



Paine Field Master Plan 2040

Appendix K | Public Open House #3
Summary Report - March 2023

K

May 2024

PREPARED FOR
Snohomish County

PREPARED BY
Landrum & Brown, Incorporated



Contents		Page
1	Webinar and Online Open House Report	1-5
1.1	Background	1-5
1.2	Format and Notification	1-5
1.2.1	Webinars	1-5
1.2.2	Online Open House	1-5
1.2.3	Notifications	1-7
1.3	Webinar Summary	1-9
1.3.1	Welcome	1-9
1.3.2	Technical Presentation	1-9
1.3.3	Q&A	1-9
1.3.4	Closing	1-9
2	Appendices	2-10
2.1	Appendix A: Notifications	2-10
2.2	Appendix B: Presentation	2-13
2.3	Appendix C: Online Open House Visitor Detail	2-25
2.4	Appendix D: Webinar Questions and Answers	2-25
2.4.1	Webinar Q&A	2-25
2.5	Appendix E: Online Open House	2-31
2.6	Appendix F: Online Open House Comments	2-52
2.7	Appendix G: Additional Comments Received	2-83
2.8	Appendix H: City of Everett Comments Received	2-87
2.9	Appendix I: City of Lynnwood Comments Received	2-90
2.10	Appendix J: Additional Webinar Remarks	2-93

List of Tables

Page

TABLE 1	ADVERTISEMENTS ACROSS DIGITAL PLATFORMS	ERROR! BOOKMARK NOT DEFINED.	
TABLE 2	NOTIFICATIONS		2-10
TABLE 3	ONLINE OPEN HOUSE VISITOR DETAIL	ERROR! BOOKMARK NOT DEFINED.	
TABLE 4	ONLINE OPEN HOUSE VISITOR DETAIL		2-25
TABLE 5	ONLINE OPEN HOUSE COMMENTS		2-52

List of Exhibits		Page
EXHIBIT 1	USERS	1-6
EXHIBIT 2	TOP CHANNELS	1-6
EXHIBIT 3	USERS VS CITY	1-7
EXHIBIT 4	PRESENTATION	2-13
EXHIBIT 5	ONLINE OPEN HOUSE	2-31

1 Webinar and Online Open House Report

March 2023

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 an the third and final online open house in March 2023 and one online webinar on March 15th, 2023.

1.2 Format and Notification

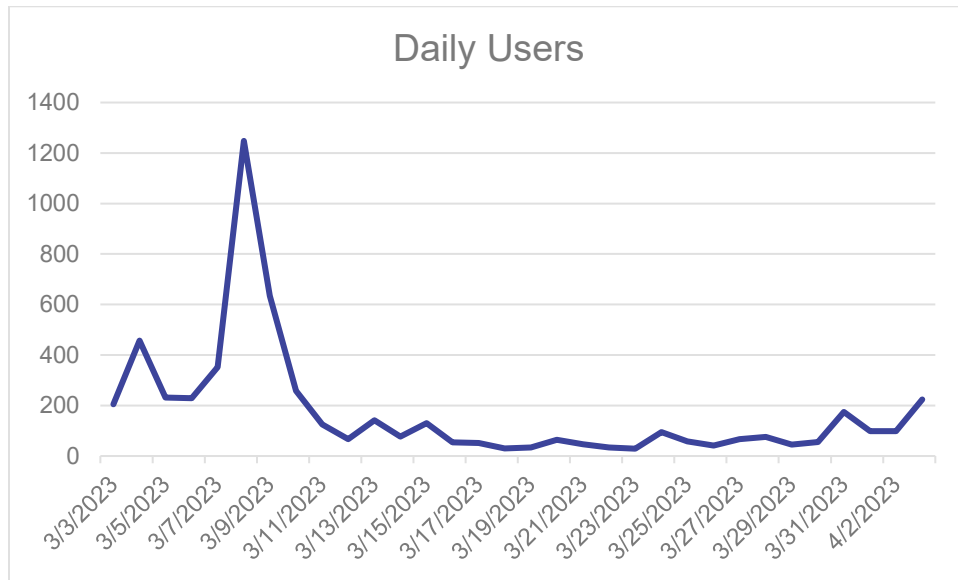
1.2.1 Webinars

Snohomish County hosted a webinar on Wednesday, March 15, 2023, 6 – 7 p.m. It included a presentation and a question-and-answer session (see appendix for slides). 245 people registered and 179 attended.

1.2.2 Online Open House

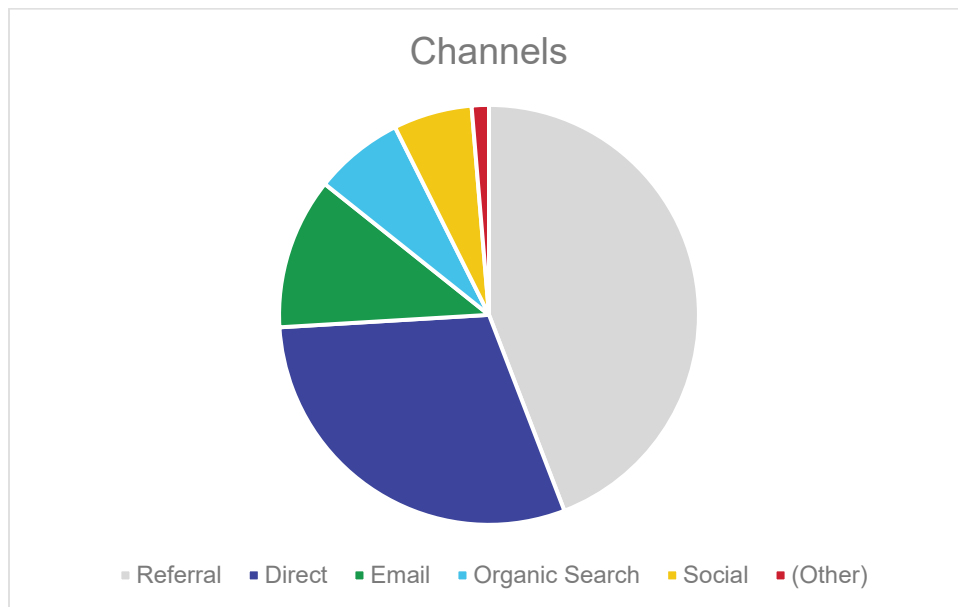
Snohomish County updated its online open house in early March and opened comment to the public for the 30 days. Visitors were encouraged to review updates on the airport planning process and provide their thoughts through an online form that allowed for free-form comments.

Exhibit 1 USERS



Source: Google Analytics

Exhibit 2 TOP CHANNELS

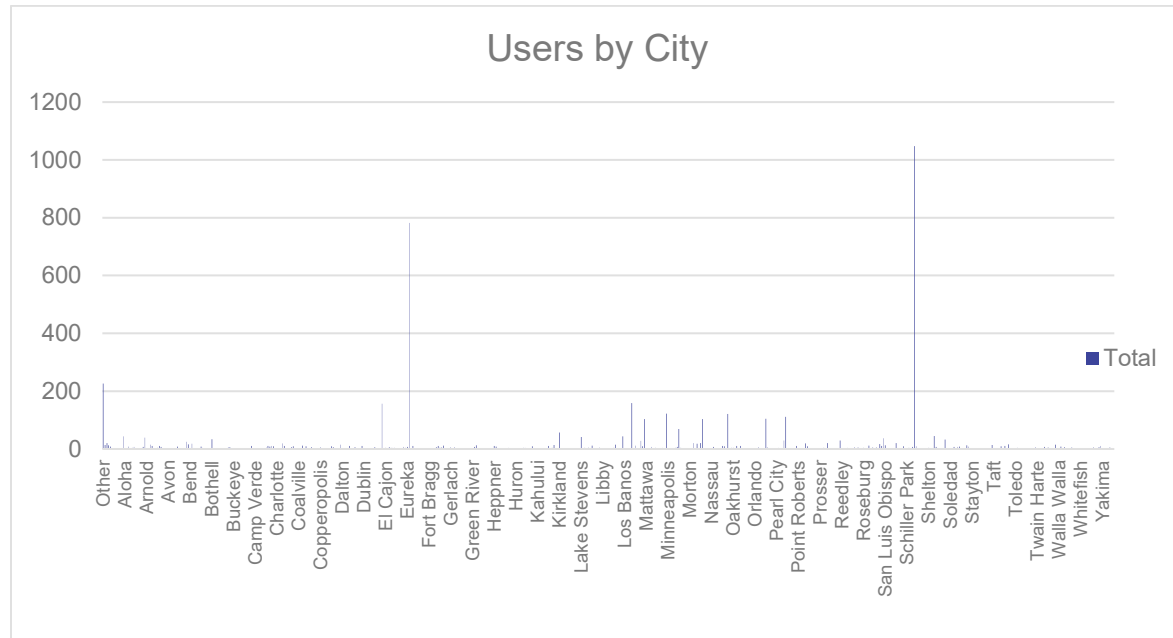


Source: Google Analytics

The March online open house had 10,916 page views and almost 4,970 visitors during the comment period. Google Analytics isn't always able to identify where a user is located, but of the 73.49% of users it was able to identify as being in Washington, with most from Everett and Seattle. This is consistent with visitors to prior open houses. There was a decrease in page

views from 1.3 percent from the last open house to 0.68 percent for the March open house. 0.14 percent of users navigated to the Spanish site of the 4,790 visitors.

Exhibit 3 USERS BY CITY



Source: Landrum & Brown

At least 71 users left 159 comments (not all commenters included their names or email addresses). 32 comments expressed support for the airport and its expansion, and most of the remaining comments were against airport expansion or regarding flight destinations. About one quarter (38) of comments complained about airport noise. Other complaints included concerns for the local environment, maintaining and expanding general aviation, 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 March 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 March 1.
- Print ads were run in The Herald, Mukilteo Beacon, Edmonds Beacon, and the Lynnwood Times. The Herald ran print ads once a week between March 4 to April 1,

- the Mukilteo Beacon March 8, 22, and 29, Edmonds Beacon March 9, 23, and 30, and the Lynnwood Times March 16 and 30.
- Digital ads ran between March 3 to April 3 for The Herald, Mukilteo Beacon, Edmonds Beacon, Mill Creek Beacon, Lynnwood Times, My Edmonds News, MLTNews, and Lynnwood Today.
 - Online ads on Facebook and Twitter ran from March 3 through April 3.
 - Organic social media posts urging community participation continued throughout the comment period.
 - Press release issued March 3.
 - Paine Field Airport sent six newsletters from February 21 to April 3 inviting them to visit the online open house and submit their comments.
 - February 21: Paine Field Buzz was sent to 11,131 subscribers announcing the online open house and comment period. Open rate 32%, click rate 3%.
 - March 3: Paine Field Master Plan Update was sent to 1,750 subscribers announcing the online open house and comment period was open and encouraged participation in the webinar. Open rate 44%, click rate 18%.
 - March 13: Paine Field Master Plan Update was sent to 1,742 subscribers reminding of the webinar on March 15 and the comment period. Open rate 50%, click rate 11%.
 - March 24: Paine Field Master Plan Update was sent to 1,908 subscribers sharing recording of webinar and encouraging comments. Open rate 52%, click rate 13%.
 - March 31: Paine Field Master Plan Update was sent to 2,814 subscribers reminding of comment deadline. Open rate 54%, click rate 17%.
 - April 3: Paine Field Master Plan Update was sent to 2,795 subscribers encouraging last comments before deadline. Open rate 34%, click rate 13%.
 - 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.

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

Village on Casino Road Community Center
Habitat for Humanity of Snohomish County
Casa Latina
The Arc of Snohomish County
United Way of Snohomish County
Catholic Community Services
Familias Unidas Latino Community Resources Center
Sno-Isle Libraries
Edmonds Chamber of Commerce
Mukilteo Chamber of Commerce

Everett Chamber of Commerce
Edmonds School District
Mukilteo School District
Everett School District
Everett Community College
Edmonds College
University of Washington Bothell
Community Transit
Washington State University
WSU Everett
Snohomish PUD
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 the demand triggers, the draft implementation plan and land use plan, and the financial implication of the recommended projects.

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>Mailed postcard the week of March 1, 2023</p> <p>Reached mailboxes approximately March 3, 2023</p>
	<p>Mailed to 30,523 addresses</p>
	<p>¼ page print add in Beacon Publishing, Sound</p>

Advertisement Graphic	Ad Platform
<p data-bbox="245 363 451 447">Paine Field MASTER PLAN</p> <p data-bbox="245 510 745 539">What should Paine Field look like in 2040?</p> <div data-bbox="250 573 423 747"></div> <p data-bbox="440 569 683 638">Paine Field is working on our Airport Master Plan and we want your feedback.</p> <p data-bbox="440 648 691 697">Talk to the project team at the online webinar on March 15!</p> <p data-bbox="440 707 712 749">Register at: PaineFieldMasterPlan.com</p>  <p data-bbox="250 1220 732 1249">¿Cómo debería ser Paine Field en 2040?</p> <div data-bbox="250 1283 423 1457"></div> <p data-bbox="440 1278 711 1348">Paine Field está trabajando en un Plan Maestro del Aeropuerto y queremos saber su opinión.</p> <p data-bbox="440 1358 712 1404">¡Hable con el equipo en el seminario virtual el 15 de marzo!</p> <p data-bbox="440 1415 747 1459">Regístrese en: PaineFieldMasterPlan.com/es</p>	<p data-bbox="1252 317 1414 415">Run Dates Publishing and Lynwood Times</p>
	<p data-bbox="1252 919 1409 1018">March 3 through April 3, 2023</p>

Advertisement Graphic	Ad Platform Run Dates
	<p>Sound Publishing Digital Ad 300x250 March 3 – April 3, 2023</p>
<p>What should Paine Field look like in 2040?</p> <ul style="list-style-type: none"> • Paine Field is working on a 20-year Airport Master Plan and we want your feedback. • Join us for our final public update on the master plan. Register for the webinar to learn about the draft master plan, share your thoughts, and ask questions! <ul style="list-style-type: none"> • Wednesday, March 15, 2023 from 6 – 7pm • Visit PaineFieldMasterPlan.com to register. 	<p>Facebook, Twitter</p>
<ul style="list-style-type: none"> • Can't make it to the webinar but want more information? <ul style="list-style-type: none"> • Visit our online open house between March 3 and April 3 at PaineFieldMasterPlan.com. 	<p>Facebook, Twitter</p>

Source: Landrum & Brown

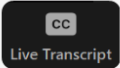
2.2 Appendix B: Presentation

EXHIBIT 4

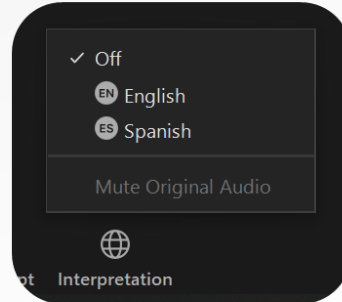
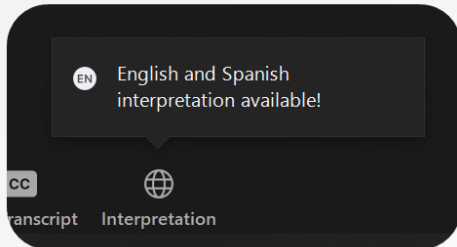
PRESENTATION DECK



Using Zoom

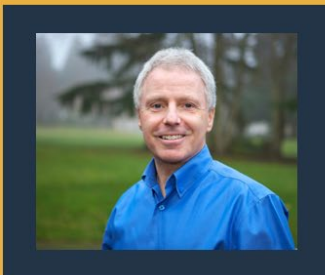
- Click  to turn on captions.
- Participants are automatically muted
- Use the Q&A chat box to ask questions

Using Zoom interpretation channels



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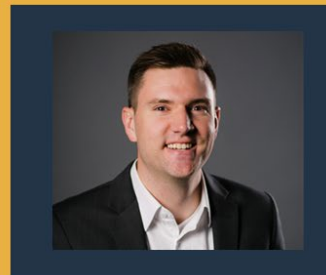
Team introductions



Terry Ryan
Snohomish County

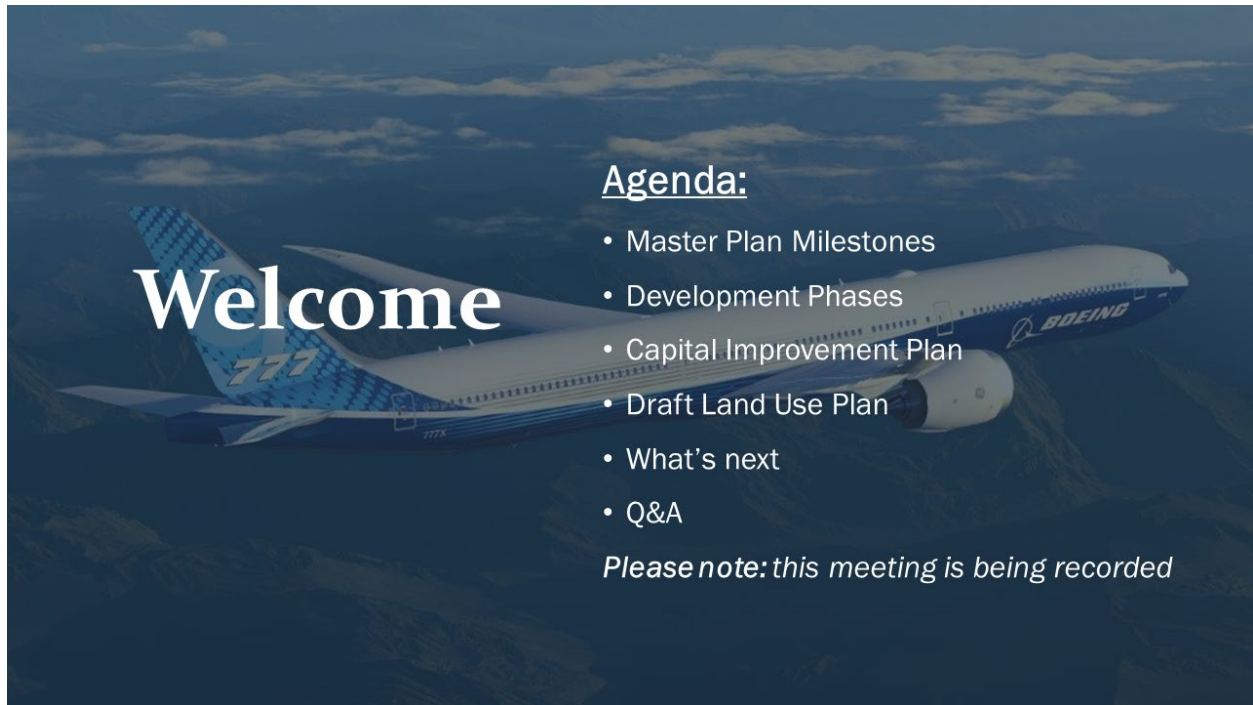


Michael Tubridy
Landrum & Brown



Cody Meyer
Landrum & Brown

Paine Field MASTER PLAN



Master Plan Study Update - Major Milestones

Complete

- Existing Conditions/Inventory
- Aviation Forecast
- Facility Requirements
- Alternatives
- Phased Development Plan
- Capital Improvement Plan
- Preliminary Land Use Plan
- Two Public Open House Meetings
- Environmental Considerations
- Financial Analysis and Review

Final Steps

- Final Public Open House
- Final Committee Meetings
- Coordination and review with County Executive and Council
- Submit to FAA



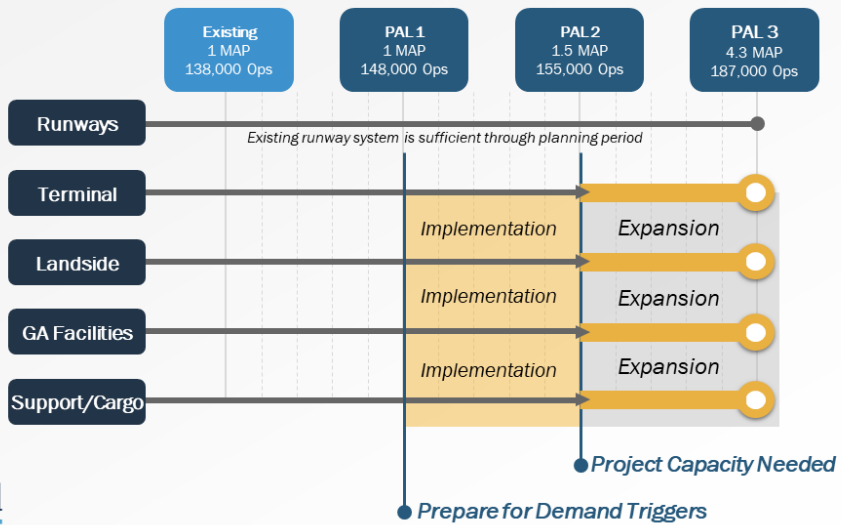
Approved Traffic Forecast Summary

Planning Activity Level	Million Annual Passengers (MAP)	Annual Operations	Passenger Operations	General Aviation Operations	Based Aircraft	Peak Hour Passengers	Peak Hour Operations
Existing (2019)	1,022,046	137,995	16,660	116,694	536	330	78
PAL 1 (1.0 MAP)	1,022,046	148,473	16,660	125,131	563	330	84
PAL 2 (1.5 MAP)	1,535,412	155,028	18,741	129,350	592	596	85
PAL 3 (4.3 MAP)	4,322,426	187,303	41,506	138,282	654	1,368	93

↑ 4x increase
↑ 35% increase
↑ 18% increase

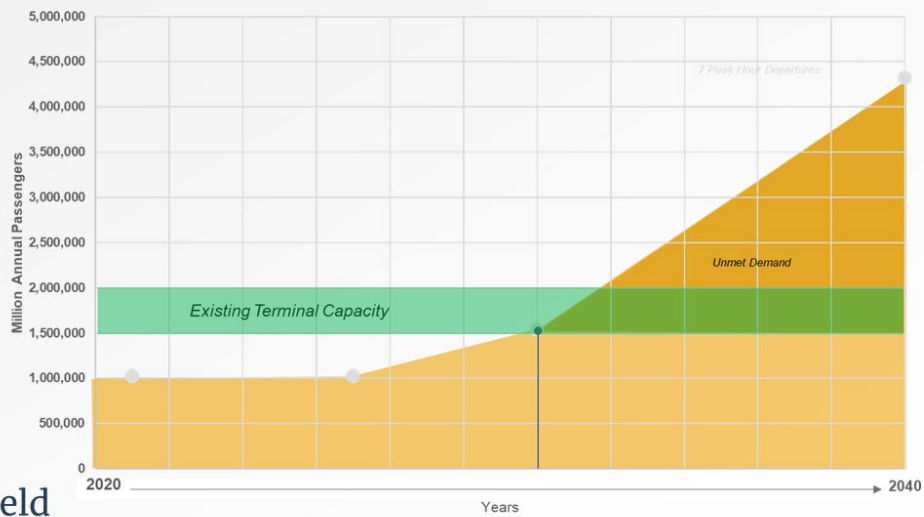
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Airport Demand/Capacity Triggers



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Terminal Capacity



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Preliminary Phasing of Master Plan Projects

PAL = Planning Activity Level

- PAL 1:** Entrance/Terminal Roads and Terminal Taxiways
- PAL 2:** Terminal Buildout and GA Area
- PAL 3:** Parking, Airfield Improvements, Support

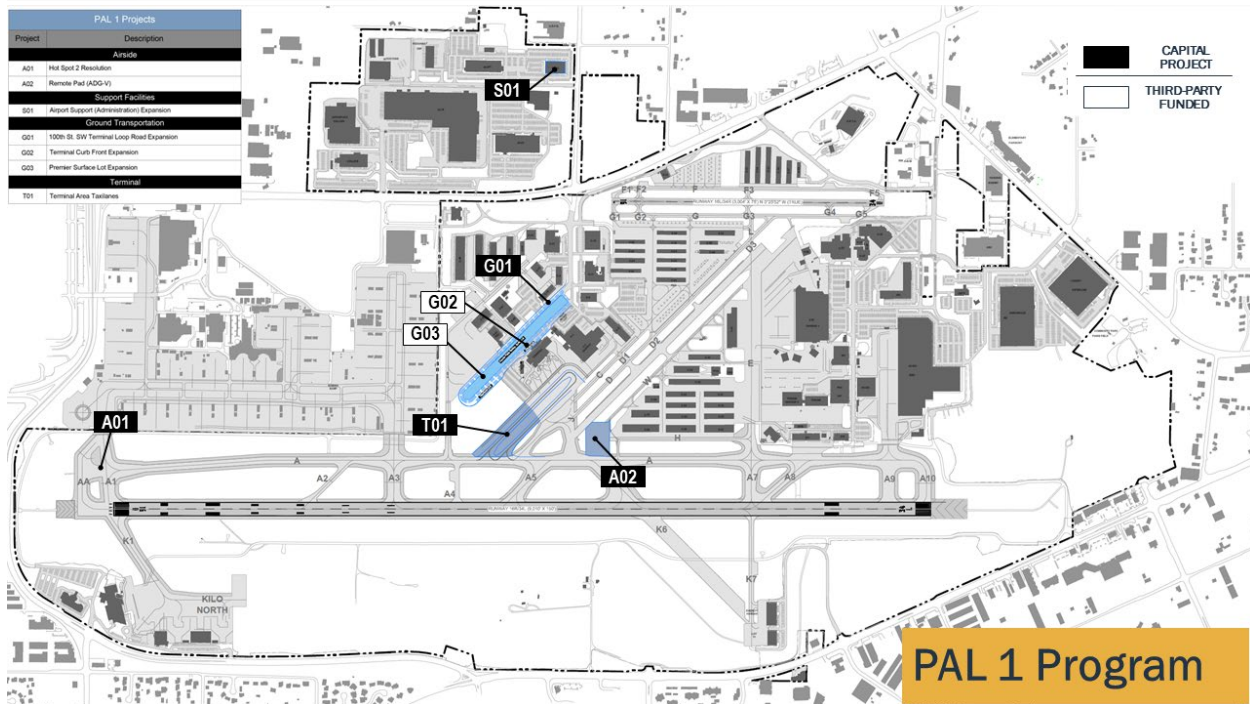
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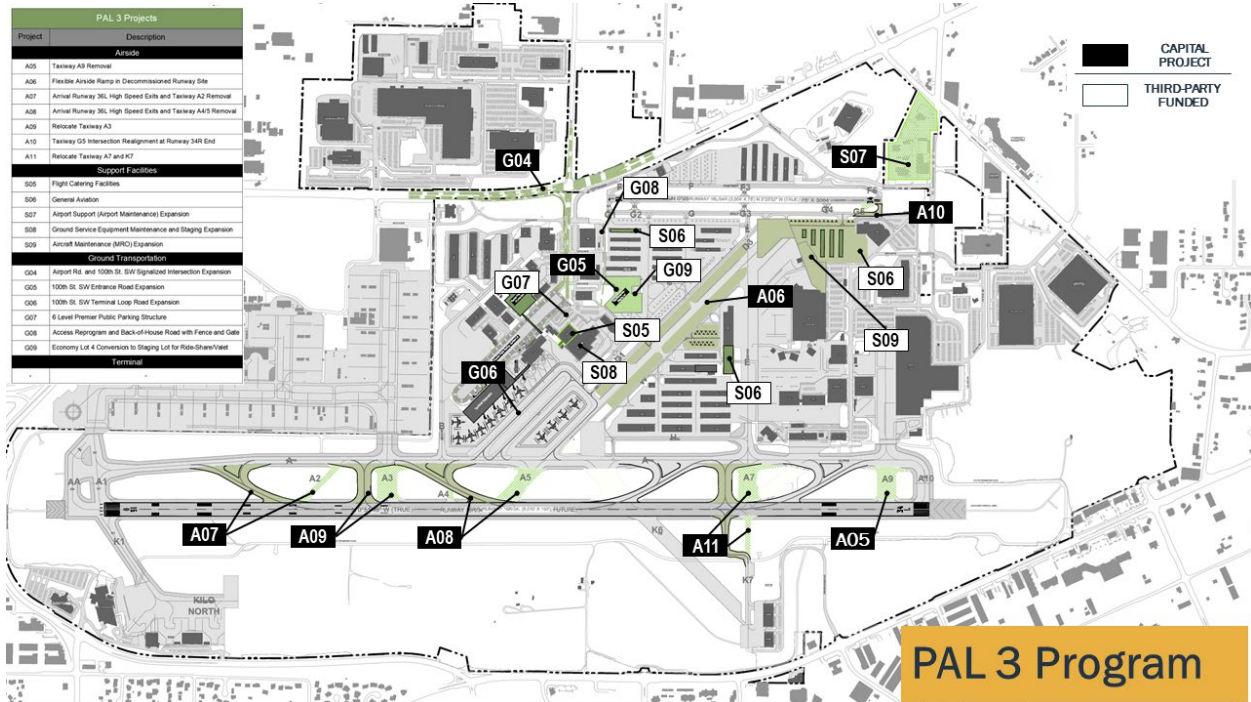
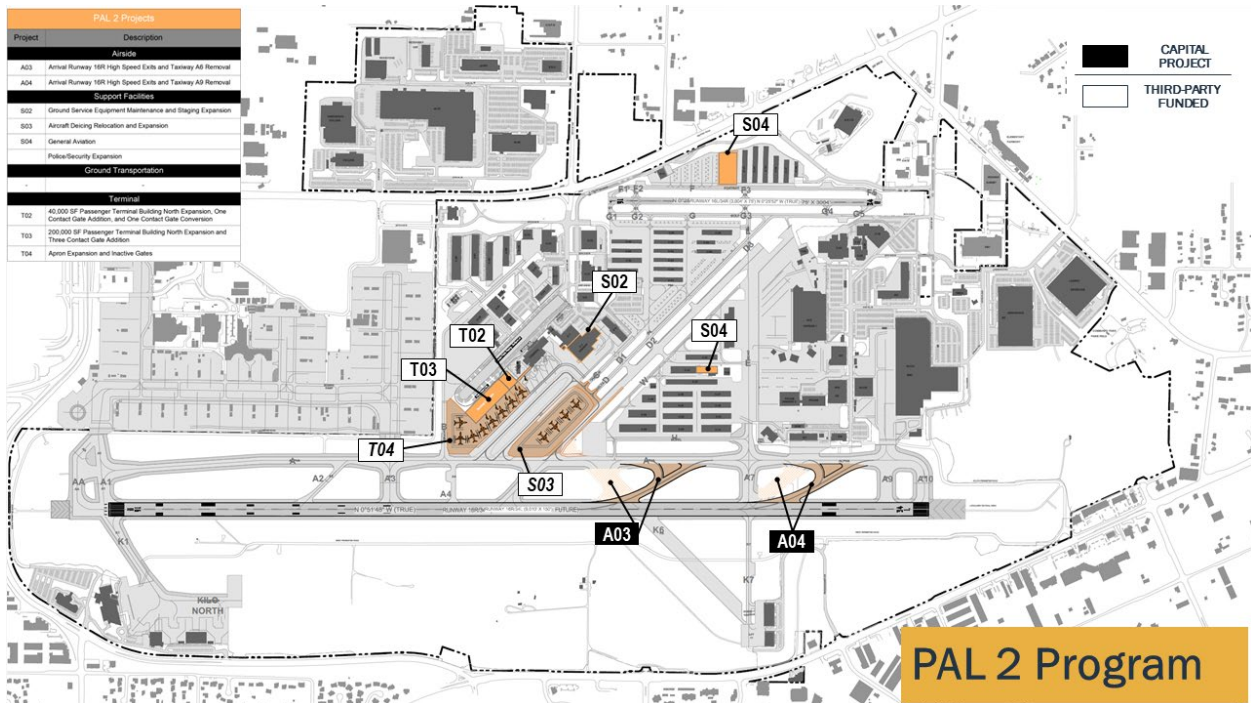
Division of Projects

- Phasing plan and subsequent Capital Improvement Plan (CIP) includes two project types, all recommended within the Master Plan.
- Categorized by funding type:
 - **Capital Projects**
 - Funding Source: Snohomish County, FAA
 - **Third-Party Funded**
 - Developers, General Aviation users, Propellor



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Draft Capital Improvement Plan (CIP)

- CIP developed to address
 - Future Demand
 - Operational and Safety improvements
 - Major Maintenance & equipment requirements
- CIP assumptions include the following
 - Projects phased so that capital construction spending in any given year is reasonable
 - All projects in \$2022
 - Total CIP = \$313 million (or \$288 exclusive of 3rd party costs)
 - Capital costs include all soft costs (30%), contingency (25%), and taxes (10%)
 - Airfield projects account for 55% of total project - \$178 million
 - Largest airfield project is runway rehabilitation - \$75 million
 - No terminal or parking structure costs are County related – 3rd Party

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CIP Summary

Total Capital Investment Plan - \$313.2 million

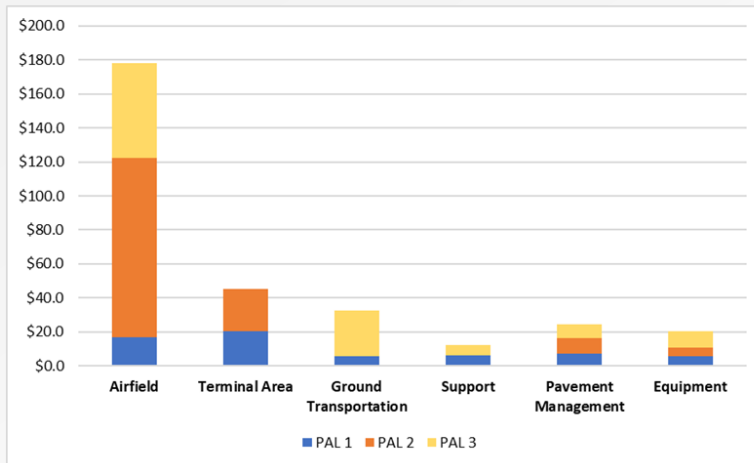
Projects	PAL 1	PAL 2	PAL 3	Total
Airfield	\$16.8	\$105.4	\$55.8	\$178.0
Terminal Area (+Apron Area)	\$20.4	\$24.9	\$0.0	\$45.3
Ground Transportation	\$5.5	\$0.0	\$26.8	\$32.3
Support Facilities	\$6.4	\$0.0	\$6.0	\$12.4
Pavement Management	\$7.0	\$9.2	\$8.4	\$24.6
Equipment	\$5.9	\$5.0	\$9.7	\$20.6
Total	\$62.0	\$144.4	\$106.8	\$313.2

Table Presented In Millions; Amounts in 2022\$

Assumed 3rd party cost

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Summary CIP – by PAL (Millions)



Note: All amounts in 2022\$

PAL 1

- Terminal Area Taxiways/taxilanes
- Expand Terminal Loop Road
- Airport Administration Bldg
- Remote ADG-V Pad

PAL 2

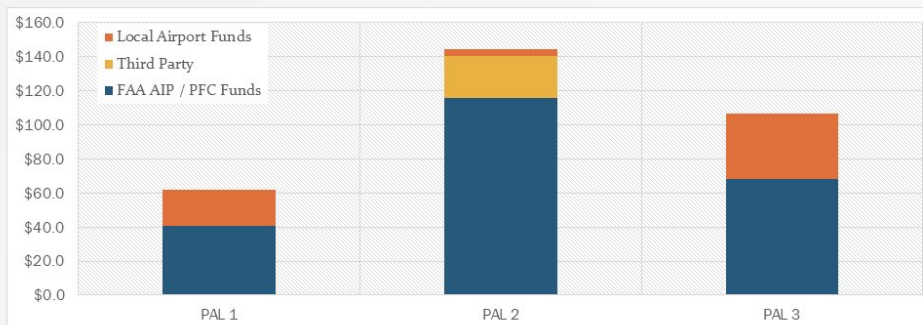
- Runway High Speed Exit
- Runway Rehabilitation
- Additional Terminal Area Apron

PAL 3

- Remove Runway High Speed Exit
- Expand ramp near decommissioned runway
- Expand Terminal Loop Road
- Intersection of 100th/Airport
- Air National Guard property

Paine Field MASTER PLAN

Eligible CIP Funding Sources – by PAL (Millions)



- 64% AIP eligible
- 18% PFC eligible
- 10% Local match
- 8% third party

FAA AIP / PFC Funds

- Represents the maximum amount eligible for AIP grants or PFCs
- Includes AIP entitlements, discretionary
- PFCs can be used to fund eligible project costs

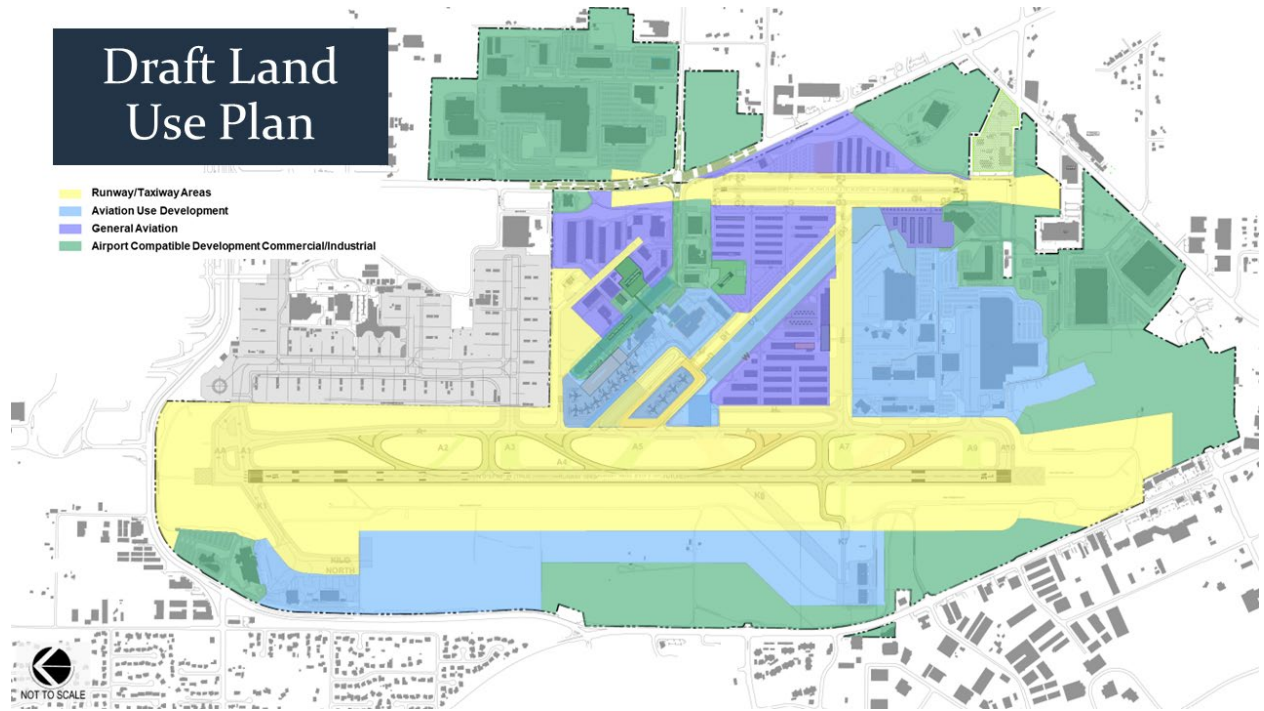
Local Airport Funds

- All other funds that are not funded by other sources

Third Party

- Assumes future terminal apron facilities will be funded by a third party

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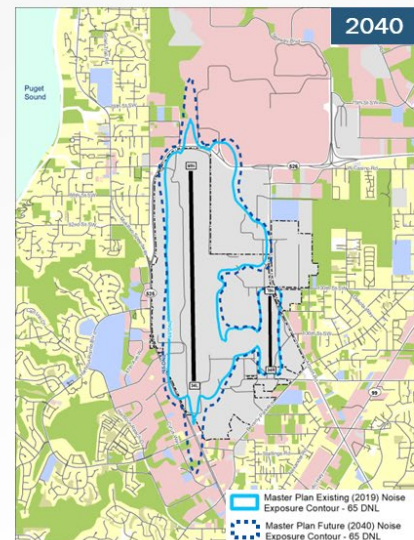
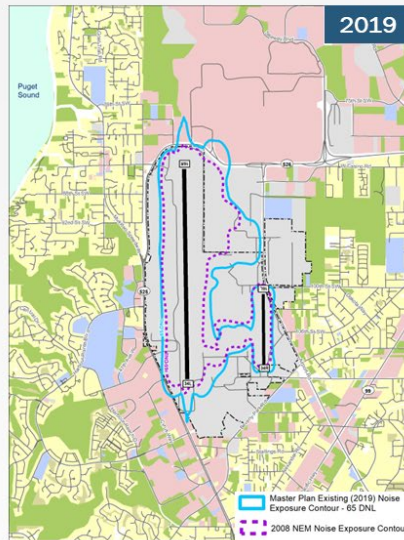


Noise Contours – Existing to 2040

- Master Plan Noise Contours to be coordinated with County Official Plan



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Next Steps

- Seek input from the public
- After this Public Open House
 - Final Steering Committee Review
 - Submit to FAA Review
 - SEPA Review
 - County Executive / County Council Approval
 - FAA Final Approval and Signature

Questions?

- If you are joining us by Zoom, please use the Q&A chat box to ask questions
- If you are joining us by phone, please press *9 to raise your hand

Share your input: PaineFieldMasterPlan.com

Comment Period Closes: April 3rd

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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 March 15th, edited for clarity. Time ran out before presenters were able to answer all questions. Answers are provided here.

Comments from the webinar are included in Appendix J.

2.4.1.1 Traffic Forecasts

What does total operations mean? Does it include the total number of flights per year, commercial and cargo, take offs and landings? Total number of operations includes every aircraft that uses the runways and an operation includes either a departure or an arrival.

How was PAL 3 expansion projections estimated? Full build out for one runway? PAL 3 projects are based on PAL 3 forecast traffic demand and where there are facility shortfalls, additional facilities or expansion to existing facilities is projected.

Is there any assumption of large aircraft over the entire planning period? No – scheduled traffic is not forecast to increase beyond B737 or equivalent aircraft.

Does the Master Plan assume that PAE is taking up the slack for SeaTac’s projected capacity needs? What if PAE demand goes down because another airport is chosen for that role? PAE traffic demand is projected on a variety of variables, none of which is associated with Sea-Tac capacity issues. According to Sea-Tac, their capacity issues only come into effect

at the end of our planning period – post 2040. It is assumed that PAE will continue to grow as a result of the economic growth of the PAE region.

2.4.1.2 Terminal and Airfield Developments

Will the cross-wind runway re-commissioned? The cross-wind runway is not expected to be re-commissioned in the future.

If the terminal needs to expand, where will it be located? The terminal is owned and operated by Propeller, so the County is not responsible for its expansion. However, it is likely that when passenger demand exceeds the capacity of the existing terminal, the terminal will need to expand. The Master Plan presents indicative locations for the terminal, however Propeller will decide the design and exact location of the terminal. Propeller will work with and seek approval of the County.

How many additional passenger gates are expected?

The Master Plan projects a total of 7 contact gates and 8 inactive stands, and no runway changes in the master plan horizon.

In the future, will a terminal building expansion include capabilities to handle larger commercial airplanes larger and with more passenger capacity than the 737-9? Not at this stage. The terminal designer may incorporate that flexibility if and when they choose to expand.

As the airport expands, will it remain at 2 runways? Yes, no additional runways, or runway extensions are planned in this Master Plan.

What is the long range plan for all the space to the West of 34L/16R. The Master Plan provides a land use plan to offer the County alternatives for the use of this space. There are extensive lands west of Runway 16R-34L that will be reserved for Aviation use development and airport compatible development commercial/industrial. 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 may 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.

PAL 3 includes significant work to improve the safety of the runways. Should this be conducted earlier? The Master Plan recommends facility and operational enhancements to the airfield. The exact timing, scope and scale of these improvements are based on FAA coordination. Further discussion with the FA is ongoing.

2.4.1.3 Ground Transportation

Will the upgrades to the terminal include connecting the light rail station to the airport to provide access and transfers to SEA and Boeing Field for connections and to mitigate weather redirects? If a light rail station is built near the airport, it is likely that there will be transfer shuttles to and from the Airport. There is space reserved for rapid transit if it is decided

that it will pass by the airport. Additional parking facilities are also likely to be provided by either Propeller or the County, when needed. Additional information about transit/access/parking and subsequent analysis can be found on the Airport Master Plan website.

Has the County been working with DOT and Community Transit so they can get ahead on planning new road systems that would be able to handle the increase in traffic if this plan is approved? The County has worked closely with Community Transit to discuss its future transit plans and potential impacts and benefits to the Airport. *Paine Field holds regular discussions with other government agencies that address transportation and transit, including the Washington State Department of Transportation, Sound Transit, Snohomish County Public Works, Everett Public Works, Community Transit, and Everett Transit.*

Planning for a Sound Transit light rail line to Paine Field / SW Everett Industrial Center is currently underway. Information is available at <https://www.soundtransit.org/system-expansion/everett-link-extension>

As the airport expands what accommodations are planned for increased parking? It is possible that a parking garage may be implemented in the future. Land has been set aside in the Master Plan for a potential parking garage.

2.4.1.4 *Airlines and Airport Logistics*

Does the market analysis include multiple airlines with more destination choices or only catering to Alaska/Horizon with their very limited destination list? The traffic forecasts looked at the most likely scenarios of air service. Other carriers in the future may use PAE, however, they will likely operate aircraft no larger than B737s.

How many new commercial airlines are projected to use Paine Field? Estimates of new carriers are provided in the Master Plan Forecast chapter.

Are there any commercial airline carriers being pursued by Propeller? Propeller is in close contact with the current and potential air carriers and will make the public aware of any changes in air service

2.4.1.5 *Other Questions*

How does this master plan fit with the efforts to get more airports in western Washington? This Master Plan is being undertaken independent of any other airport study.

Where are GA aircraft supposed to accomplish a runup on the large runway? A-9 was a good spot for this without blocking large commercial traffic departing 34L. There are alternative areas identified to support GA aircraft run-up operations, please refer to the Master Plan document for additional analysis.

Why are GA improvements pushed to PAL 3, and are PAL 3 improvements to include new GA hanger construction? The Master Plan has designated areas where GA can expand. The County does not typically become involved in individual GA improvements. Any future expansion of the lands associated with GA will primarily be based on the cost to develop these

facilities and whether this can be offset by the leasing of these facilities. The business case for the proposed GA areas will need to be undertaken to determine the future costs for hangar and apron space.

How much land does Paine Field have compared to Seatac? Paine Field has 1,252 acres, compared to SeaTac's 2,500 acres.

Does Paine Field have wetlands? How are they being protected? *Yes, the airport has wetlands. Projects will be required to comply with applicable federal, state, and local regulations. Mitigation for the affected wetlands will be provided both on site and off site as appropriate with use of the airports regulatory approved Wetland Compensation Banks.*

What is the 10% local contribution that will fund capital projects? Funding for eligible capital projects will predominantly come from the FAA, the remainder of which (approximately 10% will be funded by the Airport, through its current reserves). There are no local taxes proposed to fund any capital project. The Airport is financially self-sufficient and does not rely on any external funding sources or local taxpayers support.

Is there Federal RSIP Funding available for local residents? *Paine Field does not qualify for RSIP funding. Future noise contours identified in the Master Plan are based on the approved FAA aviation activity forecast prepared for this Master Plan. Federal guidelines indicate that residential uses are compatible with noise levels of up to 65 DNL. There are no residences or other noise sensitive uses inside either the current or the year 2040 projected 65 DNL noise contour. Visit <https://www.faa.gov/noise/levels> for more information. Visit <https://www.faa.gov/noise/levels>.*

Though Paine Field's operations department's top priority is on airfield safety and ensuring compliance with FAA regulations, we take great efforts to be a good neighbor to the surrounding communities. All noise comments are recorded in a comprehensive database, investigated using both radar tracks and radio monitoring, and presented in monthly reports available on our website at <https://www.paineairport.com/176/Noise-Summary-Reports>. The airport has established several voluntary noise abatement procedures including recommended arrival and departure procedures, operational curfews for large jet traffic and training aircraft, and an augmented traffic pattern for late night and early morning propeller aircraft operations. The airport also closes runway 16L/34R from 9 p.m. until 7 a.m. to reduce the number of small aircraft flying over populated areas.

Why does it cost so much more to fly out of Paine Field than SeaTac? Airfares are controlled by the airlines, not the Airport. Airfares are a function of supply and demand.

In PAL 2 and PAL 3 there are changes to the airfield which may affect GA. There is no plan to reduce GA in any way. In fact, PAE has set aside additional lands for the purpose of future GA facilities. The Master Plan has attempted to balance the needs of all the major users of the airport, including the GA community.

Does the plan include how to reduce emissions such as GHG of Ground Services or parking traffic etc.? This was not included in the scope of the Master Plan.

Can you please address whether flight paths will change, or will there simply be a higher volume of flights using existing paths? The FAA controls the flight paths. It is anticipated that flights will follow the current FAA designated routes.

Are there any concerns from this plan that would impede FAA approval? Not to our knowledge.

Are noise studies available? The noise analysis was presented at the Open House webinar. Additionally, there is a full noise analysis posted on the Airport Master Plan website.

Did the noise studies include current noise from current industries on the airport grounds or noise that happens all during the night as engines are revved up for planes? The noise exposure contours prepared for this Master Plan Update include aircraft ground run-up activity from engine testing for manufacturing and maintenance purposes during both the daytime and nighttime. The DNL noise metric used to produce the noise exposure contours presented in this study includes an extra 10 decibel “penalty” for aircraft noise events that occur between 10:00pm and 7:00am.

How do contour lines change with increased flights? The planes take the same routes when landing and taking off. The noise exposure contours reflect the total noise levels from all aircraft activity during an average-annual day. When the number of aircraft operations increases, the total amount of noise energy that is produced also increases. This increase in noise energy is reflected in the increase in size of the noise exposure contours. The future noise exposure contours that were prepared for 2030 and 2040 conditions are based on a forecast of aviation activity. Aircraft operations are expected to increase to meet demand in the future. Therefore, even though the flight routes are expected to remain the same, the noise contours increase in size due to the overall increase in noise energy.

Do the -65 noise levels average the total of aircraft? Some aircraft are extremely noisy, such as the dream lifter and military aircraft as well as older commercial planes. Will there be mitigation for public and private areas such as Kamiak school or private houses close to the runway? The noise exposure contours produced for this Master Plan Update use the DNL metric which represents the average noise levels on an average-annual day. A set of noise contours was prepared for existing conditions based on actual operating data. Two sets of future noise exposure contours were also prepared for conditions forecast for 2030 and 2040 based on a forecast of aviation activity. These noise exposure contours included scheduled commercial passenger, air cargo operations, and military flights. The intent of this Master Plan Update was not to identify areas eligible for noise mitigation; however, the noise exposure contours prepared for this Master Plan Update show that no schools are located within an area that exceeds 65 DNL, which is the threshold for identification of significant noise impacts to noise-sensitive land uses in accordance with current Federal guidelines.

Will there be any community meetings held in person addressing any neighboring property owners’ concerns? There have been three Master Plan Open Houses held and numerous stakeholder advisory meetings. The Airport Commission also holds regular monthly meetings. It is recommended that concerns be directed to either the Airport Commission or PAE.

Will there be restricted operating hours implemented like John Wayne in CA? No modifications to the airport operating hours are planned for the foreseeable future.

Has PFMP examined noise control and noise pollution, as found in NORAH-sleep study, Hamburg, Frankfurt 2016? The large amount of research published during the last 30 years related to sleep deprivation and behavioral awakenings from noise has produced considerable variability and often inconclusive results. Sleep deprivation and behavioral awakenings from noise are dependent upon a variety of conditions that are difficult to replicate in laboratory or in-home studies. The extent to which aircraft noise affects sleep can vary among individual residents. In order to account for the effects of nighttime noise, the DNL noise metric used to produce the noise exposure contours presented in this study includes an extra 10 decibel “penalty” for aircraft noise events that occur between 10:00pm and 7:00am. The noise exposure contours prepared for this Master Plan Update show that no residential land uses are located within an area that exceeds 65 DNL, which is the threshold for significant noise impact upon homes and other noise-sensitive land uses in accordance with current Federal guidelines.

Though Paine Field’s operations department’s top priority is on airfield safety and ensuring compliance with FAA regulations, we take great efforts to be a good neighbor to the surrounding communities. All noise comments are recorded in a comprehensive database, investigated using both radar tracks and radio monitoring, and presented in monthly reports available on our website at <https://www.paineairport.com/176/Noise-Summary-Reports>. The airport has established several voluntary noise abatement procedures including recommended arrival and departure procedures, operational curfews for large jet traffic and training aircraft, and an augmented traffic pattern for late night and early morning propeller aircraft operations. The airport also closes runway 16L/34R from 9 p.m. until 7 a.m. to reduce the number of small aircraft flying over populated areas.

Paine Field has voluntary noise abatement procedures in place including guidance to pilots to avoid overflying schools. Additional information is available at: <https://www.paineairport.com/159/Noise-Abatement-Procedures>.

Have you forecasted the commercial passenger related jobs created and increased vs. displaced manufacturing jobs with capital improvements and land use changes?

Currently Washington Department of Transportation estimates the economic impact of PAE at 158,227 jobs with a total economic impact (business revenues) of \$59.9 billion annually. The full details of this can be found at <https://wsdot.wa.gov/publications/fulltext/aviation/PAE-SnohomishCountyPaineField.pdf>. The Master Plan is a planning document based on traffic forecasts and does not specifically specify the anticipated impact to employment.

2.5 Appendix E: Online Open House

EXHIBIT 5 ONLINE OPEN HOUSE

The screenshot shows the 'Paine Field Master Plan' website. At the top, there is a navigation menu with links: Open House, Project Details, Inventory & Forecasts, Meeting Demand, Looking Ahead, Share Your Thoughts, FAQ, and Español. The main header features the title 'PAINE FIELD IS ADAPTING TO CHANGING TIMES' and 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.' Below this is a sign-up form with a 'SIGN UP' button. To the right, a 'What's happening' section lists three webinars: 'View March 2023 Webinar', 'View June 2023 Webinar', and 'View November 2021 Webinar'. Below the sign-up form, there are two columns of text. The left column is titled 'By the numbers' and lists statistics about the airport's economic impact, runway length, passenger volume, and aircraft operations. The right column is a large graphic with a grid pattern and lists the same statistics in large numbers: 158,227 JOBS (DIRECT AND INDIRECT), \$59.9 BILLION ANNUAL REVENUE, 1 MILLION PASSENGERS PER YEAR, and 710 AIRCRAFT OPERATIONS PER DAY.

PAINE FIELD IS ADAPTING TO CHANGING TIMES

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.

Enter your email address **SIGN UP**

What's happening

This is our final public update on the master plan. Explore the links below to learn about previous updates.

[View March 2023 Webinar](#)

[View June 2023 Webinar](#)

[View November 2021 Webinar](#)

[PDF of record online open house](#)

[PDF of first online open house](#)

Paine Field

By the numbers

As of 2018, Paine Field (PAE) supports 158,227 jobs and has a total economic impact/business revenue of \$59.9 billion annually. It has the highest economic impact of any airport in the state of Washington.

The airport has two parallel runways for arrivals and departures: Runway 16L/34R serves general aviation aircraft, while the 9,010-foot-long Runway 16R/34L accommodates large jet aircraft, up to and including the largest aircraft in the world.

In its first 12 months of service, the privately-owned and operated commercial passenger terminal at PAE welcomed approximately 1 million passengers. These passengers were utilizing the 24 arrivals and 24 departures each day before the COVID-19 pandemic disrupted air travel.

In 2019, there were approximately 710 total aircraft operations per day, over 90% of which are general aviation, and it is home to approximately 535 general aviation-based aircraft.

During times of emergency, say an earthquake or other natural disaster, Paine Field provides much-needed transportation capacity and flexibility for government planners.

158,227
JOBS (DIRECT AND INDIRECT)

\$59.9 BILLION
ANNUAL REVENUE

1 MILLION
PASSENGERS PER YEAR

710
AIRCRAFT OPERATIONS PER DAY

A strategic vision for Paine Field

An Airport Master Plan is a long-range planning document that recommends a strategy for development of 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.

The Master Plan is informed by Snohomish County residents, government agencies, chambers of commerce, civic groups, environmental organizations, business leaders, and others with an interest in the airport. The Master Plan will ultimately be approved by County Executive and the Snohomish County Council, and then submitted to the Federal Aviation Administration (FAA) for acceptance. The current **Paine Field Master Plan** was adopted by the Snohomish County Council on December 4, 2002 and accepted by the FAA on November 13, 2003.

Developing our future together

Paine Field Airport, which is owned and operated by Snohomish County on behalf of its residents, values our community, and we need your input as we develop a plan for the coming decades. Public outreach will occur at key milestones during the project to enable the public to review and comment. In addition, this website will provide informational updates as the plan is developed and will include ways for the public to provide ongoing input.



Process

Developing the Master Plan is a two-phase process that we expect to take two and a half years, if all goes according to plan, concluding in 2023.

Phase One

Phase One started in 2020 and ended in spring 2021. It included information gathering and study, and we used the information we gathered to develop options for how the airport can develop over the next 20 years. These ideas helped us to develop **preliminary alternatives**.

During Phase One, we engaged with the community through open houses, website updates and other information sharing.

Phase Two

During Phase Two, we'll evaluate the preliminary alternatives and come up with a single **preferred alternative**. Once a preferred alternative has been identified, we'll study environmental impacts, implementation scenarios, and projected financial viability for the alternative.

During this phase, we'll also engage with the community through public meetings, post updates to this website, and host online open houses.

Stay informed

You can follow along with our progress by signing up for email updates.

Enter your email address

Want to dive deeper?

Visit the **Paine Field website** to review all the draft chapters of the Master Plan.



Master Plan committees

There are three primary committees that will help develop the Master Plan: the Steering Committee, the Stakeholder Advisory Committee, and the Technical Committee.

Steering Committee

The role of the **Steering Committee** is to guide Snohomish County's goals and priorities for the airport and provide ongoing policy and strategic guidance throughout the Master Plan process. The Steering Committee includes members from Paine Field, the Port of Everett, and business leaders.

Stakeholder Advisory Committee

The **Stakeholder Advisory Committee** is an advisory committee comprised of key aviation stakeholders such as major tenants, local businesses, representatives from the community, and technical experts. Its purpose is to provide a venue for members to communicate issues of key interest and provide informed feedback regarding the purpose and scope of the Master Plan. The Stakeholder Advisory Committee represents a broad range of airport/aviation/community interests, and its members will have specific technical knowledge regarding the airport and/or community they serve.

Technical Committee

The Technical Committee is comprised of senior airport staff and the consultant team. The committee's primary role is to provide technical input and review of the various technical documents.



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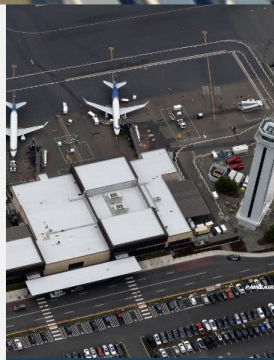


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CHOICES AHEAD FOR PAINE FIELD

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.

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 FAS, the Port of Everett, and business leaders.

What's the project timeline?

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 and Alternatives

- Draft complete (April 2022)



Public Open House #2
June 2022

Development Plan and Financial Analysis

- Draft complete (August 2022)

Airport Plans

- Airport Layout Plan (draft Q4 2022)



Public Open House #3
Q1 2023



Get started

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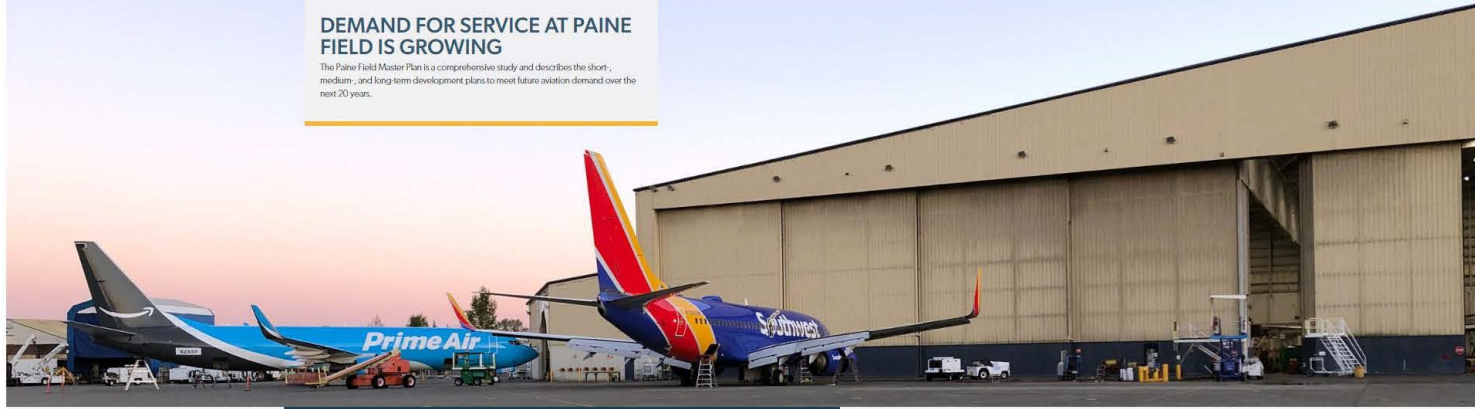
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Paine Field
MASTER PLAN

[Open House](#)
[Project Details](#)
[Inventory & Forecasts](#)
[Meeting Demand](#)
[What's Ahead](#)
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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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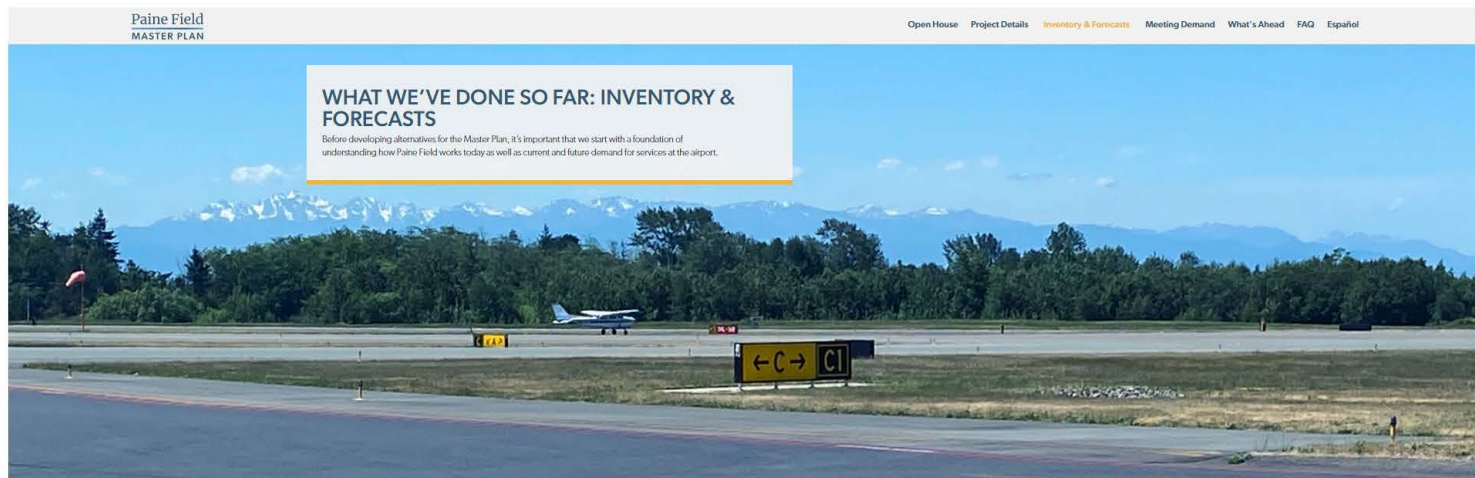
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2-34 | Landrum & Brown



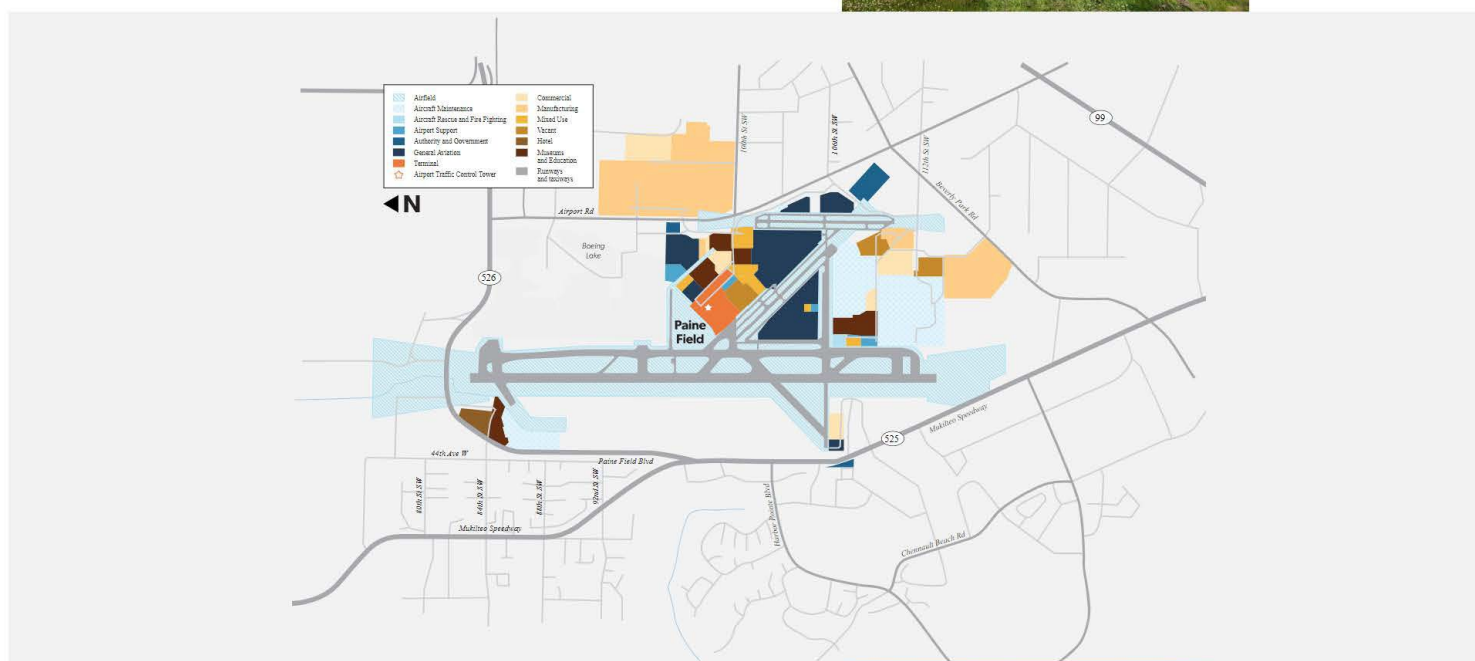
WHAT WE'VE DONE SO FAR: INVENTORY & FORECASTS

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

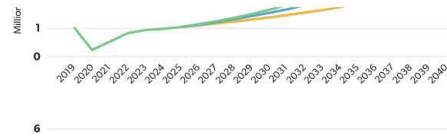
As one of the airport's major tenants, Boeing has a significant impact on operations at Paine Field. Boeing's facility in Everett is heralded as containing the largest manufacturing building in the world, and the plant is also the largest in the world by volume. Boeing Everett has a workforce of approximately 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.

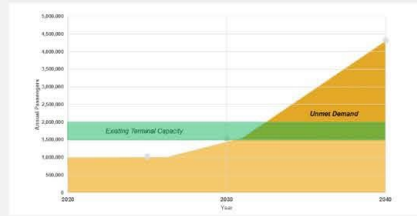
Paine Field is forecasted to generate 4.3 million passengers per year by 2040, compared to about 1 million in 2019. We expect more rapid growth in the late 2030s as Sea-Tac capacity constraints become more pronounced. Continued population growth in the Puget Sound region will also drive growth.



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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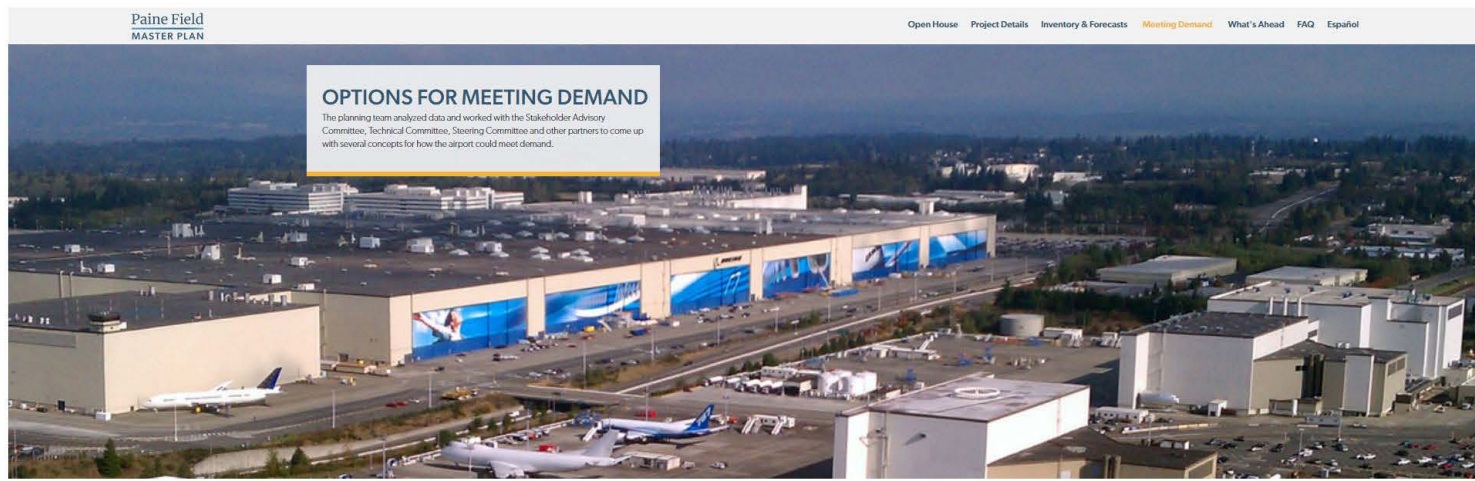
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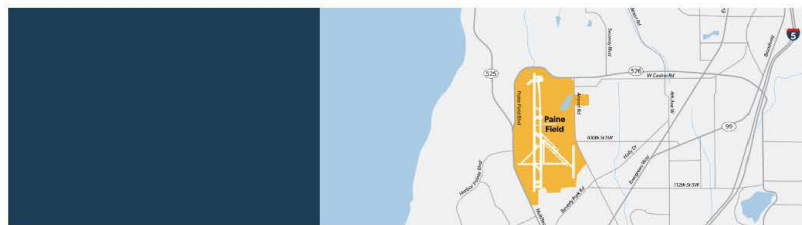
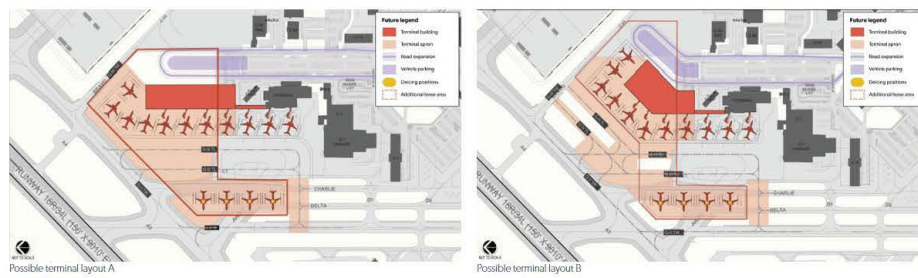


Meeting demand

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.



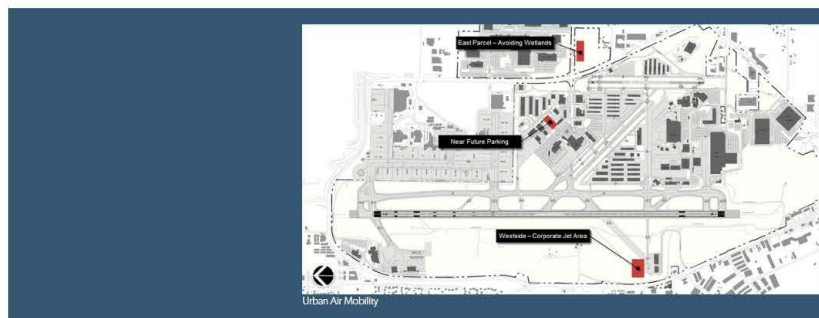
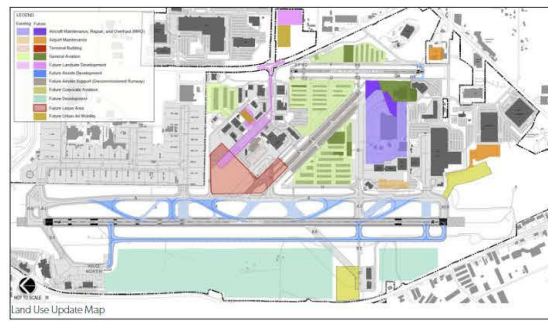
Ground transportation

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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FUTURE PROJECTS

A Development Plan serves as roadmap for overall future capital development, illustrating specific projects, their proposed timing, and potential costs. The phasing of the projects is based in part on the pace of airport growth and overall project affordability.

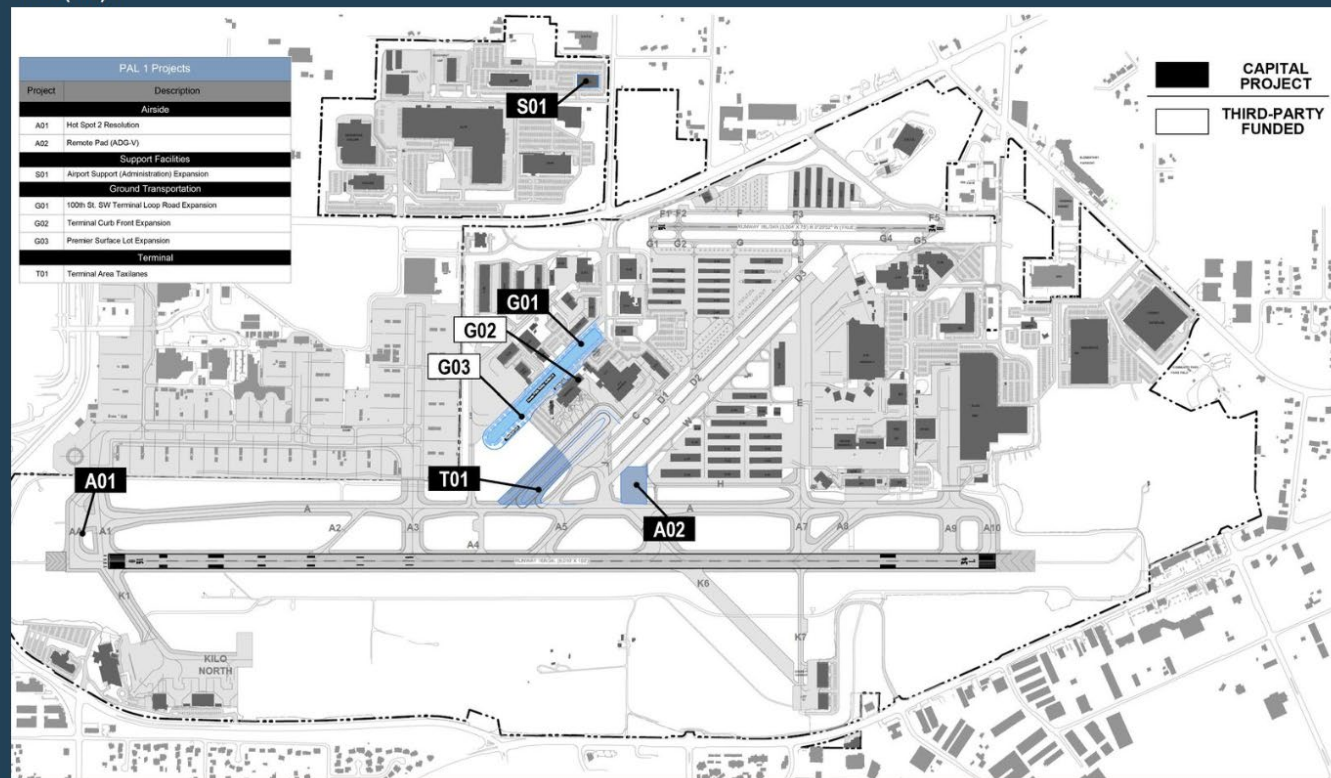


Development plan

Here's our projection for how projects may be phased:

- PAL 1: Entrance/Terminal Roads and Terminal Taxi Lanes
- PAL 2: Terminal Buildout
- PAL 3: Parking, Airfield Improvements, Support

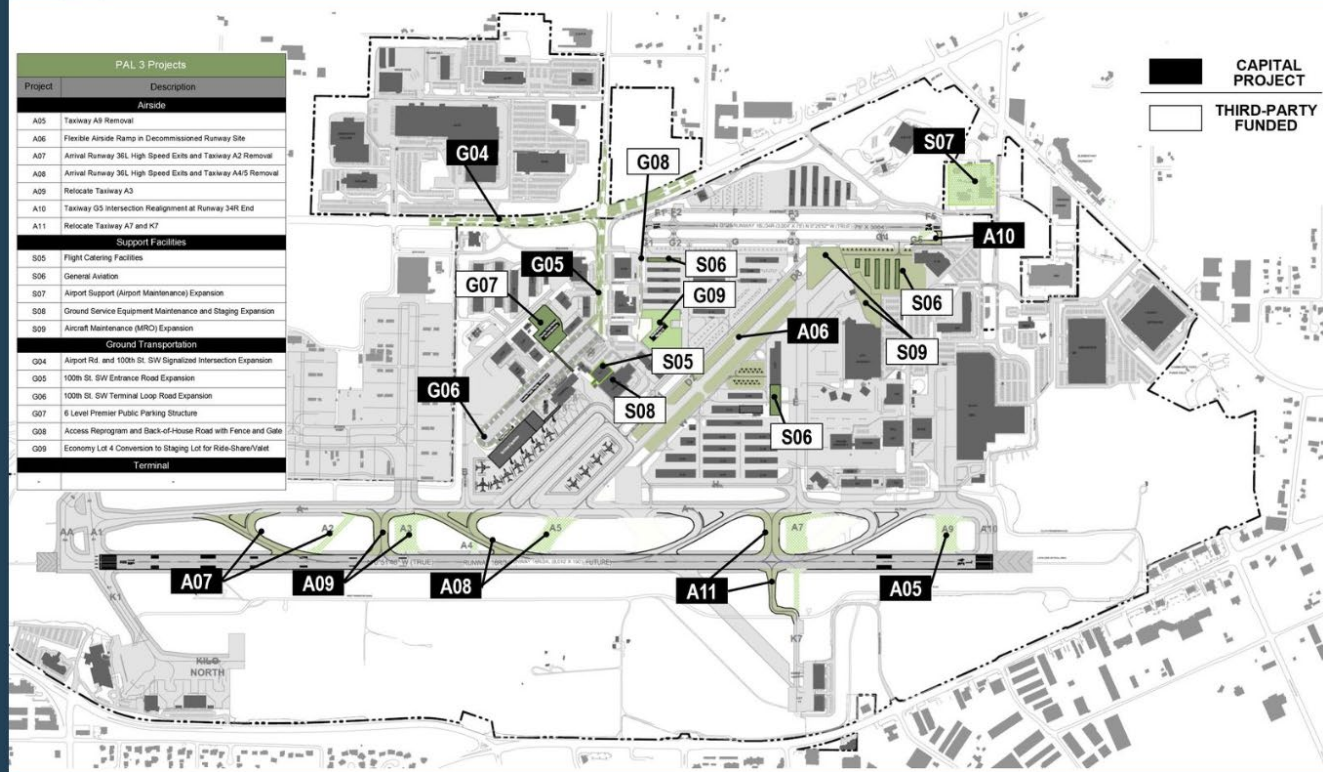
Phase (PAL) 1



Phase (PAL) 2



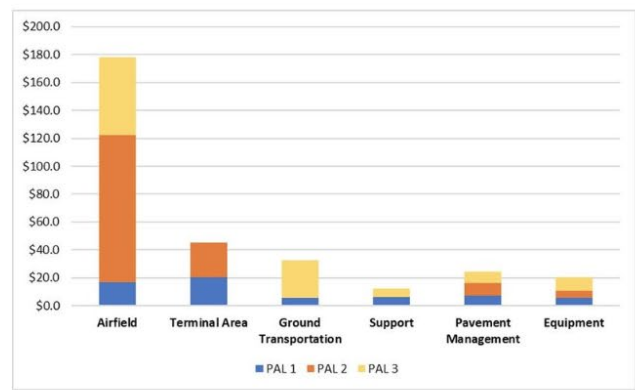
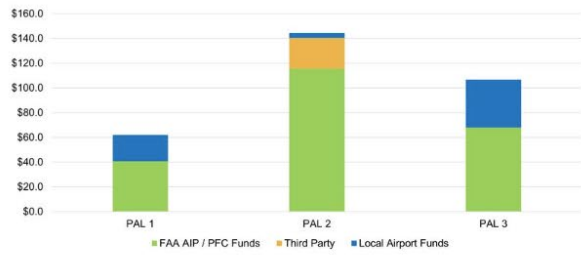
Phase (PAL) 3



Project costs and funding

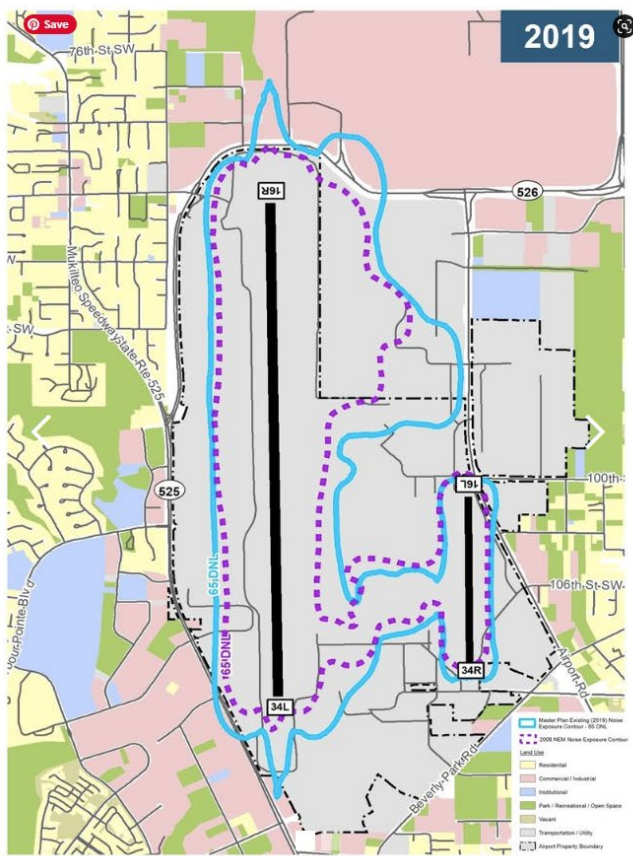
The total capital costs for all projects in the Development Plan is \$313 million (2022 dollars). Most of the capital costs occur in PAL 2. The majority of the total costs is related to airfield rehabilitation and taxiway and apron upgrades. The terminal area costs are associated with the aircraft parking positions. Terminal costs are the responsibility of the terminal operator.

The future capital projects will be funded by a combination of federal grants, airport funds and private sector funding. Over 90% of the total costs are eligible for federal funding, with approximately 10% funded by airport sources. On an annual basis, the airport earns approximately \$4-\$5 million in operating income, which could be used to fund the airport portion of the costs.



Projects	PAL 1	PAL 2	PAL 3	Total
Airfield	\$16.8	\$105.4	\$55.8	\$178.0
Terminal Area	\$20.4	\$24.9	\$0.0	\$45.3
Ground Transportation	\$5.5	\$0.0	\$26.8	\$32.3
Support Facilities	\$6.4	\$0.0	\$6.0	\$12.4
Pavement Management	\$7.0	\$9.2	\$8.4	\$24.6
Equipment	\$5.9	\$5.0	\$9.7	\$20.6
Total	\$62.0	\$144.4	\$106.8	\$313.2

*In Millions



Environmental considerations

We evaluated the potential environmental issues associated with the Master Plan projects that will set the stage for future environmental studies (NEPA and or SEPA reviews), as specific projects advance. Considerations included the potential impacts to water resources, soil, facilities demolition, and several others. Furthermore, the Master Plan evaluated the current waste management plan at the airport and worked to develop strategies to help PAE minimize waste and increase recycling.

The Master Plan also evaluated the future (2040) potential noise exposure to the adjacent land uses and communities. The analysis found no residential or other noise-sensitive land uses located within 65 DNL. This is below the level that the FAA's land use compatibility guidelines indicate residential uses are considered compatible. Noise analysis will be coordinated with the County and incorporated into the official plan.

2040 draft land use plan

The 2040 Land Use Plan is an essential component of the Master Plan. The Land Use Plan is developed to accommodate all the key airport functions within the proposed four designated zones. The Land Use Plan also reserves areas for future development and protects the ability of PAE to grow in a logical manner and serve its objectives within the county.



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GATHER INPUT AND FINALIZE

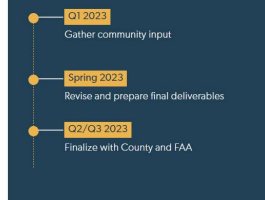
Based on inputs received in this open house, the Master Plan will advance into its final stages and will be transmitted to the FAA, the County Executive, and the County Council for final approval.



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.



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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Leave a comment

Community input helped shape the alternatives and alternative selection, and we are eager to hear your thoughts. Share your input on the preferred alternative, finance plan, or development plan here:

* All fields are optional

FIRST NAME

Enter your first name

LAST NAME

Enter your last name

ADDRESS

Enter your address

EMAIL

Enter your email address

COMMENTS

Enter your comments here

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?

Enter your zipcode

What is your age?

Select one...

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 Oromo Tigrinya I would rather not say
- Cantonese Russian Ukrainian

If you selected "Languages 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

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

SEND

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Spanish Online Open House

Paine Field MASTER PLAN

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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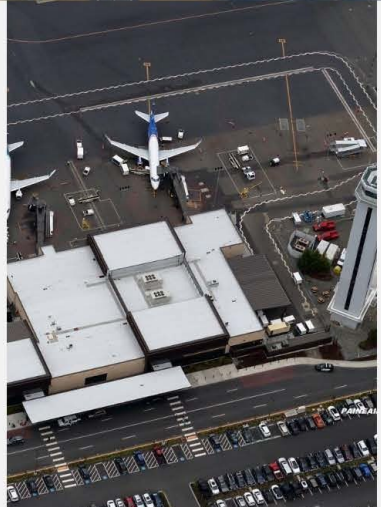
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Paine Field
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¿Qué es el plan maestro de Paine Field?

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.

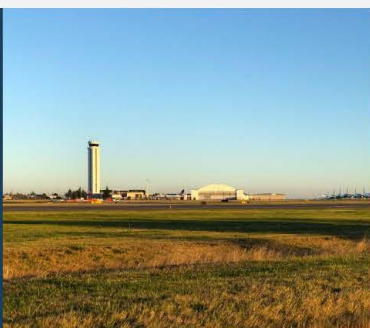
¿Cuál es el cronograma del proyecto?


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

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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

Siguiendo


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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Appendix K | Public Open House #3 Summary Report | 2-47



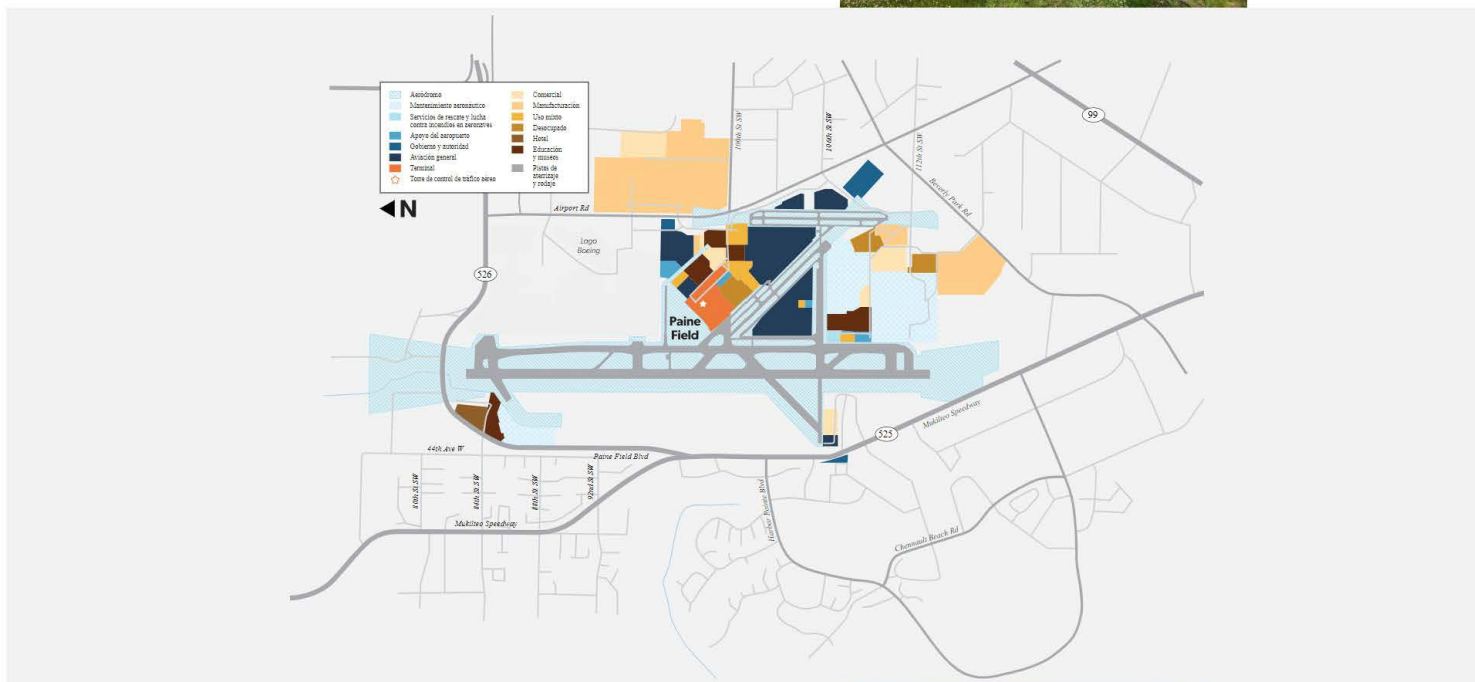
LO QUE HEAMOS HECHO HASTA AHORA: INVENTARIO Y PREVISIÓN

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.



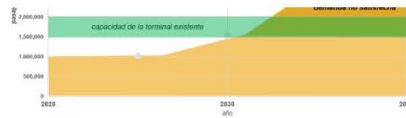
El impacto de Boeing

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

Siguiente

Participe y manténgase informado

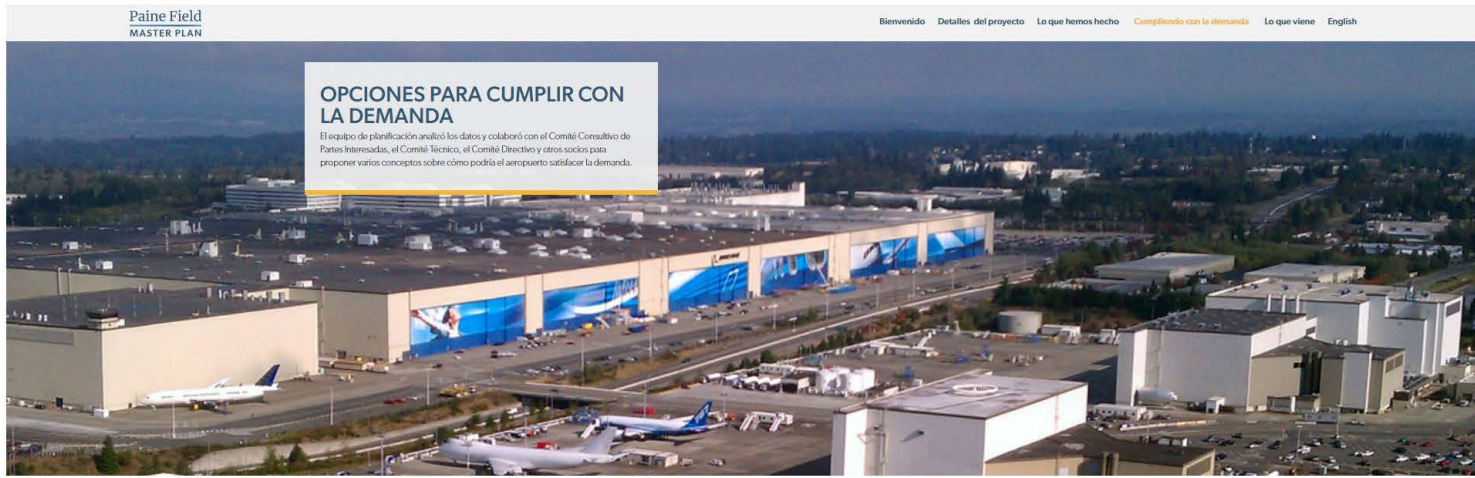
Este sitio web proporcionará información y actualizaciones a medida que se desarrolla el plan, incluyendo las invitaciones para la participación del público a reuniones a puertas abiertas en línea. Únase a nuestra lista de correo para recibir actualizaciones.

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Aeropuerto Paine Field
3220 100th Street SW, Suite A
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425-388-5125

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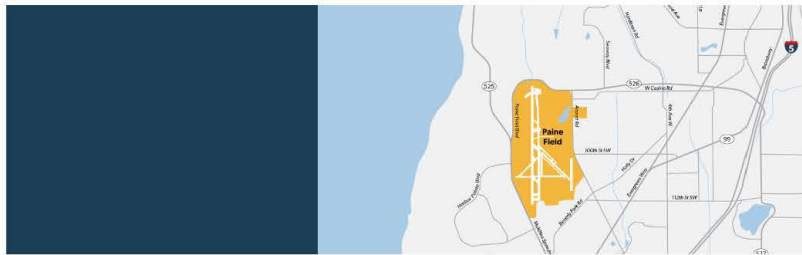
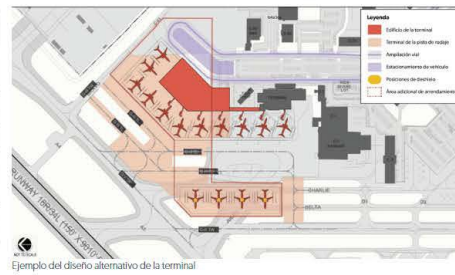
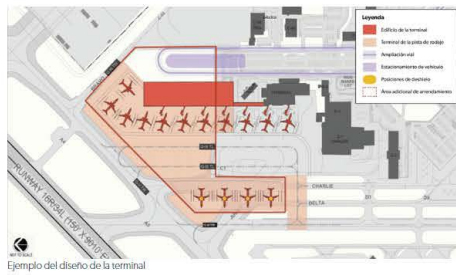


Cumpliendo con la demanda

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.



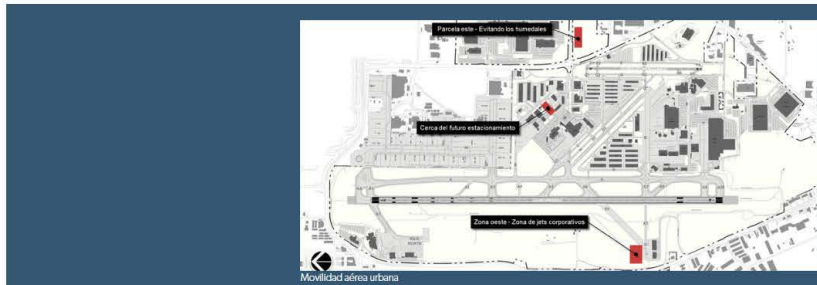
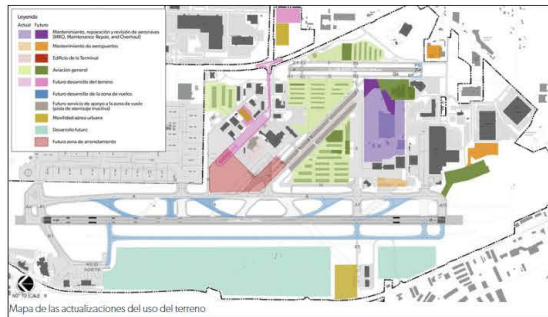
El transporte

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.



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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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
4/4/2023 6:16	As a hangar tenant and GA pilot, I'm worried that PAE will eventually become so much like SEA that I and my airplane will no longer be welcome. I think that General Aviation serves an important community purpose, and it is important to maintain affordable access to Paine Field.	James Myers
4/4/2023 5:40	Flights need to have takeoff and landing time restrictions much like John Wayne Airport any flight departures need to be 7a and arrivals no later than 10p. The current flights departures need not be my wake up call; that's what my alarm clock is for and it's not set that early and children need to be asleep and not waken at 11:30p flight arrivals!	Thomas Merisko
4/4/2023 5:27	<p>After getting to sleep last night, I was woken up at midnight by a low flying jet. I was then woken up in the morning before 6am by two more jets. This is my experience most nights. If I went to your house and did this, I would be arrested.</p> <p>On one of the few sunny days, I went to work in my gardens. In one hour, I counted six aircraft of all sizes flying directly over my home; low enough that I believed I could hit them with a rock. You have robbed me of the joy of being outside on a sunny day.</p> <p>Forty-eight years ago after decades of denial, the scientific evidence regarding the harm caused by leaded gasoline became so clear that it was banned. To this day, propeller aircraft are still allowed to use leaded gasoline and thus spray my house, wife and children with lead pollution on a daily basis. If I were to poison your water with lead, I would be arrested.</p> <p>The Paine Field master plan is a farce. The memberships of the Steering Committee, the Stakeholder Advisory Committee, and the Technical Committee were arranged to recommend expansion and increased traffic without any input from those affected by the airport. The committees include only those persons profiting from the airport operations. There was no discussion about mitigating the negative effects of</p>	Christopher Finley

airport operations in the plan. Oddly, the plan has me paying for the four-fold increase in passenger traffic despite only causing harm.

I vote for the option that turns Paine Field into Snohomish County's largest park. This plan improves the health and happiness of tens of thousands of Snohomish County residents. The park would improve air and water quality while preserving plant and wildlife diversity. It would also significantly increase the value of local properties.

Somehow I doubt I have any real input; otherwise, you would not have been poisoning my family for the past twenty years. However, if you must continue flights at Paine Field, the following requirements to the master plan should be included.

1. No funding from Snohomish County Taxpayers
2. Ban use of leaded gasoline at Paine field, including landing aircraft.
3. Limit flight operations to daytime use (no take-off or landings between 10pm and 8am)
4. No commercial air freight flights

According to a study published in Occupational & Environmental Medicine, exposure to loud noise from living under a flight path over a long period of time may increase the risk of developing high blood pressure or having a stroke. The study also found greater levels of noise pollution were linked to a heightened risk of stroke. However, the researchers said this link was not strong enough to be statistically significant, possibly because of the small number of cases involved.

Another study identified a limited number of studies and one report reporting correlations between airport emission levels and health effects of residents in the vicinity of airports. Aircraft emission levels were associated with increased hospitalization for asthma, respiratory, and heart conditions especially in susceptible subgroups such as children.

Aircraft noise can produce effects on electroencephalogram sleep patterns and cause wakefulness and difficulty in sleeping. Attendances at general practitioners, self-reported health problems and use of medications have been associated with exposure to aircraft noise, but some findings are inconsistent.

	<p>Source: Conversation with Bing, 4/3/2023</p> <p>(1) This is why living under a flight path could be bad for your health. https://www.independent.co.uk/news/health/flight-path-high-blood-pressure-aircraft-noise-study-occupational-medicine-athens-living-near-airport-a7788296.html Accessed 4/3/2023.</p> <p>(2) A review of health effects associated with exposure to jet engine https://ehjournal.biomedcentral.com/articles/10.1186/s12940-020-00690-y Accessed 4/3/2023.</p> <p>(3) A review of health effects of aircraft noise - PubMed. https://pubmed.ncbi.nlm.nih.gov/9161085/ Accessed 4/3/2023.</p>	
<p>4/4/2023 4:40</p>	<p>I see that more general aviation space and hangar space is in the plan. Does this mean that the land lease on existing condo hangars is likely to be renewed?</p>	<p>Dan Moe</p>
<p>4/4/2023 3:08</p>	<p>"The Paine Field Master Plan should address the impacts of expansion to residents and schools. The plan should consider noise levels beyond the 65 day night limit required by the FAA. In the Environmental Impact Statement for EA-18G ""Growler"" Airfield Operations and Naval Air Station Whidbey Island, the Navy included assessments for classroom/learning interference for 10 area schools, and probabilities of sleep disturbance for 30 residential points of interest.</p> <p>Noise above 50db was considered to impact classroom learning. Sound exposure levels were converted to a probability of awakening a sleeping person.</p> <p>Mukilteo and Everett children also deserve protection from airplane noise interfering with learning. Residents in the vicinity of the Paine Field flight path don't want to be woken up by arriving and departing flights. The Master Plan, and any subsequent NEPA and SEPA processes, should fully evaluate potential impacts on residents and schools, and should include measures to eliminate or mitigate these impacts.</p> <p>These measures could include nighttime operating restrictions, flight path requirements that minimize travel over residential areas, incentives for airlines to adopt quieter technology and practices, as well as incentives for General Aviation users to reduce their impacts, such as noise and the use of leaded gasoline.</p> <p>With an expected 4-fold increase in passengers, Paine Field needs to plan now to protect the community where it is located."</p>	<p>Brian Kirk</p>
<p>4/4/2023 1:46</p>	<p>The planes are already extremely loud - so loud our windows shake when they fly over. Is there any way to have the planes fly over Japanese Gulch instead of everyone's homes? The wild life are also bothered by the planes... the coyotes start howling and yapping like crazy when the planes fly over.</p>	<p>Jennifer DeSanto</p>
<p>4/4/2023 1:43</p>	<p>We don't want increased flights out of PAE, the noise has gone up since we've had flights start out of there, it's already close to SEATAC so doesn't make sense. PAE isn't the most logical place for a larger airport. The amount of work to put in another runway is super extensive.</p>	<p>Anonymous</p>

	<p>The increased flights would really disrupt the quality of life we have and would devalue the homes in the area."</p>	
<p>4/4/2023 1:15</p>	<p>Feels like a gut punch to know that this small beautiful town might be overtaken by all the negatives that expanding Paine Field will bring. People in this community have worked so hard to create a lovely life for themselves and their families close to good schools and the Sound. It was once named in the Top 10 of best places to live. It's very upsetting to think of what this town may become if the airport gets any bigger.</p>	<p>Colleen Cook</p>
<p>4/4/2023 0:56</p>	<p>"Save Our Communities (SOC) appreciates the opportunity to comment on the proposed update to the Paine field Master Plan.</p> <p>SOC has submitted numerous comments, public testimony, OpEds, letters to elected officials and participated in numerous meetings with County officials, city officials and have met with airline executives. We have hosted public meetings and are on record fully supporting aerospace manufacturing and general aviation at the airport and all the economic activity those support.</p> <p>We opposed the startup of commercial service precisely because of concerns that once commercial service started, there would be limited opportunities to limit the growth of commercial service. A two-gate terminal is one thing but significant expansion of the number of gates and flights is another and is exactly the dynamic we warned about for the past three decades. We also warned about a potential push for air cargo and now there are suggestions that air cargo should be in the mix.</p> <p>Our concerns about expansion were not misplaced as clearly the pressure to expand is here now. There is no easy pathway to determining the optimal level of commercial service at Paine Field but a starting point is to do nothing that encroaches on or restricts the main role of the airport, namely aerospace manufacturing and general aviation. Secondly, any expansion should be incremental and fully identify and mitigate all impacts with no costs passed on to the taxpayers. We don't feel that the Environmental Assessment (EA) done to start up commercial service met that standard; our comments on the EA are comprehensive and are hereby referenced in our comments here as they were submitted to the FAA and Paine Field staff. We would hope any expansion would involved a publicly scoped comprehensive EIS process to better ensure all impacts and mitigation measures are identified and public.</p> <p>Lastly, we fully appreciate the regional challenge of locating a second major airport. Paine Field should not be considered for that role. We understand there is a push for regional airports including Paine Field to provide some additional capacity for the region while a second airport site is determined but that does not mean Paine Field should push to maximize expansion plans to serve that role which would significantly</p>	<p>Mike Moore</p>

	<p>increase costs to surrounding communities and potentially lead to a reduction of the main economic driver at Paine Field - aerospace manufacturing.</p> <p>We appreciate any opportunity to further discuss the master plan and the airport siting process in place at the state/regional level.</p> <p>Sincerely, Mike Moore President Save Our Communities"</p>	
<p>4/4/2023 0:41</p>	<p>As a resident of Mukilteo I am opposed to over expansion. We would like to keep the commercial flights to a minimum and do not want an expansion of commercial aviation to general aviation growth. General aviation provides jobs to our community</p>	<p>Anonymous</p>
<p>4/4/2023 0:35</p>	<p>PAE has become my preferred airport for my travel needs and I am excited to see it expand. I really enjoy the current experience as the check-in and security process is incredibly quick and parking is easy. I have a few thoughts for the future of the terminal expansion and parking facilities. Please improve the availability and competition for food service. I'd also like to see Alaska Airlines add service to Hawaii. The satellite parking lot needs improvement. In particular, the pay rate should have more flexibility instead of the current fee, which charges a daily rate after the first 24 hours regardless of time spent. Thank you for planning ahead for the growth of this facility and commercial air service!</p>	<p>Stephanie Sullivan</p>
<p>4/4/2023 0:17</p>	<p>Although the need for regional air travel and commerce is important, this growth must be balanced with traffic, noise/air/light/water pollution with additional flights and use at Paine Field. As a frequent visitor to SeaTac, I can smell and taste the jet fuel in the air. This is obviously having a detrimental effect on the environment. All current and innovative technologies MUST be utilized to protect our neighborhoods and the Puget Sound from additional pollutants and quality of life. Best of luck with this project and thank you for keeping the public informed and involved.</p>	<p>Thomas Barger</p>
<p>4/3/2023 23:56</p>	<p>"Comments by Daniel Davids re Paine Field Master Plan 2023 April 3, 2023</p> <p>Summary:</p> <p>A review of the ""final"" draft documents in the 2023 Master Plan (MP) reveals an overarching and major flaw. The projections regarding general aviation (GA) needs at PAE are massively incomplete, due to</p>	<p>Daniel Davids</p>

erroneously developed assumptions. The sheer volume and detail of content in the draft devoted to the expansion of commercial air service at PAE dwarfs the meager mindshare and effort given to GA.

Experienced members of the GA community in the Puget Sound area are well aware that there is longstanding pent-up demand for GA facilities and services at PAE. Despite there being nearly 600 GA aircraft based at PAE, with a traffic count dominated by GA operations (85-90%), essentially no new facilities or services have been created in recent decades at PAE to meet this demand. This is in stark contrast to other GA airports. The MP consultant team has completely failed to identify the clear business opportunities around GA expansion at PAE, and therefore the economic benefits that would accrue to the taxpayers of Snohomish County. While the draft MP is clearly proactive about commercial air service growth at PAE, it is decidedly the opposite with regard to GA. This is true, despite there being ample airport resources available (land, infrastructure, funding) to grow the sector.

Additional comments about GA at Paine Field:

Here are a few important points about GA at PAE that I believe the MP consultant group has not acquired adequate awareness of nor appreciation for.

MP draft documents seem to assume that the small runway is for GA and the long runway is for Boeing and the airlines. This is a simplistic view. The fact is that a significant amount of GA traffic uses the long runway. Virtually all of the aircraft based at the 22 North Paine Corporate Hangars (NPCH) use the long runway, because the majority of them are turbine-powered (turboprop and turbofan). The small runway is too short to use and is also too far away from NPCH. Aircraft based in the West Condo Assoc (60) almost exclusively use the long runway, because of proximity. Many of the tenants in the west county-owned hangars also prefer the long runway for the same reason. Thus, taxiway improvements for the long runway need to better take into account GA traffic to/from that runway. This is especially true given the projected growth in airline traffic. It is both an operational efficiency issue and a safety issue. Mark Darrow made this point at the March 31 special meeting of the Paine Field Airport Commission, and I concur.

For an airport with nearly 600 GA based airplanes, the services available to support these airplanes are too few and too weak. Compared to GA airports across the country with far fewer based aircraft, there are no full-service FBOs at PAE. There is only one small maintenance shop available to GA and it is booked months in advance. There are no shops at PAE to work on turbine-powered GA airplanes. Piston-driven airplane owners either fly their airplanes to other airports for service, or they resort to using through-the-fence mechanics, frequently in violation of PAE airport rules. PAE leadership should be doing everything it can to attract maintenance operators to locate at the field. A lot of money is being left on the table. The MP

	<p>should have explored this opportunity fully and presented verbiage and detailed drawings speaking to such expansion. The MP goes into great detail when it comes to passenger gates. Parallel treatment in the plan for GA is conspicuously missing.</p> <p>It is well known that demand for hangars is high across the country. Paine Field's waiting list to rent county-owned hangars totals more than 150 applicants. Waiting time for the larger box hangars in the complex exceeds 10 years. The last group of hangars built at PAE were constructed 20 years ago and they were large box hangars at NPCH, known as executive or corporate hangars. There is high demand for more hangars of this type nationwide, and especially at PAE. As mentioned at the March 31 Commission meeting, new buyers of turbine airplanes want to locate them at PAE (Boeing Field is full), but are quickly disillusioned by the lack of hangar availability. This is compounded by the lack of services available. Some have approached PAE management seeking to learn where on the field they could construct their own executive hangar. Without fail, they are rebuffed with a litany of excuses as to why this is not possible. Ultimately, they base their planes at airports farther away, and decidedly less convenient, but where airport managements are welcoming and are at work to meet the demand. Again, this is more money left on the table at PAE. The MP should have spoken to the market demand for hangars in detail, but it did not."</p>	
<p>4/3/2023 23:43</p>	<p>I do not approve. The noise pollution and air quality degradation would be a net negative for members of the community.</p>	<p>Rogelio Montero</p>
<p>4/3/2023 23:07</p>	<p>Be sure to address sound management. Overall, it seems like you do pretty good, but there are still aircraft that come over much lower than others and cause significantly more sound pollution. In particular, it seems like military planes really cause a lot of noise. A flight of Prowlers from Whidbey Island really shook our house once or twice in the last year. Overall, I think the aircraft need to stay higher until they are closer to the runway.</p> <p>Also, I've asked this during each of the last two town hall meetings, but haven't gotten a specific response, but I would also like to know what is being done to get the FAA to work with hobbyists in the area who like to fly radio controlled aircraft. Those aircraft legally cannot fly as high as the regular aircraft and I'm specifically wondering about those that are flown by hobbyists at very low altitudes. For example, a quadcopter that can be flown within your back yard at heights not above the house. Or a small R/C plane that isn't flown higher than the trees surrounding the area where it might be flown. It is obvious that neither could affect full sized aviation (any full size aircraft that low would be moments from crashing), however, if you use an appropriate phone app to apply for permission, you get an automatic denial, even though you are several miles from the airport. It would be appreciated if things could be taken into consideration to allow such low hobbyist flights that would not interfere with anything. I'm hoping you can reply to this."</p>	<p>Patrick Malone</p>
<p>4/3/2023 22:56</p>	<p>"When I moved to Mukilteo back in 2007, I knew there was an airport and planes coming an going. Usually, this was during the day which was tolerable. As the 787 ramped up, the flights came more and more</p>	<p>Brian Lee</p>

	<p>frequently during late night and early morning which was problematic from a health perspective. Boeing was less than helpful when being informed of the situation.</p> <p>When I moved here commercial flights were never a topic of conversation. My understanding was that there were agreements in place that didn't allow them. Either that was false or some entity decided not to honor it.</p> <p>As I'm driving on I-5 by Northgate recently, I noticed some new ""sound barriers"" being installed. I'm guessing the state wasn't contacted about installing them and just did it because ""it's the right thing to do"".</p> <p>Recently, there was a piece on the news about fines for boaters violating the distance (sound) rule around whales. I'm fairly confident the whales didn't ask for this, yet they get action/protection.</p> <p>There have been rules in place to protect certain types of wildlife. While their environment is an issue the rules address noise and it's effect on their reproduction...They didn't ask for this but clearly have good representation.</p> <p>Residents of Snohomish County affected by late PM/early AM noise and flights have been asking for years for some sort of relief. We know there are measures that can be introduced but not only has nothing been done but it hasn't even been discussed. I'm sure someone will site FAA noise data that says it's not a factor. I'd ask anyone who says that to spend a week in one of the homes affected. I'm guessing there will be no takers.</p> <p>I think it's time for the people and companies who profit from the County (resident) owned airport to be more proactive with what the airport owners need . It's not going to cost them anything to at least try to be a good neighbor/tenant..."</p>	
<p>4/3/2023 22:37</p>	<p>I love Paine Field Airport. It's so nice to fly out of there. I hope Alaska makes more straight thru flights. It would relieve Seattle from so much overload.</p>	<p>Della Yue</p>
<p>4/3/2023 22:36</p>	<p>The plan to have the light rail run up Airport Way to Paine Field is ridiculous. It will negatively impact traffic, negatively impact the people who live on Airport Way, and will be ridiculously expensive. It would make so much more sense to have the station where the Dennys is currently located and offer SWIFT busses to the airport. It would give the county an opportunity to address the problem that is that corner and not create a huge new traffic headache. It might even help since the park & ride around the corner is underused.</p>	<p>Tara James</p>
<p>4/3/2023 22:07</p>	<p>I think the problem with lack of passengers on direct flights from PDX to Paine Field was lack of advertising in the Portland area. Fortunately my daughter who lives WA advised me. Since direct flights were cancelled I have spent several driving trips of 5 hours & one 7 hour drive.</p>	<p>Cherie Sieker</p>
<p>4/3/2023 21:57</p>	<p>"The City of Mukilteo previously submitted comments on January 31, 2022, regarding the Paine Field Master Plan. Those comments are shown below for your convenience. We also offer some additional comments following our previous comments.</p>	<p>Steve Powers</p>

January 31, 2022, Comments.

The City of Mukilteo thanks you for the opportunity to submit these comments regarding the Paine Field Master Plan update process. As you might expect, we have a strong interest in the outcome of the planning effort for this regionally significant facility located immediately east of our city limits.

According to information found on the Paine Field Master Plan website, Paine Field generates 158,227 jobs (direct and indirect) and \$59.9 billion revenue annually. These jobs, and the revenue associated with them, are of great importance to the region. The City of Mukilteo strongly encourages Snohomish County to keep this economic impact in mind as you chart the course for the airport's future.

Most of the information found on the Master Plan website, and the materials published to date, seem to focus on the expansion of the commercial air service to meet forecasted needs. While we understand the interest in this topic (especially in light of the State studying options to meet future air travel demands for the Puget Sound region) we hope it is not at the expense of Paine Field's other roles. When reviewing the materials on the website, we see little mention of the airport's role in supporting the region's aerospace industry. We urge you to keep this vital function of Paine Field in mind as you continue the Master Plan update. We look forward to seeing how the future needs of the aerospace industry are incorporated in the Master Plan.

April 3, 2023, Comments.

The City of Mukilteo believes our previous comments are still relevant; a position that is supported by the Master Plan. Chapter 1 of the Master Plan discusses in detail the vital economic role that PAE plays in Snohomish County's economy, noting that it ""serves an integral part of the custom aerospace logistic chain."" It also notes that ""The Boeing Company's presence in PAE supports more than 40,000 workers, representing 46% of all aerospace workers in the State. It also supports thousands more through the support of the more than 200 suppliers that are located off the airport in Snohomish County."" To say that PAE supports a significant portion of the region's and state's aerospace economy as currently utilized would be an understatement.

We are of course aware of PSRC's Regional Aviation Baseline Study's finding of the potential of PAE to accommodate future air cargo and commercial passenger demand and the CACC's recommendation to add capacity to PAE. We understand the need to address the projected increase in commercial passenger demand. We ask, however, that the any effort to accommodate a portion of that demand at PAE not come at the expense of its economic development role for our region and state.

	Again, thank you for the opportunity to submit these comments. Please do not hesitate to contact me should you have any questions about this email.	
4/3/2023 21:52	I would like to see an updated air noise plan that is not 20 years old, and also the steps proposed to remedy any adverse noise impacts to residents or businesses.	Robert Darrow
4/3/2023 21:51	"Expanding Paine Field will increase pollution - air, ground, water, noise, etc . It will also increase traffic, need more parking, and further increase potential crime (this based on what happened at Sea Tac and the California airports. It is no surprise that every other Western Washington location is fighting expansion of their airports. Paine expansion also could impact Boeing expansion plans for a new airplane site. There are schools and homes that will be rendered less desired due to these factors. And there is the safety issue. Take a look at the surrounding area and consider what the impact of a passenger jet crash could be to the huge number of homes. In today's world with goals on climate change and living standards, Paine Field is simply a poor idea and alternative. You have only to look at the SeaTac environment to see the Everett and Mukilteo future under an expanded Paine Field. Yes, the County and Everett will receive huge tax revenues, but at a definite cost to climate change and environmental goals. Children of today wonder why in the world city developers allowed the railroad to run along sensitive Puget Sound shorelines will be replaced by the Children of tomorrow wondering how and why Paine Field was expanded considering all the long term negatives. -"	Jim Wiight
4/3/2023 21:39	This is going to negatively impact my family and I. We are already affected by the noise pollution from the airport as is. Increased noise pollution will greatly disturb us. The environmental pollution will negatively impact my family's health. I want to raise a family in this neighborhood and am worried about the long term health effects this pollution will cause.	Deanna Siaterlis
4/3/2023 21:18	We have lived in Lynnwood for 32 years. We have neighbors and friends that work and worked for Boeing, so were ok with occasional flights overhead from Boeing testing. We do get planes flying over our home some days. They are loud enough to shake our house and wake us up when in the early mornings and late nights. Flights and noise have increased since Paine has added limited commercial flights. We are very opposed to expanding Paine Field! It would greatly increase noise and pollution in our neighborhood and West Lynnwood/East Edmonds. The noise and pollution are unhealthy for residents and their children. Multiple studies have shown that living near an airport is associated with increased health problems for children and adults. Many people have moved to Lynnwood, Edmonds and Mukilteo to escape the noise and pollution of the city. Don't make our neighborhoods unhealthy and unpleasant to live in! Keep Paine Field a small airport. I would like to go back to it just being an airport for Boeing. Convenience for a few is	Chris Siaterlis

	not good if it will cause daily discomfort and health problems for thousands of people that live in this area! Flight passengers will use the flights one day a month or one day a year. The residents below the flights will be subjected to noise and pollution multiple times every day! Do not expand Paine Field!	
4/3/2023 21:13	We, like many people in this community, purchased our homes and chose to build our lives out here based largely on the promise that Paine Field would never become a commercial airport. This promise was broken and I want to know how we as a community and real estate asset owners are to be compensated for the contribution of our future loss of value at the expense of Paine Field and all those that stand to gain from this expansion. I didn't chose to live in Burien and certainly didn't intend on purchasing my home in the flight path of a commercial airport. Do we as property owners get a piece of the pie?	Cory Klatt
4/3/2023 21:07	A recent regional master study as you know analyzed future air traffic demand and geographic feasibility to adding new airports to account for demand surpassing Sea-Tac capacity. It proposed three sites for new major airports to receive the future demand; two in Pierce County and one in Thurston County. Paine Field was not one of the choices. Any planning for expanding at Paine Field should be curtailed or eliminated as there are at least three better choices to handle future air traffic demand. These three sites have far less impact on schools and neighborhoods than the already built out south Snohomish County. Please eliminate all commercial flights of passengers and freight from Paine Field.	Jerry Capretta
4/3/2023 21:06	The noise from the already increased air traffic is significant. Increasing traffic will make this noise pollution even worse. Paine Field has been a low traffic airport and we believe it should stay that and not grow into a larger regional hub airport causing significant noise pollution as well as air pollution on our community.	Jeff Barger
4/3/2023 20:55	Please resume direct Alaska flights from PAE to Tucson AZ. PLEASE PLEASE PLEASE	Claudia Scherrer
4/3/2023 19:29	How will the \$63 million dollars that the FAA will not cover for capital improvements be raised?	Sanford Allen
4/3/2023 19:27	We do not want PAE to expand it's commercial flight activity. The people of Mukilteo have made it clear for many years that we do not want the airport to expand, and it continues to against the community's wishes. The noise from planes taking off has largely increased every since commercial airlines have started flights from PAE. The flights can be heard in old town, 92nd St neighborhoods, the blvd neighborhoods, and picnic point area. Again, the residents of Mukilteo do not want activity from the airport to increase. Build an airport outside of a residential area further away from SEATAC. SEATAC is not far to begin with.	Logan Ringer
4/3/2023 19:27	Jet flights should be limited to 8AM to 6PM	Nathan Merriam
4/3/2023 19:09	I'm hopeful that any plan moving forward will prioritize minimizing climate impacts.	Paula Rhyne
4/3/2023 18:54	We attended an in person "presentation" a while back and found it totally unsatisfying. The people we talked to either couldn't or wouldn't answer questions, we were told they didn't know the answer but to talk	Kristie Simard

	to (next person in line) and so it went. It was very clear that the meeting was to check off a necessary box in the process, not to truly listen to dissenting opinions.	
4/3/2023 18:49	Please keep all commercial and cargo planes strictly over the Japanese gulch. Right now they cut over our homes. The approach should only be over the trees in the gulch to minimize the distribution.	Denise Statham
4/3/2023 18:30	I would like to see PAE add as many flights as possible as soon as possible. Three questions about the plan: (1) the plan seem contingent on federal funding, are there any alternatives identified? (2) How will the plan adjust if passenger traffic trends towards 6M in 2040 vs 4.3M in 2040? (3) What conditions would prompt adding a third runway and does it make sense to start planning for that now?	Jay Rangaram
4/3/2023 18:17	Hello. I am just concerned about the hours and general landing/takeoff altitudes of the planes coming and going from Paine Field. We seem to live right in line with the flight path, and planes fly very low over our house (adjacent to Spruce Elementary School) to where it shakes our house. The other issue is that there doesn't seem to be any restriction on what time of day that can happen. We have had planes fly low in the early morning hours or very late at night. I'm all for commerce and convenient options for flying, but there should be some due deference to the nearby neighborhoods. Incidentally, I have filled out the noise forms before, but because it does nothing, I have not done any recently.	David Koenig
4/3/2023 17:49	I would like to see more flights going out of Paine Field to further east destinations such as Chicago. I'd also like to see a light rail station there to make it more connected to people.	Karen Bean
4/3/2023 17:43	I think this may be a duplicate. I'm currently the PUD Electric Distribution Planner for the Everett Area which includes Paine Field. We will need a new substation best installed on the transmission line which runs along the East Boundary north of 100TH ST SW along the south borders of the Community Transit (CT) and Snohomish Voc-Tech properties with the airport commercial properties and then over to the east side of Airport Rd where it turns north to SR-526. The planned loads for the Airport, CT, the Sound Transit Light Rail, and surrounding growth will require this in 5 to 15Y depending on how fast load will be growing.	Steve Stangvik
4/3/2023 17:13	I am excited to hear about the proposed expansion and improvements to Paine Field. As an Everett resident, it's been a real asset to be able to choose Paine whenever possible. I would love to see more carriers and flights east added over time. The access to the west coast and southwest is appreciated, but I would love to have something that connects to a major hub east - Chicago would be amazing. Parking is another issue I would love to see improved upon. There are few options and they are very expensive. In a perfect world I would take transit, but often the run times of buses don't work too well. I also think that the folks behind development need to strongly lobby for amendments to the light rail plan. It seems silly to me to focus the path and station of the light rail on a private business, rather than making sure that there are easy connections for folks in the area who are flying. I would also love to see advocacy towards making sure that the Everett light rail line remains a connector between sea tac, Paine, and Everett for ease of flight connections. It just makes sense to open up more options for flights through intelligent transit planning. Adding some express trains would be awesome too. Overall Paine as it is now is wonderful - it's	Elizabeth Labovitch

	easily the most attractive small airport I've been in, though it's clear the need and demand of north end travelers has already exceeded its capacity. It's often very crowded at peak travel times, though thankfully the TSA lines are very fast. It's the gate areas and bathrooms that become congested. I would love to see the Portland, Boise, and Spokane flights resumed - perhaps less frequently if the demand isn't there for a daily. Budget airlines in Europe seem to offer regional connecting flights on a 1-2 a week model for lower demand destinations and it serves everyone just fine.	
4/3/2023 16:59	I would like to see commercial service to more destinations from Paine Field. It's a traffic nightmare to try to get to SEATAC almost any time of day now.	Tom Brown
4/3/2023 16:30	Please return service from Portland OR to Paine Field as soon as possible. There is so much time savings from everyone who needs to travel from Portland to North Seattle/Everett. I'd use the service at least once per month. Many time would have people traveling with me or for our company.	Jeff Wirkkala
4/3/2023 16:29	The masterplan takes into account the proposed need for folks to travel to and from our region but I would expect that the plan also prioritize those who are living, working and learning in our community as well. The economic benefit of a healthy community is reflected in strong local spending and a desirable community to live in...not just one to travel to and from. Many ESL students are trying to learn very close to the airport and are disrupted by the noise and affected by the pollution of jets flying so close to the schools. I have been in the playground and classrooms when planes come over head and it is quite disruptive already... increases in jet traffic will have a detrimental effect on our most vulnerable students. The noise impact study stated in the masterplan is flawed...compared to actual life experience at the schools and surrounding areas. Please consider the impact on our adjacent communities and prioritize healthy thriving communities not just those traveling in and out of the community but those who are here every day.	Chris Cook
4/3/2023 16:28	We need as many scheduled airline flights per day as possible. 24 isn't enough to serve the county.	Jim DeBasio
4/3/2023 16:22	Wish you had PDX flights again. We loved using that for work and family that are on the north side of Seattle.	Douglas Wirkkala
4/3/2023 15:52	Hello, thank you for the opportunity to leave a comment. We have lived in Everett and now Lake Stevens for over 30 years. The noise from the flights going in and out of the airport has increased significantly in the past few years from when we first moved to Lake Stevens. My biggest concern going forward is the low altitude flight pattern over Lake Stevens and the loud noise pollution that it will create. It's already concerning to us. Can the flight patterns be changed to north and south over the I-5 corridor rather than from the east over Lake Stevens? Thank you, Megan	Megan Slaker
4/3/2023 15:44	We love the flights out of Paine - but please keep the big planes to the hours of 7am-10pm. We often hear these big and loud planes after 10pm and that is unacceptable. FedEx or Navy maybe? Also please keep the planes flying over Japanese Gulch and not the neighborhoods. This area is really not ready for a huge	Laqueta Allison

	airport since we already have the Boeing and Ferry traffic that bog down our local travel. I'm in favor of flights to Denver, etc. but not expanding the airport.	
4/3/2023 15:43	"Thank you for the opportunity for WDFW to submit comments regarding the Paine Field Master Plan. After careful consideration for the documents provided, our comments are as follows: Projects regarded as PAL 2 and PAL 3 are of interest as they are in close proximity to steep slopes, wetlands, and nesting habitat. As the projects are designed and SEPA documents are created, involvement with WDFW would be appreciated. SEPA and project related documents can be sent to R4Cplanning@dfw.wa.gov."	Morgan Krueger
4/3/2023 15:41	"We moved to Mukilteo for the peace and quiet. My elderly father gets easily disturbed from sleep and our daughter has an anxiety condition. This 5x planned expansion of traffic and expansion of the noise boundary is something we cannot withstand. Not to mention added traffic."	Ashvin Sanghvi
4/3/2023 15:37	The airport is a first class experience. However, any expansion can make it into just another airport if it's not done very carefully and with limited scope. We don't want SeaTac. Also, all expansion must carefully take into account the disruption to the community. We want a peaceful setting and not to have planes constantly flying over our homes. If increased passenger flights consider moving cargo planes to Arlington to offset this. Make mandatory quiet times. Use different approaches so that planes are not always going over the same houses. I think it's a revolutionary airport that can be a model for a way to integrate into the community to not only maintain a first class experience at the airport, but a first class experience for the community in mitigating noise and disruptions.	Kris Peterson
4/3/2023 15:01	Like to see more flights to Tucson and Palm Springs	Glenn Noller
4/3/2023 15:00	First of all, I am an aviation enthusiast. I have my pilots license but have not been active for many years. My comment: Whoever decided that there is no impact to the public on the ground didn't do their homework. I realize there is no way to reduce the current number of passenger flights but please keep the maximum number of per-day flights at a minimum. We live down here.	Steven Hall
4/3/2023 14:55	"I see some traffic improvements in front of PAE which is great. My question is, have you done any traffic studies and have planned improvements on the main intersections further away? Ex/ 526 and airport road intersection, airport road and 99, and 128th and I-5, 526 and I-5, 525 and Beverly park road, Beverly park road and airport road? Can the surrounding infrastructure support the increased traffic flow without having congestion all the time?"	Joshua Zoellick

4/3/2023 14:53	PLEASE , NO FLIGHTS AFTER 10 PM! They nearly shake my house down and wake me from a sound sleep. Thank You	Elaine Knapp
4/3/2023 14:50	Several environmental quality issues around noise pollution and more bother me greatly. The impact on the nearby schools (the Kindergarten program Pathfinder within Fairhaven at the end of the runway, Mukilteo Elementary at the other end, not to mention several others, require protective planning. Residences have grown up with another understanding of what this airport vision would be and those owners also require consideration. I also realize that wetlands on or close to the runways mean that wildlife require careful handling-please not merely elimination. We all share this space and ecosystem. Please work together for the best long term outcomes!	Joan Smith
4/3/2023 14:03	Please expand Paine Field for more flights	Paul Olson
4/3/2023 13:25	"What will be the incoming and out going flight paths? Currently the path is over my house. I am concerned about noise with so many flights. Thanks"	Dan Stilwell
4/3/2023 5:06	Be nice to fly out of Here because I live so close. But 3 times now are flights have be canceled and moved to sea tac. Need to commit to the flight we book.	Daniel Peckham
4/3/2023 5:05	You should have to do noise mitigation to the surrounding residential and commercial areas prior to ANY expansion.	Sharon Ehde
4/3/2023 4:46	Dear Sir or Ma'am, I do not believe your plan takes into account the housing that is just north of the runway. The noise over our house is deafening, I can practically see the pilot and all conversation stops when planes fly over. The lights from the planes come straight into our house at night as well. There are often multiple flights at night that wake us up. I can't imagine how much worse it will get as the airport expands. I think the city needs to evaluate the noise effect on the homes East of Japanese Gulch and formulate a plan to decrease the noise burden, such as triple pane windows, sound proofing attics, etc.... It would also be appropriate to limit the hours flights come in, such as, stopping by 10pm and starting no earlier than 7 am. Already, multiple homes on our street have failed to sell, likely due to the airport noise and expected expansion. Another option would be to fly the planes up Japanese Gulch instead of directly over the homes. Please contact me to discuss changes that can be implemented. Thank you for your consideration, Robin Madsen, MD	Robin Madsen
4/3/2023 1:40	I'm sure not looking forward to way more jets flying over our house. At a minimum there needs to be a limit on the hours for commercial flights. Not past 10:30 PM or earlier than 7 AM please. The noise is quite loud, so it seems odd to hear of the use of an average noise measure, but this much growth should impact the average as well. I hope the SEPA process isn't just a rubber stamp sham.	Alyssa Rodriguez
4/3/2023 1:27	Right now, we deal with a lot of air noise from PAE operations. If part of the plan included upgrades to triple-pane or sound-proof windows for residents close to the flight path, I would be in full support of the	Phil Jankowski

	<p>expansion. I think having an option beyond SEA is crucial for the metro area's continued growth, but it should not be at the expense of the local residents.</p>	
4/2/2023 22:14	<p>"Comments after listening to webinar. I understand the concerns and frustrations of those that live in the vicinity of the airport. However, the county and the state need to consider Washington's economy and the three most populous counties. The first two, King and Pierce, are served well by Sea-Tac. The region, and in particular, Snohomish County and areas north need another airport, and the most logical choice is Paine. I support all efforts in working toward that goal. Concerns of carbon emissions need to be weighed against the carbon cost of having vehicles sit in Seattle traffic trying to get to Sea-Tac.</p> <p>My biggest concern is that we are only looking to 2040. That timeline seems way, way too short. The state and county should be looking at a much longer timeframe in their plan and adjusting for the economy in 30-50 years, not for 16-17 years away. It would be cheaper and easier now to expand the airport boundaries in the near future rather than 20-30 years from now. You don't have to build another runway at airport for say 25years from now, but it wouldn't hurt to start planning for it and making strategic decisions in that direction.</p> <p>I appreciate the concern of air traffic noise. However, this is no different than someone who bought a home next to a highway that got created or expanded or a new light rail line. If we want to encourage the growth of the region, we shouldn't be held up by a very small fraction of the county. Perhaps a good way to mitigate against the noise of the homes and businesses is to acquire the land so the airport is able to expand in the future."</p>	Brandon Vavrek
4/2/2023 21:58	<p>I am an airman whose rented tiedown (E30) is located in the East parking next to Crown Aviation. I have listened to the entire most recent (March 2023) Open House webinar. I notice on the 4 color-coded PL3 diagram that the entire east area is color-coded purple, meaning GA parking, when in fact a portion of that is occupied by Crown and thus should be coded blue as an airport-dependent / related business. I make the point merely for my own selfish purposed, seeking to assure that this parking area will remain GA parking, as I have heard rumbles that it is to be redeveloped into additional ARP space (Blue) rather than GA parking. Thank you for the opportunity to comment.</p>	Don Burkhart
4/2/2023 20:46	<p>Will you be giving nearby homeowners triple pane windows? We're right under the flight path. The noisiest planes are the cargo plains, tiny planes, and the large, dark gray plane that flies by 20 or so times per hour. Also, when is PDX coming back???</p>	Marianna Jankowski
4/2/2023 17:18	<p>Please put Spokane on your schedule so I do not have to go to sea-tac. Just one a day both ways if need be would be great. PLEASE</p>	Anonymous
4/2/2023 15:58	<p>"Can you provide a bit more detail into the GA hangar expansion plans? Will these be condo or county hangers? What are the assumed rental increase over time? Are there more opportunities to purchase</p>	Stephen Dame

	<p>privately owned hangars? Aren't there a large number of demands for hangers that could facilitate more utilization of spaces such as around taxiway echo?</p> <p>Second question area: Since this is a strategic plan I see no mention of the future projected growth of commercial Advanced Air Mobility (AAM) which is expected to grow exponentially over the next 25 years or more. Are there no plans to provision for vertiports perhaps adjacent to propeller?"</p>	
<p>4/2/2023 15:48</p>	<p>Looks like terminal layout A is cheaper than angled layout B. Looks like angled runway that became parking zone will stay not a runway. So how important is taxi way "C"arlie & "D"elta next to ATS's WWII hanger C-1? Or is it ex ATS & future location for GSE & C-2 EX radial engine repair to become catering. It sort of looks like the de ice area or aircraft storage could be extended the length of hanger C-1 to D1 intersection. Couldn't area between D1 intersection & D2 intersection be filled in for additional small aircraft parking? Plus what is happening to the old abandoned restaurant Jet Deck? Could that be torn down for additional small aircraft hanger space? Or additional flight school building or encourage MagniX to grow there to custom build EV aircraft. Or move your GSE equipment to the parking lot of the ex jet deck. (I can not see what G09 stands for in the old jet deck section) picture will not enlarge. With a new building and leave open hanger C-1 for maybe Alaska or ATS Maintenance if any terminal aircraft require maintenance / servicing. Will proposal 1 be for B737-800 size aircraft or just E190 in size?</p>	<p>Doug Hetrick</p>
<p>4/1/2023 23:59</p>	<p>I'd like to express my strong support for expanding passenger operations at Paine Field; there's a great opportunity for PAE to grow its operations and become a large economic driver for Snohomish County. I've heard some skepticism about PAE's ability to support additional capacity due to its one runway; there are a number of successful major airports with one runway supporting tens of millions of passengers annually (ie. SAN, LGW), and I don't see why that should hold PAE back from being able to provide a significant amount of passenger capacity for the Puget Sound without having to spend billions constructing a new airport elsewhere in the region. It's great to have the option to fly out of PAE, an airport with a great atmosphere + a stress-free experience, not to mention easier access for many residents living north of Seattle. I'm greatly looking forwards to the day where we'll be able to have more destinations accessible from PAE.</p>	<p>Anonymous</p>
<p>4/1/2023 22:47</p>	<p>The passenger terminal needs to be expanded. I have flown from Paine Field several times. Much nicer than the hassle of SeaTac.</p>	<p>Henry Babcock</p>
<p>4/1/2023 22:17</p>	<p>Since the airport is going ahead with development, there must be protections in place for residents already living near the airport. Those must include limiting early morning and night flights in and out of airport (commercial and freight), noise protection walls, and better management and results connected to noise complaints made to Paine Field. Currently there seems to be little result when noise complaints are made. The same planes and pilots make the same low and loud flights overhead. Thank you!</p>	<p>Maureen Hayden</p>
<p>4/1/2023 19:55</p>	<p>I hate the idea of adding more flights and a lot more traffic. I can't sleep now so with all these new flights you want I will get even less sleep. Your planes wake me every morning and when my dog is outside he barks at them because they are so close to my yard.</p>	<p>Anonymous</p>

4/1/2023 16:19	I am VERY concerned about the increase in noise flying over my home in Stratton Hills as well as the environmental impact of increasing the number of runways at Paine Field. I commute past the PAE daily and am curious as to how the project will affect traffic in that area and what are the plans to mitigate potential problems.	Louise Gray
4/1/2023 16:13	We love Paine Field airport & appreciate the effort to improve the services it can provide, but the parking situation is not satisfactory & passenger waiting areas could very much improve. Love the music that is played outside. Overall we hope for more flights & airline options.	Mariane Danley
4/1/2023 15:49	Our family loves the option of using PAE for flights. The all predicted noise problem from commercial flights didn't materialize. We hope the commercial flight options grow and that the terminal will be expanded to accommodate that. Hawaii flights would be nice.	Robert Stewart
4/1/2023 4:17	It was unclear how the Boeing test flights were accounted for. A major part of employment is the construction of new aircraft. Please do not break that.	Gerald Arnold
4/1/2023 3:01	My chief concern is the benzene pollution produced by airport activity and its impact on workers in and around the airport, passengers, and the community. What information do you have about benzene pollution? What are you doing to protect the above from benzene pollution? Thank you for your attention to this matter.	Charles Primm
4/1/2023 2:41	I want flights that go East--to Spokane and Bozeman. It's ridiculous (and costly---find a \$\$shuttle\$\$) to have to go to Sea-Tac for an east-bound flight when I live right here in Everett. I don't think PAE has been put to its best and fullest potential, especially for Everett residents.	Sherry Steele
4/1/2023 2:37	The GA portion of the field needs to be refreshed.	Edmond Thompson
4/1/2023 0:38	<p>"As a family living on Lumley Ave in Mukilteo for the last 7 years. We appreciate the use of Paine Field vs drive to Seatac for family get always. We are frequently disappointed by the few number of locations one can fly to-</p> <p>It would be nice to provide input as to destinations available as neighbors to the airport. This could include Snohomish County residents at large. Making constituents happy with local flight choices yields win-win for all.</p> <p>We have noticed an increase in noise levels when you consider military flying (Whidbey), increased commercial use and Boeing air time. It would be appreciated if coordinating the noise and increased use could be compartmented into chunks of time. possibly 5-9 AM and again from 3-6 PM. Neighbors would appreciate gaps of quieter time and especially moving into evening and sleep hours! Even the police department enforces neighborhood quiet time. That's just what good neighbors do for one another.</p>	Shelly Shockley

	<p>I would also like to see appreciation to the immediate neighborhoods surrounding Paine Field in terms of providing a better deal for use of Paine Field services. For instance, city of Mukilteo provides community with free parking passes for Lighthouse Park.</p> <p>Limited expansion is also advocated for! Seatac has expanded (including buying up homes and shutting down neighborhoods) over the years as an International airport. Paine Field as a regional airport hopefully will not be that impactful on the nearby land and community ever.</p> <p>Thank you for inviting us to contribute our thoughts as you contemplate the updated Master Use Plan."</p>	
4/1/2023 0:30	<p>"Please expand and create a viable destination for the PNW.</p> <p>I've lived in Washington state since 1973, and Everett since 1993, and have worked as a construction electrician on the Future of Flight Museum. Paine Field is a natural choice for our future. Enough studies have been made, imminent domain if necessary should insure this much needed Airport."</p>	Mel Barringer
3/31/2023 23:29	<p>Would like to See a Light rail station at 100 St. Should think about adding another long runway sooner than 2040. Start process at this time. We all know it will take years of input and legal challenges. Try to keep terminal friendly and efficient as it is now.</p>	Jim Hill
3/31/2023 23:22	<p>As a frequent air traveler living in Northern Snohomish County, I fully support Paine's expansion. This is great growth for our community - jobs, revenue, etc. - and would offer more flight options/destinations for those of us who live in the north end and appreciate having an airport option that isn't SeaTac. For me to fly from SeaTac, my commute one way, assuming there is no traffic, is 1 hour and 15-30 minutes, and if there's traffic? HOURS!! Paine is 35 minutes. It's awesome to use Paine.</p>	Nina Jacobs
3/31/2023 23:10	<p>We do not want more airplanes flying over our house!!! We have lived here over 30 years and don't want more noisy airplanes above our home on Lake Serene.</p>	Lana Weed
3/31/2023 22:43	<p>2 additional questions: 1) Will flights be limited to 48 max and between 10 and 7 as originally promised 2) The freight business (FedEx, etc.) are the noisiest freights - are they going to be managed as well?</p>	Stephen Throckmorton
3/31/2023 22:34	<p>I'm reading that increased flights and their associated business growth will only have positive impacts for the area which sounds like the concept that developers would like everyone to believe. Perhaps Mukilteo and Everett will develop into the fine urban area known as SeaTac.</p> <p>The noise of the current air traffic is currently very disruptive, so adding more flights can't possibly be positive for adjacent residents. There is a substantial hit to quality of life when you have to stop talking on the phone, or with your neighbor because the jet noise drowns out voices.</p> <p>The 20-year old noise measurements should be updated, and quieter planes used. How about electric VTOLs or STOL shuttles to SeaTac.</p>	Robert Darrow

<p>3/31/2023 22:33</p>	<p>I'm a private pilot and hangar owner at Paine Field and a home owner in this area for 20 years. I'd like to see commercial flights and passenger trips capped at the level where it is now. I'm very concerned that general aviation is getting pushed out of many airports due to expansion and airport closures. I don't want to see an increase in air pollution and noise pollution from increased commercial aviation jet traffic. I don't want to see Paine Field become an overflow site for SeaTac traffic. I don't want to see home values depreciate because of these reasons. I do want to see Boeing continue to make Paine Field their home. I do want families to feel welcome to make this surrounding area their home. I value the nice environment we live in. Let's keep the Topliff Olin Paine legacy alive by choosing to support general aviation as a first priority.</p>	<p>Ed Heyman</p>
<p>3/31/2023 22:28</p>	<p>Having enough parking in a convenient cell phone waiting area is important for any airport, without it, cars jam the roadways and cause unnecessary backups and hazards. The fact that the cell phone area at Paine has a pay gate is ridiculous, and no one uses it. Please correct it and make it a free lot so that people will actually use it.</p>	<p>Maureen Phillips</p>
<p>3/31/2023 22:26</p>	<p>I would urge the planning team to expand its scope and work with the state government to determine how to identify and upper bound for the maximum amount of commercial air service that Paine Field can support. Paine can make space for the region's aviation needs and not need to build another commercial airport at a greenfield site. With creative reconfiguration and relocation of facilities, Paine Field could conceivably fit a 50 gate San Diego sized passenger terminal and serve the region's needs indefinitely. Now is the time to study that and coordinate with the state government so that agency silos don't result in a less efficient plan for the region.</p>	<p>Nathan M.</p>
<p>3/31/2023 22:00</p>	<p>I support expanding operations at Paine Field. We need an alternative to SeaTac.</p>	<p>Paul Jenkins</p>
<p>3/31/2023 21:41</p>	<p>Please don't let Paine Field become the 'new SeaTac' or secondary regional airport. Keep it usable for private airplanes (my son and daughter in law are private pilots with two airplanes) and moderate numbers of commercial passenger planes. I bought my house before commercial planes started flying out of Paine. My home is my single largest financial asset. While I love the convenience of the commercial flights, making it 'another SeaTac' would greatly reduce the livability of my home and also greatly reduce its value for any future buyer. Please keep it as it is, without expanding it to a regional large airport hosting 100+ commercial passenger jets per day!</p>	<p>Valerie Wade</p>
<p>3/31/2023 21:31</p>	<p>I live in the area east of Hwy 99 and north of 148th. I am very concerned about future noise and air pollution due to expansion of traffic in and out of Paine Field. They are increasing the amount of housing in this area constantly which means more and more residents will be affected by this pollution. I have seen the negative impact it around SEATAC. I certainly hope we are not in for the same issues here, but I fear that is what we have to look forward to. We already have to deal with enough noise and air pollution; we certainly don't need it increased, but by looking at the maps it appears that is what we are stuck looking</p>	<p>Sandi Bond</p>

	forward to. It is sad that there is so little concern about quality of environment in this area. I would rather see other choices made that would decrease rather than increase pollution.	
3/31/2023 21:22	I am a longtime resident of Mountlake Terrace and the steady noise from the increasing flights to and from existing Paine Field has negatively impacted the environment and quality of life in our neighborhood. The fewer number of flights traveling overhead our house and yard during the pandemic was a welcome change from the current and future proposed more active flight activity. I am strongly against expanding Paine Field and its operations for personal quality of life and environmental concerns.	Mary Higgins
3/31/2023 21:19	The Puget Sound needs another air transportation option as SeaTac is nearing capacity. With the growth in the north sound and declination of Boeing operations it is only natural Paine Field be more fully utilized. I do not understand those who are concerned about noise. Aircraft today are far quieter than in the past, and people who are concerned about noise probably shouldn't have bought a house near an airport. The overall benefits of a developed airport far outweighs any negative ones	Richard McCann
3/31/2023 21:10	Excellent job! Look forward to Paine Field expanding, with commercial flights to more destinations. It is a pleasure to be able to take an Uber for ten minutes and reach the terminal.	Dan Clements
3/31/2023 21:10	Since Paine Field expanded planes landing at Paine from the south fly very low over our street. They are low and loud. This has really affected our quality of life for the worse. Why doesn't Paine mandate planes flying over residential neighborhoods must be quieter. I know this technology exists. We have lived in our home for 35 years. It breaks my heart that the expansion of Paine has come at such a high cost to its surrounding neighborhoods. Planes also land late at night now. I appreciate your time.	Rebecca Blanchard
3/31/2023 21:04	I personally don't feel like our concerns will be given much consideration. You've all pushed the comments how much revenue this airport will bring to the community so that alone is reason to squash all negative comments we in the community will have. Money speaks volumes! I am concerned about the value of my home going down because of the noise and risk level my property will be once all is done!	Genevieve Griego
3/31/2023 20:58	I enjoy using PAE for flights. The commute is much better than going to SEA. Although I live in King County I see PAE as a regional airport. I am in favor of expanding the number of flights that service PAE and I appreciated the slide show.	Roger Myers
3/31/2023 20:53	More GA use hangars! Great revenue generator for the airport and we need them!	Peter Hickey
3/31/2023 20:39	The expansion plan does not adequately address noise concerns in surrounding neighborhoods. Noise levels from commercial flights have already become unacceptable because of poor air traffic control practices. No expansion should be considered or approved until these concerns are addressed.	Matthew Johnson
3/31/2023 20:38	Please consider bringing back the Spokane Wa to Paine Field Route!!!!	Diana Gann

3/31/2023 20:26	<p>"work to get more airlines to fly out of Paine like Southwest. Do whatever it takes to get them to try Paine. Tell the state we'd like expansion here not like so many other areas who say..."not in my back yard"</p>	<p>Gail Kieckhefer</p>
3/31/2023 20:25	<p>As a pilot and a general aviation aircraft owner, I would like to see Paine Field have more availability for hanger spaces for GA pilots. Currently there are over 200 people on a waiting list for a T hangar there and the waitlist is 2 to 5 years. That is absolutely ridiculous! For the general aviation community, I hope you guys address this issue during your comprehensive planning.</p>	<p>Phong Nguyen</p>
3/31/2023 20:23	<p>I live close by, I don't mind the increase in airport traffic and am very excited for future expansion of the airport. That said, I'm very disappointing at the fact that Southwest never ended up coming to PAE and United left. So now we're stuck with a single airline with no competition and the prices for tickets reflect that reality. I would like to see more effort put into attracting other air carriers into the market here.</p>	<p>Karsten Egert</p>
3/31/2023 20:04	<p>I fully support the expansion plans, they are a needed improvement and Paine Field is a ready to go and logical location for our growing region.</p>	<p>James Montgomery</p>
3/31/2023 19:50	<p>The infrastructure and the communities around Paine Field should not be stressed to meet whatever projections are made about increased passenger demand. Instead, it's reasonable to impose a cap on airport expansion to ensure that the roads can handle additional traffic and that the communities aren't negatively impacted by that traffic and noise. A small amount of expansion while also preserving the character of the surrounding communities should be the goal.</p>	<p>Constance Chapman</p>
3/31/2023 19:47	<p>Thank you for all of your hard work in the planning stages, I look forward to the future upgrades at PAE.</p>	<p>Gabe Ward</p>
3/31/2023 19:35	<p>I don't want the Paine Field is getting bigger than right now. Even at this time, we heard loud plane noises. I wonder who wants this project to be successfully done. Most residents are not happy with it for the home's value, health, and traffic. I wish whoever is in charge of this project should rethink and move this plan to the Bellingham site because there is a huge empty site. Not hurt the home's value, health, and traffic. Most of our neighborhood home value is more than millions, and if Paine Field is getting bigger than right now, the current residents are the victims. Who is this plan for? The business owner in the surrounding area? That is not right. I am, and my neighborhood people are 150% not approving this plan. Please listen to us.</p>	<p>Becky Smith</p>
3/31/2023 19:29	<p>If possible, it would be great to have the noise free times extended so flights don't take off and land too late in the evening. Also, if the flights could go around over the water instead of over the neighborhood, we would appreciate it.</p>	<p>Anonymous</p>
3/31/2023 18:36	<p>Please do not add any additional commercial airplane flights (either passenger or freight), or extend flight hours at PAE. It is already very disruptive to normal life. When we bought this house in 1994, it was not</p>	<p>Nancy McCutchin</p>

	planned to be a commercial airport, only small airplanes and Boeing flights. I care more about the people and the quality of life than I do revenue generation.	
3/31/2023 17:45	More air travel options are necessary. When you look at the major metropolitan areas on the west coast they are all served by multiple airports. Having an additional choice will happen. The preference would be to have an option north of Seattle rather than having to drive further south. Paine Field already exists. This is an easy fix.	Anonymous
3/28/2023 14:37	We must implement something like SNA - The general aviation noise ordinance prohibits commercial departures between 22:00 and 07:00 (08:00 on Sundays) and commercial arrivals between 23:00 and 07:00 (08:00 on Sundays). This would alleviate many issues regarding noise complaints. Coordinating with the operating hours of the FAA control tower which are 07:00 to 21:00 seven days a week for safety and reliability is another alternative. Local residents deserve 8 hours of uninterrupted sleep!	Shawna Brenneke
3/27/2023 22:21	<p>We would like to provide the following comments to the Paine Field Master Plan: 1. There should be no growth in the number of commercial aviation flights (arrivals and departures) beyond that authorized for the launch of commercial air service in 2019. 2. There should be no growth in the number of arrival/departure gates beyond that which exists in 2023. 3. Flight departure and arrival hours should be limited to 7 AM to 10 PM daily. 4. Cargo/freight operations should not be increased beyond that which exists in 2023. 5. The future primary emphasis for Paine should be aerospace manufacturing, historic flights museums, aircraft maintenance operations, and general aviation.</p> <p>Paine Field must be a superior environmental steward in all respects. All wetlands which are encompassed by and bordered by the airport must be preserved and enhanced. All salmon bearing streams, such as Big Gulch and Japanese Gulch, must be restored.</p> <p>Paine Field must not be considered as the prime alternative to Sea-Tac airport. Other western Washington cities and counties, including Pierce County, must share the burden of any new commercial aviation airport in the region.</p>	Robert and Kittie Tucker
3/27/2023 0:39	I used to live by SeaTac when they added 3rd runway and grew. They provided funding to upgrade our windows to help with the increased jet noise. All houses nearby and under the flight plan should be offered abatement funds. Doubling the jet flights will have a huge impact on us. I realize those who don't live here really don't care though.	Robert Stahnke
3/26/2023 3:54	In the webinar I did not hear mention of a budget for abatement measures. There are so many neighbors adversely impacted, and as was mentioned the average noise level measurement does not do justice to the disruption caused by a large jets flying over. It sounds like the frequency will more than double, which obviously impacts our quality of life and market value of our homes. The very least you can do is provide abatement arrangements like SeaTac did, i.e. soundproof windows. But I'm hopeful that the SEPA will	Valerie Krueger

	truthfully show the very high decibel noise levels incurred by neighbors and the unhealthy impact on both the environment. The impact is driven by the number of jet flights, not the water to down statistics when you include GA flights. So please stop combining the GA flight counts with the jet count data to lower the percentage of impact. Those should be treated as separate data sets as they have totally different decibel levels and impacts on pollution.	
3/25/2023 17:13	I would love to see a round trip flight or flights to and from a New York City airport--JFK or Newark	David Schneiderman
3/25/2023 16:53	All I have to say is I know that you don't care about citizens' input. I say this because of all the lies you have told us. I was at the original meeting about Paine field opening passenger flights. At that time I was assured that nothing bigger than the Embraer. would use the airports and no flights after 10:00pm. Or before 7:00am. Now there's 737s flights and recently my daughter an husband arrived at midnight from Vegas. Now I know that public comment will fall upon deaf ears. It's all about chasing the almighty dollars. You won't admit to the noise problems that will arise from expanding the airport. All I can ask is that you have a little sympathy for homeowners in the area. Maybe you should start a trust to buy out homeowners after their property values plummet.	Brett Little
3/25/2023 3:05	I am worried about the noise created by the expansion of the airport. I live on the hill overlooking Snohomish and sometimes the noise is not pleasant outside. Sometimes it is loud inside my house and that is saying something with the windows closed. When I purchased my home in 2001, I didn't think I would have to wait for a plane to fly by before speaking again in my yard.	Gail Martinez
3/24/2023 23:36	I lived in Shoreline, Wa when Seatac airport moved the arrivals flight path directly over our neighborhood. It was more than annoying and affected our quality of life that was with an airport that was about 40 miles south of us. If Paine field expands the number of flights, I would appreciate either minimizing the population overflight, or changing the approach and departure paths so that it doesn't affect one neighborhood. Finally, I believe that the airport should pay an annual tax that would be distributed to homeowners in the flight path. Residents adversely affected should be compensated for noise, environmental hazards, and reduction of property values.	Richard Catalano
3/24/2023 22:58	I understand from listening to this open house that the residence concerns about noise is not a priority with The Master Plan. That it will be discussed later, when more detail is on the table. When will this take place? The mentions about noise contours is not an accurate measure in our opinion. We cannot carry a conversation while outside and even inside when a plane flies close by our house. We live about a mile away and when the planes go over us it is deafening. We think that the noise contours should be reexamined to include a wider area. By the way, when will the plan include noise abatement and other remedies to accommodate the residents that are impacted, like us?	Shannon Jay
3/24/2023 22:26	Please add more cities to the destination list! NYC would be great. We northlanders deserve an airport too!	Dana Faust

3/24/2023 21:45	We love the convenience and ease of using Paine Field. We would use it for all our trips, if possible. Whatever changes you make, please try to keep that efficiency in place.	Karen Hardiman
3/24/2023 21:44	I'm so disappointed that at least one flight weekly wasn't made to and from Spokane. It is quite easy to get a ride to Paine field for me to visit family in Spokane especially since I'm less than 10 minutes away. Quite complicated to get a ride to SeaTac and the traffic there is terrible.	Alice Pearson
3/24/2023 21:44	How many passengers did Paine Field serve in 2022? Are these numbers published for the public?	Ben Bergstrom
3/24/2023 20:59	For business travel and leisure and a good international airport, we would love if you would resume flights back to PDX!! It was so unbelievably convenient for the residents in the North end.	Hilary Wirkkala
3/24/2023 16:19	Your current and projected noise footprint is complete and total fantasy! We live in Harbor Pointe and things "shake rattle and roll" here every time a jet takes off to the south. Let's put this new airport somewhere else where there are fewer existing homes and residents. Airport expansion here is an extremely bad idea!	Tony and Jenny Roberts
3/22/2023 19:38	Vote NO on expansion of this airport! There are already way too many existing homes built around the airport. The noise un unbearable as it is!!! We need a new more modern much larger airport to the south where most of the population is concentrated in the Puget Sound.	Larry Sears
3/22/2023 0:21	I'm very concerned about the expansion of the airport and frequency of commercial air traffic. While my family enjoys INFREQUENT use of Paine Field due to the limited cities currently served, I have no interest in supporting expansion in excess of the initial approved plan for 2 gates and 24(?) flights per day. The more frequent the flights, the greater impact on the noise in my neighborhood, my home and in my children's nearby schools. Leave Paine Field AS IS. Expansion that will measurably alleviate capacity issues at SEA-TAC will reduce our quality of life in Mukilteo.	Anonymous
3/21/2023 22:57	I'm completely opposed to expansion of this airport's air traffic. I garden at the Mukilteo Community Garden and my bliss on a gorgeous sunny day full of bees, birds and butterflies is often interrupted over and over and over by noisy, smelly aircraft overhead. Expansion of this facility is making life in Mukilteo intolerable.	Tracy Heff
3/21/2023 20:48	"There is not enough roads to handle all of this traffic that will be coming and don't tell me that light rail will help because so far I am paying for light rail but don't expect it to be at Paine Field for years. Right now between the ferry traffic, Boeing traffic, school traffic it is almost impossible to get out of Mukilteo in anywhere near a timely manner. Sure jobs etc all sound great. Sure ease and convenience going to this airport - I get it - but this is not fair at all to the people who live in the area surrounding the airport. Until you figure out how to mitigate all the traffic and add new roads or improve current roads you should not even be thinking of adding flights.	Anonymous

	<p>And what ever happened to the promise of a regional airport and keeping it small? Promises made and promises not kept. It seems like you care more about your friends who like to fly out of this airport instead of concerns for the community that is being heavily and deeply affected.</p> <p>Don't even get me started on the noise but the late night Sunday night flights are HORRIBLE and should NOT be allowed after 10pm. They wake me up EVERY SINGLE SUNDAY night!"</p>	
3/21/2023 15:09	<p>We liked it when United was flying into Paine Field because we need Denver for our work. So, we went back to driving from Marysville to Bellingham to catch the Alaska Horizon Sea Tac shuttle into Sea Tac. There are no real options from Paine Field to Denver anymore, but Sea Tac as many by Alaska Air---why??</p>	Sue and Bill Jensen
3/20/2023 18:36	<p>Please proceed with the plan to develop both the airport and the terminal! I live on the north end of the runway, and have lived on the south end off York Road. I LOVE the planes, love the opportunities, love the culture of aerospace. Those folks who complain obviously did not do their best, when purchasing/renting property near the airport. All the CCR's for Mukilteo developments in Harbour Point include aviation mentions. My property on York Rd. had an aviation easement on it. I wholeheartedly agree with the development of the Propeller Terminal, to encourage not just Alaska Air to fly out of there, but other airlines which can service areas folks want to travel to.</p>	Christina Stollwerck
3/20/2023 16:35	<p>Paine Field should NOT grow and ALL flights should be limited between 7am-10pm. This is the promise that was made to Mukilteo but was broken. We were told they would use quiet planes and then AS comes in with the loudest jet possible (Embraer). The current flights shake our home when they take off or land from the north. I have volunteered at the schools in our area & you can't hear the teachers speak when flights go by. Your environmental impact statements are always a joke and only insure you get the outcome you want. We need an INDEPENDENT environmental assessment. WA is supposed to lead in environmental causes not put more polluting jets in the sky increasing greenhouse emissions. We should be encouraging Boeing to develop electric aircraft at Paine & not be chasing them out to create more pollution and environmental damage. This needless growth needs to be stopped!</p>	Neal Thatcher
3/20/2023 15:06	<p>I am very concerned about increase in poor air quality and noise. I do not see any abatement measures for those in the plan or for supporting surrounding communities (such as tree planting off property). Can you please consider these issues in the plan? Air quality and noise would be a huge deterrent to people moving to this area and really change the landscape of people living around the airport.</p>	Katy Bigelow
3/16/2023 3:59	<p>I am absolutely opposed to adding more takeoff and landings to Paine Field. Each of these operations causes noise pollution for residents like me who live in the flight path. I purchased my home in 2015 without knowing that the airport would be adding commercial flights and it has come as a great shock to me, disturbing me daily. If operations increase as the Master Plan predicts by 38%, I have real worries about the health of the affected residents, as well as the value of our properties.</p>	Lisa Weber

	<p>I care about science and good health. I care about preserving trees, natural habitat, and wildlife. I care about mitigating climate change as much as possible. I am fine with improving runway safety for the current operations, but I don't care about expansion and unrestrained business growth. I am a bird watcher who spends quite a bit of time at Narbeck Wetland Sanctuary, which is right near Paine Field. Every living thing in that wetland is severely impacted by the planes flying overhead and that breaks my heart. We need more wetlands to help with climate change, not degraded wetlands. I am fine with paying more for air travel if that is one of the outcomes of restraining this development plan.</p> <p>Not all demand must be met. It's time we realize that. Today (3/15/2023) in the final public update on the Master Plan, you spoke of required improvements. What makes them required? I think that's open to real debate. You're asking us to put making money ahead of pollution (air, water, noise). It's an outmoded way of thinking. We need to stop pursuing development at the cost of environmental stability</p>	
<p>3/16/2023 2:51</p>	<p>You had very good information that should have been delivered in less than 30 minutes leaving time for actual Q&A but instead rambled for 30 minutes answering 3 questions in total making it feel like avoidance. You needed professionals to help you with moderation, communications and presentation management. Kristen could have helped you immensely if she had read the questions for you to respond to and kept the responses short and to the point.</p> <p>I am a supporter of the master plan but found my frustration grow in that it was obvious there was not time taken to test and practice to ensure you knew your how to use your presentation tools. This lack of professionalism causes your facts to be questioned as if you cannot run a basic meeting most of us do daily why I would trust the information you are providing.</p> <p>It would have been timely to explain what has been done to reduce the noise generated by the aircraft. Explaining that the runway is already longer than most in the world and is not foreseen to ever need extension. That closing the runway now used for storage ensures the flight patterns are focused on the primary runway where existing traffic has been using already. Upgrading the cargo aircraft has reduce the noise generated and yes, the cargo is the primary late night take offs and required to support your overnight package deliveries. Current passenger service is using the modern engines providing "x"% in noise reduction over previous years models and the late evening flights for passenger service is primarily landing with no late departures.</p> <p>The zoning shown shows that the schools are intended to be relocated and or upgraded for those in the flight path, the transition to commercial use provided explanation of the known plan mitigations to reduce</p>	<p>Chris Wojahn</p>

	<p>the impact of additional flights. Also, the impacts to expand an existing large airport designed for heavy (aka large aircraft) is far less damaging than creating a new airport from scratch somewhere else. Nothing was said of the move to electrify the support equipment and the efforts being made to reduce their carbon footprint across the industry.</p> <p>No time was taken to explain the integration to existing highways and roads, transit, light rail infrastructures. And how that will also support growth of the supporting commercial industries.</p> <p>Sorry but we need to have presenters able to sell and present the information in the best means possible. If not, why are we doing. this.</p>	
<p>3/15/2023 22:32</p>	<p>Interested in: 1) Plans to decrease number of noisy jets and 2) plans to limit (or decrease) current 24 flights in and out of Paine Field.</p>	<p>Steve Throckmorton</p>
<p>3/15/2023 20:07</p>	<p>We need a reliable source of transportation. Specifically taxi Uber and Lyft. I have been stranded there twice. No service.</p>	<p>Nelson Leigh</p>
<p>3/15/2023 19:49</p>	<p>My husband and I like the PAE Terminal the way it is, so please don't expand it. A much bigger airport is needed for the future. Work harder on that goal instead.</p>	<p>Susie Sinclair</p>
<p>3/15/2023 16:30</p>	<p>Do NOT want to see the airport expanded with more and more flights and airlines! It's NOT helping our once clean city, and please keep the Boeing Co from getting pushed out! Many of us work there you know!</p>	<p>Chuck Fields</p>
<p>3/15/2023 15:52</p>	<p>Don't see this airport doing us much good since it doesn't take us to where we want to go and not even where Alaska goes?? When we lived in Bellingham they had flights to sea-tac throughout the entire day. Just saying--why not here? Maybe we can be flown to this "new airport" further south when that's completed. But for now, sea-tac is our go-to airport. ;-)</p>	<p>April Hannich</p>
<p>3/15/2023 3:54</p>	<p>There is definitely a need for flight schools in the USA. Flight schools provide essential training and education for individuals seeking to become pilots, and they play a critical role in ensuring the safety and proficiency of pilots who operate aircraft.</p> <p>In the United States, there is a high demand for pilots, and this demand is expected to continue to grow in the coming years. According to the Bureau of Labor Statistics, employment of airline and commercial pilots is projected to grow 5 percent from 2020 to 2030, which is as fast as the average for all occupations. This growth is due to an increase in air travel and the need to replace retiring pilots.</p> <p>Furthermore, flight schools offer a range of programs and services beyond pilot training, including aviation maintenance technician training, air traffic controller training, and more. These programs are essential to maintaining a robust aviation industry in the United States and ensuring the safety and efficiency of air travel.</p>	<p>Mark Darrow</p>

	Overall, flight schools play a crucial role in the aviation industry and are necessary to meet the demand for qualified pilots and other aviation professionals. What is the roll PAE will play in this important field?	
3/13/2023 2:01	Hope the planned parking structure will have long-term parking. Hope light rail can be altered to come directly to the airport as will make it much more useful to passengers and to possible transfer from Seatac to Paine. So sad Alaska cut its Spokane to Boiesie routes. Now it is faster and cheaper to drive than get to Seatac and fly to Spokane. Winter driving trips risky so had hoped to fly multiple times a year but now will just drive in summer months.	Gail Kieckhefer
3/12/2023 4:22	Please consider the noise impacts that those in the area will have, especially with Everett Transit moving into the area. It truly impacts the well-being of all of us living in the area. Thank you.	Stacey Elings
3/10/2023 2:57	In regards to commercial service, if some group of governmental and private agencies can't convince additional major airlines to bring service to PAE, all of this planning is pointless. Alaska currently operates an unintentional monopoly on service through PAE and as a result, pricing is not sustainable over the long term. Pricing will ultimately suppress growth and projections for utilization of the airport will fall short of your projections. Without additional commercial service development, this will be a partially used airport that cannot recoup development costs, even in the long term.	Bob Woods
3/9/2023 19:41	There is no mention of public transit access to the Paine Field Terminal, or accommodating buses at the terminal. Most importantly there is nothing about connecting with Sound Transit's Link Light Rail service which will be located on Airport Road with a station probably on Airport Road. Within the timeframe of your Master Plan, light rail will be operating and increasing the potential ridership. Need to be proactive in planning to connect with light rail with Paine Field. Please do not make the mistakes that SeaTac and many other airports in ignoring public transit until the last minute.	John Dewhirst
3/9/2023 18:10	Provide free parking for passengers choosing to fly out of PAE	Anonymous
3/9/2023 17:28	Wish attention as to amelioration of traffic issues locally in the face of significant traffic problems already existing	Eugene Ocampo
3/8/2023 19:20	Great! Let's get this done.	Jeff Hase
3/8/2023 17:03	I'm in support of the airport expansion plans as I use Paine Field rather than SeaTac whenever I can. I've not noticed increased airplane noise although I've lived in the area since 2016.	Joan Pauly
3/8/2023 4:51	I like possible terminal layout B as it gives a sweeping view of the airport versus looking at parked Boeing unfinished aircraft.	Brian Wheeler
3/7/2023 22:38	With the growth of the load at the Paine Field Airport, SnoCo Community Transit at 2300 Kasch Park Rd, and a Sound Transit Station, Possible North Maintenance Facility, and Rail Power Stations along Airport Rd we will need a new substation sited along the Transmission line which crosses 100th ST SW from the south, east of Airport Rd and then back to Airport Rd south Of Kasch Park Rd. The SnoCo Community	Steve Stangvik

	Transit load may be a particularly large 8MW to 16MW load to charge EV buses and possibly produce hydrogen for fuel-cell buses. I've discussed the new passenger terminal expansion loads previously with a consultant.	
3/7/2023 21:33	Interested to see if we have projected environmental impact studies, as well as noise/sound issues. We appreciate the growth factors for our region, but have concerns over evening air traffic and road noise. Can we get that information regarding studies and on how those concerns will be addressed?	Michelle Mitsuuchi-Stork
3/7/2023 19:50	Love the idea of expanding this airport and allowing more flights in and out. However - the exit from 405 to I5 and then the exit from I5 to 128th are both terrible and take way too long. I have concerns about expanding airport traffic without traffic mitigations and improvements.	Kendra Beseler
3/7/2023 6:55	"I live near Martha Lake (Lynnwood) and now in/near the flight path of incoming/outbound aircraft. I like the idea of expanding Paine Field, it will bring \$\$ back into the community. However with amount of noise pollution that has been added, what is Paine Field ready to do? I never heard as many aircraft I do now, having lived here 20+ years. There were the occasional engine tests that went on, or trial flights, but with the amount of traffic being added has increased the noise floor and more so in the future. I have family in Federal Way that noted Sea-Tac ended up replacing windows of all homes, especially older ones, in the immediate area. Will Paine Field follow suit?"	Christopher Leyton
3/6/2023 19:48	Many of the ""newer"" ""T"" Hangars fail to shed or drain the rainwater away from the Hangars. Because of this, the Hangars' pads (flooring) will wept unacceptable amount of moisture proving to be corrosive to the Lessors' aircraft, tooling and the Hangar structures themselves. Is there any planning to mitigate these long term problems and if so what is the planning timeframe?	Dale D'Angelo
3/6/2023 17:09	So, the airline of choice for us is Delta. Okay, Delta has one of their hubs at sea-tac and so does Alaska along with many other airlines providing many choices to practically anywhere. Now, I was thinking Paine Field was going to be a "satellite regional airport". So, is it possible that Paine is simply too close to sea-tac and too small to provide travelers with "real" flight options? Frankly, I don't see adding a few more gates helping this when Alaska could do that right now! Or, maybe just add a few daily Delta flights to one of their main hubs. ;-)	Janet James
3/5/2023 23:44	I was not informed despite signing up for updates about the last public meeting. The only way I found out about the next one was from a post card mailed to us. I am VERY concerned about air emissions and how the airport will address poor quality air around the region. I am unable to find any information about planting offsets in the surrounding communities or any master plan for landscaping developing areas. Any assistance to that info would be appreciated. PLEASE can you also ensure that I am on emailing lists? Thank you.	Katy Bigelow

<p>3/5/2023 20:13</p>	<p>The significant public investment in PAE should be protected. The county and city of Mukilteo must ensure compatible land uses in the airport environs through 2040 in their respective land development regulations, including the requirement that noise disclosure statements be filed with property deeds upon the sale of properties with existing and future land use designations of "residential." Such disclosures should make clear that said properties may be affected by existing or future airport noise in such airport environs. Airport noise is a subjective phenomenon which may impact some more than others. Consideration should be given to limiting Boeing and other commercial service operations during the hours between 11pm and 7am., when noise impacts may be most objectionable. We support continued expansion of commercial service operations in light of these comments.</p>	<p>Davis Hyslop</p>
<p>3/5/2023 18:49</p>	<p>As long time KPAE hangar tenants, all we have seen since Part 121 commercial service started is ever increasing hangar rent (year after year), no new hangars being built with an airport budget doubling from 40 to 80 million dollars per year with very little being used for GA. We have also noticed commercial operations decrease to half since commercial service started in 2019, even with a "booming" airline recovery in 2022. In addition, most of the flight offering have become "leisure travel" flights to southern destinations that don't even allow access into most of Alaska Airline's other many destinations without first returning to their SeaTac hub -- we don't see this as very useful. We have also noticed a big chunk of the GA Central ramp taken away without notice for terminal economy parking, which caused space issues for Central Ramp tenants and its FBO operators. We would really like to see a more equitable balance between Part 121 and Part 91 operators and tenants at Paine Field moving forward since we provide the majority of the flight operations (710 daily according to the Master Plan), which is the basis for FAA funding.</p>	<p>John and Vivian Votunda</p>
<p>3/5/2023 17:18</p>	<p>I do wish that PAE offered LOW COST direct flights to Pasco, Spokane, Medford, Boise, Portland and other such similar destinations. By low cost I mean less than what I would pay to fly to these places from Sea-Tac. Prices for all flights have gone up so ridiculously since 2020. But now that I realize that PAE is privately owned explains so very much. GREED!!</p>	<p>Elizabeth Sier</p>
<p>3/5/2023 3:24</p>	<p>The flight traffic already generates enough noise. What are your plans for reducing noise for surrounding neighborhood? We get planes fly over our area frequently and they often fly low enough that the noise is significant. With more planes, I'm afraid it'll get worse.</p>	<p>Jason Kim</p>
<p>3/5/2023 1:11</p>	<p>We live near the flight path on the south side of the airport. NOT very happy about more jets flying over my beautiful home. The small planes are fine, but those loud passenger jets are simply too loud during early AM and late PM hours! You're now planning for a steady stream of them flying over my once tranquil home! This is NOT the answer for relieving sea-tac because most of these flights are to vacation sun destinations to simply create more revenue for Alaska Airlines in a new market up north!</p>	<p>Linda Quick</p>
<p>3/4/2023 23:35</p>	<p>We would like to use Paine Field, but it doesn't take us to destinations I need. Additionally, the six-level parking garage probably needs to be added sooner than in PAL3, especially with more 737 flights coming</p>	<p>Brandi and John Shaw</p>

	and going. FYI -- would take a Paine Field to Seattle shuttle flight if offered for my business flying needs! BTW -- who will be paying for this new six-level parking garage (PAE, the county or terminal owner)?	
3/4/2023 23:04	When I attempted to plan a trip from PAE to DEN, the only options I was given on the Alaska Airlines website were to stop through either SFO, LAS or PHX but then right back to SEA for the final leg to DEN. I also noticed this for any other common destination of mine. PAE just doesn't work for me or my family!	Robert Allen
3/4/2023 22:24	This Master Plan shows commercial passenger count for only the first year (2019). It doesn't show current 2022 numbers -- why not? In 2022, the airlines reported record passenger numbers while Paine Field showed less than 12-daily departures, one airline and about half of the 2019 passenger count. I think it only fair to include current passenger count into the Master Plan. We must remember that 2019 was the "grand opening years" where everyone wanted to try out Paine Field. Paine Field doesn't work for everyone because travelers can't access the entire Alaska Airline network of destinations -- only SeaTac can provide this given it much larger scale!	Dorothy Clark
3/4/2023 5:55	Online and "virtual" events are an important part of the citizen engagement process, but they are not a replacement for in-person events. Other boards and commissions and councils are now meeting in person, in public. Paine Field should host at least one public meeting to present and discuss your new Master Plan.	Roger Pence
3/4/2023 2:16	With the Alternative Jet Fuel Bill working its way to the Governors desk, our oil refineries up north are rapidly expanding and preparing for a greener air travel industry! As a neighbor to the airport, I think its the perfect time to start expanding! Bring the light rail to Paine Field too:)	Michael Schreck
3/4/2023 1:04	"As a GA pilot, I'm glad that the plan includes increased GA capacity. I have a corner-case concern: I occupy an end-row hangar in East Condo and fly a motorglider with a 50' span. My taxi route involves hanging a wing over the field. If the adjacent space is developed and an alley created, I won't be able to taxi from my hangar. As plans are developed, I hope the airport makes plans to mitigate incursions on existing users. In my case, it might be as easy as helping me secure or swap space in another hanger with suitably open taxi access. Long live healthy GA at Paine!"	Jon Howell
2/21/2023 4:33	We are excited for the PAE expansion plan, it would be extremely helpful for the communities in the north Seattle to use this facility. It would be great if the services to Denver is back so that easy to travel to east coast from this airport. It would be extremely helpful to avoid congestion in I-5 & SeaTac.	SashtiGobinath Paranjothi

2.7 Appendix G: Additional Comments Received

Below are comments and questions received from an Airport Commissioner and the general public.

TABLE 6 ADDITIONAL COMMENTS RECEIVED

Date	Comment	Name
<p>3/14/2023 7:22 PM</p>	<p>Hi Kristin: I just wanted to say that I thought that the webinar tonight was one of the clearest presentations that I have heard from Michael Tubridy and his crew. The maps seemed exceptionally clear although I do need to look at them a little more closely to see where the terminal expansion could go. I have a few questions.</p> <p>*How much of the need for additional passenger air travel in western Washington can be covered by the changes to be made to Paine Field in the Master Plan?</p> <p>*Are the changes to passenger air travel greater than those for GA in the Master Plan? And this will change the profile for Paine Field? How do the individuals heavily invested in Paine Field GA feel about this?</p> <p>*Paine Field has wetlands. How are they being protected?</p> <p>*Economic impact to the area resulting from implementation of the Master Plan are not know?</p>	<p>Rosemary Wander</p>
<p>3/25/2023</p>	<p>We live approximately one half mile off the north end of 16R. We have not experienced any jet traffic noise that has woke us up, shook the house, paused any conversations or anything else.</p> <p>I'm curious to know if there is a plan for the GA traffic that does touch n go's that are very loud?</p>	<p>Phil Hendricks</p>
<p>3/25/2023 10:10</p>	<p>I hope you will consider setting aside space for the USO to have a lounge for our military and veterans.</p>	<p>Ken Adams</p>
<p>3/31/2023 5:41 PM</p>	<p>In 2008/2009, As an officer of the Lake Serene Community Association, I went door to door in the Lake Serene community (where I live) to talk about being incorporated into Mukilteo. While that effort did not succeed, I learned what our community was concerned about. Here are the two main topics that were overwhelmingly brought up by those in my community.</p> <ul style="list-style-type: none"> •Crime •Paine Field Expansion <p>Crime</p> <p>Being in unincorporated Snohomish County, the sheriffs department has literally told our association that they cannot respond to anything other than a major crime in process with speed. And even that is not fast, according to some who I talked with. Expanding the airport will surely add to that, including the increased drug use and theft occurring around 148th and 99.</p> <p>Paine Field Expansion</p>	<p>Mark Fussell Lake Serene Community Association</p>

	<p>Our little lake is directly under the flight path to PAE. We already have to stop talking every time a jet flies over when we are outside. Traffic is increasing as well. During the door to door campaign to talk to people about joining Mukilteo, I visited 140 households. Paine Field was always discussed, and I found only 2 households in favor of commercial aviation.</p> <p>Conclusion</p> <p>In short, our community sees little benefit to expansion of the airport. The convenience of not going to Seatac is hugely offset by the noise, traffic, crime, etc. When the airport was first proposed, there was much public input, but the FAA determined that there was no significant impact to our community. A single vote on the Snohomish County Council sealed our fate. There was no mitigation for noise, traffic or pollution. Please correct me if something was actually mitigated that we didn't notice.</p> <p>Our greatest frustration was that once commercial aviation was in place, we could do nothing to mitigate the effects or restrict the number of flights. We have been sacrificed for the greater convenience and enrichment of people who don't live here.</p> <p>Is there any possibility of noise/traffic/pollution/crime mitigation resulting from tripling the flight capacity of PAE? If not, then this comment period is a mere bureaucratic exercise. Our association would like to be able to report that something could be done to help the impact of such a large expansion. Please contact us if that is possible.</p>	
<p>3/31/2023 7:36 PM</p>	<p>I was wondering if you could tell me how many customers Paine Field served in 2021 & 2022. Also, is there somewhere this information is published?</p>	<p>Kristin Banfield</p>
<p>3/31/2023 7:46 PM</p>	<p>As for my comments, I am a GA pilot currently that flies out of Paine Field and the central ramp regularly while building hours to get to the airlines I would like to see a change to some of the development plans dealing with the area next to the terminal dealing with taxiways Charlie and Delta and decommissioned runway 11-29.</p> <p>When adding the de-icing pads using the area of Charlie and Delta between Juliet and Delta 1, I believe that from Delta 1 to the central ramp between Charlie and Delta should be filled in and paved, made into non-movement area as part of the central ramp in order to allow more GA parking. The current taxiway Delta from Delta 1, along the central ramp to Lima should be converted to non-movement area to also accommodate more GA parking. The entirety of the decommissioned runway 11-29 should become a "new" taxiway Delta connecting to both taxiways Alpha and Golf, not just the section from Delta 1 to Alpha/Juliet. Between Delta 1 and current Delta 2 should then add two more taxiway connections creating Delta 1 through 4 to the "new" Delta. The current Delta from Lima to Golf should be removed. The West condo</p>	<p>Casey Smith</p>

	<p>hangers could also then get taxiway connections (maybe Echo 1 through 4) to the “new” Delta as well to make getting into and out of the hangers easier.</p>	
<p>4/1/2023 10:16</p>	<p>I see some traffic improvements in front of PAE which is great. My question is, have you done any traffic studies and improvements on the main intersections further away? Ex/ 526 and airport road intersection, airport road and 99, and 128th and I-5, 526 and I-5, 525 and Beverly park road, Beverly park road and airport road?</p> <p>Can the surrounding infrastructure support the increased traffic flow without having congestion all the time?</p>	<p>Joshua Zoellick</p>
<p>4/1/2023 1:04 PM</p>	<p>I’m a 30 year resident of Mukilteo and long time flight attendant at Alaska Airlines. One of my hopes for Paine Field was that we would have noise abatement rules like the John Wayne Orange County airport in California. I think this would really make a huge different to the residents that have the planes flying over their houses when they are trying to sleep! I would love to see the flight to LAX return and flights to Hawaii startup out of Paine. Alaska stopped the flights from Bellingham to Hawaii which was a nice benefit for those living north and the Canadians. I had thought maybe they were moving them to Paine?! I know that Covid screwed up a lot of plans! Also it would be fun to have another vacation destination like Puerto Vallarta! I love the airport at Paine and hope to see it grow. I know people in the north end love not having to drive to SeaTac! I have heard from the community that prices for tickets sometimes are way higher? I’m so proud that my company and Horizon are a big part of Paine Field. I was able to work the first Alaska flight from Paine to Phoenix! It is such a wonderful, easy place to fly out of!</p>	<p>Laurie Lund-Gonzalez</p>
<p>4/3/2023 7:59 PM</p>	<p>Save Our Communities (SOC) appreciates the opportunity to comment on the proposed update to the Paine field Master Plan.</p> <p>SOC has submitted numerous comments, public testimony, OpEds, letters to elected officials and participated in numerous meetings with County officials, city officials and have met with airline executives. We have hosted public meetings and are on record fully supporting aerospace manufacturing and general aviation at the airport and all the economic activity those support.</p> <p>We opposed the startup of commercial service precisely because of concerns that once commercial service started, there would be limited opportunities to limit the growth of commercial service. A two-gate terminal is one thing but significant expansion of the number of gates and flights is another and is exactly the dynamic we warned about for the past three decades. We also warned about a potential push for air cargo and now there are suggestions that air cargo should be in the mix.</p>	<p>Mike Moore</p>

Our concerns about expansion were not misplaced as clearly the pressure to expand is here now. There is no easy pathway to determining the optimal level of commercial service at Paine Field but a starting point is to do nothing that encroaches on or restricts the main role of the airport, namely aerospace manufacturing and general aviation. Secondly, any expansion should be incremental and fully identify and mitigate all impacts with no costs passed on to the taxpayers. We don't feel that the Environmental Assessment (EA) done to start up commercial service met that standard; our comments on the EA are comprehensive and are hereby referenced in our comments here as they were submitted to the FAA and Paine Field staff. We would hope "any" expansion would involved a publicly scoped comprehensive EIS process to better ensure all impacts and mitigation measures are identified and public.

Lastly, we fully appreciate the regional challenge of locating a second major airport. Paine Field should not be considered for that role. We understand there is a push for regional airports including Paine Field to provide some additional capacity for the region while a second airport site is determined but that does not mean Paine Field should push to maximize expansion plans to serve that role which would significantly increase costs to surrounding communities and potentially lead to a reduction of the main economic driver at Paine Field - aerospace manufacturing.

We appreciate any opportunity to further discuss the master plan and the airport siting process in place at the state/regional level.

2.8 Appendix H: City of Everett Comments Received

The letter shown below was provided by Mayor Cassie Franklin of the City of Everett.



CITY OF EVERETT

January 31, 2022

Paine Field Master Plan Update Project
c/o Kristin Banfield
Snohomish County
3000 Rockefeller Ave
Everett, WA 98201

Thank you for the opportunity to provide comments as part of the Paine Field airport master planning process.

The recently completed [Regional Aviation Baseline Study](#) estimates a near doubling of passenger enplanements and air cargo tonnage in the central Puget Sound region by 2050 (unconstrained). The study also concludes that SeaTac Airport and Boeing Field are unlikely to be able to accommodate this growth.

We ask that Snohomish County consider the following comments as the master plan update project progresses.

Develop Paine Field into the region’s second hub passenger airport

Paine Field is a logical second hub airport for the central Puget Sound region’s passenger service based on geographical balance, available airport land and facilities, flight paths, and connections to the regional ground transportation system. More importantly, development of robust commercial air service in the SW Everett area is an extremely valuable economic development tool that is already attracting interest and investment.

The city supports continued development and expansion of Paine Field into a world-class airport serving the city’s, and region’s, residents, businesses, and travel and tourism sector.

Support the Boeing Everett production facility and the associated aerospace cluster

Boeing’s Everett production facility employs over 30,000 people, with thousands more employed by suppliers and associated aerospace businesses. This aerospace cluster is a bedrock of the city’s, and the county’s, economy. Any development or changes contemplated at Paine Field must be viewed through a lens of support for the surrounding aerospace cluster.

Maintain support for the Boeing Everett production facility and associated aerospace cluster as a primary consideration in planning for the future of Paine Field.

Plan for balanced and sustainable transportation access

Nearly every passenger enplanement at Paine Field will entail a trip through the City of Everett on the ground. The positive impact on the city from growing commercial service will be somewhat blunted by negative impacts from traffic and pollution associated with access to and from the airport. Planning for a light rail station near the passenger terminal is underway, but no option currently under consideration will have a stop directly at the station; shuttle service or other strategies will be necessary to conveniently connect passengers from the light rail station to the terminal, and direct and welcoming bus service to the terminal itself should also be a priority.



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Plan for welcoming, convenient, and efficient transit service to the passenger terminal and ultimately capture a significant proportion of passenger traffic on buses and trains.

Thank you again for providing this opportunity to comment as part of the master plan update process. If you have any questions or need further information, please contact Yorik Stevens-Wajda, Everett Planning Director at (425) 257-8725 or ystevens@everettwa.gov.

Sincerely,



Cassie Franklin, Mayor, City of Everett



2.9 Appendix I: City of Lynnwood Comments Received

The letter shown below was provided by Ben Wolters, Economic Development Manager of the Development and Business Services for the City of Lynnwood.



December 30, 2021

Kristin Banfield

Public Information Specialist
Paine Field | Snohomish County Airport
3220 100th St SW, Suite A | Everett, WA 98204-1303

Via E-mail

Dear Kristin,

Thank you for hosting the virtual open house to gather public comment on the Master Plan Update for Paine Field and the opportunity to email you the City of Lynnwood's comments directly. As you proceed next year with the initial factfinding effort in preparation for developing alternatives for managing potential growth of Paine Field operations, I wanted to share a few past and current perspectives from the Lynnwood community.

In 2008, the City of Lynnwood City Council passed Resolution 2008-04 re-affirming its position opposing any expansion of operations of Paine Field Airport to provide regional or major commercial passenger airline service. While passenger service began in 2019 despite opposition of the City of Lynnwood and other nearby communities, the resolution remains and reflects ongoing community concerns further growth in commercial and other operations at Paine Field will impact negatively the community's quality of life through increased noise, air pollution, traffic congestion and other potential impacts.

Paine Field is a significant economic engine for the region, serving Boeing manufacturing for decades and now providing convenient, limited, commercial passenger air service and cargo operations. This economic benefit needs to be balanced with the impact growing operations will have on Lynnwood and other adjacent communities. Just as Paine Field has seen significant changes in the last few years, so too has the City of Lynnwood. In the last decade, Lynnwood has grown in residential population and commercial activity expanding the community that could potentially be impacted by expanded flight operations.

Years ago, in anticipation of light rail service arriving in 2024, the Puget Sound Regional Council (PSRC) designated the area that includes the Lynnwood Link Station and Alderwood Mall as a Regional Growth Center (RGC). Lynnwood has been planning for urban development in the RGC since the early 2000s and has recently authorized further planning to accommodate growth. The ability to develop these areas with taller urban developments is vital to meeting our growth allocations and our obligations as an RGC.

The Lynnwood RGC is experiencing tremendous urban growth and permit review is underway for tall mixed-use buildings exceeding the height of buildings in Lynnwood



today. With light rail service imminent, the market is responding with urban-scale development as called for by VISION 2050. However, the Lynnwood's RGC is in the alignment of Paine Field's 16R/34L runway.

In addition to impacts on potential urban development, the Paine Field Master Plan Update must include careful consideration of how future operations will impact nearby noise-sensitive land uses which include residences, businesses, schools, places of worship, parks, and wildlife habitat. Changes at Paine Field must balance the regional need for passenger service and commercial operations with the city obligations to accommodate future growth through densification of Lynnwood's RGC. Limitations on height in the RGC would limit the ability to provide housing, further exacerbating housing deficiencies in the region. We ask that the Master Planning process include noise and height compatibility plans to minimize adverse impacts from air traffic flight patterns and runway approaches.

Thank you for your efforts to reach out and connect with surrounding communities. We look forward to engaging with you as the region plans for the future of Paine Field as an economic engine that addresses the needs of local communities through evaluation and mitigation of potential impacts.

Sincerely,

Ben Wolters

Economic Development Manager
Development & Business Services
20816 44th Ave W, Suite 230
Office: 425-670-5401 | Cell: 425-480-2295

2.10 Appendix J: Additional Webinar Remarks

Below are additional comments received during the Webinar.

Remark
<p>I see a 250% increase in passenger ops (16k to 41k) accompanied by 430% increase in # of pax. only 18% increase in GA ops. Is there a guarantee that based aircraft will not be pushed out by the new commercial activity? 41k ops/yr is roughly 100 ops/day, every day. 50 in, 50 out.</p>
<p>Please show on the master plan, how future development at Paine Field will meet the requirements of SNOCO's 2021 Drainage Manual. Will each individual project provide stormwater flow control and water quality treatment, or will Paine Field provide a basin wide stormwater system for the Swamp Creek, Big Gulch, Japanese Gulch, and Smuggler's Gulch basins? <i>This level of analysis will be addressed at project specific level, as specific projects are identified for environmental assessment. Specific measures to reduce or control surface, ground, and runoff water impacts will be identified and described in project specific environmental documents at the time of permitting.</i></p>
<p>Describe how Paine Field will protect Wetland ERR and restore its buffers that were damaged when Arif Ghouse illegally authorized clearing in the wetland buffer. <i>Improvements identified in the Airport Master Plan will be the subject of subsequent environmental review at the time of project permitting.</i></p>
<p>Do we really want Mukilteo and South Everett to have the noise and pollution and so forth that Oak Harbor gets from NAS Whidbey Island? If we don't expand the airport what is the impact to the air traveler? And how does that impact to the traveler weigh against the residents of Mukilteo and Everett. Our community seems of greater importance than non-residents/visitors/travelers. <i>The Airport Master Plan recommends policy guidelines that help guide airport development in response to demand for facilities that may occur. These in themselves do not result in any significant changes to the existing situation. The forecasted aircraft operations and resulting effects will occur with or without the Master Plan. The Master Plan does not cause the operations to occur.</i></p>
<p>According to the noise contour maps, no neighborhoods are effected by the increased flights and noise. I live approximately one mile from PAE, I promise you that we are woken at night by flights, we have to pause conversations and tv shows, and sometimes our house shakes. I report the loudest planes, the last report was alt. .37 and 800 feet over my house. It is a disservice to ignore the residents effected by the expansion of this airport.</p>

What may be required if the current Lead Fuel legislation passed? How we could get GAMI 100 Unleaded AV gas for GA ops?

All of this planning discussion is from the presumption that expansion is needed and the impact of doing so. Has the viewpoint been thoroughly examined to assess the impact of not expanding Paine Field? *The Master Plan develops a strategic playbook for the County to use if demand increases and potential ways to improve safety and extend the life of their assets and their community.*

Why does Snohomish County continue to pay thousands of dollars to a sham organization like Salmon Safe? This organization certifies municipal organizations like Paine Field for meeting the bare minimum code requirements for environment?

As a real estate broker, Terry Ryan certainly understands how more takeoffs and landings at Paine affect property values. My home is located just under 7 miles south of Paine and planes fly over my home averaging 1500 feet elevation. So much noise, so much air pollution and yet I feel like anyone involved in Paine has NOT reached out to any property owners now in the narrowed FAA flightpath nor in any nearby communities to address their concerns. Maybe we can't be heard over the jet noise!?

Paine Field has long been a hub for aviation businesses. it existed LONG before adjacent residential areas put high-density development right up to the airport boundaries. ALL residents who live nearby have ALWAYS known that there is an airport here, and they should have been very aware of this prior to making a purchase decision. still, more people will move in and complain about noise and pollution. How is Paine Field ensuring that airport usage and aviation operations will be PROTECTED from residents experiencing buyer's remorse or actively trying to limit or eliminate these long-standing aviation uses. How will PF ensure that the county planning commission will enforce restrictions on building permits/developments that are inconsistent with the existing and future aviation uses?

Why are the dollars in current \$ rather than constant year (2022) \$? Our detailed report presents the capital costs in current and constant dollars. *We present the totals in current dollars in the presentation so as not to confuse the audience.*

Why is there a dollar sign (\$) in front of the 2022 "CIP Assumptions?" *The dollar sign referred to the CIP (Capital Improvement Plan) and the cost associated with it.*

If 100th Street SW & Airport Road are being looked at, could you look Beverly Park Road from south and north for the safety of people walking, and crossing a in cars?

Much of the traffic in and out isn't too loud, whether commercial or GA. However, some is really loud. When you get some military aircraft, particularly Prowlers from Whidbey Island, it is incredibly loud. What can you do to bring that noise down to where the rest is? Military aircraft operations were taken into account in the production of the noise exposure contours produced for this Master Plan Update. PAE has

adopted noise abatement procedures designed to minimize noise impacts upon the surrounding community.

Addressing those who are talking about noise and low-flying planes. We are in north Lynnwood near Lake Stickney and have also had loud airplane noise during the day, but also at night. I thought PAE had restrictions for takeoff/landings to prevent noise at night? *Airlines and airport operators at PAE are permitted to schedule flights to meet demand. Airlines schedule flight times based on demand for passenger flights and to meet demand for shipping. The Airport Noise and Capacity Act (ANCA) of 1990 limits airport operators from imposing curfews or any other type of access restrictions. PAE does have several voluntary noise abatement procedures in place. Including the restriction to only use a single runway from 9 p.m. to 7 a.m. to reduce nighttime traffic pattern noise.*

In order to account for the effects of nighttime noise, the DNL noise metric used to produce the noise exposure contours presented in this study includes an extra 10 decibel "penalty" for aircraft noise events that occur between 10:00pm and 7:00am.

Is there talk of quiet hours for all commercial operations to help mitigate the sound volumes for residents at night? *In accordance with federal law and to comply with FAA grant assurances, the airfield is open 24 hours a day, 365 days a year to all users of the National Airspace system.*

T02/T03 is "up to the 3rd party--Propeller"? Please exercise oversight of that 3rd party! they are tenants on publicly owned property. the public includes those who live nearby, as well as those in Arlington who are tired of commuting to SEATAC. Propeller doesn't get to veto the needs of the neighbors just to draw in more pax from the exurbs.

What is the process or how will flight restrictions (ie: no flights between 11pm and 6am) be addressed? Is that through the FAA? *That is an FAA question not a Master Plan question*

From kindergarten to senior high, there are children surrounding all 4 flights in our neighborhoods. What about noise pollution that can harm the children learning? *The noise exposure contours prepared for this Master Plan Update show that no schools are located within an area that exceeds 65 DNL, which is the threshold for significant noise impact upon schools and other noise-sensitive land uses in accordance with current Federal guidelines.*

Why should the community put up with the pollution (air, water, and noise) so a private enterprise profit? SeaTac may be at capacity but why do we continue to increase capacity? Adding more roads doesn't ease congestion - it encourages more usage and congestion. Not all demand must be met. It's time we realize

that. You spoke of required improvements. What makes them required? Private enterprise is not determinant of societal needs.

I worry that our property values will decline as Paine Field expands. What will you do to mitigate the negative effects noise pollution for people living here? Can we enact quiet hours overnight?

The potential effect of airport noise on property value is a complex issue due to the variety of factors that may affect property value and the subjectivity in real estate values. Studies on the effects of noise on property values have been inconclusive or contradictory. Some studies have found evidence suggesting that property values near an airport can be higher, owing to the desire of some individuals, such as those who are employed in the airport industry or who travel frequently, to live near an airport. Other studies have shown lower property values but note the contribution of other socioeconomic conditions as factors in home values. PAE has adopted noise abatement procedures designed to minimize noise impacts upon the surrounding community. The Airport Noise and Capacity Act (ANCA) of 1990 limits airport operators from imposing curfews or any other type of access restrictions. As all adjacent greenspaces shrink / disappear to urbanization, what active steps is Paine Field taking to ensure that the subsequent migration of birds to the undeveloped areas on /near Paine Field will remain both useful/safe for wildlife and not present a bird-strike hazard to aircraft operations? Enhancing safe aircraft operations is a primary objective at Paine Field. Accomplishing this objective entails careful monitoring of potential wildlife hazards on and around the airport. Pursuant to CFR Title 14 Federal Aviation Regulations (FAR) part 139.337(3), Paine Field/Snohomish County Airport developed a Wildlife Hazard Management Plan in cooperation with the U.S. Department of Agriculture's Wildlife Services program to comply with regulations set forth by the Federal Aviation Administration (FAA).

Wildlife and wildlife attractants are monitored throughout the daily inspections of the airfield and immediate safety issues are addressed. Our USDA contracted wildlife biologist and team track nationwide trends and implement industry best practices.

Measuring dBA by 65 db is very misleading. This an average over 24 hours which may have frequent short blasts over 100dBA. There should be a map showing areas exposed to noise events over 90dBA.

How does the separation/overlap of flight holding patterns change as SeaTac and PAE increase operations? Is that an FAA issue?

How many DNL would one feel if standing at SR526 under the approach end of the long runway with an E175 on the ILS? How different is that with a Dreamlifter, or a C150, or a P-51mustang? Likewise, small GA aircraft flying a rectangular landing pattern may well be climbing at max power and low speed at

between 600 and 1000 feet about surrounding residential areas of Mukilteo and Everett. What does a C172 or bonanza sound like at 600' and flying at 70 mph?

The growth for passenger travel is greater than the growth for general aviation. Correct.

What jobs would be created because of the airport and are they are really good paying jobs? How many are family wage jobs? Also, Mukilteo residents are very concerned about the environmental impacts, traffic, noise, and the overall impact to all of us. We are not interested in an expanded airport. An updated Economic Impact Analysis is a good idea and should be considered. Additional environmental analysis will be required as specific projects are planned and designed.

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Currently Washington Department of Transportation estimates the economic impact of PAE at 158,227 jobs with a total economic impact (business revenues) of \$59.9 billion annually. The full details of this can be found at <https://wsdot.wa.gov/publications/fulltext/aviation/PAE-SnohomishCountyPaineField.pdf>. The Master Plan is a planning document based on traffic forecasts and does not specifically specify the anticipated increase in employment.

Improvements identified in the Airport Master Plan will be the subject of subsequent environmental review at the time of project permitting.

Has Boeing requested more spacing for AP parking? Not at this time.