

SEA Part 150 Technical Review Committee

TRC meeting summary

Working Partners: Port of Seattle, ESA, PRR
Date: Monday August 11, 2025
Location: Zoom/Virtual
Subject: Technical Review Committee Meeting #4
Facilitator: Cheryl Swab, Uncommon Bridges

Part 150 Noise Study Technical Review Committee (5:35pm – 6:30pm)

Cheryl welcomed the members of the Part 150 Study Technical Review Committee and took roll.

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

Summary of TRC Meeting 3

Autumn Ward from ESA thanked the Technical Review Committee (TRC) members for attending and gave a recap of the third TRC meeting, which took place on June 9, 2025. That meeting focused on reviewing the TRC’s purpose and past meetings, technical updates such as noise modeling and flight track data, and alignment with the SAMP environmental review, and an overview of past and future community outreach.

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. She noted that the project team is currently at Step 3 (Noise Exposure Analysis).
- Phase 2 - Noise Compatibility Program (NCP)
 - Evaluate noise abatement, land use, and programmatic measures to reduce noise.

Land Use Compatibility

Autumn clarified that the project team is still working with local jurisdictions to get additional information related to zoning regulations, residential areas, commercial developments, etc., as well as to discuss collaborating on any noise compatibility planning efforts local jurisdictions may be considering. This can help prioritize any proposed NCP measures and ensure local perspectives are considered.

Autumn indicated she will reach out to the jurisdictions to schedule individual meetings. Neil Tabor from the City of Tukwila indicated that the City would be happy to meet with the project team.

NEM (Noise Exposure Map) Update

Autumn gave an overview of the Phase 1 – Noise Exposure Maps progress and next steps.

- Progress:
 - Land use database nearly complete
 - Meetings are being scheduled with local jurisdictions
 - The project team is overlaying NEM contours on updated land use data
- Next Steps:
 - Identify noise-sensitive areas
 - Draft NEM report
 - Conduct public workshops (this fall)
 - Submit final NEM report for FAA compliance review

Noise Compatibility Program (NCP) Kick-off and Overview

Autumn gave an overview of NCP process

- The NCP explores measures in three key areas.
- Input is actively solicited from stakeholders, including the public.
- The FAA conducts a thorough review of the entire NCP for completeness (technical accuracy, policy compliance, and effectiveness).
- FAA has 180 days to review and issue a determination approving or disapproving each recommended measure.

Autumn reminded the TRC members that the role of the TRC would be to:

- Represent community/stakeholder interests
- Provide feedback, identify NCP measures
- Advise constituents and gather input

She also went over the regulatory underpinning of the NCP process, 14 CFR Part 150, which requires consultation with FAA, local officials, planners, operators, and the public.

Review of Noise Compatibility Program (NCP) Measures

Autumn reviewed the elements that all evaluated NCP measures must consider:

- Reduction of existing incompatible land uses and prevention or reduction of future incompatible land uses.
- Safety and operational efficiency must be maintained.
- Consistency with FAA's powers and duties.
- Avoid unjust discrimination against airlines and/or aircraft types; or imposing undue burdens.
- Ability to balance local needs with national air transportation system requirements.

Noise Abatement vs. Noise Mitigation

Scott Tatro from ESA then reviewed the difference between noise abatement and noise mitigation, two categories of measures that may be included in a Noise Compatibility Program:

- **Noise Abatement:** Focuses on reducing noise exposure by modifying or moving the noise source itself (e.g., adjusting flight paths).
- **Noise Mitigation:** Addresses non-compatible land uses affected by noise.

Types of Land Use Measures

Scott introduced the concept of land use measures and discussed two categories that may be included in a Noise Compatibility Program. He said that land use measures help manage aircraft noise by:

- Reducing noise exposure for existing non-compatible land uses.
- Preventing new non-compatible land uses from being introduced.

These measures fall into two main categories, remedial and preventive.

- Remedial mitigation includes:
 - Land acquisition to remove or control noise-affected properties.
 - Sound insulation programs to reduce indoor noise levels.
- Preventative mitigation includes:
 - Land use controls to regulate development near airports.
 - Building codes designed to improve noise resistance.
 - Incorporation of noise considerations into comprehensive planning.

Types of Program Management Measures

Scott introduced the concept of Program Management Measures, defined as how the airport operator implements noise abatement, noise mitigation, and community outreach. Key measures include:

- Promotion and education to inform and engage the public.
- Use of implementation tools to support noise management.
- Continuous noise monitoring to track effectiveness and regular reporting
- Updates to the NEMs and revisions to the NCP.

Scott provided several example NCP Measures:

- **Noise abatement flight tracks:** Adjusting flight paths to avoid residential or sensitive areas.
- **Run-up enclosures:** Installing structures to dampen engine noise during maintenance/testing.
- **Airport layout modifications:** Physical changes to reduce noise exposure (e.g., relocating taxiways or runways).
- **Preferential runway use:** Prioritizing the use of runways that minimize overflight of populated areas.
- **Arrival/departure procedures:** Modifying procedures (e.g., steeper approaches) to reduce community noise.
- **Use restrictions:** May include curfews or limits on certain types of aircraft

Schedule Update:

Autumn went over the updated Part 150 schedule:

- Phase 1 - Noise Exposure Maps
 - Fall 2025 - Public Workshops
 - Fall/Winter 2025 – NEM report to FAA
- Phase 2 - Noise Compatibility Program
 - Commence this fall

Autumn then shared dates of upcoming public workshops. She indicated that the structure will be very similar to kickoff workshops held in 2024, in which attendees were encouraged to review informative materials and boards and interact with subject matter experts as they made their way through the event space. She committed to confirming the dates and locations by late August and posting updates on the Port of Seattle's calendar of events and the Part 150 Study website www.seapart150.com

Tentative Public Workshop Dates:

- September 30, 2025
- October 2, 2025
- October 4, 2025
- Mid-October – Virtual Meeting

Autumn reminded the TRC that the next upcoming meeting would tentatively be scheduled in Fall 2025.

Questions and comments

Q: Airport is expecting to grow in usage by approx. 10 million passengers. Does the airport expect to see growth in late night/overnight flights due to limited availability of gates?

A: Tom Fagerstrom indicated there will be increases, we can't tell you the rate, but it is reflective in the seasonal changes we see in the summer months, I expect this is going to be a trend we see.

Q: Do you know where you will hold these open houses?

A: We are hoping to have the meetings at various schools in the community like last time. School is currently out of session and so we need staff back first to confirm the locations.

A: Tom Fagerstrom noted that since we are updating the noise boundary, the emphasis is on wanting community engagement.

Q: Is involvement by the Technical Review Committee required by the FAA?

A: TRC involvement specifically is not required by FAA but engagement with landowners and stakeholders is, and these TRC meetings help the project team analyze measures and understand from the perspective of the communities you serve.

Q: How are we coordinating jurisdiction engagement? Is it through TRC representatives (like us) or on your own? How can we support?

A: Communication currently is through TRC and we would love for you to support in any way you can! Especially by communicating to and connecting the project team with those in your jurisdictions who should be informed and involved.

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.

Seattle-Tacoma International Airport

Part 150 Study Technical Review Committee

Meeting #4 | August 11, 2025



TRC Welcome & Roll Call

TRC Members

- Alaska Airlines – Lynae Craig
- Delta Airlines – Kalena Glover
- King County – Susan McLain
- Burien – Liz Stead
- Des Moines – Jason Woycke
- SeaTac – Zach Shields
- Federal Way – Matthew Blinstrub
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- Port of Seattle
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Agenda

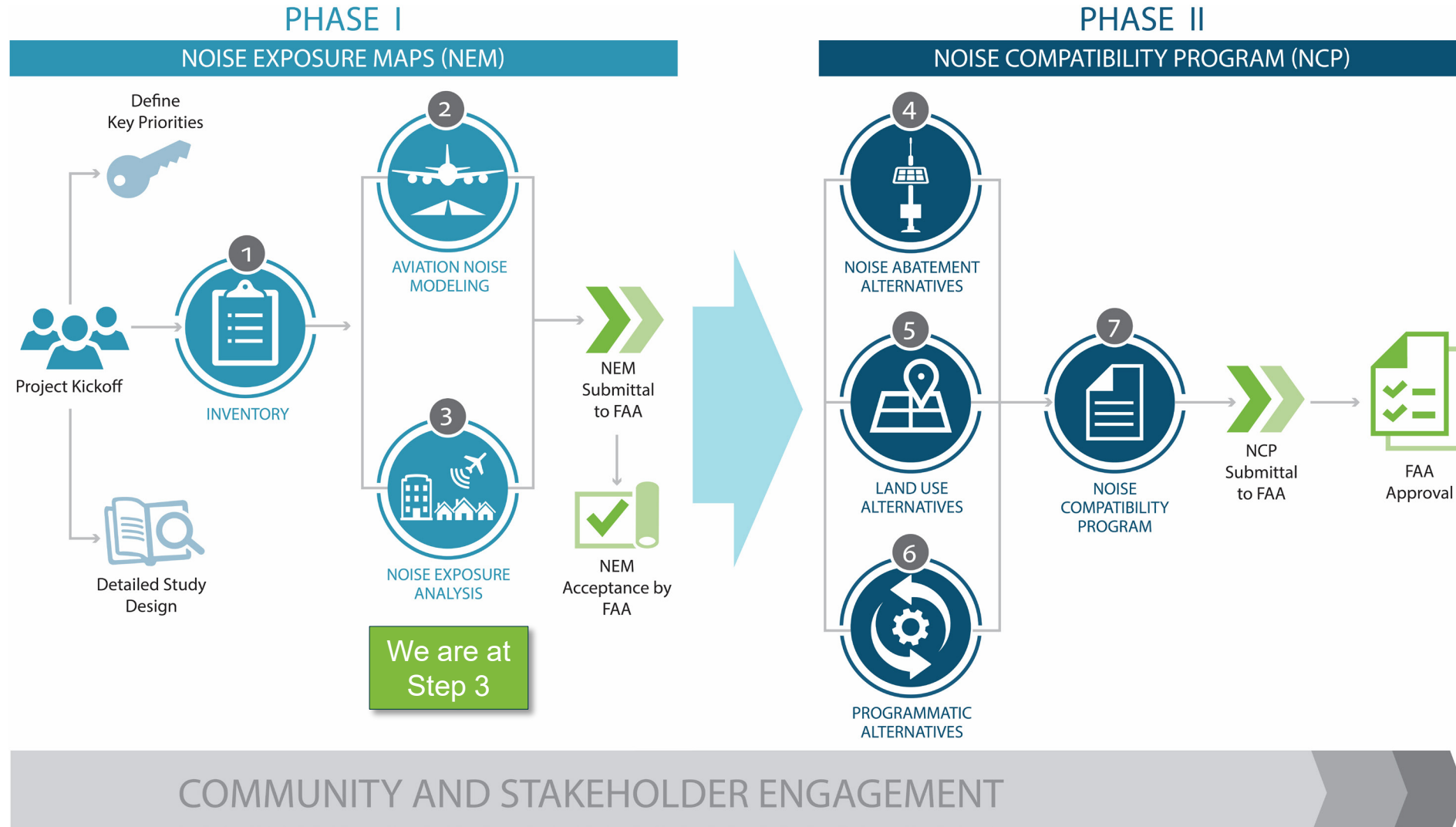
- Welcome & Roll Call
- Summary of TRC Meeting #3
- Phase 1: Noise Exposure Map (NEM) Update
- Phase 2: Noise Compatibility Program (NCP) Kickoff
- Project Schedule
- Future Meetings
- Questions

Summary of TRC Meeting #3

- Refresh on Purpose/Role of TRC
- Summary of TRC Meetings #1 and #2
- Noise Modeling and Flight Tracks
- Alignment with SAMP NTP's Environmental Review
- Shared 2022 and 2032 Noise Contours
- Land Use Data Collection
- Supplemental Noise Monitoring in Communities
- Overview of Outreach Efforts
- Update on Project Schedule

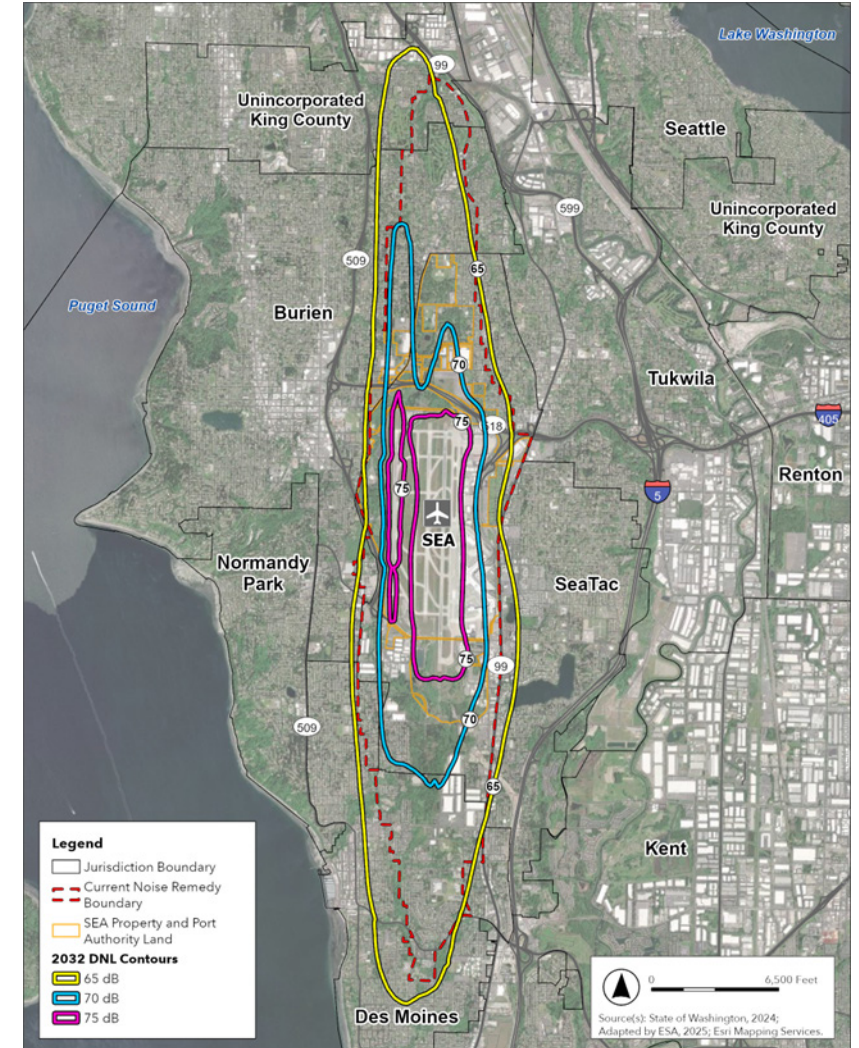
Noise Exposure Map (NEM) Update

Phases of a Part 150 Study



NEM Update

- Finalizing Land Use Database
- Setting up Meetings with LU Jurisdictions to:
 - Verify Current & Planned Land Use Data
 - Review Local Policies & Regulations
- Overlay NEM Contours on Updated Land Use
<https://seapart150.com/2032-noise-exposure-map/>
- Identify Noise Sensitive Uses
- Status of Draft NEM Report
- Public Workshops/Public Comment Period
- Respond to Comments and Submit Final NEM Report for FAA Compliance Review/ Approval



Noise Compatibility Program (NCP) Kickoff

General Overview of NCP Process



The NCP explores noise abatement, land use, and program management measures to minimize aircraft noise exposure



Input is solicited from study stakeholders, including the public



The FAA reviews entire NCP for completeness (e.g., technical, policy, effectiveness)



FAA has 180 days to review the NCP and issue their determination

FAA will review and approve/disapprove each recommended measure

Importance of TRC Involvement During the NCP Phase

- TRC members represent the interests of their organization and/or constituents
- TRC involvement in the NCP phase is key for a successful NCP:
 - Identify potential NCP measures
 - Provide subject matter expertise
 - Advise organization and/or constituents of NCP discussions
 - Solicit feedback from organization and/or constituents
- 14 CFR Part 150 requires consultation with the following stakeholders:
 - FAA officials and other Federal officials having local responsibility of land uses within the DNL 65
 - Officials of the state and public/planning agencies that have jurisdiction within the DNL 65
 - Aircraft operators using the Airport
 - General Public

Review of NCP Measures

All NCP measures evaluated must consider:

Reduction of existing incompatible land use and prevention / reduction of future incompatible land use

The FAA will not approve NCP measures that do not reduce exposure to noise of DNL 65 and higher

Safety and efficiency

Consistency with the powers and duties of the FAA

Avoidance of unjust discrimination against certain aircraft types

Interstate commerce
(Measures cannot impose an undue burden on interstate commerce; requires balancing of interests)

The ability to meet both local needs and national air transportation system needs

Noise Abatement vs. Noise Mitigation

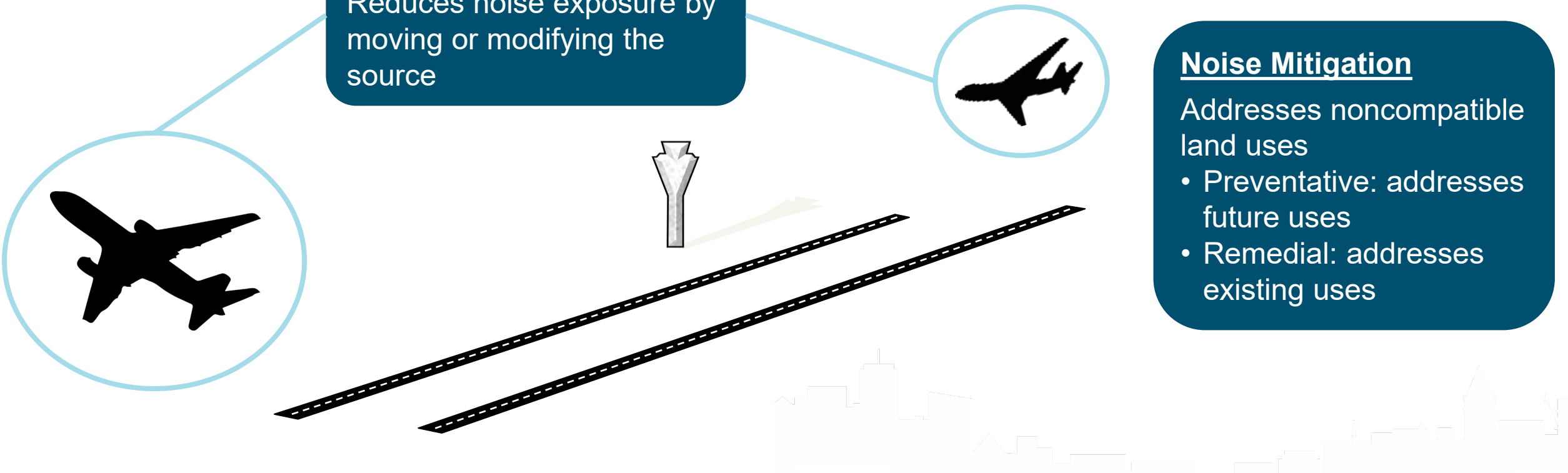
Noise Abatement

Reduces noise exposure by moving or modifying the source

Noise Mitigation

Addresses noncompatible land uses

- Preventative: addresses future uses
- Remedial: addresses existing uses

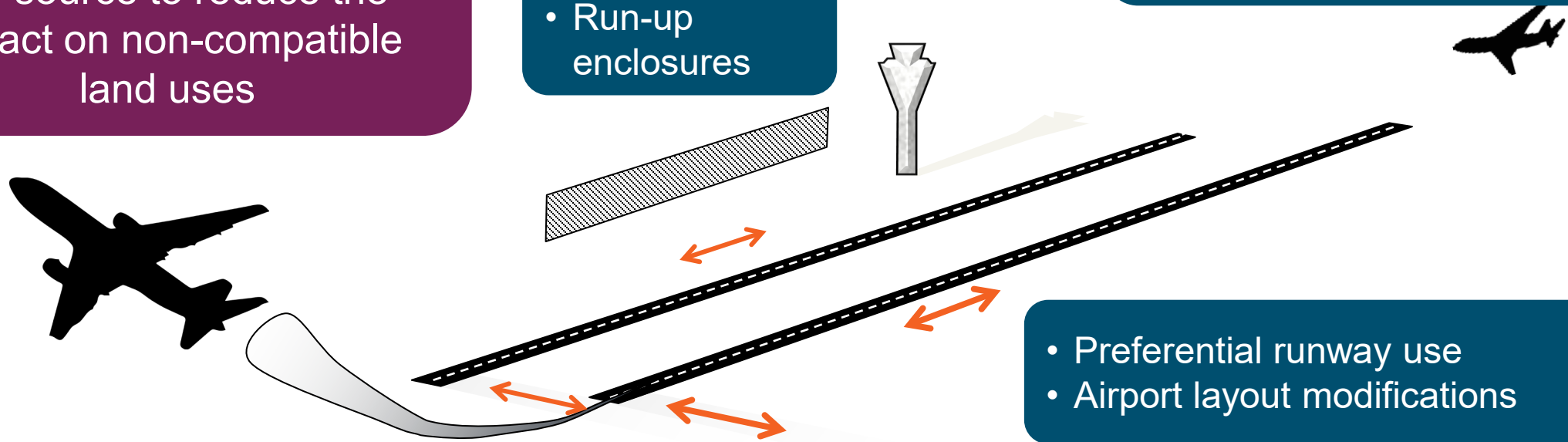


Types of Noise Abatement Measures

Noise abatement refers to measures to address noise at the source to reduce the impact on non-compatible land uses

- Noise barriers
- Run-up enclosures

- Noise abatement flight tracks
- Arrival/departure procedures
- Use restrictions (*subject to the requirements of 14 CFR Part 161*)

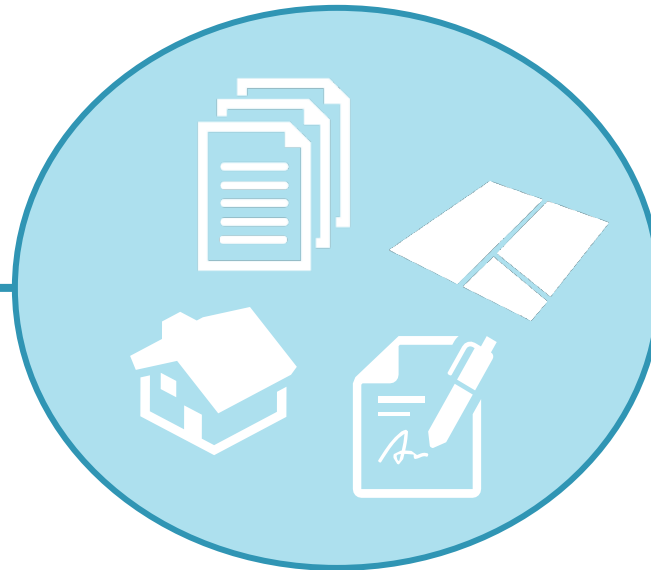


Types of Land Use Measures

Land use measures address aircraft noise exposure through mitigating existing noise exposure on non-compatible land uses and/or prohibiting the introduction of new non-compatible land uses

Remedial Mitigation

- Land acquisition
- Sound insulation
- Aviation easements



Preventative Mitigation

- Land use controls
- Zoning
- Building codes
- Comprehensive plans
- Real estate disclosures

Types of Program Management Measures

Program management refers to the way an airport operator implements its noise abatement, noise mitigation, and community outreach efforts

Example Program Management Measures



Promotion,
education, and
signage



Implementation
Tools



Monitoring



Other actions proposed by
stakeholders and/or
recommended by the Federal
Aviation Administration (FAA)



Reporting



Noise Exposure
Map Update and
NCP Revision

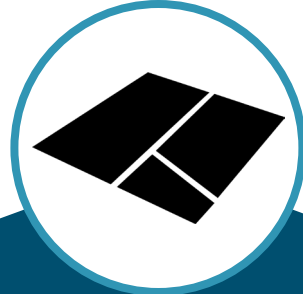
Example NCP Measures



Noise Abatement

- Noise abatement flight tracks
- Run-up enclosures
- Airport layout modifications
- Preferential runway use
- Arrival/departure procedures
- Use restrictions*
- Other actions proposed by stakeholders

*Subject to further notice, review, and approval requirements in 14 CFR Part 161



Land Use

- Remedial Mitigation
 - Land acquisition
 - Sound insulation
 - Aviation easements
- Preventative Mitigation
 - Land use controls
 - Zoning and/or Building codes
 - Comprehensive plans
 - Real estate disclosures
- Other actions proposed by stakeholders



Program Management

- Implementation tools
- Promotion, education, signage, etc.
- Monitoring
- Reporting
- NEM update
- NCP revision
- Other actions proposed by stakeholders

2014 Part 150 Study Recommendations*

- Noise Abatement Measures (2)
 - Construct a Ground Run-Up Enclosure (this was later determined to be infeasible)
 - Expand the Fly Quiet Program
- Land Use Mitigation Measures (4)
 - Sound insulate multi-family units based on updated Noise Remedy Boundary (NRB)
 - Offer avigation easements to mobile home residents
 - Evaluate noise levels at places of worship for inclusion in the Sound Insulation Program
- Program Management Measures (3)
 - Upgrade Noise Monitoring and Flight Tracking System
 - Periodically review and update the NEM and NCP as necessary
 - Continue to operate the Noise Office

*These are measures that were newly recommended in the 2014 Part 150 Study.



Project Schedule

Upcoming Public Workshops

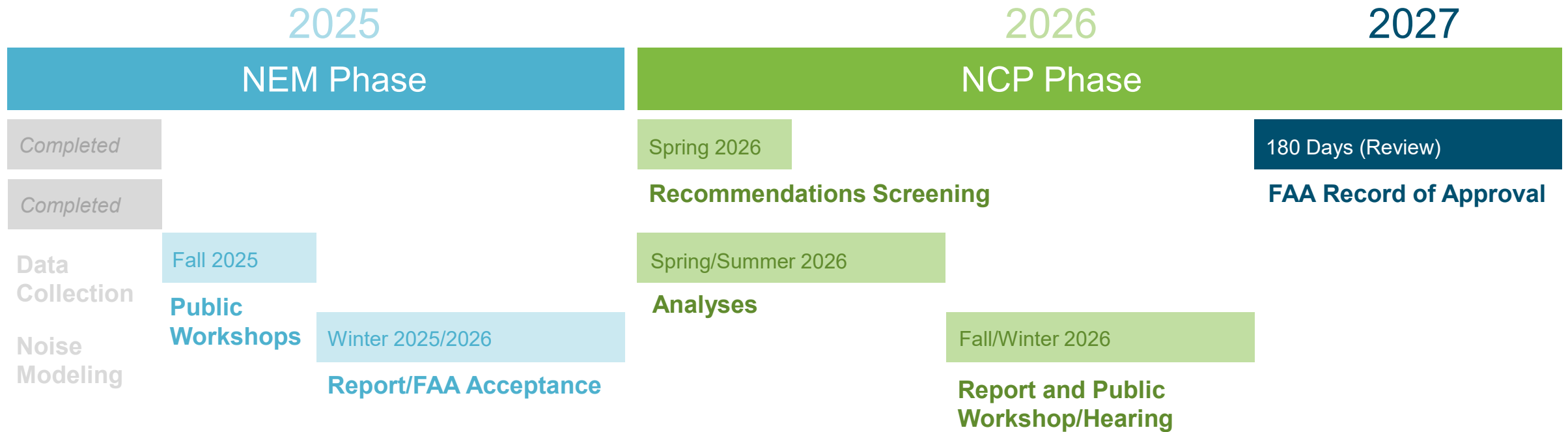
Public Workshop Dates:

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Locations to be confirmed by late-August and will be posted the Port's calendar of events and the Study website (www.seaport150.com)



Part 150 Study Schedule



Next TRC Meeting

Technical Review Committee

- TRC Meeting #5 (Tentative)

- Summary of Public Workshops
- Brainstorm potential NCP measures

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.seaport150.com

Questions?