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RESOLUTION NO. ___ OF 2003
SUPPORTING COMMENTS BY THE MAYOR AND
THE SALT LAKE CITY DEPARTMENT OF AIRPORTS
PERTAINING TO THE FEDERAL AVIATION ADMINISTRATION'S
PROPOSED NORTHERN UTAH AIRSPACE INITIATIVE
ENVIRONMENTAL IMPACT STATEMENT SCOPING DOCUMENT

WHEREAS, the Salt Lake City International Airport is owned by the residents of Salt Lake City; and

WHEREAS, the Airport serves people throughout the world; and

WHEREAS, all airplane flights to and from the Airport have a direct effect on residents of Salt Lake City and Salt Lake County; and

WHEREAS, the Department of Airports and the City have long worked to minimize the effect of aircraft noise and overflights through the Part 150 noise compatibility process that includes a Letter of Agreement dated March 1, 2000, between the City and the Federal Aviation Administration; and

WHEREAS, the FAA's Air Traffic Division has stated that through the *Northern Utah Airspace Initiative*, the Division is examining how it might modify air traffic routes and procedures to respond to existing and forecast increases in the number of flights to and from Salt Lake City International Airport; and

WHEREAS, Salt Lake City's Mayor and the Department of Airports have raised a number of concerns about the scope of a proposed environmental impact study for the *Northern Utah Airspace Initiative*;

NOW, THEREFORE, BE IT RESOLVED by the City Council of Salt Lake City, Utah:

That the City Council supports in their entirety the Mayor's and the Department of Airports' comments and issues raised in a May 8, 2003, letter to Mr. Clark Desing, Air Traffic Manager at the Salt Lake City International Airport; and

In particular, the City Council supports the following comments made in the letter:

- That the FAA's Air Traffic Division should separate its analysis of a "four corner post" proposal from the east downwind proposal.
- That the southeast corner of the four corner post should be relocated.
- That Salt Lake City does not support the Air Traffic Division's proposal to add a new downwind approach to the Salt Lake City International Airport over the eastern section of the Salt Lake Valley.
- That the east downwind proposal would unilaterally violate the Letter of Agreement between the Department of Airports and the FAA and circumvent the Part 150 noise

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compatibility process – a process that has resulted in maximizing the use of airplane flight tracks over uninhabited areas of the Great Salt Lake and vacant lands west of the Airport.

- That the proposed east downwind is inconsistent with existing and future community plans and the FAA's agreement with the community.
- That the proposed east downwind would shift a significant number of airplane overflights from unpopulated areas to the most heavily populated areas of the community.
- That the east downwind proposal would run along or across some of the most sensitive natural areas in Northern Utah.
- That, given the current nature of the airline industry, the Air Traffic Division has not offered any reliable data demonstrating a purpose or need for an east downwind, and that the Division's assumption of the annual growth rate of airplane flights does not accurately predict future aircraft operations or the need for airspace changes.
- That there are more alternatives available to address the future growth of airplane traffic than the *Northern Utah Airspace Initiative* currently proposes.

Passed by the City Council of Salt Lake City, Utah, this 13th day of May, 2003.