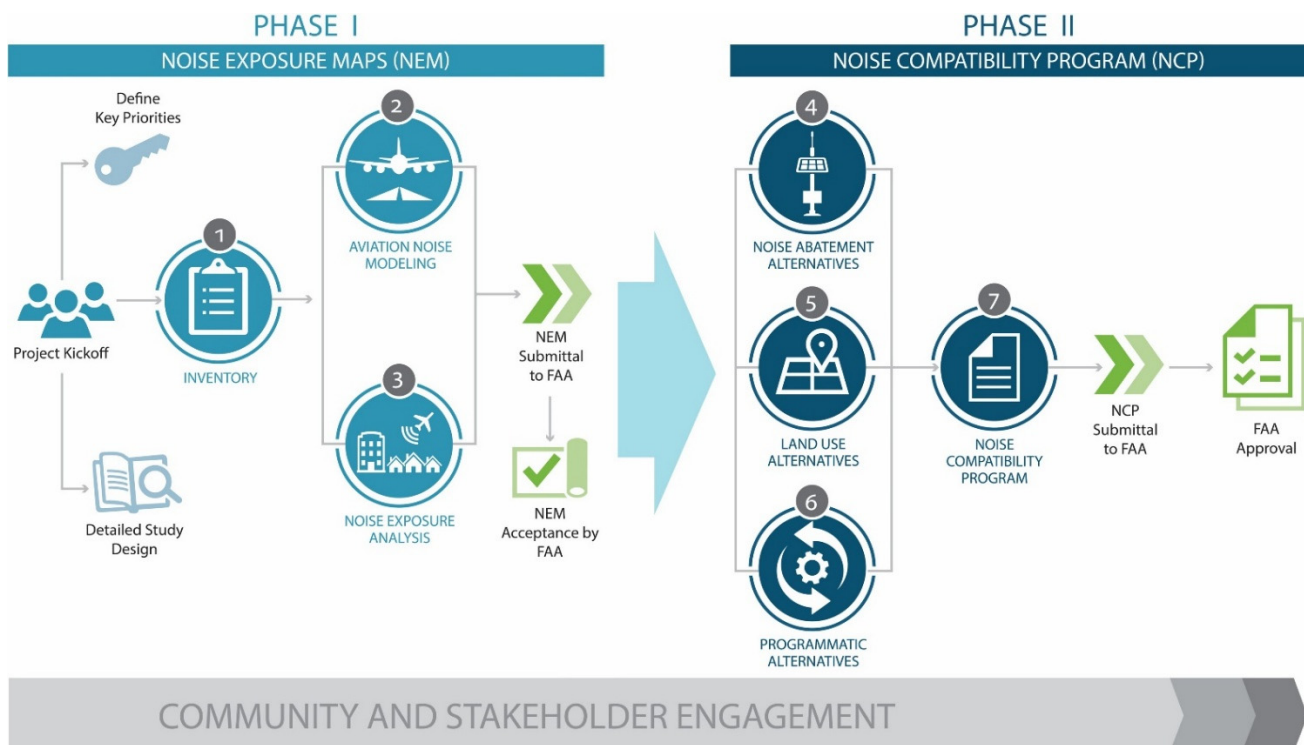


## Welcome to the Public Workshop for the Seattle-Tacoma International Airport Part 150 Noise Study

The Port of Seattle (Port) welcomes and thanks you for attending this public workshop for the Part 150 Noise and Land Use Compatibility Study for Seattle-Tacoma International Airport (SEA). The Port is preparing this study for SEA, known as a “Part 150 Study,” following the process outlined in Title 14 of the Code of Federal Regulations (CFR) Part 150, *Airport Noise Compatibility Planning*. This is SEA’s fourth Part 150 Study update, with the most recent Study completed in 2014. As required by Part 150, the Port has prepared Draft Noise Exposure Maps (NEMs) that depict the airport layout, its noise contours, and surrounding land uses. The Port will later release a Draft NEM report for public review and comment. Following publication of the NEM report and consideration of comments, the Port will submit the NEMs to the Federal Aviation Administration (FAA) for the agency to determine that the maps comply with applicable requirements. Visit [www.seapart150.com](http://www.seapart150.com) for the most up-to-date information, including the NEM report once published.



### Introduction to Part 150

The Federal Aviation Administration (FAA) issued 14 CFR Part 150 in 1985, and it provides airports with a formal process for addressing airport noise and noncompatible land uses. A “noncompatible land use” is land exposed to aircraft noise above the established Federal threshold for impacts. Part 150 Studies are voluntary and typically prepared by airports interested in improving land use compatibility for local communities. Part 150 Studies have two phases. The NEM phase presents existing and future aircraft sound exposure levels. The Noise Compatibility Program (NCP) phase recommends measures to address aircraft noise. This Study is expected to take approximately three (3) years, with study completion and FAA approval of the NCP anticipated in 2027.

## Public Workshop Format

This workshop is an “open house” format and there will be no formal presentation. This will provide attendees with the maximum opportunity for one-on-one interaction and sharing of information and concerns. There are boards located throughout the room about the Part 150 Study process, project schedule, aircraft noise and land use compatibility, aircraft noise exposure modeling, Noise Exposure Maps, and an introduction to the Noise Compatibility Program.

The boards are organized into stations, which guide you through the components of a Part 150 Study. We encourage you to visit each station and review the materials provided. Members of the Study Team are available to answer any questions you have. The boards and handout will be available at [www.seapart150.com](http://www.seapart150.com) – this website will also be updated throughout the project.



**Station 1: The Part 150 Study Process** will guide you through the study process dictated by 14 CFR Part 150, the federal regulation that established the methodology to be followed when evaluating aircraft noise exposure on the surrounding communities as well as developing a program to ensure the compatibility of surrounding land uses with the anticipated noise exposure.

**Station 2: Understanding Noise and Land Use Compatibility** explains the science behind acoustics (sound) and the metrics used in a Part 150 Study. It also provides information regarding noise sensitive land uses and sites in the vicinity of SEA.

**Station 3: Noise Modeling** provides a brief introduction to the noise modeling process used in Part 150 studies including the data required for modeling and the data collection process. This station includes flight track heat maps, which show the density of aircraft operations in the vicinity of SEA, as well as altitude maps showing sample arrival and departure aircraft altitudes at SEA.

**Station 4: Noise Modeling Results** discusses estimated noise exposure for the Part 150 Study Years, 2022 and 2032. The results provide DNL 65, 70, and 75 noise contours and estimated noise exposure over existing land use.

**Station 5: Noise Compatibility Program (NCP) Overview** provides next steps for developing the NCP, including coordination with the FAA throughout the process. It also highlights the overall project timeline, with completion targeted for Spring 2027.

## How to Submit Comments

We welcome your feedback and encourage you to express your concerns and share your ideas about noise generated by aircraft operating at SEA. Feedback received will be considered throughout the development of the Study. You may provide written comments during this Public Workshop via the available comment forms, or you can submit comments to [P150@portseattle.org](mailto:P150@portseattle.org) or by mail to:

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