (excluding air taxi ops). That would translate to an average of about 64 departures and arrivals per day. My recollection is that when scheduled air service was proposed for KPAE, and Environmental Assessment (EA) was performed, with rationale that I would summarize as "It's just a little terminal with only 2 gates and maximum 24 departures and arrivals per day." I now see this growing by the end of the forecast period to 7 gates and 64 departures and arrivals per day. At what point will a proper Environmental Impact Study (EIS) be performed?
3. I recall that when I saw the noise forecast (simulation) of the original EA, my home fell outside of the 65 dB contour. Especially on nice weather days when KPAE traffic is north flow, when Alaska/Horizon departs I can't carry on a normal conversation with my next door neighbor due to the jet noise in the "background." Just a subjective swag, guessing the noise may be closer to 70 dB. When are/will actual noise measurement studies be conducted from adjacent communities to KPAE?
4. Regarding ground traffic, what traffic studies will be performed? At the Open House I heard the terminal entrance near Airport Rd. and 100th St. mentioned a lot. As traffic worsens on that route, I envision traffic increasing up SR 525 (Mukilteo Speedway) to Paine Field Boulevard and over SR 526. Or SR 525 with a shortcut across Beverly Park Rd. to Airport Rd. Or shortcuts from Mukilteo Ferry via SR 525 through 84th St. SW, or even 80th St. SW. Just potential examples here. But what road traffic analyses and scenarios will be studied? Will they incorporate estimated contributions of traffic waves arriving and departing for work shifts at Boeing?
5. Regarding expansion related to a cargo terminal along the west side of KPAE where FedEx has begun operations, will growth of support facilities, e.g. warehouses or other cargo handling facilities, parking, motor pools etc. be developed within the airport property? Or will there be coordination with adjacent communities such as Mukilteo regarding this type of development that would be demanded outside of the airport property?

Similar question, regarding demand for SOV parking facilities outside airport property, if such demand exceeds forecast during the forecast period. Is there any coordination with adjacent communities that would be impacted by such growth?
6. As volume of commercial passenger operations grow at KPAE, are there any impact studies or considerations related to possible imposition of increased TSA requirements and access to airport property by GA aircraft owners, tenant businesses, GA business customers, etc.?
7. Viewing alternate airport growth proposals from the WA Commercial Aviation Coordinating Commission (CACC), I recall one that stood out in my mind. Some airports, such as Arlington Muni (KAWO),

	<p>included a "con" regarding community growth encroachment on the airport. Snohomish County's Mediated Role Determination had been approved since 1978, and development surrounding KPAE has grown in good faith since then. Thinking of KAWO as an example, I'm trying to envision how community encroachment was listed as a factor whereas I don't recall seeing that noted for KPAE? Any idea how community encroachment is weighted in these types of proposals?</p> <p>Thank you.</p>	
<p>7/1/2022 0:41</p>	<p>I have been noticing much more large airline traffic. When they first proposed the airport, the flight path was not in Lake Stevens. Just wondering if this has changed. Please make sure that they stay away from Lake Stevens. Thank.</p>	<p>Jane Thom</p>
<p>6/30/2022 23:38</p>	<p>The criteria that the airport must meet the 2040 "unmet demand" needs to be questioned. When is enough growth enough? Paine Field is a small airport and can only grow so much without completely altering the quality of life in the surrounding neighborhoods. Why must the airport have to accommodate the forecasted growth? Couldn't the size be capped at a certain level and that's the extent of the activity? There are other small airports in the country that don't continue to grow to meet demand, such as Santa Barbara, Palm Springs, Burbank, etc. Part of their appeal is the ease and convenience of using a small facility. Are you wanting to turn Paine Field into the next SeaTac? It's irresponsible and unwanted.</p>	<p>Henry Chapman</p>
<p>6/30/2022 17:23</p>	<p>Hello, Thank you for providing the space to comment on the Paine Field Master Plan. My name is Nic Bode. I am a 17-year Snohomish County resident here at the same address in Brierley and a local real estate broker. My home is located approximately 5.5 nautical miles or 6.3 miles south of Paine Field and directly under the final approach course for PAE (Paine Field Airport) Runway 34L when in north flow, which is greater than 50% of the calendar days in a year. Several factors contribute to commercial jet aircraft flying directly over my home at an average of 1400 feet altitude. Yes, you read that correctly; 1400!! When my family and I first moved into our home, there was no GPS approach established for 34L at PAE. And I can't recall ever seeing a plane over my home during that time, let alone at such a low altitude. In July of 2007, the RNAV GPS approach for Runway 34L was published by the FAA with fixes/waypoints known as RARYO and USDAW, established with corresponding altitudes of 3000' and 2200' for approaching planes. Still, with so little commercial air traffic into PAE, I never noticed or was bothered by planes approaching PAE. Understand this though, GPS based flight paths concentrate ALL flights into a 100 foot +/- wide route. With a GPS approach, all flights into PAE would now be concentrated DIRECTLY over my home. In contrast, a Tower approach utilizing Air Traffic Control is spread across a much wider path and at the safety discretion of pilots and tower officials. Fast forward to 2013 when SeaTac adopted the FAA Greener Skies NextGen GPS based flight paths in an effort to improve safety and fuel efficiency, PAE approaches to R34L now conflicted with the more constant arrivals at SeaTac. Later in 2016 to further improve safety, the FAA lowered the maximum elevation for the</p>	<p>Nic Bode</p>

	<p>PAE waypoint in Lynnwood so labelled USDAW from 2200€™ to 2000€™, pushing any approaches to PAE lower than air traffic into SeaTac. Soon after this change, I noticed more jet aircraft directly overhead, yet there was so few scheduled PAE arrivals, it didn€™t yet become a nuisance nor an environmental concern. Only after commercial passenger service at PAE was established in 2019 did air traffic over my home, and all the other residences along the GPS flight path into PAE become a serious concern.</p> <p>The noise pollution from jet aircraft is not regulated while in the air. It is so loud over my property that I can€™t hold a conversation with my family outside. On hot days with stagnant air the jet fuel exhaust fills the immediate atmosphere above my home and can be seen with rainbow halos after the jet passes overhead as the smell and taste of kerosene falls from above. I no longer barbecue outside while planes are overhead for fear of contaminating the food on the grill. Myself and all others along the flight path are being denied the right to enjoy our property due to outside forces, beyond our control with no compensation from the controlling party, the FAA and our local government.</p> <p>Furthermore, any increase of commercial flights in the future will severely decline our property values and Terry Ryan, the Aerospace Economic Development Director for Snohomish County and former real estate broker knows this without a doubt. We can not afford to let progress and commerce go unchecked while we as taxpayers continue to suffer the environmental pollution to ourselves and family as well as watch our property values decline.</p> <p>I believe a compromise exists where planes can safely arrive and depart from Paine Field Airport at higher elevations and along different flight paths over the two Interstate highways directly south of PAE. But that compromise will only be achieved if the FAA, Paine Field and Snohomish County officials allow an in-person discussion with us, the taxpayers here in Snohomish County. Our voices must be heard and compromise must be achieved; our long-term health depends upon it along with our property values. I€™m available to meet and discuss, anytime and I look forward to the discussion soon.</p> <p>Nic BodÃ© Snohomish County Resident</p>	
<p>6/30/2022 14:46</p>	<p>We sure are dreading an increase in flights due to the noise pollution over our house and many others. Surely the flight times will be limited to daylight hours only, similar to other regional airports in crowded areas, showing at least a little respect to the neighbors who have been living there are much earlier than the approval for commercial flights. The detrimental impact on the area cannot be ignored. We certainly wish the larger airport in an area far from homes could be constructed sooner. Basically our plans for a forever home here in Mukilteo are being ruined and we€™re planning on moving if you expand. But we realize you don€™t care. All the officials care only about money.</p>	<p>Robert Stahnke</p>
<p>6/30/2022 14:19</p>	<p>Expansion of the airport and additional flights will adversely affect a large, populated area. Airports are polluters from the noise of the flights to the fuel and emissions they require. The pollution is also added to the amount of vehicle traffic coming into the area. True the airport was here long before the area was fully developed but things have changed since the airport was first located at Paine Field. Home, businesses, hospitals and so on are now located in close proximity, not to mention in neighboring counties, such as Island</p>	<p>Cynthia Good</p>

	<p>County. No one has asked those of us in Island County if we want to expand Paine Field and add additional flights to the air above us. The noise from the flights disrupts wildlife and us, adversely affecting the environment we live in. Why can't another solution be reached so that SEA can be further developed, or Bellingham developed, so that the airports are spread father apart. Or, why can't the inherent greed be eliminated and we all do with less development and are content with what we have.</p>	
<p>6/30/2022 5:35</p>	<p>I am writing once again to express my frustration with this plan for the expansion of commercial flights at Paine Field. However I fear that the voices of the citizens most affected will be totally ignored as they have been to date. It is like the frog in the pot of boiling water or any deceptive practice. We were told it would only be a few flights a day with small planes and no major carriers. Now we have major carriers flying large planes with plans to even fly to Hawaii in the near future. That is not what the original plan that was presented to the citizens called for. I don't think it was even 5 years before the maximum number of flights that were originally planned for were exceeded.</p> <p>The only thing that has slowed down this continued expansion has been due to the pandemic. We cannot trust anything that is presented. Why does this location have to be expanded when it is right in the middle of a residential community. Why not find a different location that does not have a large residential area around it and then if people CHOOSE to build their homes close by they know what to expect. I purchased my home several years ago when the agreement was that Paine Field would remain a regional airport and for Boeing to test its planes . We knew and accepted that. But since the beginning of this decision to expand our voices have not ever been heard. As I said before it has been one lie after another. We are told one thing and you due another. Our voices don't count. What assurances do we have that you will listen to our voices now? My fear is that you will only continue to do whatever is in the powerful people's financial interests.</p> <p>Has Propeller paid for all of the costs that they were supposed to? Will they agree to limited hours of operations? Do they care how all of these additional flights will impact our quality of life or the value of our homes? I highly doubt it. We cannot afford to purchase another home so we are stuck and our quality of life will be very adversely affected. It is great for prople to save a few minutes getting to the airport on their 1 or 2 flights per year. People can take the new train soon to be opened. Instead our lives are to be made miserable day in and day out. I can only hope that our voices will be heard or taken seriously.</p>	<p>Janice Mavis</p>
<p>6/30/2022 3:47</p>	<p>The current level of commercial flights adversely affect the community through noise impacts and emissions. No additional passenger or cargo flights should be added.</p> <p>If alternatives are developed for additional flights, the evaluation process must fully meet the State Environmental Protection Act requirements, including a full Environmental Impact Study.</p> <p>Criteria used to evaluate noise impacts should model noise levels appropriate to the area, such as 50 or 55 DNL. Aviation Environmental Design Tool (AEDT) models should use for 50 or 55 DNL for Environmental</p>	<p>Brian Kirk</p>

	<p>Impact Studies, and any decisions such as requirements for mitigations on this noise level curve.</p> <p>While 65 DNL is the minimum noise level required by the FAA in 14 CFR 150, the FAA also encourages jurisdictions to take a more comprehensive approach to noise exposure below 65 DNL, per the Aviation Noise Abatement Policy 2000.</p> <p>The 65 DNL standard itself is problematic for a number of significant reasons: The “Schultz curve” which established the use of 65 DNL was based a single study from the 1970s. The study was controversial when it was published, and has since been superseded by more comprehensive research At best, it is a subjective predictor of how many people will be “highly annoyed” by transportation noise, which includes airplanes, highway noise, and trains It does not include specific events, such as interruptions of sleep or outside activities</p> <p>Washington State Department of Transportation guidance for Airports and Compatible Land Use documents additional issues: The Schultz curve was developed for a noisy urban environment, not quieter communities. The reliance on averaged sound levels ignores the fact that reactions to aircraft noise are driven by individual noise events, as demonstrated through studies of multiple airports. Aircraft noise events are intrusive, disruptive and can cause conflict. Rather than being similar to an “ordinary conversation” as cited in the draft Environmental Assessment, WSDOT guidance found airplane noise to be comparable to a power tool such as a chainsaw.</p> <p>Modeling using the 65 DNL curve for an assessment of noise impacts is inappropriate to Paine Fields location adjacent to quiet residential neighborhoods, schools, and parks. Selection of the appropriate sound level should be done through consultation with state, county, city, and tribal governments.</p>	
<p>6/29/2022 22:49</p>	<p>Fly all you want. Someone on my lake stevens facebook group was whining about airplane noise out here.</p>	<p>Joshua Wilder</p>
<p>6/29/2022 21:35</p>	<p>As I recall, at the meetings when this was first proposed, to which I attended, the objections of the people that live in Mukilteo were completely over ridden, we all sent letters about the fact there were so many schools around the airport, noise, house values etc and basically were ignored. Everyone knows that if you live within six miles of an airport people have higher levels of asthma and heart problems, that is what you are condemning local children to when rates of obesity and diabetes is already a problem. I would like to know who will pay for mitigation measures related to expansion of scheduled commercial service? How did Cargo operations enter the picture with NO community input. Will there be a limit to times of flights during nighttimes etc There is often problems with noise from aircraft, that appear to be flying Too low and over my garden. As a</p>	<p>Anthea Milton</p>

	<p>longtime resident I would be opposed to any taxes we pay going to a facility that will ultimately cause the price of my house to drop.</p> <p>Please dont ride roughshod over people that live and love Mukilteo and want it to remain the lovely place that was voted number ten in a list of small places to live in the US, at one time Seatac was a nice place until the airport took over and look at it now. Money isnt everything, quality of life is and knowing that our voices are heard , which they werent last time especially in regards to Environmental studies of impact which were conducted on twelve flights a day and not the number flying now!!!</p>	
6/29/2022 19:57	<p>Who is responsible for paying for needed infrastructure improvements in the areas surrounding the airport property - specifically for traffic flow, road improvements, utilities, etc.? How will these funds be secured? And, what zoning restrictions, if any, are or will be in place to limit/control number and placement of car rental lots, hotels, restaurants, bars, strip clubs, casinos, etc. on the property surrounding/nearby the airport property?</p>	
6/29/2022 19:51	<p>When performing an environmental noise impact study, it is important to measure PEAK noise levels at various times during the day (and night). Previous studies only measured AVERAGE noise levels over a 24 hour period. That is highly deceptive, as planes do not fly overhead continuously throughout a 24 hour period. Conversely, it is the PEAK noise while a plane is flying overhead that is disruptive and irritating. Any noise measurements done as part of an impact assessment MUST measure PEAK noise levels during various flight operations - e.g. private, commercial, and cargo takeoff and landing operations.</p>	
6/29/2022 19:45	<p>What is the anticipated impact to the surrounding Mukilteo neighborhoods, including noise, traffic, and home values? What mitigations for adverse impacts of noise, pollution, and traffic will be included in the plan?</p>	
6/29/2022 19:39	<p>What is the plan to conduct a comprehensive environmental impact study to be done PRIOR to finalizing any expansion plans? Such a plan should assume WORST CASE (i.e. largest) volume of flight operations (private, commercial, and cargo) anticipated at the END of the planning period. Anything less is disingenuous and misleading.</p>	
6/29/2022 19:12	<p>Who will pay for mitigation measures related to expansion of scheduled commercial service?</p> <p>Who will pay for mitigation measures related to any air cargo operations? How did cargo operations enter the picture with NO community input? That is outrageous.</p> <p>Has Propeller paid for all costs of terminal operations, related improvements, and mitigation measures as was stated in their contract? If not, what funds have been used to pay for those things and were they public funds? If not, why did Propeller violate the contract, and why were there no repercussions?</p> <p>If scheduled commercial service or air cargo operations are expanded or initiated, will there be an effort to limit flight hours voluntarily with carriers like other airports have?</p>	Shannon Jay

	In the June webinar, the Paine Field enterprise fund was mentioned by the webinar host. Can you explain whether there are different buckets of funds within the enterprise funding model that are allocated to mitigate impacts of Paine Field operations with an emphasis on any lessee activities (Propeller for example) and would revenue from such lessee then be required to provide revenue sufficient to cover those costs? If not, why not?	
6/29/2022 19:00	This Master Plan is the death of Mukilteo and surrounding communities by a thousand cuts. I see it, I hear it, and regardless of what is said it will only get worse. Community input from those against commercial flights means absolutely nothing.	Rick Tate
6/29/2022 18:57	I moved here to Lake Stevens from Des Moines where my family's health was impacted (respiratory health and disruptive noise/physical movement from planes flying low) by living underneath the flight path. I do not want to re-experience that by becoming the new flight path for yet another unsustainable (environmentally) practice of airplane travel. Please consider regulations for the people and non-human beings impacted by increased flights. These planes are not nearly green enough and simply because there is demand to fly does not mean we need to continue to increase the number of airplanes, flights, etc. Please don't expand.	Stephanie Myer
6/29/2022 18:55	I think that long-term one must look at relocating Paine Field due to safety / environmental concerns ie. the proximity to populated areas. Case of Mitchell Air Force Base in Uniondale, (on Long Island) , New York. Planes crashed into nearby home in the 1950s and into a University building. The Air Force closed the base in about 1962 and the property was sold to Nassau County, NY for a Sports venue called the Nassau Coliseum. Mitchel Field had been an active military base and military training facility since the American Revolution. Technology made Mitchel Field as an airfield to be too unsafe due to the construction of residential neighborhoods in the adjoining areas. I encourage your board to contact the Department of Defense for details as far as modification plans over time are concerned. Perhaps it is NOT too early to consider accumulating property in North East Snohomish County near Highway 202.	Richard Jackson
6/29/2022 18:33	Wonderful airport. Kind staff. Easy to access. We flew in and out of it last week. You should expand this airport. It is So needed in this growing area!	Courtney Criss
6/29/2022 18:12	Paine field has been an amazing addition to the Seattle area and specifically Snohomish County. Before COVID I was flying daily through Paine field. My travel has reduced but I still only fly through Paine and recommend to my family, friends and community. I can't wait until we get more destinations. Right now it covers my work and pleasure needs but I would fly more if more destinations.	Lisa Eshelman
6/29/2022 18:11	They need to bring in another carrier or Alaska needs to provide more direct flights to west coast cities.	Chris Record
6/29/2022 17:34	How are these potential expansion plans being paid for? What additional noise mitigation p, and are there, should additional flights be added? The current hours of operation already interrupt my life (too early & too late). The flight route has moved more towards my house from when we initially purchased in 1994. I consider that an huge erosion of my quality of life. I don, need any additional erosion! Cargo operations	Nancy Mccutchin

	would certainly be a huge noise impact. The Dreamliner was a good example of that. Happy it moved to SC. I vote NO on additional cargo. Noise mitigation is my biggest complaint.	
6/29/2022 17:23	Please plan for Paine Field growth like YOU live here too!! The newer/quieter the planes the better and limit the hours to be respectful of the community.	Bev Caswell
6/29/2022 17:18	<p>Who will pay for mitigation measures related to expansion of scheduled commercial service?</p> <p>Who will pay for mitigation measures related to any air cargo operations? How did cargo operations enter the picture with NO community input? That is outrageous.</p> <p>Has Propeller paid for all costs of terminal operations, related improvements, and mitigation measures as was stated in their contract? If not, what funds have been used to pay for those things and were they public funds? If not, why did Propeller violate the contract, and why were there no repercussions?</p> <p>If scheduled commercial service or air cargo operations are expanded or initiated, will there be an effort to limit flight hours voluntarily with carriers like other airports have?</p> <p>In the June webinar, the Paine Field enterprise fund was mentioned by the webinar host. Can you explain whether there are different buckets of funds within the enterprise funding model that are allocated to mitigate impacts of Paine Field operations with an emphasis on any lessee activities (Propeller for example) and would revenue from such lessee then be required to provide revenue sufficient to cover those costs? If not, why not? Why have the people who this will affect the most not had the chance to input our objectives!!!</p>	Diana Geater
6/29/2022 17:03	Thank you for the continued improvements! Would love to see more flights to and from Paine Field!	Ashley Maddox
6/29/2022 16:48	Since the development of this airport is inevitable, who will pay for necessary sound walls to reduce noise on the residential sides of Paine Field? As airlines increase flights, both commercial passenger and freight, what plan will be implemented to limit flights at night and early mornings? Other airports have both sound walls and limits on flight times to recognize and support the surrounding community. What response does Paine Field currently have regarding noise complaints? I have filed many complaints of low flying prop planes as well as loud aircraft engine noise at night and early in the morning. My concern is that when flights are added, there needs to be monitoring as well as continued feedback from residents. Having lived near Midway Airport in Chicago, I know that supports can be put in place to reduce disruption to airport neighbors. Well, at least in the initial stages which is what Paine Field needs to be open to and advocate for. Thank you!	Maureen Hayden

<p>6/29/2022 16:43</p>	<p>We live on Lake Serene and are concerned about additional noisy airplanes flying over our home. If scheduled commercial service or air cargo operations are expanded or initiated, will there be an effort to limit flight hours voluntarily with carriers like other airports have?</p>	<p>Lana Weed</p>
<p>6/29/2022 16:14</p>	<p>Hi there, The air traffic noise has significantly increased over our home in Lake Stevens in the past few months. It is especially loud and I do not want to see increased flights over my home. Paine Field should NOT be the next SeaTac! Please plan on limiting the number of flights to daytime and pushing any further the growth north to Bellingham airport where it is more rural. Thank you</p>	<p>Megan Slaker</p>
<p>6/29/2022 1:21</p>	<p>A couple of observations about the master plan website.</p> <ol style="list-style-type: none"> 1. The economic impact numbers are grossly overstated and outdated. Boeing alone has eliminated and/or moved production of several programs eliminating thousands of jobs. Several contractors on those lines have closed or cut back substantially. 2. The stakeholder committee has zero local representatives (living in direct proximity). It would appear those on the committee have no idea what the local impact is or will be. Clearly, not a balanced representation. <p>Since I live in Mukilteo, in close proximity to the airport, I know first hand the impact on the health and quality of life it has on people exposed to the air pollution and noise. Sleep deprivation and pollutant inhalation are serious health issues which seems to have been discounted.</p> <p>As a society, we spend a great deal of time and money protecting many different species; from whales, to birds and fish...even insects. Sometimes we protect them from noise, sometimes pollution and sometimes both. Common sense might suggest we do the same for people.</p> <p>By no means am I suggesting closing or even cutting back on flights...just some common sense changes that cost nothing.</p> <ol style="list-style-type: none"> 1. Eliminate any commercial flights (including FedEx) that currently violate a communities noise ordinance. If the business violates the ordinance, a fee/fine would be imposed and go into a fund that would pay for mitigation (similar to what SeaTac does for SFR's). I would hope, in the spirit of being good neighbors, the business' originating these flights could see the value in making some schedule changes. 2. Have take offs throttle back until they are over non residential areas or reach a certain altitude. (similar to Orange County). 3. Have take offs originate as close to runway origination so as to reach a higher altitude quicker. This will lessen noise as well as disperse exhaust over a larger area lessening concentrations. I've noticed some pilots do this now and there is a huge difference in noise. <p>Brian Lee</p>	<p>Brian Lee</p>

6/28/2022 14:00	Hello, my house is on the air landing route . Planes arrive or landing very low. It creates an extreme noise including early morning and evening hours. That's very disturbing.	Vitalii Vashchuk
6/28/2022 11:57	Great planning. I appreciate the updates and look forward to Paine becoming an easier airport to use with additional destinations.	Scott Taylor
6/26/2022 21:33	Please do not expand in Mukilteo. We do not want the noise, traffic and expanded airport! We have a beautiful small community and do not want an airport larger than it is!	Liza Patchen-Short
6/24/2022 19:01	I flew out of Paine Field and loved it but now the flights are limited as to where I need to go. (Flew a direct flight to Omaha and a flight to Los Angeles then to Mx.) would love to have a direct flight to Mazatlan which Alaska had at one time.	
6/24/2022 7:28	Commercial flights in and out of Paine Field have a negative impact on my quality of life. Flights disrupt sleep and the noise is overwhelming at times. I have lived in the area of over 30 years and the normal activity of the airport before commercial flights were allowed was very acceptable. I hope the impact on the citizens is taken into account and not just how much money can be made.	Shauna Croft
6/22/2022 18:05	Regional airports when expanded tend to overlook parking lots. Where will the new space come from and why give away so much public space to a private terminal company? What about this new bigger airport plan?	Cindy Evens
6/20/2022 0:40	I am support and yes we want more fund on this project to help our grow of our bussines and crease more job as i favor vote yed	J.J. Shabro
6/17/2022 2:15	When a noise study is done how far out from Paine Field do they study? I live on the north end of Ash Way close to 128th and have noticed an increase in aircraft noise over the last months.	Jillinda Bossen
6/17/2022 1:00	not ready	Stephanie Cooper
6/17/2022 0:44	Are there plans to complete a comprehensive noise study for the surrounding residential neighborhoods surrounding PAE, if so will PAE and FAA implement a noise reduction program for the affected area?	Betty Wilson
6/17/2022 0:39	Paine should continue to serve 1) Boeing (Who would want Boeing to pull out and Leave? They are proven, fine Neighbors.) And 2) Private aircraft owners. The community does not need any out-of-area capitalists looking to make Big bucks at these communities expense.	E. Scott Casselman

	<p>The Mukilteo/Everett area is a natural marvel. Let's keep it that way. Let Big Buck Capitalists go elsewhere. We care that they don't care.</p>	
<p>6/16/2022 23:18</p>	<p>Since moving to Mukilteo many years ago with a promise there would be no commercial air operations, obviously that shipped sailed. I'd like to propose for consideration several items:</p> <ol style="list-style-type: none"> 1. Since Sea Tac capacity is sited as an issue, stop future expansion at PAE and expand future flights to other locations to "share the wealth", 2. Hold the airlines to their commitment to fly quieter planes - they are getting noisier every day' 3. Keep restricting hours for flying to be more considerate of families, 4. Stop expansion of air cargo at PAE and "share" with other locations. <p>Thank you for listening</p>	<p>Steve Throckmorton</p>
<p>6/16/2022 19:09</p>	<p>I support the expansion as Paine Field is really close to my home and would be my preferred airport. Even though, I have never used Paine field as the cost of airfare has been more expensive when comparing flights side by side from SEA-TAC to the same direct connections.</p>	<p>Arien Dux</p>
<p>6/15/2022 20:47</p>	<p>I'm a huge proponent of Paine Field since we've moved here in August 2019. I was an avid user of PAE primarily flying on United Airlines until their service termination last fall 2021. However, the expansion buildout concludes, it needs to maintain the intimate atmosphere that makes Paine Field (PAE) stand out and very unique as compared to other smaller regional-type airports. More commercial airline options are needed with either direct flights to major hubs (ORD, SFO, DEN, etc.) or/and service to mid-size cities also underserved with airline routes (Reno (RNO), Eugene (EUG), and others). Improved on-site airport transportation options are needed such as a light-rail station on-site and not blocks away, or direct connection (non-stop) bus services to from Everett Station for EASY transfers to Amtrak Cascades, Sounder North, and other rail/bus services to downtown Seattle/South Sound or northbound to North Sound cities (Bellingham, Mt Vernon, Blaine, Vancouver CAN).</p>	<p>Doug Mazique</p>
<p>6/15/2022 4:32</p>	<p>Since Paine Field will NOT be the second major new airport in the region, how are you determining what passenger volume Paine Field master plan options can or should handle particularly given all the other uses of Paine Field led by aerospace manufacturing and general aviation? The FAA Environmental Assessment failed to account for foreseeable, potential and incremental impacts of expansion so will all Master Plan options consider all of those impacts? if not, why not? Clearly all of those should have been included in the FAA Environmental Assessment that led to the decision to build a terminal but they were not and hopefully will be going forward. In addition, the impacts of air cargo are different than scheduled service given the operational dynamics of air cargo including night time flights so how will all of those impacts be considered? Given the significance of expansion, shouldn't any option require a full blown publicly scoped Environmental Impact Statement versus a less comprehensive Environmental Assessment? Isn't moving forward with a preferred option for a master plan before fully considering the impacts and mitigation of all options premature and out of order? Public transparency and a fair and reasonable process should be a requirement given the</p>	<p>Mike Moore</p>

	public interest and potential impacts. Please address these comments in writing to give the public more insight into your perspectives and intentions.	
6/14/2022 3:13	What progress is being made on the alternatives and when will those be shared with the public?	Maureen Hayden
6/13/2022 16:56	<p>1. Please limit expansion of commercial flights at Paine Field. Already, we in Mukilteo in our homes, schools, and parks are affected daily by not only the number of commercial flights but Boeing's important test flights and procedures.</p> <p>2. Important: Please create a nightly CURFEW on all flight activity at Paine Field. Please refer to examples like Burbank Airport in California, where planes cannot operate between 10:00 pm and 6:59 am. This is an essential, humane, responsible way to ensure everyone in our community, especially children, can have restful sleep.</p> <p>3. Please expand your research to include a commercial airport on the Eastside. The Eastside has a huge and growing population, and building a community airport there would serve their needs, spread the burden, and reduce airport commute times.</p> <p>4. Finally, please put a lot of funding and research into commercial electric airplanes. These have the potential to be quieter and reduce environmental damage.</p> <p>5. Please respond to me so I know you have heard my concerns.</p> <p>Thank you.</p>	Netta Beyerlein
6/12/2022 1:46	Please consider a flight to Bend, Oregon. We fly to Bend regularly and have to fly out of Sea-Tac. The Sea-Tac flights are always full or overbooked. A flight to Bend from Paine Field would help many people who have to drive downtown for such a short 40 minute flight.	Pamela Taylor
6/11/2022 14:48	Looking forward to more flights! Hopefully to the east coast	Christina
6/10/2022 16:14	I love the passenger terminal options at Paine Field and regularly fly Alaska Airlines. I hope there will be improved and affordable options for parking. Would love to see light rail or a shuttle service to nearby communities such as Everett and Marysville.	Debra Henry
6/10/2022 4:16	Please have your consultants start teaching outside the NEPA boundaries in any mailings you are doing. I've run into this issue with Harvey Field. Here is why: I am not technically in the flight path for Paine, but I have reported two cargo planes flying dangerously low over my house. I sent photos to the FAA, including a third photo of a FedEx plane in a near miss with a small plane over my neighbor's house. I have flown out of Paine Field, and I get the need to expand aviation, but you need to involve all of us who may have	Monica Van Der Vieren

	<p>concerns about more flights when FedEx and UPS pilots are already violating safety rules by (I kid you not) flying right above trees, power lines, and houses on the way to and from Paine Field. I really appreciate the option of flying out of Paine Field, but not enough to die for it. If you didn't show up in my Twitter feed, I would never have known this process was occurring. So if your aviation customers are flying over us, please mail us. Thank you.</p>	
<p>6/10/2022 0:20</p>	<p>Hello. I have been a resident of the area since 2005. After Paine opened their commercial terminal the amount of noise near my home increased dramatically. With the pandemic, I now work from home and hear planes through out the entire day. Most of the smaller planes have minor impact, but the large commercial jets and military aircraft coming in and out well into the night are very disruptive. A few flights per day was easy enough to ignore but the number keeps rising. This Master Plan makes it very clear that you are focused almost exclusively on business interests by in further increasing the number of flights coming in and out of Paine Field. 4+ Million travelers going through the airport is a huge increase over what our community was told about when commercial flights started. Those commercial flights were started with zero mitigation for the surrounding communities. An increase of this size will not only create significant noise pollution and traffic impacts, but will also reduce the value of our homes. All one has to do is shop for a home on Zillow in Seattle to see these impacts. If the price of a home is affordable, it is almost certain to be located under a flight path. But, at least those home owners were given triple pane windows to help mitigate the noise. This plan must take the residents and community members into consideration. A couple of representatives (who may or may not actually represent homeowners) on a board is insufficient. Business interests must not be allowed to undermine the quality of life for the surrounding residents. The number of flights must be reduced and flight noise must be mitigated if we have any hope of enjoying life in this area.</p>	<p>Carmela Collins</p>
<p>6/8/2022 22:24</p>	<p>We need to ensure feeder services to the airport when it becomes busier to avoid congestion and traffic issues.</p>	<p>Animesh Jain</p>
<p>6/7/2022 16:32</p>	<p>We have lived in Mukilteo since 1987. We raised our two children in our home in Elliot Pointe and are now enjoying our five grandsons in our home in Horizon Heights.</p> <p>The first thing our real estate agent showed us and told us as we looked at lots to build our home in EP was the agreement with the county that Paine Filed would never be used as a commercial airport. Mukilteo grew. Schools were built. Life was good. No one got upset about the noise from Boeing or the airport because we all did move into the area knowing we "lived near an airport" and with that came noise. But we also had been told "no development". Unfortunately the politicians had other thoughts years later and the people who pressed to have the airport developed did not live in the area re: affected by the noise of a commercial airport. So please do not say "you knew you were building by an airport" Yes we did, with an agreement. (My response to those who love the airport because it is convenient and they do not have to drive to Sea Tac: " you moved to the area knowing you did NOT live near an airport, but it did not stop you from the need to drive to Sea Tac).</p>	<p>Pamela Newsome</p>

	<p>I am not opposed to Paine Field as it is currently being used for commercial flights: 24 take offs and 24 landings per day. Fine, so be it.</p> <p>I am 100% opposed to making it the regional airport to support Sea Tac. Why? Take a look around Paine Field. What do you see? Homes, neighborhoods, schools, hiking trails, beautiful beaches, parks. In other words: one of the most charming areas in all of Washington. (Sit at Arnie's on a beautiful summer afternoon or evening and watch all of the activities in the area as the Ferry glides by. I challenge you to find a better site in our country.) Then you hear the noise of a jet plane engine as it either approaches Paine Field or takes off. (Pre commercial flights at Paine Field yes you heard and saw the planes. But NOT 24 take off and landings per day.) Charm is less.....</p> <p>Find someplace else that was developed without a commercial airport in the area. Period. Making Paine Field a regional airport will destroy the Mukilteo area as it is currently is. Why does that have to happen? Why do the thousands of residents who live in the area and will be affected by the noise, traffic, loss of home values have to be subject to a huge expansion of Paine Field? We were here first.</p> <p>Keep Paine Field at its current footprint. Find another site.</p> <p>Respectfully submitted, Pam Newsome</p>	
<p>6/7/2022 13:43</p>	<p>We lived happily in our Mukilteo home for 30 years, raising three children and teaching in Edmonds School District during that time. It was a delightful community! We moved to Snohomish four years ago due to Paine Field becoming an international airport. I still come to Mukilteo for our dentist and haircuts. I cannot wait to leave! Low flying and noisy planes. You have ruined the community and want to further degrade this beautiful Puget Sound city? Totally irresponsible and all for the money that will fill your coffers. I don't spend very much of our money there anymore. Stop the madness!</p>	<p>Betsie Snoey</p>
<p>6/6/2022 23:36</p>	<p>We use PAE for our short southern sun getaways, but we like this airport just the way it is right now and don't want to see it change. Paine Field is not just for travelers, and it supports much more economic value than SEA as your report clearly shows.</p>	<p>Seth Roberts</p>
<p>6/6/2022 19:08</p>	<p>I just wanted to say that this is really welcome news. I learned about the capabilities of Paine field this morning from Alaska's instagram story on it. I moved up to Bellingham from Issaquah during the pandemic and one of the really difficult pieces of this move was a considerable loss in Air travel options. My entire family lives in Minnesota and I frequently utilized Delta's presence as a hub of both Seattle and Minneapolis for a flexible schedule of flights and affordable options. Since moving to Bellingham, I've had to rely on either making the considerable drive down to SeaTac and parking and potentially even spending the night. Living</p>	<p>Richard Rogers</p>

	north of Seattle leaves you extremely exposed to various traffic issues, a backup from either way can put making your flight in jeopardy or greatly delay your return home. This has led me to begin utilizing Alaska's service from BLI to SEA and then catching another flight, while convenient, this creates added expense and another step if I need to retrieve my baggage and then re-check it for another airline. A more considerable airport north of the city, would do a lot to alleviate my traffic concerns, limit my impact on the environment for catching these flights and overall provide a much more flexible alternative. While not all of my options are met with the current schedule, some destinations like PHX, PSP, SFO and LAX are attractive. I'd also love for a little competition from my preferred Delta Airlines at Paine field, but I understand that is a more difficult ask. Lastly, I found it interesting just how hard it was to even locate PAE on many flight lookup tools, many of the other airlines/3rd party tools didn't register PAE as an option.	
6/6/2022 18:55	As part of the Master Plan, what studies are being done concerning transportation to/from the airport and parking? How will the expected increase in traffic be addressed? Also, will there commercial flight restrictions put in place to mitigate noise (i.e no flights before 6AM, after 11pm) or will it become a 24 hour airport similar to Sea-Tac.	Emmanuel Garcia
6/6/2022 4:29	Having lived in the McCord flight path for years then moving to Mill Creek in 1979, I understand the public resistance to expanding PAE. Considering PAE was build in the 30's, residents in surrounding areas moved here long after the field was built. In 1979 aircraft coming in to PAE were often noisy 727s heading for BF Goodrich for maintenance. Today's aircraft produce half the noise of the 727's. The noisiest aircraft are the general aviation aircraft we are more likely to notice in Mill Creek than the large jets. We believe PAE is the most logical location to expand air service in Puget Sound given it's existing 22" thick runways and county controlled land area available to support such expansion.	Mark Beales
6/6/2022 3:33	I am so upset to hear of this expansion plan. This will have a huge detrimental impact on the residents of Mukilteo, and the environment. There needs to be an environmental impact study and accountability at the leadership level and oversight level of the FAA and county. The building of a brand new airport out where it will not be ruining the lives of so many people should be moved up sooner as opposed to expanding this airport right in the middle of a populated area. This is all about greed and people who don't want to drive to SeaTac at the expense of the people who live near Paine Field. Our property values are going to go way down and I'm sure you do not want to pay for any of that. The last time I asked for abatement people said there's no need for that. You are killing so many peoples dreams of living here until old age. We will have to move and lose money on our house.	Valerie Krueger
6/6/2022 2:53	Need to fly larger planes in Paine like 737's or larger. This will increase capacity greatly.	Melissa Akers
6/6/2022 1:06	If Paine Field must expand, please situate future runways and air traffic on the east side. Flight paths ideally will also go north, south or east, not west over Mukilteo. Please be mindful of the family and children living their lives on the west side and avoid expansion on the west side.	Justin Zupnick

<p>6/5/2022 16:29</p>	<ol style="list-style-type: none"> 1. There is no one from the environmental community on your stakeholders list. Why not? 2. Paine Field can no longer use the Paul Allen loophole to avoid compliance with stormwater retrofits. Where will stormwater be treated for flow control and water quality treatment? 3. Stormwater runoff from fueling operations in this area drains to Japanese Gulch Creek with its population of federally listed threatened Chinook salmon. How will routine spills of jet fuel be addressed? 4. Will future stormwater retrofits at Paine Field be addressed either as project-by-project piecemeal stormwater controls, or as a part of a larger basin-wide stormwater plan for water quality and flow control? 5. Show the location of all stormwater controls on the master plan and increases in size from the basin treatments that were designed under the outdated 1992 SWMMPSB. 6. The draft Master Plan does not show any development in the Wetland ERR parking lot area that was illegally constructed under Arif Ghouse's authority and subsequently removed as a part of a federal court consent decree. Will there be any development in this area? 	<p>William Lider</p>
<p>6/5/2022 15:50</p>	<p>I am excited for the growth to come for air service expansion at PAE. More flight options would be welcomed.</p>	<p>Michael Mallahan</p>
<p>6/4/2022 22:50</p>	<p>Current parking at the terminal is barely adequate. Short term it too expensive and long-term parking is limited and too far away. Any increase in flight activity needs to be accompanied by a parking garage, parking shuttle or both.</p>	<p>Richard Kataoka</p>
<p>6/4/2022 1:38</p>	<p>I need what I can get at Sea-Tac for direct flights. Can there be a service to Sea-Tac from Pae somehow? Easy check-in and short TSA lines is the big reason for asking. ;-)</p>	<p>Sandy Heppner</p>
<p>6/3/2022 17:14</p>	<p>I'm not in favor of expanding the airport. The expansion plan appears foolish and cramped and still highly limited as compared to seatac. I can't understand why the expanded terminal drawings were even included when the private terminal owner doesn't even know if he wants to expand? Should have just allocated an area for that possibility. As a civil engineer, your parking is totally inadequate too. If this airport has been working so well as "the golden goose", then why change it so much to gain so little, and what about the new bigger more modern seatac replacement airport we really need?</p>	<p>Larry Sears</p>
<p>6/3/2022 5:52</p>	<p>The possible plans outlined in options 1 & 2 are interesting to say the least. I can just imagine the hue and cry when the proposal to expand to 12 gates hits the mainstream news - NIMBY's will be out for blood! I used to live in a large midwest city under a flight path to a large airport with a 727/737 flying overhead at about 1000 ft altitude every 7 minutes from about 630am to 8pm every day of the week, so I know what it's like and also the fact that one really does get used to the whole house shaking and the windows rattling all the time.</p>	
<p>6/3/2022 2:07</p>	<p>Your friggen planes wake me up now! Damn... wish I never moved here! Just another reason to hate it here.</p>	<p>Sherryl Kenney</p>

<p>6/2/2022 18:49</p>	<p>I am very concerned that the master plan does not take into account the noise of current as well as future expansions. I live near Lake Stickney and we get small planes flying over our heads constantly during the day in good weather - and not very high up. It truly disturbs the peace of our community. The larger commercial jets will occasionally flyover us, and now are flying quite low and loudly over Spruce Park on 35th. Additionally, more than a handful of times, we are disturbed in our neighborhood by jets in the middle of the night. My understanding is that there are quiet hours? Is this being violated? If these planes are only landing, why are they doing it at these hours? Cannot they be diverted to SeaTac if it's an emergency? Secondly, the parking at PAE is completely insufficient for the current situation, not to mention the future. How is this to be handled?</p> <p>I have been concerned about the commercial operation of PAE for years and am still not 100% convinced that the quality-of-life issues that we have already seen degraded will not continue. While it's nice to have an option to SEA, I wonder at what price? Our health, our quiet, and perhaps eventually our real-estate values?</p>	<p>Lisa Mintz Kavas</p>
<p>6/2/2022 18:36</p>	<p>Boeing does not deserve corporate welfare. They have sent jobs from Everett to other countries and other states. I retired after 30 years at Everett and was embarrassed with their lack of commitment to our community.</p> <p>I use PAE for Alaska Airline flights and enjoyed the smaller planes. I do not support larger planes or more flights per day.</p>	<p>Brandt Willson</p>
<p>6/2/2022 16:30</p>	<p>I don't feel expanding the terminal will EVER meet expectations or demand. With so many other direct and much cheaper flight choices at SEATAC, Paine Field will NEVER provide the same level of service! Please stop wasting time and start building a new larger modern airport down south where they still have land to build it on. Paine Field and some direct rail could help feed people into this new airport further south. My husband, who works at Boeing, doesn't like this terminal expansion idea either, so please stop where we are now!</p>	<p>Susie Johnson</p>
<p>6/2/2022 4:35</p>	<p>PLEASE offer direct flights to Alaska from here!!</p> <p>And do everything possible to protect the environment.</p> <p>Plant native plants. Use solar energy. Protect birds and other wildlife.</p>	<p>Kathy Johnson</p>
<p>6/2/2022 2:00</p>	<p>I love the convenience of Paine Field airport for leisure travel, however the planes fly right over our home and are so loud, that we are unable to hear anything other than the plane; we have to stop any conversations, any phone calls, listening to music or the television, or talking with customers, clients, and co-workers when we telecommute from home. Sometimes the planes even shake the house. These are not exaggerations. I'd like to know what noise studies, if any, have been done since the opening of the airport, and if so, where I can find the results. I'd like a response please, and can be emailed at amyjane1000@hotmail.com. Thank you.</p> <p>Also, the cell phone lot needs to be better identified. When I was last there to pick someone up, I believe I was parked in the cell phone lot, but it's possible I was parked on one of the neighboring businesses' private lot.</p>	<p>Amy Bernstein</p>

<p>6/1/2022 20:40</p>	<p>Given the two "possible terminal expansion examples", which show at least 3-times the current gate capacity, while only showing a very small additional parking lot area, it doesn't appear that sufficient car parking was considered. Logically, increasing to 3-times the current flight capacity would require at least 3-times more parking lot area. As a long-time GA hangar tenant at PAE, we don't want to have any more GA ramp, hangar or tie-down space appropriated for terminal car parking use as was done for the economy parking lot. Thank you</p>	<p>John Rotunda</p>
<p>5/27/2022 22:24</p>	<p>Try to add Southwest Airlines with flights to Dallas. Try to add flights to Denver and Chicago and Boston Is it possible for the light rail to make a stop at Paine as it does for SeaTac? If light rail can't link to Paine then could multiple county buses link there from the park and rides or the light rail stations?</p>	<p>Gail Kieckhefer</p>
<p>5/27/2022 14:22</p>	<p>I think it would be great for Paine Field to expand passenger service options by bringing in my airlines (like Delta and Southwest) and increasing the number of flights in and out of the terminal. I know some folks do not want this, but the reality is that it just makes sense for the region overall.</p>	<p>Rachelle Selvog</p>