# 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.