



King County

Department of Transportation
Airport Division

King County International Airport/Boeing Field

Sound Insulation Program

Frequently Asked Questions about an Avigation Easement

1. What is an easement?

An easement is permission granted by a property owner. It gives someone other than the property owner a right related to the property. Easements are usually recorded with the property title and are valid if there is a new property owner. For example, when you bought your home, you may have discovered that the property title included an easement allowing your water utility to run pipes across your yard to your home.

2. What is an avigation easement?

An avigation easement is limited permission granted by a property owner allowing aircraft to fly above or near the property.

3. Since I haven't already signed the avigation easement, is King County International Airport operating illegally?

King County International Airport has operated legally since it opened in 1928. It is allowed to operate under federal, state, county and city laws and regulations.

4. Why must a homeowner sign an avigation easement to participate in the Sound Insulation Program?

The Constitution of the State of Washington prohibits government from making gifts (money or anything of value) without getting something of value in return to anyone, unless the individual is poor or infirm. Signing an avigation easement is a common legal requirement of sound insulation programs of this type across the country.

5. Does signing an avigation easement mean I can't sue King County International Airport?

Signing the avigation easement means you grant KCIA permission to operate within the activity level consistent with projected operations of the Noise Exposure Map (NEM), future base case 2008. It does not give permission to the airport to generate more than 1.5 dB in aircraft noise without creating an updated NEM that takes into account additional air traffic. (Please reference next page for additional noise information.)

It is important that you understand any legal document before you sign it. If you have legal questions about the avigation easement, you may wish to talk with a lawyer. Legal forms used in this Program were approved by King County Prosecuting Attorney's Office.

Your free speech rights are not affected by signing an avigation easement, nor your rights to assemble, to comment, nor to advocate in opposition to KCIA.

6. What if I don't sign an avigation easement?

Participating in the Sound Insulation Program is voluntary. Homeowners who do not sign an avigation easement choose not to participate in the program and will not receive sound insulation improvements.

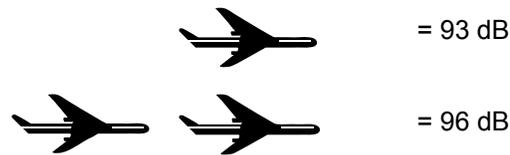
7. If I sign an avigation easement, can I choose to receive money instead of sound insulation improvements?

No. Payment in lieu of improvements is not allowed under the Sound Insulation Program.

MORE INFORMATION ABOUT NOISE

- Noise is measured by decibels (dB).
- Decibels are logarithmic units that increase exponentially by powers of ten and cannot be added or subtracted arithmetically.
- Typically, a person does not perceive changes less than 3 dB.
- For example, if two sounds are the same decibel level, the sound level increases by 3 dB instead of doubling. Sample small aircraft: 81 dB + 81 dB = 84 dB; large cargo aircraft: 93 dB + 93 dB = 96 dB

LOGARITHMIC CALCULATION OF DECIBELS



*A 10 decibel change equals a perceived doubling or halving of noise.
Source: Leigh Fisher Associates, 1999.*

EXAMPLES OF EVERYDAY NOISE

- Car passing 25' away is 77 dB
- Diesel truck 50' away is 84 dB
- Passenger car is 70 dB
- Train averages 85 dB
- Motorcycle 25' away is 90 dB
- Power mower is 96 dB
- Food blender is 88 dB
- Garbage disposal is 80 dB
- Conversation is 60 dB
- Living room music, TV-audio, vacuum cleaner; each is 76 dB

NOISE METRICS AND MODELING

- DNL (**Day-Night 24-hour average sound Level**) is the metric for airport noise analyses.
- FAA solely uses DNL for airport noise analyses, such as the Integrated Noise Model (INM).
- FAA has mandated the use of INM since 1978. The model integrates:
- A user mix: of air cargo, air taxi, commercial passenger, general aviation, and military,
 - flight tracks,
 - airport aircraft mix (profiles which includes dB levels by aircraft design and model, engine type, weight, frequency of operations, etc.), and
 - terrain, and weather conditions,to determine noise exposure contours for land use compatibility.