SEA Part 150 Technical Review Committee

TRC meeting summary

Working Partners: Port of Seattle, TRC Members, ESA, PRR
Date: **Monday June 9, 2025**
Location: **Zoom/Virtual**

Part 150 Study Technical Review Committee (TRC) Meeting (5:15pm – 6:00pm)
Cheryl welcomed the members of the Part 150 Study Technical Review Committee and took roll call.

TRC member	TRC Liaisons
Alaska Airlines – Lynae Craig	FAA – Seattle CEO – Valerie Thorsen for Sky Laron
Delta Airlines – Kalena Glover - absent	FAA – Western Service Center ATO – Rodney Lindbeck - absent
Burien – Liz Stead	FAA – Western Service Center ATO – Joe Bert - absent
Des Moines – Jason Woycke	FAA – SEA ATC – Jason Poole - absent
Federal Way – Matthew Blinstrub	Port of Seattle – Tom Fagerstrom
King County – TBD	Port of Seattle – Ryan McMullan
Normandy Park – Jeff Watson	Port of Seattle – Paris Edwards
SeaTac – Zack Shields	Port of Seattle – Tom Hooper
Tukwila – Adin Romano for Neil Tabor	

Summary of TRC Meeting 1 & 2 and Reminder
Autumn Ward from ESA re-introduced the study team to the TRC members and reiterated the role and purpose of the TRC in the Part 150 process. The TRC members were asked to engage respectfully and to participate by reviewing assumptions, providing technical feedback, and acting as liaisons for the communities they serve. Autumn emphasized that the Port of Seattle is the deciding authority, but that the TRC's input will be respectfully considered.

Autumn reminded TRC members that there are two major phases of the Part 150 study:

- Phase 1 - developing the Noise Exposure Maps (NEMs)
    - Determine existing and projected noise conditions at SEA
- Phase 2 - Noise Compatibility Program (NCP)
    - Evaluate noise abatement, land use, and programmatic measures to reduce noise.

The Port of Seattle has continued community engagement efforts throughout these phases.

Noise Modeling
Chris Nottoli reviewed the noise modeling process and data inputs. As mentioned by Port staff, the Sustainable Airport Master Plan (SAMP) Near-Term Projects (NTP) Environmental Assessment (EA) forecasts and noise modeling will be used for the Part 150 Study with Base Year 2022 and Future Forecast Year 2032. Noise modeling creates noise contours that allow us to identify incompatible land uses through map overlay.

- The NEM report is in process and will be submitted to FAA for acceptance.
- Chris shared maps comparing the Noise Remedy Boundary to the new noise contours and highlighted several areas where there are parcels newly added and/or outside of the current boundary.

Land Use Compatibility
Scott Tatro provided an overview of the purpose for the land use data collection effort and how it's used in a Part 150 Study.

- The Port still needs additional information from local jurisdictions as it relates to zoning regulations, residential areas, commercial developments, etc.
- The project team plans to meet with the local land use planning agencies to better understand the current and future land uses.
- This kind of consultation with local jurisdictions provides insight into community concerns and expectations related to these strategies.
- These are also opportunities to discuss how the Port can collaborate on any existing noise compatibility planning efforts to help prioritize proposed mitigation efforts and ensure local perspectives are considered.

Noise Monitoring
Scott Tatro informed the TRC that noise monitoring was completed in several locations in November 2024 and then again in March 2025, for a two-week period each time.

- Results will be presented as supplemental information in the NEM Report.

Community Outreach
Autumn Ward provided a summary of previous and upcoming engagement activities.

- The study team will repeat a round of engagement following publication of the Draft NEM Report.
- The team will host an additional round of workshops tentatively planned for early October to present project updates to the community.
- Our study website, www.seapart150.com, is a resource of information, whether you want to learn more about the Part 150 regulatory process or the SEA Part 150 Study itself.
- The project team will be addressing all of the community comments that are received from the public workshops. After we've addressed them, the NEM Report will be formally submitted this winter/early 2026 to the FAA who will review it and then issue their compliance determination.

Port is attending summer events
In addition to the workshops, the Port of Seattle staff will be out in the community presenting or tabling at events in Summer 2025, including a table at the Burien Strawberry Festival in June.

Questions and Answers

Q: What is the definition of Noise Remedy Boundary?
A: The Noise Remedy Boundary is the designated area around an airport where noise levels are considered significant enough to warrant noise mitigation efforts, such as sound insulation programs.

Q: Can we get better maps of this than in the slide out to the group?
A: Yes, of course.
Q: Were these created with the 3rd runway included in the data collection?
A: These were made in 2014 with the 3rd runway included.

Q: Would someone please elaborate on the results of noise collection? Recent results from a Port-sponsored noise study found that data collected at 30 homes determined that noise detected in the 30 homes fell below the federal threshold for support.
A: The noise monitoring discussed today only referencing exterior aircraft noise. Sound testing within homes is a different data collection process and is part of the Port's Sound Insulation Program.

Q: One of the monitors was on my property. Can that data be pulled out individually?
A: Absolutely, we can provide the data from your monitoring. The data will be pulled out individually.

Q: I'm just curious if there is any anticipation that the current administration may make changes to FAA requirements for noise and airport operations, that would substantively affect the work being done?
A: The FAA had their call to review noise metrics and confirmed DNL will remain and haven't said if there would be any additional changes. There is little action occurring right now on a revision to the national noise policy and nothing that I can see soon that is going to change this Study.

Q: The analysis is contingent upon the current assumption model, and as noted there doesn't seem to be any indication that may change. How big an effort would it take if that number were to change to redo this whole thing? Is it a monumental task if they change that number to DNL 60 from a 65? Do you have to redo the whole process?
A: With the inputs already established, the noise model could be updated to capture a lower contour interval. We'd have to update land use quantifying homes and noise compatible sites; however, for Part 150 studies we already gather land use data 30,000 feet from every runway. We'd have the data readily available, and the analysis could be relatively easily accommodated.

Q: You'd have to throw out the old noise maps and have a new set of noise maps though for the study?
A: We would use the SAMP 2032 and rerun them to get the data to create new maps. The big effort is with the aircraft operational data collection, such as the fleet forecast, which was already done so it is only updated modeling, GIS analysis, and graphics.

Schedule:
Autumn Ward shared the study schedule and reiterated that the project is currently in the Noise Exposure Maps phase completing the noise monitoring.

- Noise Exposure Maps
    - Ongoing – Public outreach
    - Spring/ Summer 2025 – Noise modeling
    - Fall/ Winter 2025 – NEM report to FAA
- Noise Compatibility Program
    - Fall 2025/ Winter 2026 – Alternatives analysis
    - Fall/ Winter 2025-2026 – NCP report
    - Winter 2026 – Public hearing
    - 2027 – FAA 180-day review

Autumn informed the TRC that the next upcoming meeting would be in Fall 2025.

Cheryl closed the meeting by thanking attendees for joining and confirmed that the team would follow up with the various maps and other materials that were requested during the meeting.

Part 150 Study Technical Review Committee

Meeting #3 | June 9, 2025

Port of Seattle®

Agenda

- Welcome
- Reminder – Purpose and Role of TRC
- Summary of TRC Meetings #1 and #2
- Study Progress
- Land Use Compatibility
- Noise Monitoring
- Community Outreach
- Updated Project Schedule
- Questions

Welcome – TRC

TRC Members

- Alaska Airlines – Lynae Craig
- Delta Airlines – Kalena Glover
- King County – TBD
- Burien – Liz Stead
- Des Moines – Jason Woycke
- SeaTac – Zach Shields
- Federal Way – Matthew Blinstrub
- Normandy Park – Jeff Watson
- Tukwila – Neil Tabor

TRC Liaisons

- FAA
  - Seattle CEO – Sky Laron
  - Western Service Center ATO – Rodney Lindbeck
  - Western Service Center ATO – Joe Bert
  - SEA ATC – Jason Poole
- Port of Seattle
  - Tom Fagerstrom
  - Ryan McMullan
  - Paris Edwards
  - Tom Hooper

Purpose of the TRC

- The Port created the TRC to obtain feedback throughout the Part 150 Study
- The study will evaluate ways to reduce noncompatible land use to the greatest extent possible within 14 CFR Part 150 guidelines
- A variety of key stakeholders were asked to join the TRC to represent their community/organization and to provide technical advice related to the Study
- 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

Role of the TRC

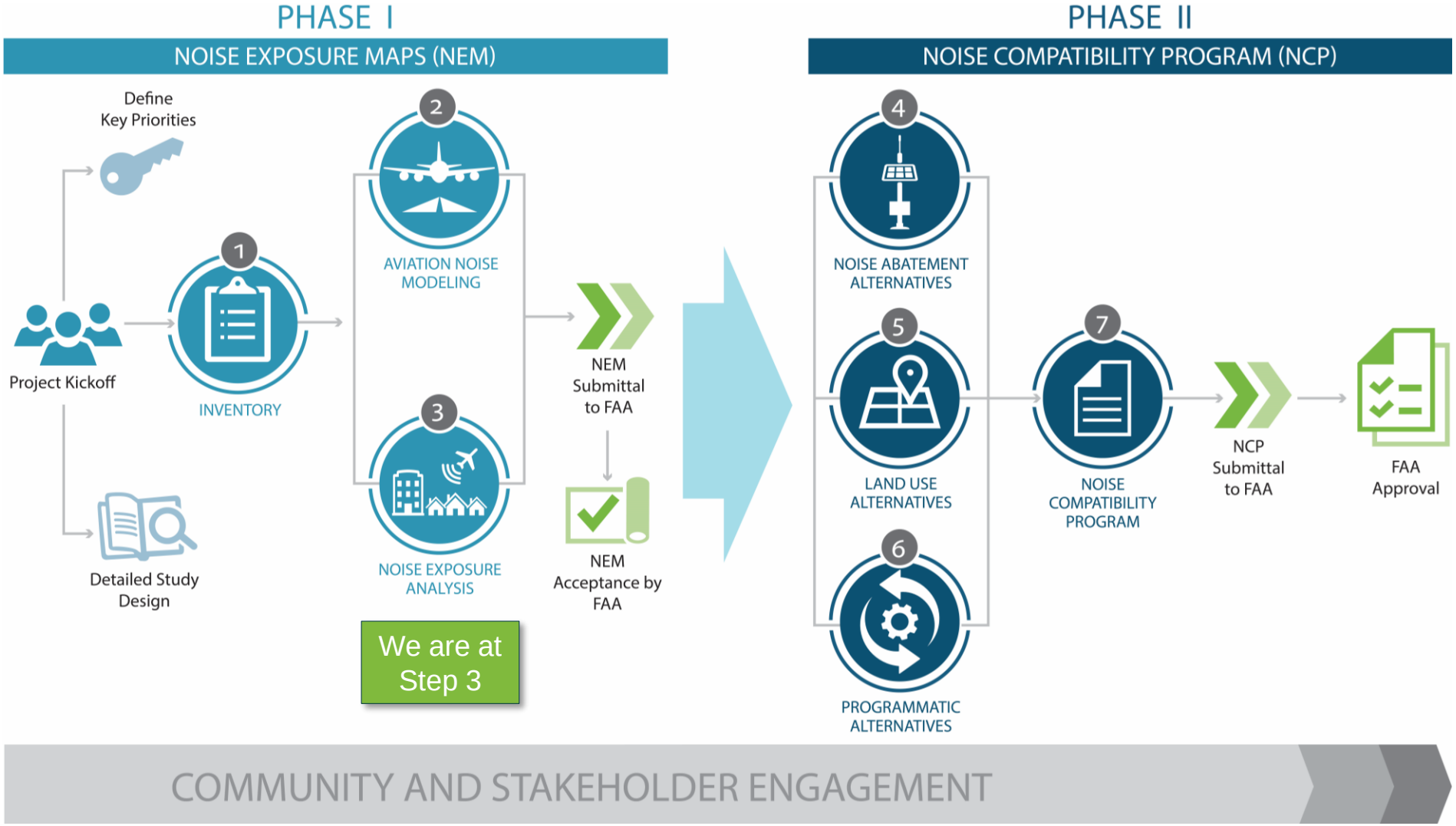
- The TRC's role is to support the SEA Part 150 Study
  - Review study assumptions
  - Provide technical feedback within the context of the Part 150 Study
  - Review and give feedback on possible noise mitigation and noise abatement measures to reduce the impacts on noise sensitive land uses within DNL 65
- TRC members should express the interests of their organization and/or constituents
  - TRC members should respect the range of opinions expressed by fellow TRC members
- TRC members are expected to advise their organization and/or constituents of the TRC's discussions

Summary of TRC Meetings #1 and #2

- TRC Role, Purpose, Charter, Participation
- Airport Overview and History of Part 150 Efforts
- Part 150 Study Overview and Regulatory Environment
- Introduction to Noise and Modeling
- Overview of Land Use Compatibility
- Overview of Community Outreach
- Land Use Data Collection
- Noise Monitoring
- Preliminary Schedule

Study Progress

Phases of a Part 150 Study



Noise Modeling

- Aircraft noise modeling allows:
  - Calculation of noise exposure at any point
  - Depicting annual average aircraft noise exposure
  - Predicting future aircraft noise exposure
  - Assessing changes in noise impacts resulting from runway configuration changes or new runways
  - Assessing changes in fleet mix and/or number of operations
  - Evaluating operational procedures
- Aviation Environmental Design Tool (AEDT) is FAA's approved noise model
  - AEDT was released in 2015 and replaced the Integrated Noise Model (INM), which was used for SEA's prior Part 150 Studies

Noise Modeling

Modeling Inputs

- Detailed Fleet Mix
- Meteorological conditions
- Time of Day
- Runway Use
- Stage Length
- Flight Track Location and Use

Modeling Program

Aviation Environmental Design Tool (AEDT)

Noise modeling generates noise contours which are then overlaid on a land use map to identify noncompatible land uses.

Noise Exposure

- The Amount of Noise Exposure is determined by:
  - Aircraft types
  - Stage length (AEDT input for takeoff weight based on distance to destination)
  - Number of average annual day operations
  - Nighttime weighting (1 nighttime operation = 10 daytime operations)
- The Noise Exposure Distribution is determined by:
  - Runway configuration and use
  - Flight track locations
  - Flight track use

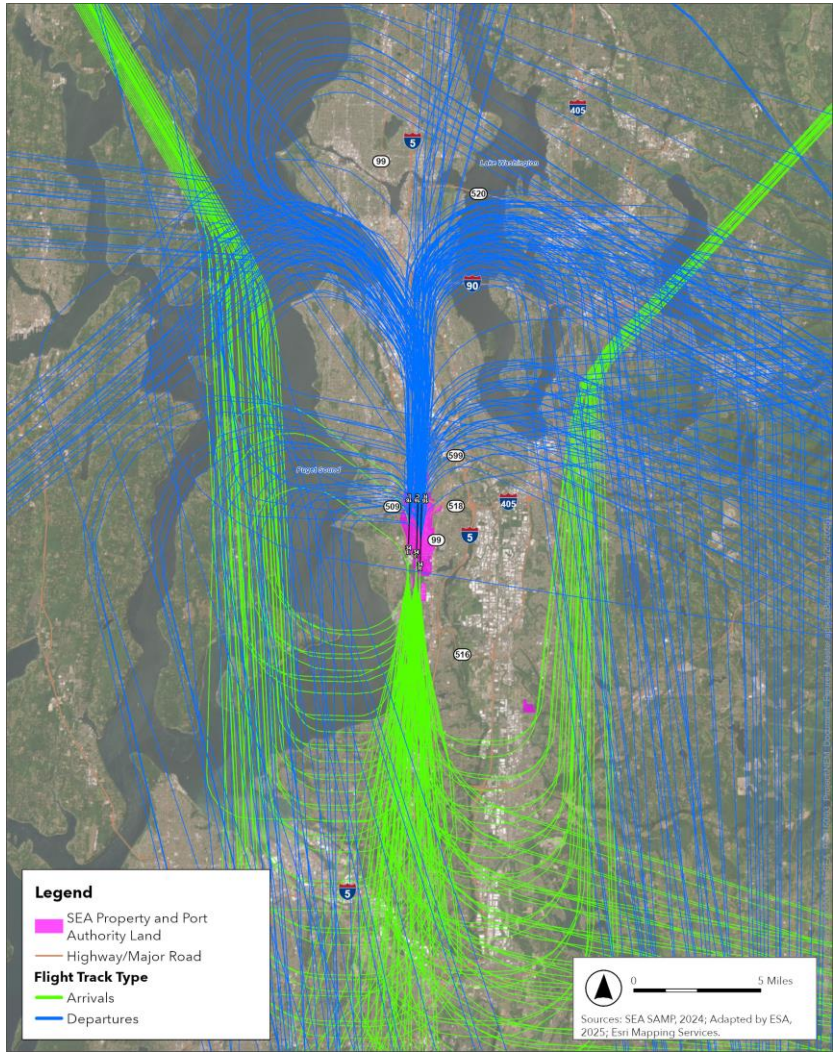
Aviation Environmental Design Tool (AEDT)

Alignment with SAMP NTP Environmental Review

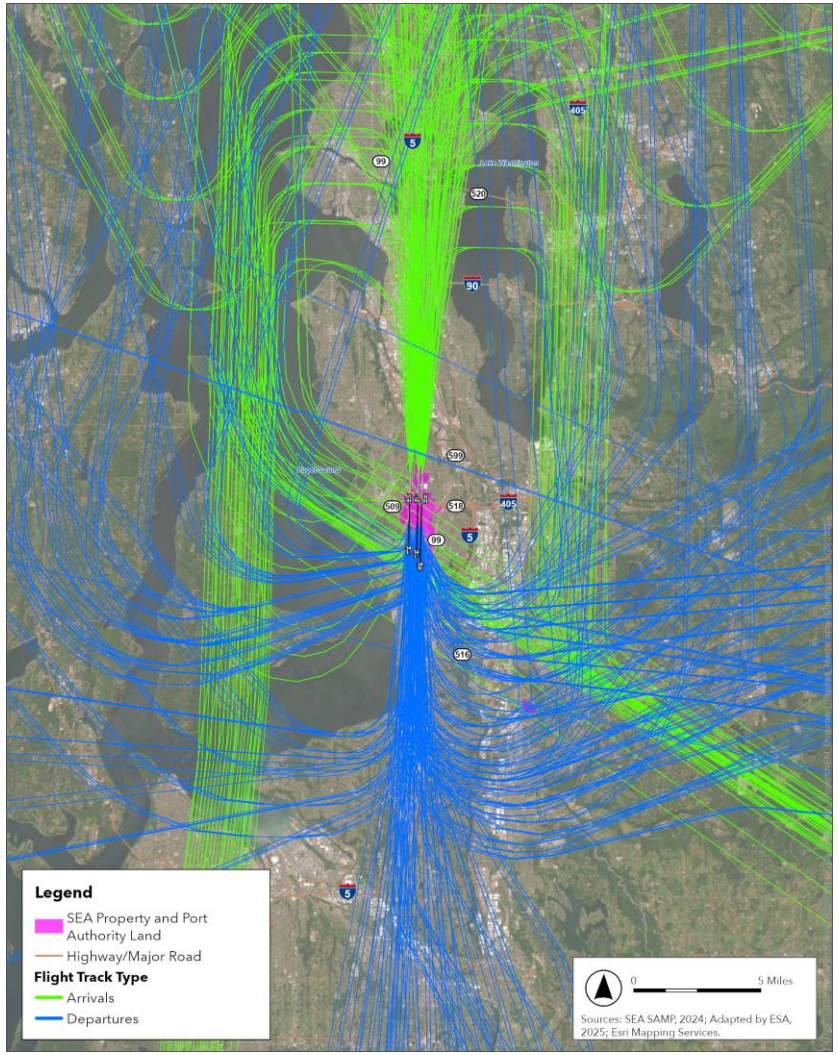
- Using SAMP forecasts and noise modeling for the Part 150 Study
  - Includes retirement of older aircraft
- NEMs will include Base Year (2022) and Future Forecast Year (2032)
  - Further in the future than a typical Part 150 (5 years) which includes the forecast for larger projected growth
  - 2032 will be the basis for evaluating potential NCP recommendations
- NEM Report is in process
- NEMs will still be submitted to FAA for acceptance as required by 14 CFR Part 150

Flight Tracks

North Flow

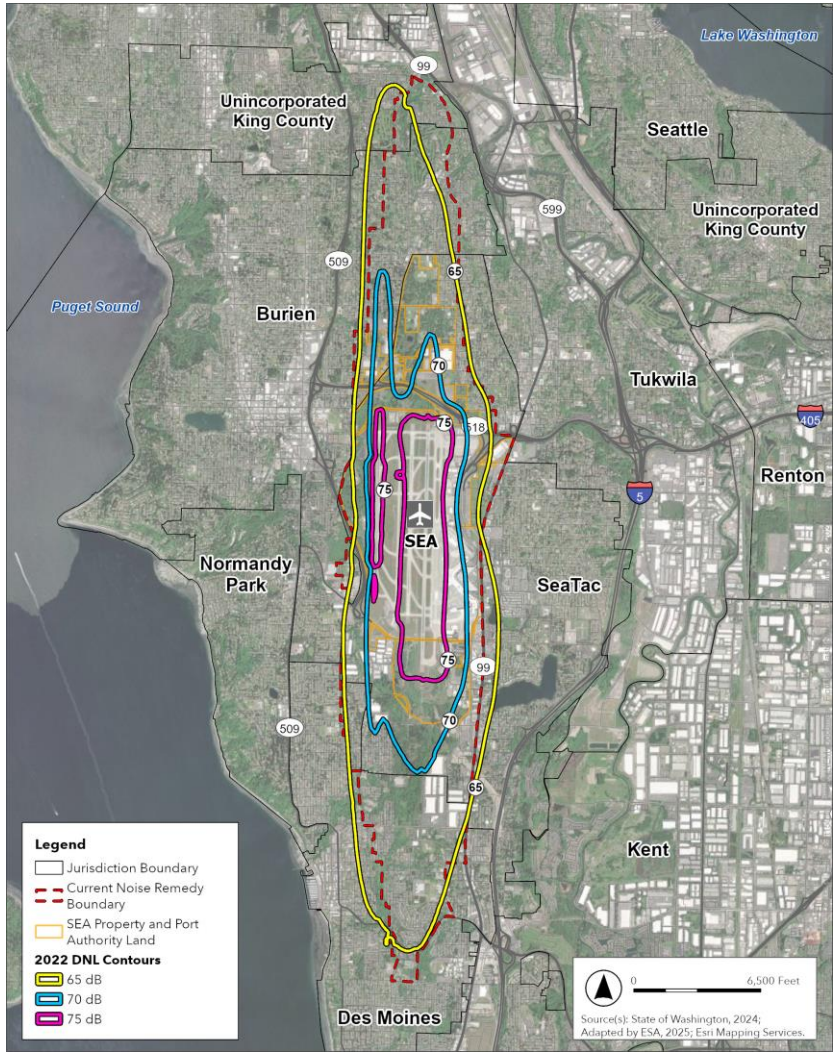


South Flow

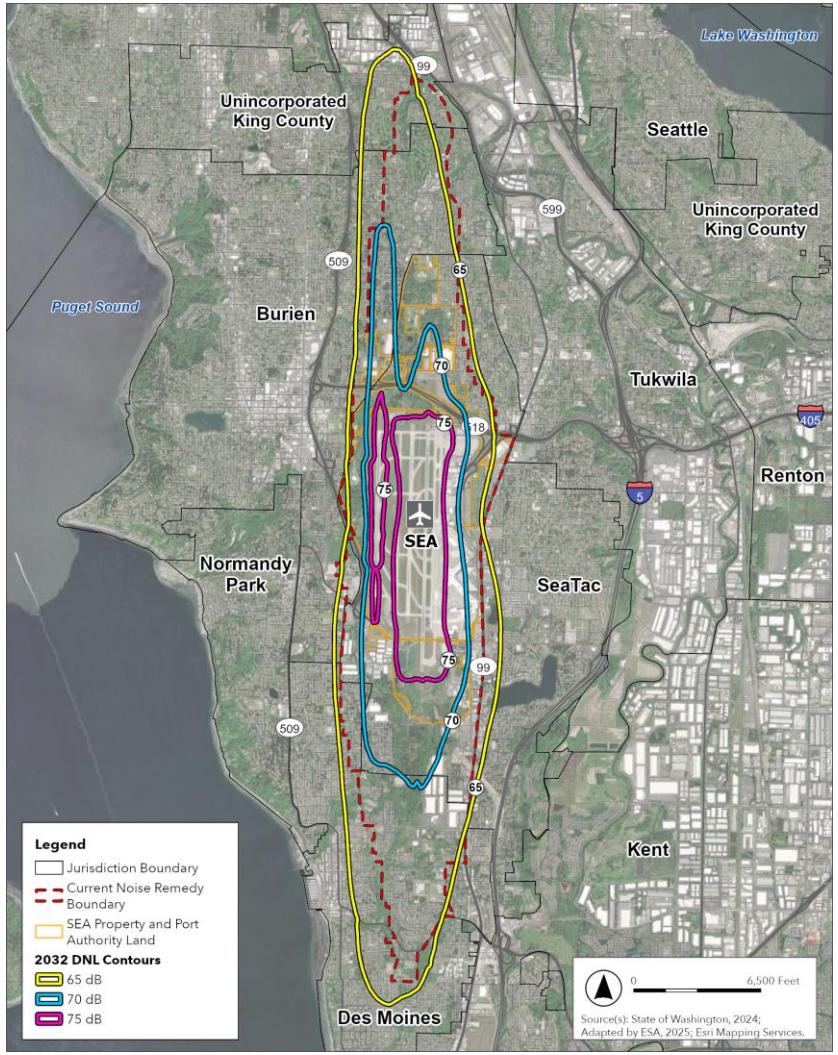


Noise Contours

2022



2032

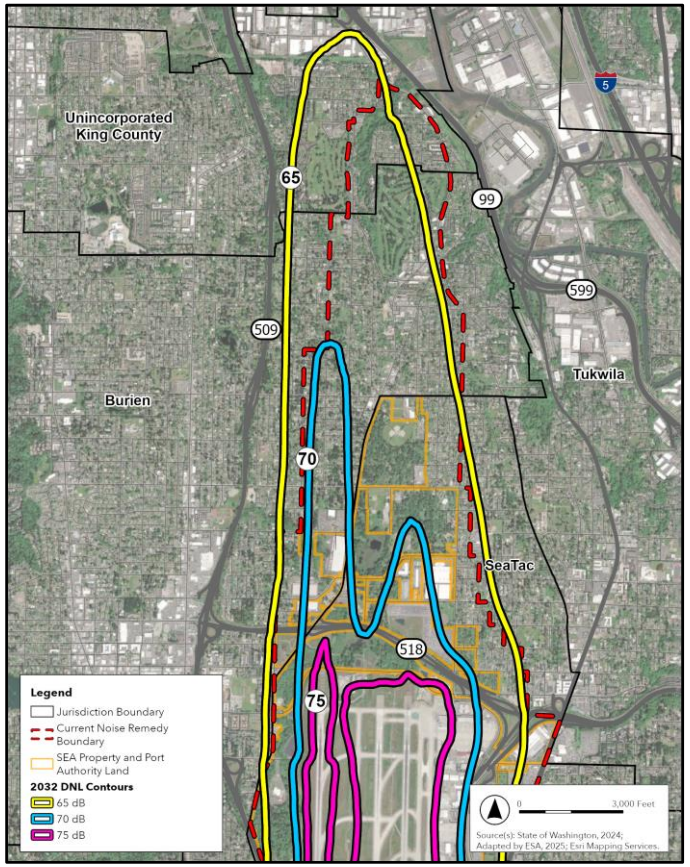


Noise Contours

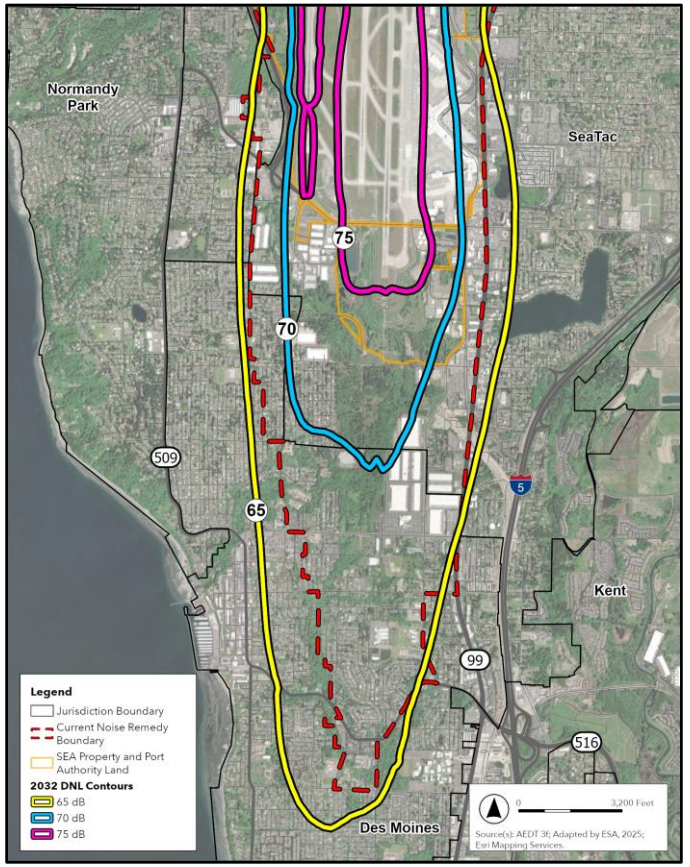
- Land use changes between 2032 and current Noise Remedy Boundary (NRB)
  - Parcels added to northwest area outside of the NRB (Burien and unincorporated King County)
  - Parcels added to south and southwest areas outside of the NRB (Des Moines)
  - Parcels added to the east outside of the NRB (SeaTac)
  - Parcels outside of 2032 DNL contour near the northeast boundary of NRB (Burien and unincorporated King County)

2032 and Noise Remedy Boundary

North Side of the Airport



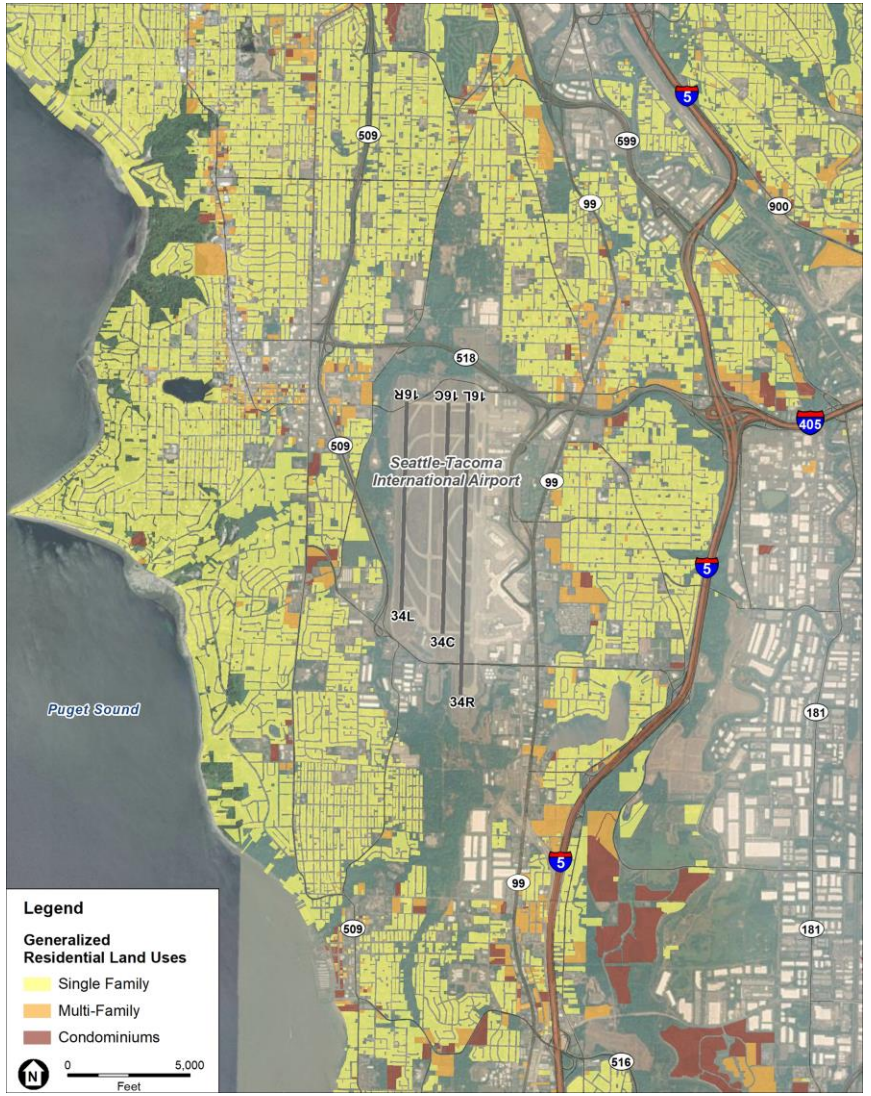
South Side of the Airport



Land Use Compatibility

Land Use Compatibility

- Land Uses
  - Existing and future land use
  - Parcel data
  - Zoning
  - Jurisdictional boundaries and neighborhoods
- Noise Sensitives Uses
  - Residential
  - Places of worship
  - Schools, colleges and universities
  - Libraries/cultural institutions
  - Hospitals and residential healthcare facilities
  - Daycare and assisted living facilities
  - Historic properties
- Data Sources
  - State of Washington Geospatial Services (statewide tax parcel data and Department of Revenue land use codes)
  - King County
  - Washington State



Land Use Discussion with Local Jurisdictions

- **What We Need from Local Jurisdictions**
  - Current & Planned Land Use Data
    - Understanding zoning regulations, residential areas, commercial developments, and future planning initiatives.
      - Any existing land use regulations related to aircraft noise including notification or disclosure areas
      - Any community redevelopment areas that could result in a change in land use types or intensities
    - Identification of schools, hospitals, historic sites, and other noise-sensitive areas.
  - Local Policies & Ordinances
    - Review of regulations that may impact aircraft operations or noise compatibility planning.
      - Any regulations incorporating sound level reduction (SLR) requirement for land uses (aviation and non-aviation)
  - Community Feedback
    - Insights into residents' concerns and expectations regarding noise impacts and potential mitigation strategies.

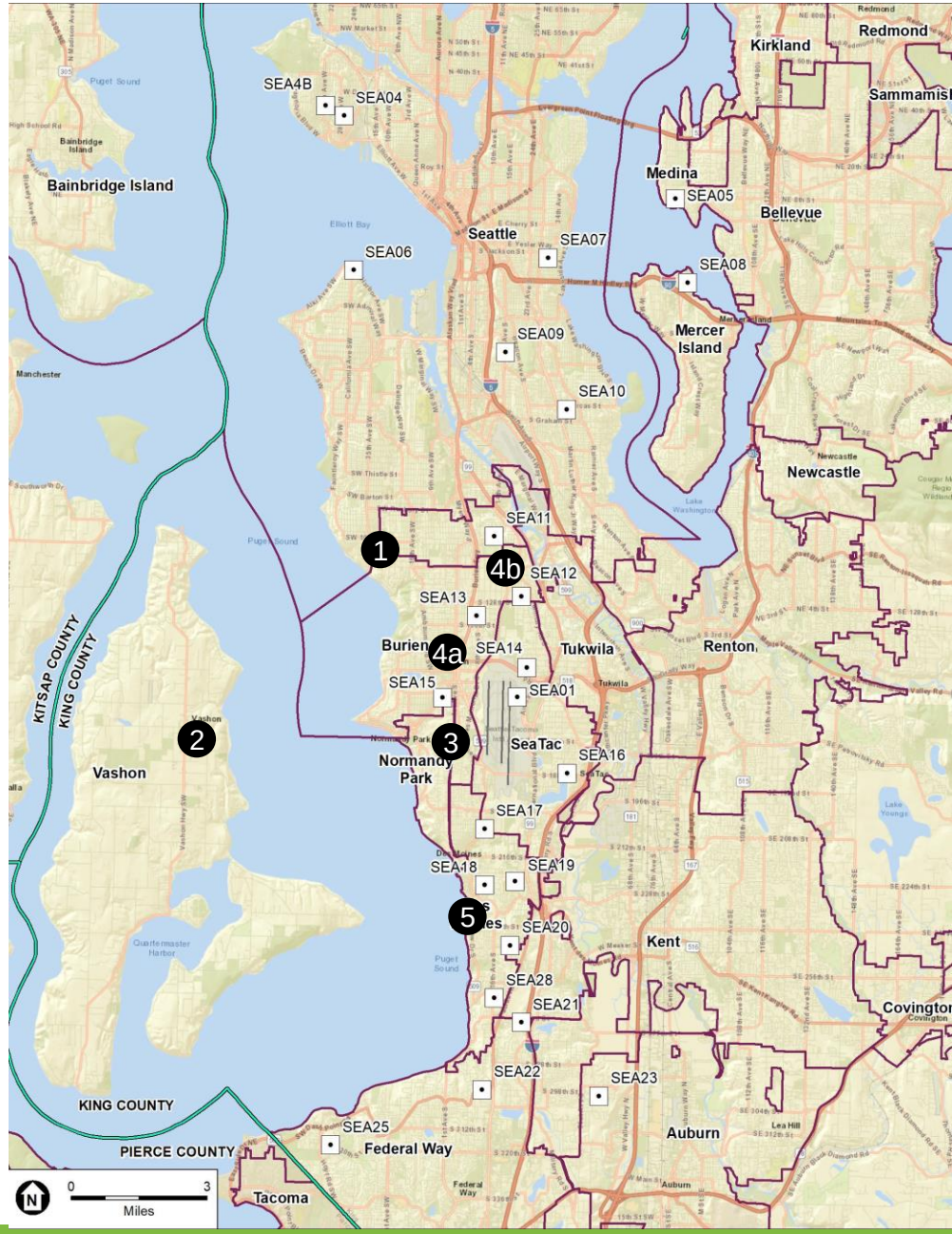
Land Use Discussion with Local Jurisdictions

- **Some of the Questions We'll be Asking**
  - How are land use planning decisions made regarding high-noise areas?
  - How can we collaborate to ensure effective noise compatibility planning?
- **Why It's Important**
  - Supports Noise Compatibility Planning
    - Helps identify areas where land use mitigation efforts can be prioritized
  - Enhances Community Engagement
    - Ensures local perspectives are considered when shaping solutions
  - Improves Long-Term Planning
    - Aligns aircraft operations with sustainable land use practices
  - Facilitates Compliance
    - Supports adherence to FAA regulations and best practices

Noise Monitoring

Noise Monitoring Program

- Collected two weeks of data each at five locations in November 2024 and March 2025:
  - South Seattle
  - Vashon
  - Normandy Park
  - Burien
  - Des Moines
- Supplements SEA's permanent noise monitoring system
- Noise events being correlated to flight operations (using NOMS)
- Operations during those dates/time
  - Representative mix of North Flow and South Flow operations
  - Mix of weather conditions
- Information will be presented as supplemental information in the NEM Report

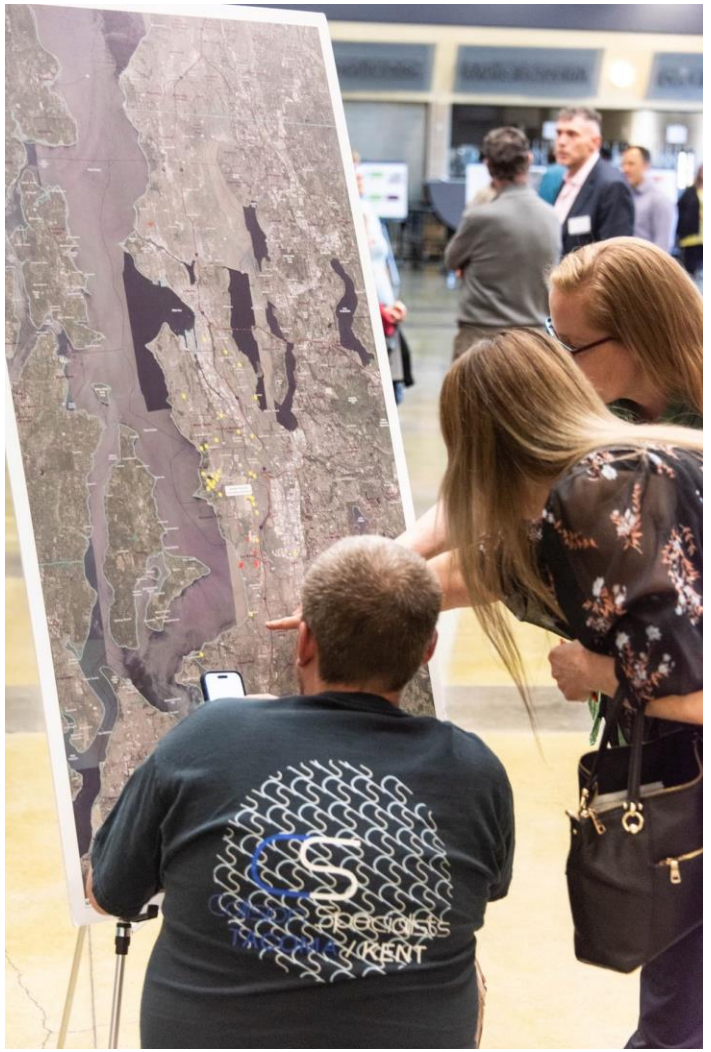


Community Outreach

Community Outreach

- Planned Workshops
  - To follow publication of the Draft NEM Report; soliciting feedback on the NEM report as well as ideas for the NCP
  - Similar format as Kickoff Workshops (June 2024)
  - Anticipated to be held early to mid-October

- Community Events
  - The Port attended community events over the past year in support of the Part 150 Study
  - Continued outreach at community festivals and events over the summer



Communications

- Project Website: https://SEAPart150.com
  - Project Information
  - Process
  - FAQs
  - Tentative Schedule
  - Public Draft and Final NEM and NCP Reports
  - Reference Material
- Communication and Feedback:
  - Upcoming meetings including location/dates/times
  - Part 150 Study-related comment portal
  - Links to other websites/resources

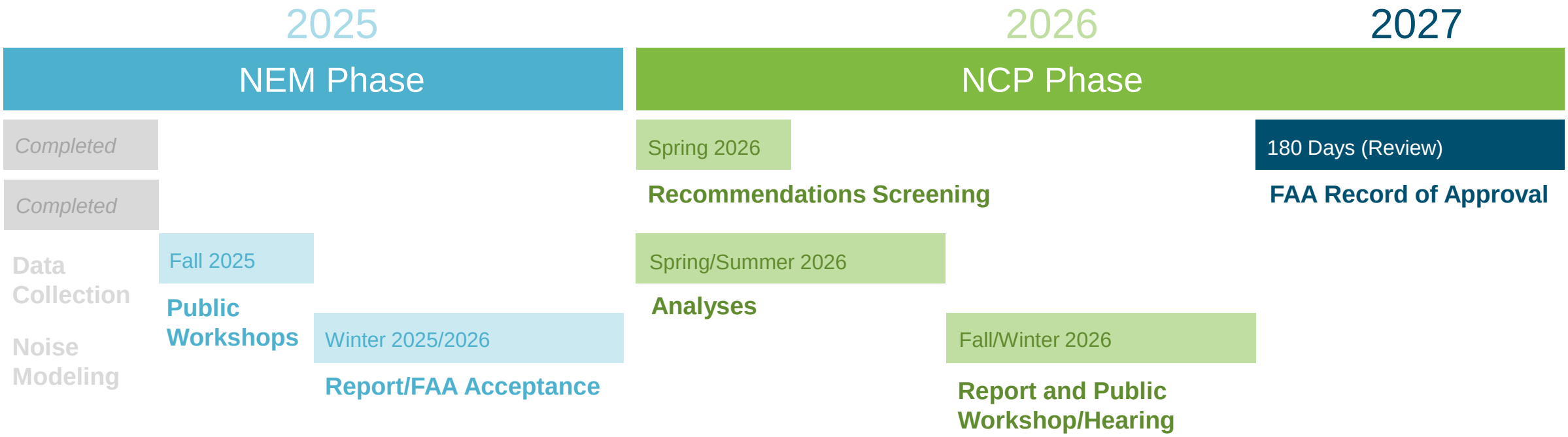
Project Overview

The Port of Seattle will begin a new multi-year Part 150 Noise and Land Use Compatibility Study update for SEA Airport in 2024.

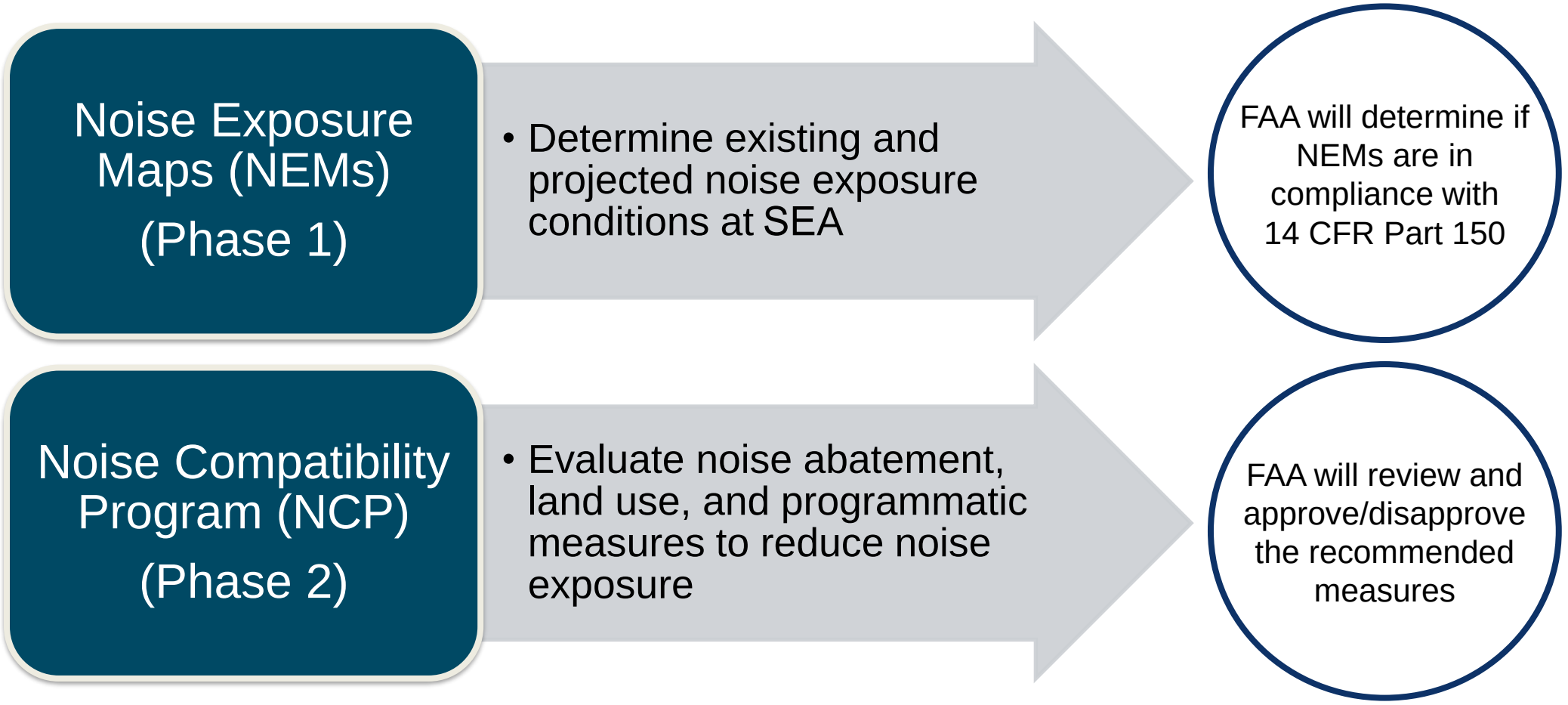
A Part 150 Noise and Land Use Compatibility Study is a voluntary FAA program that sets guidelines for airport operators to document aircraft noise exposure, and to establish noise abatement and compatible land use programs. These noise abatement procedures and/or mitigation programs must be approved by the FAA in order to qualify for potential federal funding. This will be the fourth Part 150 update undertaken at SEA Airport since the initial study was conducted in 1985.

Project Schedule

Part 150 Study Schedule



Part 150 Study Outcomes



Future TRC Meetings

Technical Review Committee

- TRC Meeting #4 (Tentative)

Early Fall 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?