

Seattle-Tacoma International Airport

Part 150 Study Technical Review Committee

Meeting #2 | October 14, 2024



Agenda

- Welcome and Introductions
- Summary of TRC Meeting #1
- Community Outreach
- Land Use Data Collection
- Noise Monitoring Program
- Preliminary Part 150 Study Schedule
- Q&A

Welcome and Introductions – TRC

TRC Members

- Alaska Airlines – Lynae Craig
- Delta Airlines – Kalena Glover
- Burien – Liz Stead
- Des Moines – Jason Woycke
- Federal Way – Matthew Blinstrub
- King County - Kaelene Nobis
- Normandy Park – Nicholas Matz
- SeaTac – Zack Shields
- Tukwila – Neil Tabor

TRC Liaisons

- FAA
 - Seattle EPS – Matt Prevo
 - Western Service Center ATO – Rodney Lindbeck
 - Western Service Center ATO – Joe Bert
 - SEA ATCT Assistant General Manager – Jason Poole
- Port of Seattle
 - Tom Fagerstrom
 - Ryan McMullan
 - Paris Edwards
 - Tom Hooper

Summary of TRC Meeting #1

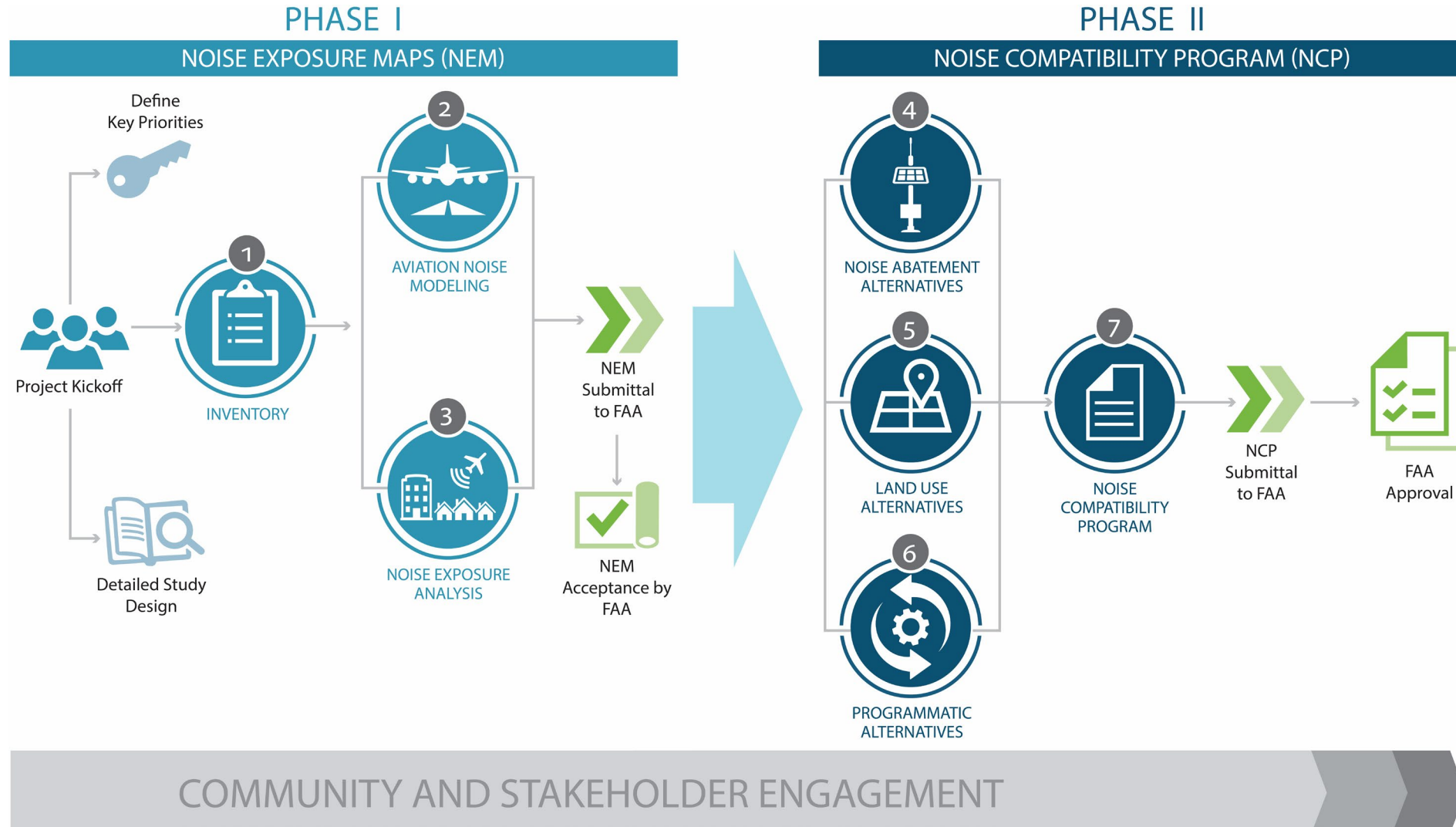
Summary of TRC Meeting #1

- Technical Review Committee (TRC)
 - Purpose Role of the TRC
 - Role of the TRC Meeting Facilitator
 - TRC Charter and Participation Agreement
- Airport Overview
- Part 150 Study Overview
- Introduction to Aircraft Noise and Modeling
- Overview of Land Use Compatibility
- Project Schedule

Purpose and Role of the TRC

- TRC members represent the interests of their organization and/or constituents
- The TRC's role is to support the SEA Part 150 Study
 - Review study assumptions
 - Provide technical feedback within the context of the Part 150 Study
 - TRC members are encouraged to express their opinions and expected to respect the range of opinions expressed by their fellow TRC members
- TRC members are expected to advise their organization and/or constituents of the TRC's discussions
- The Port will respect and consider the TRC's technical input, but retains responsibility for, and decision-making authority on, the SEA Part 150 Study

Phases of a Part 150 Study



Part 150 Study Overview

- **Noise Exposure Map Report (NEM)**
 - Develop a comprehensive database of current conditions
 - Noise contour development and impact analysis
 - Prepare and submit NEM Report
- **Noise Compatibility Program (NCP)**
 - Identify and evaluate noise abatement alternatives
 - Identify and evaluate compatible land use alternatives
 - Identify and evaluate administrative measures
 - Prepare and submit NCP Report
- **Stakeholder Outreach Program**
 - Local Jurisdictions/Agencies
 - FAA
 - Public

Community Outreach

Summary of Kickoff Public Workshops

(1) Gregory Heights Elementary School (41 Attendees)

16216 19th Avenue SW

Burien, WA 98166

6:00 P.M. – 8:00 P.M.

June 5th, 2024

Attendees shown in yellow

(2) Mount Rainier High School (61 Attendees)

22450 19th Avenue S

Des Moines, WA 98198

6:00 P.M. – 8:00 P.M.

June 6th, 2024

Attendees shown in red

(3) Glacier Middle School (37 Attendees)

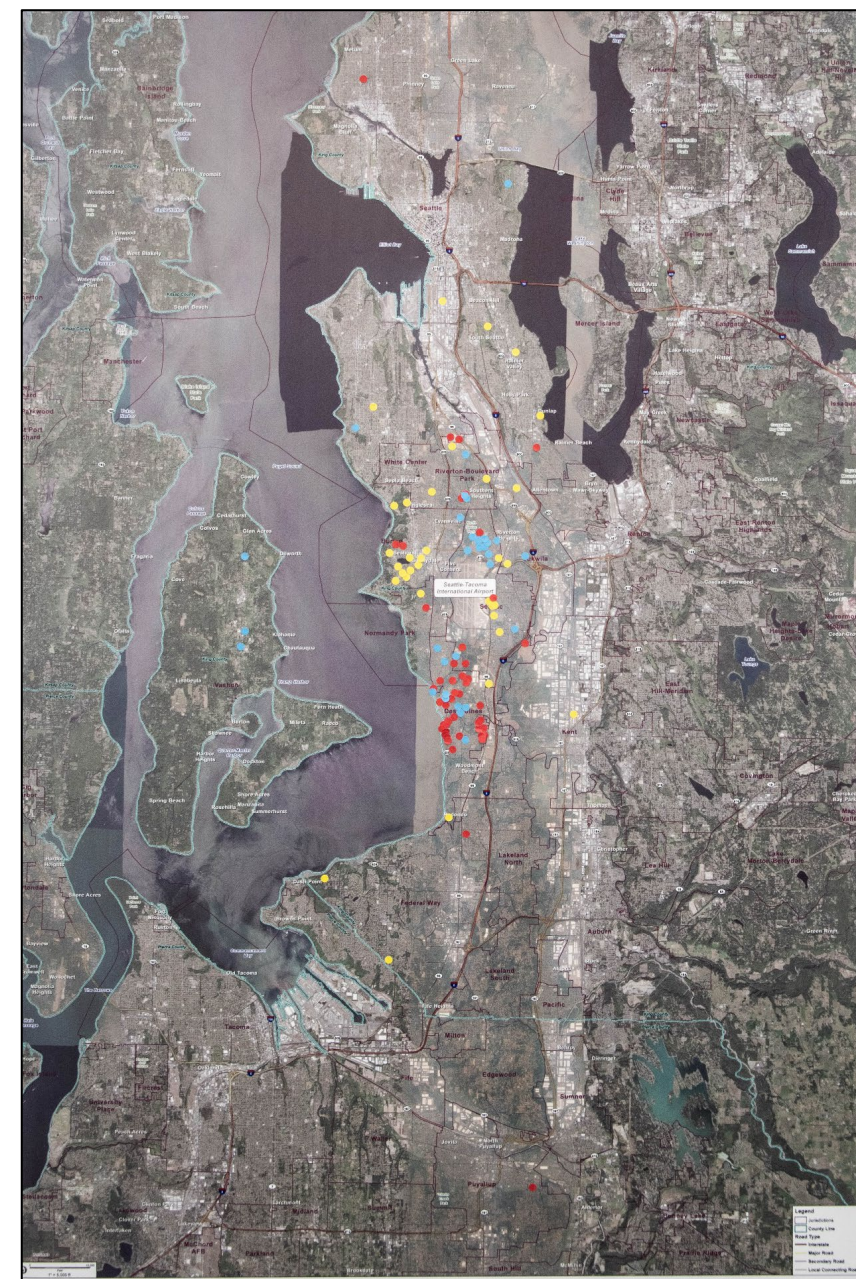
2450 S 142nd Street

SeaTac, WA 98168

10:00 A.M. – 12:00 P.M.

June 8th, 2024

Attendees shown in blue



Summary of Kickoff Public Workshops

- **Comments**

- 60 written comments received at the public workshops
 - Nearly half of comments submitted were those living south of the Airport (Public Meeting #2)

- **Primary Concerns**

- Nighttime Operations (10pm – 7am)
 - Included comments regarding frequency of operations on Runway 16R/34L (3rd Runway) and cargo operations
- South Flow Operations
 - Expected higher number of comments from those living south of the Airport
- Arrival Operations
 - Included comments on the altitude of aircraft flyovers
- Ground Noise
 - Included comments regarding vibrations from aircraft events



Summary of Kickoff Public Workshops

- **Other Concerns**
 - Port Sound Insulation Packages
 - Suggested replacing previously installed packages
 - Suggested changing what packages include (e.g., ventilation)
 - Asked how to be included in the program
 - Boundaries of the Noise Exposure Map
 - Expressed concern over the possibility of noise boundaries shrinking while experiencing an increase in air traffic
 - Health Concerns
 - Sleep disturbance
 - Stated a single noise metric isn't sufficient in determining impacts
 - Stated air quality should be included in determining impacts



Port Attended Community Outreach

- **2024 Part 150 Outreach Events**

- Wednesday, May 22nd – Highline Forum (Presentation)
- Saturday, July 27th – Des Moines Waterfront Farmers Market (Tabling)
- Wednesday, July 31st – SeaTac Summer Market (Tabling)
- Saturday, August 10th – Burien Boulevard Park Block Party (Tabling)
- Saturday, August 10th – Federal Way Community Festival (Tabling)
- Wednesday, August 14th – Des Moines Waterfront Farmers Market (Tabling)
- Saturday, September 21st – Burien B-Town Fiesta (Tabling)

- **Upcoming Outreach Events**

- December 7th – Normandy Park Winterfest (Tabling)
- December 2024 – South Seattle Community Roundtable (Tabling)

Land Use Data Collection

Land Use Compatibility

- 14 CFR Part 150 Appendix A, Table 1 provides noise and land use compatibility guidelines
- Considers levels below DNL 65 dB to be compatible with all land uses
- Allows for the adoption of appropriate local land use standards for land use compatibility planning purposes

The 14 CFR Part 150 process is the Airport Sponsor's mechanism to improve the compatibility between the Airport and surrounding communities

LAND USE	Yearly Day-Night Average Sound Level (Ldn) in decibels					
	Below 65	65-70	70-75	75-80	80-85	Over 85
RESIDENTIAL						
Residential, other than mobile homes and transient lodgings	Y	N(1)	N(1)	N	N	N
Mobile home parks	Y	N	N	N	N	N
Transient lodgings	Y	N(1)	N(1)	N(1)	N	N
PUBLIC USE						
Schools	Y	N(1)	N(1)	N	N	N
Hospitals and nursing homes	Y	25	30	N	N	N
Churches, auditoriums, and concert halls	Y	25	30	N	N	N
Governmental services	Y	Y	25	30	N	N
Transportation	Y	Y	Y(2)	Y(3)	Y(4)	Y(4)
Parking	Y	Y	Y(2)	Y(3)	Y(4)	N
COMMERCIAL USE						
Offices, business and professional	Y	Y	25	30	N	N
Wholesale and retail—building materials, hardware and farm equipment	Y	Y	Y(2)	Y(3)	Y(4)	N
Retail trade—general	Y	Y	25	30	N	N
Utilities	Y	Y	Y(2)	Y(3)	Y(4)	N
Communication	Y	Y	25	30	N	N
MANUFACTURING AND PRODUCTION						
Manufacturing, general	Y	Y	Y(2)	Y(3)	Y(4)	N
Photographic and optical	Y	Y	25	30	N	N
Agriculture (except livestock) and forestry	Y	Y(6)	Y(7)	Y(8)	Y(8)	Y(8)
Livestock farming and breeding	Y	Y(6)	Y(7)	N	N	N
Mining and fishing, resource production and extraction	Y	Y	Y	Y	Y	Y
RECREATIONAL						
Outdoor sports arenas and spectator sports	Y	Y(5)	Y(5)	N	N	N
Outdoor music shells, amphitheaters	Y	N	N	N	N	N
Nature exhibits and zoos	Y	Y	N	N	N	N
Amusements, parks, resorts and camps	Y	Y	Y	N	N	N
Golf courses, riding stables and water recreation	Y	Y	25	30	N	N

Numbers in parenthesis refer to notes.

*The designations contained in this table do not constitute a Federal determination that any use of land covered by the program is acceptable or unacceptable under Federal, State, or local law. The responsibility for determining the acceptable and permissible land uses and the relationship between specific properties and specific noise contours rests with the local authorities. FAA determinations under part 150 are not intended to substitute federally determined land uses for those determined to be appropriate by local authorities in response to locally determined needs and values in achieving noise compatible land uses.

NOTES

- Where the community determines that residential or school uses must be allowed, measures to achieve outdoor to indoor Noise Level Reduction (NLR) of at least 25 dB and 30 dB should be incorporated into building codes and be considered in individual approvals. Normal residential construction can be expected to provide a NLR of 20 dB, thus, the reduction requirements are often stated as 5, 10 or 15 dB over standard construction and normally assume mechanical ventilation and closed windows year round. However, the use of NLR criteria will not eliminate outdoor noise problems.
- Measures to achieve NLR 25 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.
- Measures to achieve NLR of 30 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.
- Measures to achieve NLR 35 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal level is low.
- Land use compatible provided special sound reinforcement systems are installed.
- Residential buildings require an NLR of 25.
- Residential buildings require an NLR of 30
- Residential buildings not permitted.

KEY TO TABLE

SLUCM	Standard Land Use Coding Manual.
Y (Yes)	Land Use and related structures compatible without restrictions.
N (No)	Land Use and related structures are not compatible and should be prohibited.
NLR	Noise Level Reduction (outdoor to indoor) to be achieved through incorporation of noise attenuation into the design and construction of the structure.
25, 30, or 35	Land use and related structures generally compatible; measures to achieve NLR of 25, 30, or 35 dB must be incorporated into design and construction of structure.

Sources for Land Use Data Collection

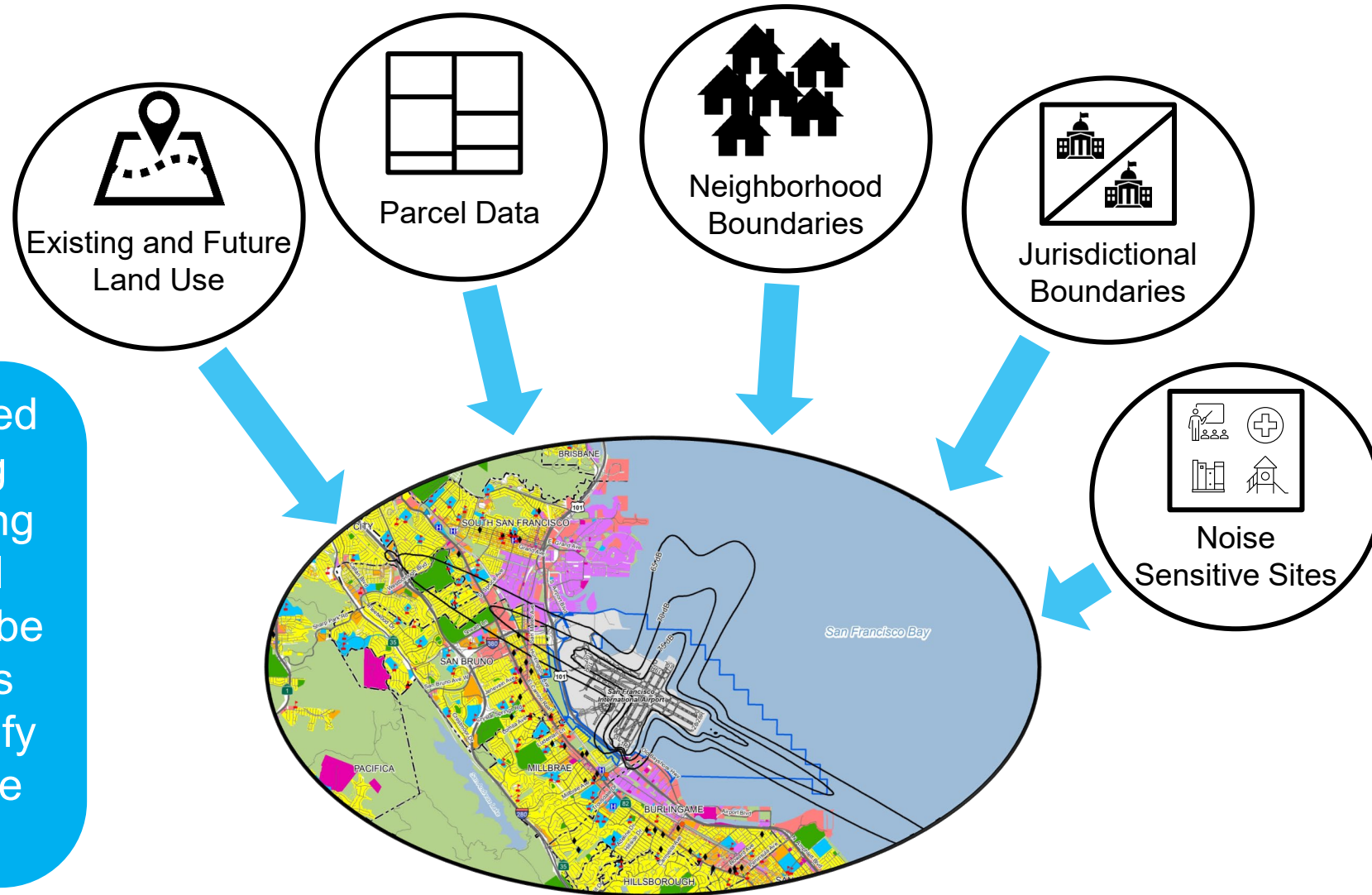
- Land Use Sources
 - State of Washington
 - King County GIS Department
 - Port of Seattle
- Population Sources
 - 2020 Census Block Group and/or
 - American Community Survey (ACS)
- Parcel categories amongst jurisdictions may be merged and consolidated into those that are compatible, noncompatible, or mixed-use.

Land Use Data Collection

Data Collection

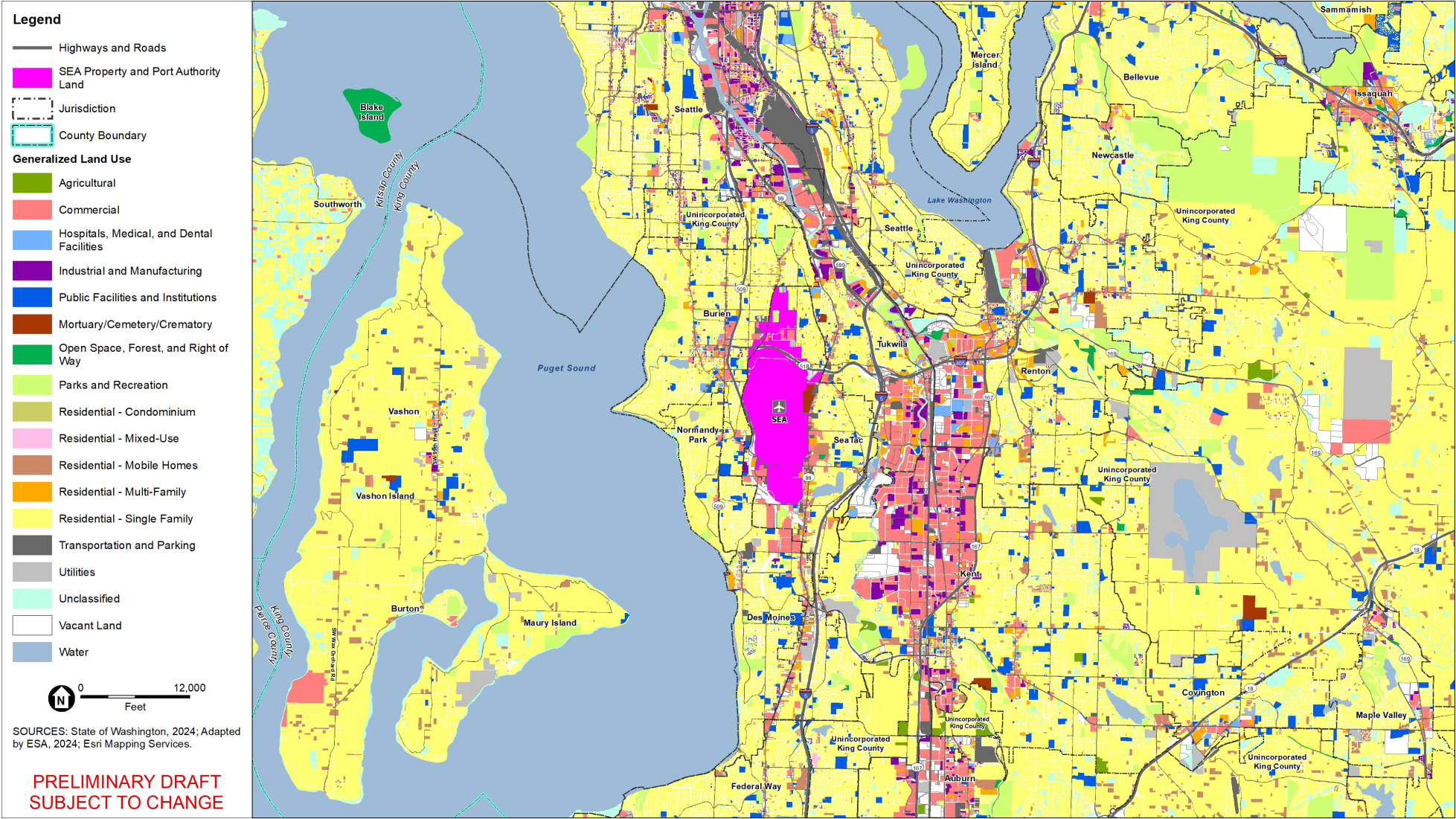
- Existing and Planned Land Use
- City/County Boundaries
- Historic Districts and Landmarks
- Park Boundaries
- Transportation (e.g., highways, major roads, arterial roads, etc.)
- Water Bodies
- Libraries
- Health Care Facilities
- Daycare and Assisted Living Facilities
- Parcel Data
- Places of Worship
- Schools and Universities

Land Use Compatibility



Land use data is being collected to generate a map of existing and future land use surrounding Seattle-Tacoma International Airport. The land use data will be combined with noise contours generated from AEDT to identify compatible and noncompatible land uses.

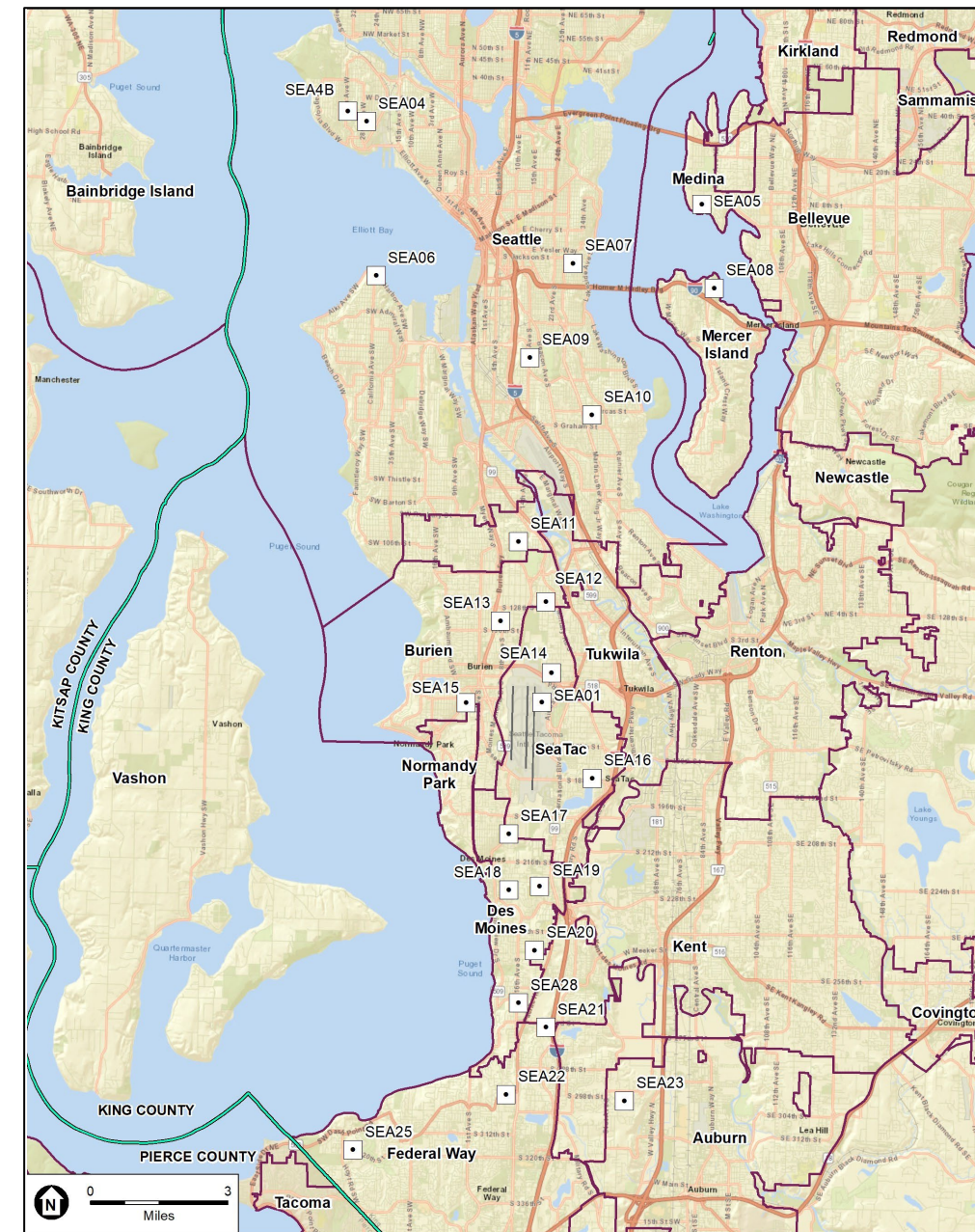
Compatible and Noncompatible Land Uses



Noise Monitoring Program

Noise Monitoring Program

- Select sites to supplement SEA's permanent noise monitoring system - collect data in areas not covered by the existing system
- Staff identified five potential residential sites for this 1st round:
 - Vashon
 - South Seattle
 - Burien
 - Normandy Park
 - Des Moines
- Collect one-second Leq data
- Attended monitoring to help identify community/aircraft noise events
- Measurement data then integrated into NOMS
- Two-week measurement period starting November 4
- Second set of noise measurements ~March 2025



Preliminary Part 150 Study Schedule and Future TRC Meetings

Preliminary Part 150 Study Schedule

Preliminary 14 CFR Part 150 Schedule

- Noise Exposure Maps

– Data Collection	Fall 2024/Winter 2025
– Public Outreach	Ongoing
– Noise Modeling	Spring/Summer 2025
– NEM Report/FAA Acceptance	Fall/Winter 2025

- Noise Compatibility Program

– Alternatives Analysis	Fall 2025/Winter 2026
– NCP Report	Fall/Winter 2026
– Public Hearing	Winter 2026
– FAA 180 Day Review/ROA	2027

Next Steps

- Coordinate meetings with local jurisdiction
- Noise monitoring
- Prepare modeling inputs
 - Runway use
 - Model flight tracks
 - Fleet mix
 - Forecast
- Documentation

Future Meetings

Technical Review Committee

- TRC Meeting #3 (Tentative)
- TRC Meeting #4 (Tentative)

February 2025

April 2025

- Reminder notices will be sent out in advance of each meeting
- Following the meeting, TRC materials will be posted on the Project Website at www.seapart150.com

Questions?