

KPAE**Snohomish County (Paine Fld) Airport**
Everett, Washington, United StatesNoise
Sensitivity
Level:**HIGH**
**Diagram #1: Aerial Image**

KPAE**Snohomish County (Paine Fld) Airport**
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Level:**HIGH****OVERVIEW**

Paine Field is a unique airport. It is home to over 615 aircraft, including small, single engine recreational aircraft, corporate jets and brand new Boeing 747s. Located about 30 miles north of downtown Seattle, the airport offers high quality aviation facilities, including an FAA tower, Cat 1 ILS, Part 139 certification, FBO services and good access to Seattle and the eastside cities of Bellevue and Redmond.

The Airport is home to the Boeing manufacturing plant for 747, 767, 777, and 787 aircraft and recently saw the first flights of the first 787 Dreamliners and the first 747-8. Aviation Technical Services is the largest third-party aircraft inspection and repair facility in North America and provides repair and maintenance services for airlines such as Alaska, Delta, Southwest and UPS.

Paine Field has become a major tourist destination with the opening of the new Future of Flight Aviation Center & Boeing Tour, the Flying Heritage Collection and the Historic Flight Foundation. Other attractions include Legend Flyers, which is building Me-262 aircraft, and the Museum of Flight Restoration Center.

TEMPORARY INFORMATION

Current NOTAMS

TWY INTERSECTION K6 CLSD
TWY CHARLIE CLSD BTN D1 AND ALPHA
TWY INTERSECTIONS D2, D3 AND D4 CLSD
TWY WHISKEY CLSD
TWY CHARLIE CLSD BTN D1 AND ALPHA
RWY 11/29 CLSD EXCEPT FOR TAXI

MANDATORY RESTRICTIONS**All Aircraft Categories / All Runways**

Avoid overflights of school sites.

Aircraft with engines rated over 250 total horsepower are requested to use RWY 16R 34L except itinerant operations as noted below.

CURFEWS**All Aircraft Categories / All Runways**

OPERATIONS WITH AIR TRAFFIC CONTROL TOWER CLOSED

- Announce intentions on CTAF 132.95.
- Runways 11-29 and 16L-34R closed.
- Caution for converging traffic on base to final legs to Runway 16R - 34L.
- Large aircraft fly a west pattern to 16R or 34L over the water.
- Small aircraft fly east pattern on 16R or 34L.
- Intersection departures and repetitive training operations are discouraged.
- PPR for Air Carrier Aircraft 2100-0700 local (388-5110 or 353-1606).

ARRIVALS**All Aircraft Categories / All Runways**

SMALL PROPELLER AIRCRAFT

(Single and twin engine under 12,500 pounds)

•Avoid overflights of school sites (shown on map).

•Aircraft with engines rated over 250 total horsepower are requested to use Runway 16R-34L except itinerant operations as noted below.

Approaches:

- Itinerant arrivals and low approaches of small aircraft over 250 horsepower are authorized on Runways 29, 16L and 34R.
- Enter Class D Airspace from the suggested reporting points as shown on the map at or above 1600' MSL..
- Runway 16R-34L, Runway 16L-34R, Runway 11-29: Remain as high as practical until intercepting the VASI, PAPI or glide slope unless otherwise directed by ATC.

JET, TURBOPROP & LARGE PROPELLER AIRCRAFT

Noise abatement procedures in effect unless directed otherwise by ATC.

Use Runway 16R-34L:

- Touch and go operations and repetitive training flights are discouraged.
 - Runway 34L departures are discouraged in calm wind conditions.
- Approaches:

- Standard NBAA/Aircraft Operating Manual noise abatement procedures should be used.
 - Practice IFR approaches during VMC.
 - Circle to land maneuvers are discouraged.
 - Missed approach instructions will be assigned by ATC.
- VFR Approaches:

- Downwind should be flown mid-channel.

ROTARY WING AIRCRAFT

- Military-Contact Airport Operations for military procedures.
- Civilian- Contact Air Traffic Control for takeoff and landing procedures.

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Level:**HIGH****DEPARTURES****All Aircraft Categories / All Runways****SMALL PROPELLER AIRCRAFT**

(Single and twin engine under 12,500 pounds)

Departures:

- Itinerant departures allowed on Runways 11-29 and 34R with ATC permission, itinerant departures from Runway 29 should proceed with a 50 degree north turn over 34L.
- On initial climb-out, fly runway heading to 1100' MSL or higher before turning, unless otherwise directed by ATC.
- Runway 16L-34R and Runway 11-29: Avoid intersection departures except for Runway 11 at D1.
- Maintain 1600' MSL or higher until leaving the Class D Airspace.

JET, TURBOPROP & LARGE PROPELLER AIRCRAFT

Noise abatement procedures in effect unless directed otherwise by ATC

Departures (IFR or VFR):

- Intersection takeoffs are discouraged.
- Standard NBAA/Aircraft Operating Manual noise abatement procedures should be used.
- Runway 34L: Avoid turns before reaching the shoreline at 2.5 DME.
- Runway 16R: Avoid turns until reaching 3000' MSL.

PATTERN ALTITUDES*ALL VALUES ARE MSL (FEET)***All Aircraft Categories / All Runways**

- Maintain 1600' MSL or higher until leaving the Class D Airspace

ENGINE RUNUP

Large Aircraft use blast fence.

FLIGHT TRAINING<http://www.regalair.com><http://www.everetthelicopters.com>**COMMUNITY GROUPS/INFO**

Washington Pilots Association Paine Field Chapter

<http://www.wpaflys.org/Chapters/Paine/index.htm>**FLIGHT TRACK MONITORING**

SeaTac Airpot Flight Track Monitoring

Shows some Paine Flights

<http://www32.webtrak-lochard.com/WebTrak/sea/>**NOISE MONITORING**

Paine Field has 3 Noise monitors located around the airport. Noise calls are received via telephone hotline (425-353-2110 x1) or through the airport on-line noise complaint form.

As Paine Field is home to the Boeing Flight test operations for wide bodies, 600 General aviation aircraft, flight schools, and some Alaska Airlines, Delta, UPS and other airline maintenance contracts, it is expected to have frequent flight operations daily. Other than expected flights, please do let us know if you see something which is out of the ordinary.

To reach the noise complaint form, see the right hand side of this site for a link.

PRIOR PERMISSION (PPR) OPERATIONS

- PPR for Air Carrier Aircraft 2100-0700 local

(425) 610-8411 or

(425) 353-1606.

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NOISE & FLIGHT OPERATIONS SUMMARIES

To View historical data containg past monthly quarterly, and annual reports click here:
<http://www.paineifield.com/noise/noisesummary.html>

PART 150 NOISE EXPOSURE MAP

http://www.paineifield.com/far_part150.html

Introduction

The noise exposure maps for Paine Field were originally prepared as a component of a Part 150 Noise and Land Use Compatibility Study that was adopted by Snohomish County in July 1995. Those noise exposure maps, with a five-year planning horizon, are now out of date and the adopted forecasts contained in the 2002 Master Plan Update for Paine Field have been used as a basis to formulate updated Noise Exposure Maps.

The need to update the noise exposure maps was identified as a result of the public meetings and process used in the preparation of the 2002 Master Plan Update. Aircraft operation numbers and types of aircraft have changed since the preparation of the last Noise Exposure Maps, especially with the removal of military helicopter operations from the airport. The Noise Compatibility Recommendations contained in the previous Part 150 Study have not been amended and are still current. The complete FAR Part 150 Noise Exposure Maps Update in pdf* format (5,907KB). Click on the link for a summary on how aircraft noise is measured.

AIRPORT CONTACT INFORMATION

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Snohomish County (Paine Fld) Airport
 3220 100th St SW
 Suite A
 Everett WA 98204

ABOUT AIRCRAFT CATEGORIES

A	B	C	D	E	HELI
< 91 kts	91-120 kts	121-140 kts	141-165 kts	>165 kts	Helicopters

Aircraft Approach Categories are based on FAA reference speeds.
 See http://whispertrack.com/pdf/faa_handbook.pdf

$$V_{REF} = 1.3 \times V_{SO}$$

PREFERENTIAL RUNWAYS (NO PREFERENCE)

PREFERENTIAL INSTRUMENT PROCEDURES (NONE)

REVERSE THRUST (NO RESTRICTIONS)

INTERSECTION TAKEOFFS (NO RESTRICTIONS)

APU USE (NO RESTRICTIONS)

STAGE II (NO RESTRICTIONS)

STAGE III (NO RESTRICTIONS)

NOISE ORDINANCE (NONE)

NBAA PROCEDURES (NOT APPLICABLE)

AOPA NOISE AWARENESS STEPS (NOT APPLICABLE)