

Your City, Seattle

Executive Department — Office for Long-range Planning

Richard Yukubousky, Director
Charles Royer, Mayor

May 18, 1989



MAY 18 1989

The Honorable Sam Smith
President, Seattle City Council
1100 Municipal Building
Seattle, Washington 98104

VIA: Ken Bounds, Acting Director
Office of Management and Budget

842094

SUBJECT: Lake Union Seaplane Agreement

Dear President Smith:

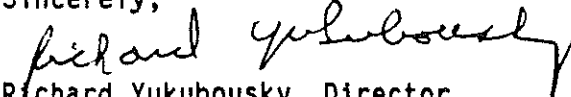
Earlier this month, the Lake Union seaplane operators, local residents and business interests, and the Mayor signed an agreement designed to reduce the impact of seaplane operations on the City. With this letter, I am submitting a resolution to the Council to take cognizance of the agreement. I am sure that the Council will wish to share this accomplishment with the Mayor.

The agreement is the product of almost a year long effort and represents a balanced solution that helps protect our neighborhoods and retains the role for seaplane operations as part of the working lake. The agreement establishes hours of operation and commits Lake Union Air, Kenmore Air Harbor, and Chrysler Air to a series of noise abatement flight practices. The agreement does not address the number of flights originating on Lake Union.

The agreement commits the City of Seattle to several activities in support of the agreement. The City is obligated to continue a committee to oversee the agreement and provide continuing interaction between the seaplane operators, the community, and the City. The City has also committed to periodically monitor seaplane operations for adherence to the agreement, to maintain a seaplane information line for both complaints and compliments, and to prepare an informational brochure.

I am confident the the Council will want to join the Mayor in recognizing the City's commitment to fulfilling the terms of this agreement.

Sincerely,


Richard Yukubousky, Director
Office for Long-range Planning

RY:hss/48-680

Enclosures

RESOLUTION _____

- 1 A RESOLUTION recognizing the Lake Union Seaplane Agreement between the
2 City of Seattle, Kenmore Air Harbor, Lake Union Air and Chrysler Air,
3 and members of the Lake Union Seaplane Committee, and establishing
4 noise abatement practices for seaplane operations from Lake Union.
- 5 WHEREAS, Lake Union, located in the center of the City of Seattle, is an
6 historic site of seaplane operations; and
- 7 WHEREAS, seaplane operations have increased significantly in frequency and
8 number; and
- 9 WHEREAS, the noise and number of flights can adversely affect the
10 enjoyment of life in the Lake Union basin, the flight paths, and
11 the City of Seattle; and
- 12 WHEREAS, noise from commercial and general aircraft operations is a blight
13 on the City of Seattle; and
- 14 WHEREAS, seaplane operations from Lake Union make a significant
15 contribution to the economic life of the City; and
- 16 WHEREAS, City Council Resolution 27618, adopting the implementation
17 guidelines for the Seattle Shorelines Master Program, establishes
18 the objective for Lake Union to "Retain the working character of Lake
19 Union by reserving those areas of the Lake's shorelines which are
20 suitable for water-dependent uses for the use of marine businesses";
21 and
- 22 WHEREAS, the adverse impacts of seaplane operations can be reduced by
23 adherence to noise abatement operating practices and curtailment of
24 the hours of operation; and
- 25 WHEREAS, the City created a Lake Union Seaplane Committee in 1988 and
26 charged the Committee with negotiating an agreement for the use of
27 Lake Union by seaplanes; and
- 28 WHEREAS, the purpose of the agreement is to achieve and maintain
compatibility of uses among the residential, business, and
recreational users of the Lake Union basin; and
- WHEREAS, the Land Use Committee of the City Council, on February 7, 1989,
held a public hearing on seaplane noise; and
- WHEREAS, the Mayor, the commercial operators of seaplanes on Lake Union,
the Seaplane Pilots Association, the Seaplane Environmental Coalition,
and representatives of affected communities and business organizations
have negotiated and signed such an agreement; Now, Therefore,
- BE IT RESOLVED BY THE CITY COUNCIL, THE MAYOR CONCURRING, THAT:
1. The City Council recognizes the 1989 Lake Union Seaplane Agreement
as it addresses noise abatement procedures and hours of seaplane
operation.
 2. The City Council recognizes that the 1989 Lake Union Seaplane
Agreement does not address the number of seaplane flights using Lake
Union.

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- 3. The City Council commits the City to uphold the obligation incurred by the City in the agreement:
 - a. to participate in the Lake Union Seaplane Committee,
 - b. to chair, and to provide staff support to the Lake Union Seaplane Committee,
 - c. to maintain and publicize a central location for information about noise abatement practices and seaplane operations that will receive complaints and compliments and to notify the operators,
 - d. to publish a brochure, and
 - e. to monitor seaplane flights for noise abatement practices and hours of operation in accordance with the terms of the agreement.

ADOPTED by the City Council of the City of Seattle this ___ day of _____, 1989, and signed by me in open session in authentication of its adoption this ___ day of _____, 1989.

President of the City Council

Filed by me this ___ day of _____, 1989.

ATTEST: _____
City Comptroller and City Clerk

BY: _____
Deputy

THE MAYOR CONCURRING:

Charles Royer, Mayor

HS:ms
2a-681

Office Of The Mayor
City of Seattle

Charles Royer, Mayor



LAKE UNION SEAPLANE AGREEMENT

May 3, 1989

Parties to the Agreement:

This agreement is entered into by and between the City of Seattle; Lake Union Air, Kenmore Air Harbor, and Chrysler Air, as the owners and operators of commercial seaplanes on Lake Union; the Seaplane Pilots Association; the Seaplane Environmental Coalition; and representatives of the residential communities and business interests surrounding Lake Union and the Ship Canal convened as members of the 1988 Lake Union Seaplane Committee. This agreement is intended to apply to seaplane operators currently using Lake Union; new operators will be encouraged to adopt the same standards and procedures.

Preamble:

This agreement addresses two of the three major issues considered by the 1988 Lake Union Seaplane Committee, i.e., noise abatement procedures and hours of operation. The Committee did not address, through the negotiation process, the number of seaplane flights using Lake Union. Therefore, the number of flights is not addressed in this agreement.

Intent:

The purpose of this agreement is to achieve and maintain compatibility of uses among the residential, business, and recreational users of the Lake Union basin consistent with the City of Seattle Shorelines Policies promoting a "working lake". With regard to issues explicitly addressed herein (see Preamble), seaplane use is recognized as suitable for Lake Union.

Committee:

A Lake Union Seaplane Committee shall be created to monitor compliance with the terms of this agreement.

The Committee shall consist of parties interested in and affected by seaplane operations on Lake Union. At its formation, the Committee shall consist of the following members as each signs the agreement:

- o each commercial operator of seaplanes on, or from, Lake Union;
- o two representatives of the City of Seattle, including a representative of the Marine Unit of the Seattle Police Department;
- o a representative of the Environmental Health Division of the Seattle-King County Health Department;
- o a representative of the Seaplane Pilots Association;
- o a representative of the Seaplane Environmental Coalition;
- o one representative each of the Queen Anne, Wallingford, Eastlake, Magnolia, Sunset Hills, Fremont, and Ballard Community Councils and the Floating Homes Association;
- o one representative each of the Cascade Area Business Neighbors, the Lake Union Association and the Seattle Marine Business Coalition; and
- o one representative of the boating community using Lake Union.

All parties signing this agreement agree to participate as members of the Lake Union Seaplane Committee.

A representative of the City of Seattle shall serve as the chair. The chair may appoint additional members to the Committee with the consent of a majority of the Committee. The committee may form, and operate through, subcommittees.

The Committee shall meet a minimum of three times during the year. Meetings will be scheduled in the months of March, July, and October. The October meeting will include an annual evaluation of this agreement. In addition, the committee shall meet when called by the chairperson. Meetings will be open to the public. The City of Seattle agrees to provide staff support for the Committee.

Public Information:

The City agrees to maintain and publicize a central location for information about noise abatement practices and seaplane operations (including complaints and compliments) as part of the City's general citizen information and participation system. The City will take responsibility for notifying the operators of complaints and compliments within two working days and make the comments available to the public.

The City agrees to publish a brochure, developed and approved by the Lake Union Seaplane Committee, which aids operation of the information system and includes the telephone number for the central information location for seaplane noise abatement information, identification of aircraft, terms of the Lake Union Seaplane Agreement, role of seaplanes in regard to the working lake, and water dependent use policies pertaining to Lake Union. The City commits to update annually and reissue the brochure on, or before, May 1 of each year, to mail copies to the Lake Union Seaplane Committee and the Seaplane Environmental Coalition, and to provide adequate copies for the general public.

Noise Abatement Operations:

Unless justifiable safety concerns dictate otherwise, the signatories agree to the following noise abatement practices on Lake Union:

- o taxiing a minimum of 500 feet away from shore, except when approaching shore facilities;
- o preferred takeoff and landing pattern is near the center line of Lake Union (160-340 degrees magnetic), as identified in the attached map;
- o adherence to flight paths and altitudes shown in the attached maps (except under low ceiling conditions), in a manner consistent with safe operating procedures and with an awareness of noise impacts when crossing the shoreline;
- o takeoffs to the south except when the pilot determines safe operation dictates a northbound takeoff is warranted;
- o aircraft put into service by the commercial operators will have three-blade propellers when allowed by Federal Aviation Administration aircraft modification standards;
- o prohibition of flights involving repeated takeoffs and landings or repeated passes over the lake or within the Lake Union basin;
- o prohibition of "step taxiing" in violation of the 7 knot speed limit provisions of Seattle Municipal Code 16.20.131, except when actually taking off or landing;
- o prohibition of maintenance operations that violate the maximum permissible sound levels set in Sections 25.08.410 and 25.08.420 of the Seattle/King County Noise Code, without reference to Section 25.08.545;
- o prohibition of scheduled takeoffs and landings on Portage Bay;
- o prohibition of scheduled night flights and scheduled night landings; and
- o use of radio frequency 122.9 MHertz to announce pilots' flight intentions.

Hours of Commercial Operation:

Commercial aircraft takeoffs and full power engine "runups" shall not occur before 8:00 a.m. on weekdays and Saturdays or before 9:00 a.m. on Sundays.

Aircraft Identification:

As part of normal maintenance and repainting schedules, each operator will use a color or identification scheme for the aircraft owned by that operator.

Monitoring Flights:

The City will monitor flight operations for noise abatement procedures on a biweekly basis during the three months of the year with the greatest number of flight operations and on a monthly basis during the balance of the year. The City will commence monitoring at 7:00 am and monitor adherence to flight paths, order of takeoff, type of aircraft, direction, operator, and approximate wind speed and direction at the point of observation. Operators will keep records of individual aircraft operations and pilots to facilitate communication with, and feedback to, the pilots.

Private Aircraft:


The Seaplane Pilots Association agrees to notify its membership of the noise abatement operations contained in this agreement. The operators agree to support a petition to the Federal Aviation Administration to incorporate the noise abatement provisions of this agreement, including the unavailability of fuel to transient aircraft, in the Airport/Facility Directory and other appropriate documents. The operators agree not to publicize or advertise the availability of fuel for private aircraft and refrain from providing fuel to transient aircraft not based on Lake Union except in cases of emergency or in connection with United States Customs clearance laws.

Liability:

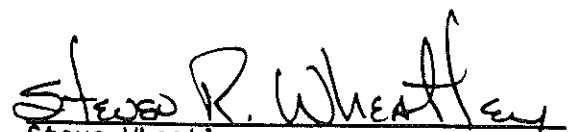
Nothing herein is intended either to supersede the safe operation, takeoff, and landing of seaplanes upon Lake Union, overrule any applicable state or federal laws, regulations, rules, or policies concerning safe aircraft operation, nor create any duty upon any party to enforce this agreement. No party shall, on the basis of this agreement, be liable to the other parties or any third party for damages in any manner whatsoever concerning the operation, takeoff, or landing of aircraft upon Lake Union.

Adoption:


The agreement will take effect upon signing and become binding on each party upon signing. Upon completion, this agreement will be submitted to the City Council for recognition by resolution.



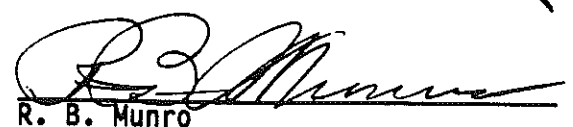
Mayor Charles Royer
City of Seattle



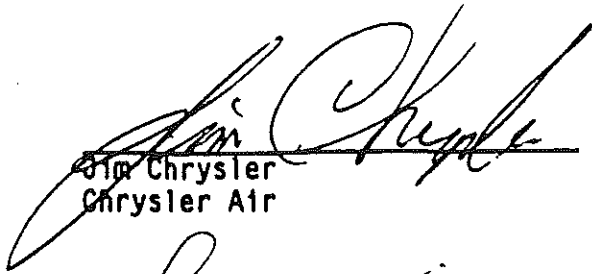
Steve Wheatly
Lake Union Air

for 

Dr. Bud Nicola
Seattle-King County Health
Department

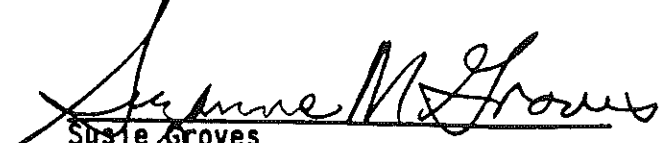


R. B. Munro
Kenmore Air Harbor

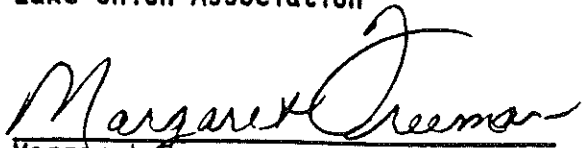

Jim Chrysler
Chrysler Air

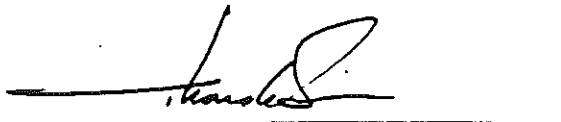

Marin Faure
Seaplane Pilots Association


Lynda Caine
Seaplane Environmental Coalition



Susie Groves
Lake Union Association

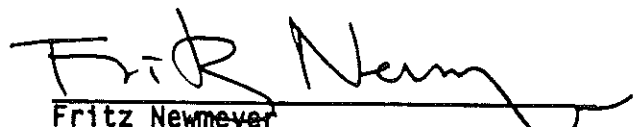

Bill Keasler
Floating Homes Association

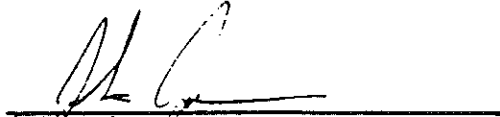

Margaret Freeman
Seattle Marine Business
Coalition and Fremont Works



Tom Susor
Floating Homes Association

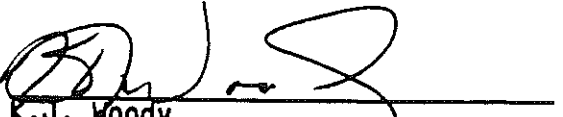

Jerry Percival
Cascade Business Neighbors

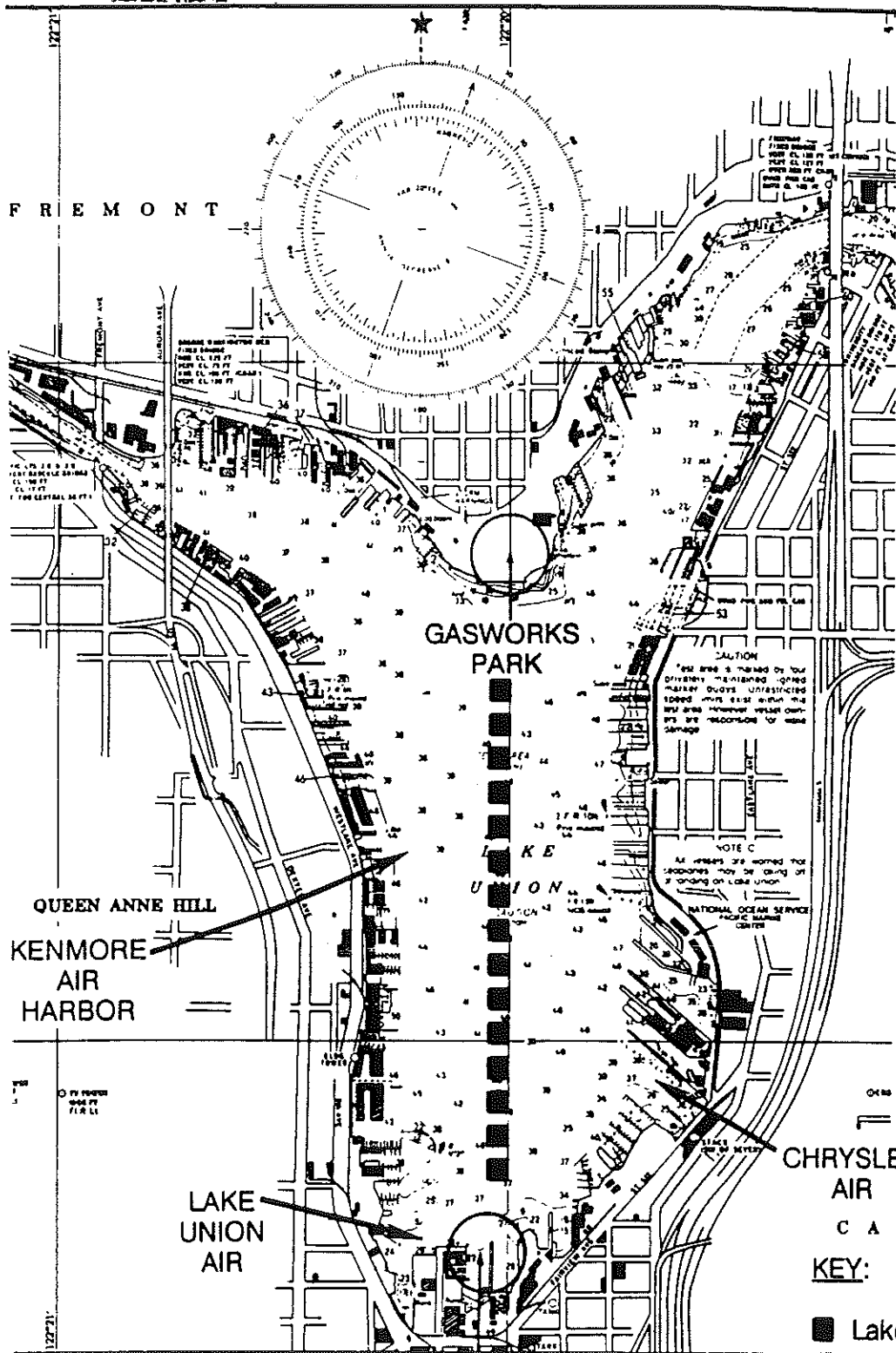

James Engrissel
Queen Anne Community Council


Fritz Newmeyer
Wallingford


Jules James
Eastlake Community Council


Richard Bristow
Associated General Contractors


K.J. Woody
Cascade Community Council



F R E M O N T

G A S W O R K S P A R K

K E N M O R E A I R H A R B O R

L A K E U N I O N

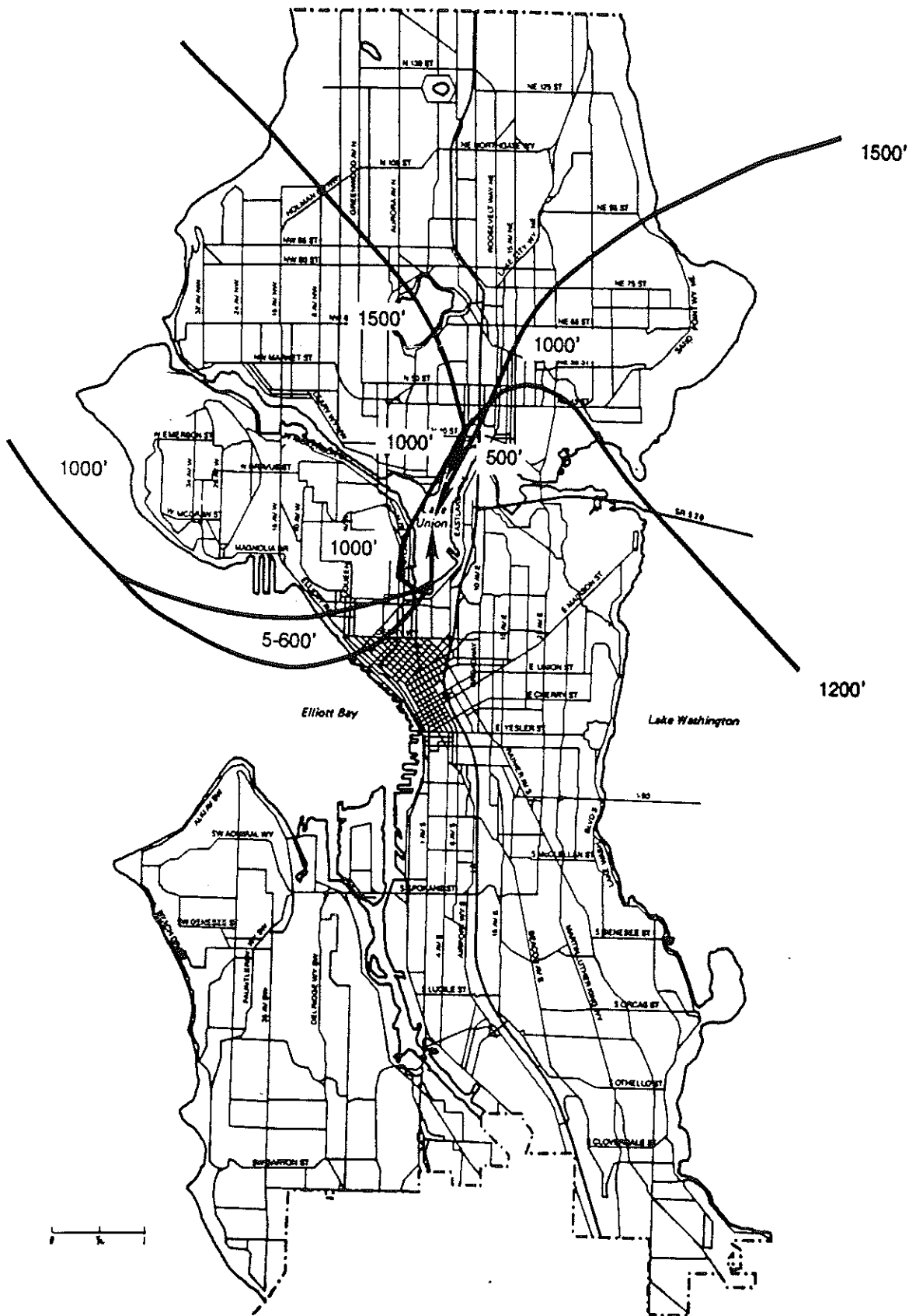
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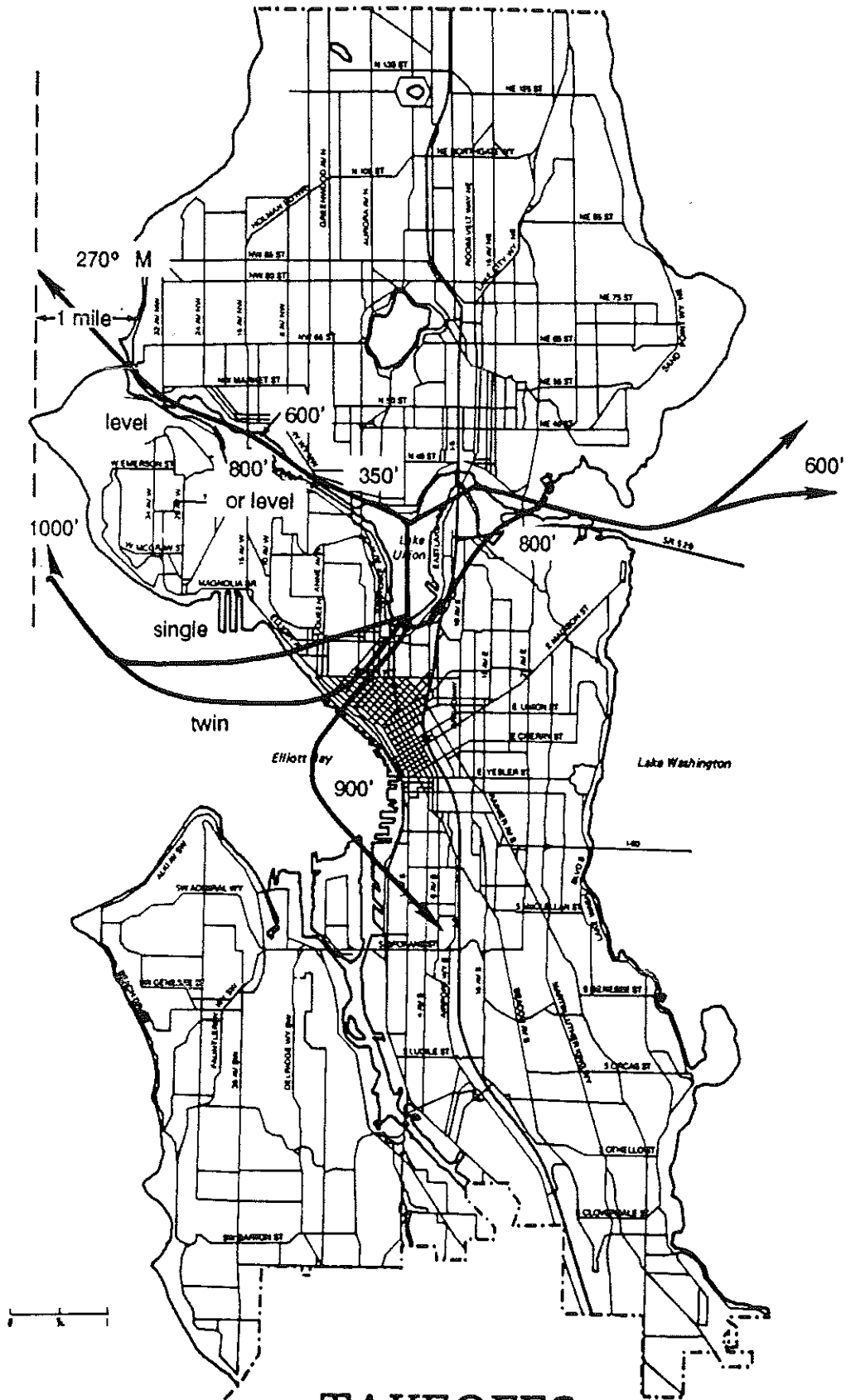
N A V A L R E S E R V E W A T E R W A Y # 4

KEY:

- Lake Union center line
- 160-340° magnetic



LANDINGS



TAKEOFFS