

SEA Part 150 Technical Review Committee

TRC meeting summary

Working Partners: Port of Seattle, ESA, PRR
Date: Monday, December 8, 2025
Location: Zoom/Virtual
Subject: Technical Review Committee Meeting #5
Facilitator: Cheryl Swab, Uncommon Bridges

Part 150 Noise Study Technical Review Committee (5:33pm – 6:30pm)

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

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

Summary of TRC Meeting 4

Autumn Ward from ESA provided a high-level recap of the fourth Technical Review Committee (TRC) meeting. That meeting focused on NEM update status, NCP kickoff including process and TRC involvement, review and approval of NCP measures, noise abatement vs. mitigation, types of NCP measures, example NCP measures, 2014 Part 150 Study NCP recommendations, and an update in the project schedule.

Summary of Draft NEM Workshops and Outreach

Autumn provided an overview of the two phases of the study and recent public engagement.

- Phase 1 – Noise Exposure Maps as well as some preliminary land use maps have been shared.
- Phase 2 – Noise Compatibility Program will include potential measures related to aircraft noise.

Autumn reviewed the outreach the Part 150 Study team (Study team) and Port of Seattle staff had conducted in 2025, including public workshops, meetings with local jurisdictions, tabling at nine local events, and briefings with community-based organizations

Public Workshops

Autumn described the public workshops they hosted in September and October.

- Parkside Elementary School (31 attendees) – September 30, 2025
- Seahurst Elementary School (19 attendees) – October 2, 2025
- Glacier Elementary School (15 attendees)- October 4, 2025
- Virtual (20 attendees) – October 15, 2025

Autumn noted that there were 85 attendees across the four workshops and that the first meeting was the busiest with 30+ written comments. She also stated that most comments received were from those living south of the Airport. The primary concerns from the meetings including increasing operations, nighttime operations (10 pm – 7 am), mitigation, and use of other airports.

Land Use Jurisdiction Meetings

Autumn updated the TRC members on five land use jurisdiction meetings held between August and November with local jurisdictions with the Port and Study Team:

- City of Tukwila – August 29, 2025
- City of Burien – September 11, 2025
- City of Des Moines – September 23, 2025
- City of SeaTac – October 6, 2025
- King County – November 5, 2025

The meetings included an overview of Part 150 Study process, a review of draft NEM contours and land use analysis, and overview of NCP strategies. Study team members used these meetings to solicit ideas for potential land use measures to consider for the NCP.

Part 150 Outreach to Community Based Organizations

AJ McClure from the Port of Seattle provided information and in-person presentations to four organizations including:

- SeaTac Airport Community Coalition for Justice (STACC4J) Fix the Harm – September 10, 2025
- Serve Ethiopians – September 25, 2025
- Para Los Ninos – October 2, 2025
- Congolese Integration Network (CIN) – October 3, 2025

Port of Seattle staff shared Part 150 information and offered an invitation for in-person presentations to several other organizations that as yet, have not responded.

Noise Compatibility Program (NCP) Overview

Chris Nottoli from ESA gave a high-level overview of the NCP process.

- The NCP explores measures in three key areas (Noise Abatement, Land Use, Program Management).
- 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).
- The FAA has 180 days to review and issue a determination approving or disapproving each recommended measure.

Prior Part 150 Study NCP Recommendations

Chris noted that conversations and input from the community helped the Port of Seattle identify a series of Noise Compatibility Program recommendations prior to the 2014 Part 150 Noise Study and provided several examples of noise abatement and land use measures. Chris also provided a brief summary of the NCP recommendations that came out of the 2014 Part 150 Noise Study, with noise abatement, land use, and program management measures. All measures are included in the TRC presentation slides.

Chris also described how the Port's sound insulation program continues to expand and the Fly Quiet program continues to be emphasized and improved upon following each NCP.

Goals and Objectives

Chris provided an overview of the goals and objectives of the NCP, which included goals of the Part 150 Study plus some key community concerns that the Port is attempting to address.

- Port of Seattle Part 150 Goals and Objectives – reduce noncompatible land uses, prevent future noncompatible uses, educate stakeholders.
- Community’s Part 150 Goals and Objectives – reduce nighttime noise exposure, reduce use of the third runway (16R/34L) especially at night, better disperse arrival and departure noise, transparency on operations, mitigation outside the DNL 65 dB contours.

NCP Working Session

Discussion and Working Session on Potential NCP Measures

Adam Scholten from ESA facilitated a brainstorming session on potential NCP measures.

Adam noted the goal of this session is to capture ideas from the TRC. He used an online storyboarding program to capture ideas throughout the discussion. The three main categories included noise abatement, land use/mitigation, and programmatic measures.

Potential Noise Abatement Measure Discussion

Questions/Answers are identified with Q or A; Comments/Responses are identified with C or R below.

C: Lynae Craig (Alaska Airlines) stated that Seattle needs an airspace study by FAA. The procedure currently in place is from 1970s – FAA needs to look at efficiency and how airplanes are routed. She indicated that SEA is a very full airport, but they are trying to say, ‘only put airplanes here, don’t let them fly at night’. Lynae noted that while we cannot restrict aircraft, we can create more efficiencies in the airspace. She stressed that they want to operate airplanes when people want to fly and more restrictions have unintended consequences.

R: Adam (ESA) noted he could see the benefits from optimized profile descent, less level off, and added noise benefits.

Q: Barton Delancy (Des Moines – Community Representative, Aviation Noise Working Group) noted the prior relocation of adversely affected properties and asked if the Port is going to rezone, is there a way to help move the disproportionality affected residents, for the Port to relocate them and buy the property? He emphasized that these areas are low income and are in direct flight path.

A: Adam (ESA) noted yes, this can be considered. Autumn (ESA) also noted that zoning is at the local jurisdiction level and although it could be a recommendation, it cannot be implemented by the Port of Seattle.

Q: Stephen Smith (Ricondo and Associates) followed up to ask if they were talking about acquisition and relocation.

A: Joe Dusenbury (Des Moines – Community Representative, Aviation Noise Working Group) confirmed that was correct.

C: Tom Fagerstrom (Port of Seattle) noted that noise abatement brings up the conflict of Part 150 in terms of what benefits are within the contour and what may provide benefit outside the contour, as well as what FAA will approve/not approve. He said the Port does have the opportunity to look at broader areas. It’s a constant issue – does it benefit those in the contour or those outside, and what will the FAA support?

R: Adam (ESA) reiterated that DNL 65 is the primary focus of Part 150 but there may be opportunity to look outside DNL 65. He did note that mitigation measures for areas outside of the DNL 65 contour must go through a rigorous analysis and approval process outside of Part 150.

Potential Land Use Measure Discussion

Autumn (ESA) noted the items in the Land Use and Mitigation section were from stakeholders who participated in the public comment workshops and land use jurisdiction meetings. Adam asked the TRC to provide comments/thoughts and sought additional suggestions.

Marco Milanese (Port of Seattle) noted the people on the committee are the experts on the call and asked if they had ideas to share that the Port should look into that were successful at other airports.

C: Lynae Craig (Alaska Airlines) noted the wording “incentives or punishment” to reduced nighttime operations. She stated there are nighttime noise flight procedures – and inquired whether there could be an incentive where the quietest airplanes don’t have to fly extra track miles and can follow daytime procedures at night – therefore encouraging airlines to fly quieter aircraft at night. This could incentivize night operations to mostly operate quiet airplanes.

R: Adam (ESA) said nighttime procedure for all aircraft has been done in the Bay Area and that it can be further explored as part of this process.

Q: Autumn (ESA) – asked Lynae a clarifying question to confirm the intent of her comment was not one nighttime procedure for all aircraft. She inquired whether incentivizing airlines to fly their quietest aircraft by allowing them to fly any of the procedures and louder aircraft would continue to fly nighttime procedures is what Lynae was suggesting.

A: Lynae (Alaska Airlines) confirmed that is correct. Alaska Airlines is flying a very different fleet now than when the nighttime noise procedures were created.

C: Tom Hooper (Port of Seattle) said he liked the idea and that it could go hand in hand with shifting more aircraft over Elliott Bay rather than up over north Seattle, etc.

Q: Tom Hooper (Port of Seattle) asked what is typically done as part of Part 150 Study and what might fall outside of the study? He said he agrees with Lynae that her idea would need to be vetted through a study. What is outside of the NCP and what would fall into airspace study for these ideas?

A: Adam (ESA) responded that the Part 150 Study is focused on looking at the DNL 65 contour. Procedures that would have direct effect on DNL 65 would be within scope of study. It doesn’t mean you can’t look at things that may be outside the scope or that may inform future action.

C: Tom Hooper (Port of Seattle) noted that some of the things on the board may require airspace design to see what the impacts would be.

R: Autumn (ESA) – indicated this Part 150 Study is limited to SEA and Seattle-area airspace redesign would be at the FAA’s discretion.

Autumn reminded the Committee this is the Port’s fourth Part 150 Study update. She indicated the Study Team has a lot of ideas but would also like to hear what the committee wants. What is the TRC’s initial feedback or concerns? She also noted that just because it doesn’t benefit the DNL 65, doesn’t mean the Port might not want to consider it outside of the Part 150 Study process.

Potential Programmatic/Program Management Measure Discussion

C: Lynae (Alaska Airlines) said she did not like the use of the word “punishment” for aircraft flying at night.

C: Stephen (Ricondo and Associates) asked if incentives/punishment should be moved from programmatic to noise abatement with the word punishment since only FAA can implement restrictions.

R: Autumn (ESA) stated it should stay in programmatic as there is more flexibility with a Fly Quiet program that is not implementing restrictions. She noted one example where the airport publishes the top 10 violators (voluntary nighttime curfew) to disincentivize them from flying at night; an incentive could be potentially offer other procedures, as Lynae suggested.

C: Zach Shields (City of SeaTac) said he liked additional noise monitors.

Q: Lynae (Alaska Airlines) asked about outreach and education and if there is more education that could be done. She offered that having context related to how/why aircraft operate may reduce annoyance. Lynae recognized there is a lot construction coming in next five years and recommended the Port increase its outreach efforts, including for this Part 150.

A: Adam (ESA) agreed that the ability to quickly and easily communicate to the public is a good idea. He emphasized need to keep public in the know.

A: Autumn (ESA) suggested that education with real estate community regarding noise and temporary conditions related to construction could be an additional education component.

A: Stephen (Ricondo and Associates) – added that also for non-acoustical factors and measures, continuing community outreach about airport and impact on communities is important.

A: Chris (ESA) added that another education piece could be continuing conversations with pilots and airlines to get everyone on same page and talking to each other.

Ideas From Other Airports

Adam from ESA shared ideas from other airports.

Noise Abatement Measure – Adam described an offset approach used at Boston Logan Airport over the Atlantic Ocean. These paths go over open space, water, etc. where you don't have residents. Some challenges with these approaches include that they are more difficult for air traffic controllers and can be a burden on flight crews as well. However, these approaches have been used extensively at night when traffic volumes are lower and offset approaches and are an option to include as part of the NCP.

C: Lynae (Alaska Airlines) noted this approach works well when there's not a lot of traffic and that Alaska Airlines has tried this many times. She said that traffic volume is a challenge, and SEA pursuing this is a good idea.

R: Adam (ESA) reiterated that with new fleets, newer aircraft have more capability to use these approaches.

Additional potential ideas shared by Adam included:

- Optimized Profile Descent (OPD) procedures - These procedures minimize aircraft level offs by making airspace more efficient because there is no stepped down descent. They increase utilization of procedures that already are OPDs or where they are not currently.
- Steeper approach angles/glidepaths - This is an opportunity to steepen the approach angle by a little (3.5 degrees) which means aircraft are coming in higher all the way down the approach path and can start approach at higher altitude. Flight crews have to be very skilled.

C: Tom Fagerstrom (Port of Seattle) reiterated that this is a noise study, and they wouldn't be putting forward a measure that would move noise from one community to another. He explained that if any of the ideas move noise to another neighborhood, they would be contrary to the goal of Part 150 and would not be approved by FAA. He emphasized that in general, Part 150 is not an air space efficiency study – it is a noise study and OPDs are certainly worth looking into.

R: Adam (ESA) responded that with OPD, there are cases where you don't have to move traffic, it's focused on vertical guidance.

Adam (ESA) mentioned two other programmatic measures to consider as part of NCP including:

- Expand data sharing with the community. This could be an intuitive dashboard to leverage AI to help community members have more insight as to what is going on at the Airport. Other airports have rolled out similar dashboards for working with communities.
- Continue to expand the Fly Quiet program. This could look like offering different types of awards for different standards or metrics. Other airports have pursued NCP programs with additional metrics.

Adam concluded the working session with his appreciation for the TRC members providing their input.

Autumn reminded the TRC members that they can email Tom and Autumn with ideas, suggestions, or comments after the meeting or any time.

Part 150 Study Schedule

Autumn reviewed the updated Part 150 schedule:

- Phase 1 - Noise Exposure Maps
 - Early 2026 – NEM report to FAA
- Phase 2 - Noise Compatibility Program
 - Fall 2025 – NCP Phase Commenced
 - Winter/Spring 2026 – Screening of Recommendations

Autumn noted the next meeting will be in February or April 2026, depending on the NCP screening progress. Autumn closed the meeting by thanking attendees for joining and noting that TRC members are welcome to reach out and follow up with the team at any point.

Seattle-Tacoma International Airport



Part 150 Study Technical Review Committee

Meeting #5 | December 8, 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 – Josh Hoff
- 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

Agenda

- Welcome & Roll Call
- Summary of TRC Meeting #4
- Summary of Draft NEM Workshops and Outreach
- NCP Overview
- NCP Working Session
- Project Schedule
- Future Meetings
- Questions

Summary of TRC Meeting #4

- NEM Update Status
- NCP Kickoff
 - Process and TRC involvement
 - Review and approval of NCP measures
 - Noise abatement vs. mitigation
 - Types of NCP measures
 - Example NCP measures
 - 2014 Part 150 Study NCP recommendations
- Update on Project Schedule

Summary of Draft NEM Workshops and Stakeholder Outreach

Summary of Draft NEM Public Workshops

(1) Parkside Elementary School (31 Attendees)

2104 S 247th Street
Des Moines, WA 98198
6:00 P.M. – 8:00 P.M.

Attendees shown in **red**

September 30th, 2025

(2) Seahurst Elementary School (19 Attendees)

14603 14th Ave. SW
Burien, WA 98166
6:00 P.M. – 8:00 P.M.

Attendees shown in **blue**

October 2nd, 2025

(3) Glacier Middle School (15 Attendees)

2450 S 142nd Street
SeaTac, WA 98168
10:00 A.M. – 12:00 P.M.

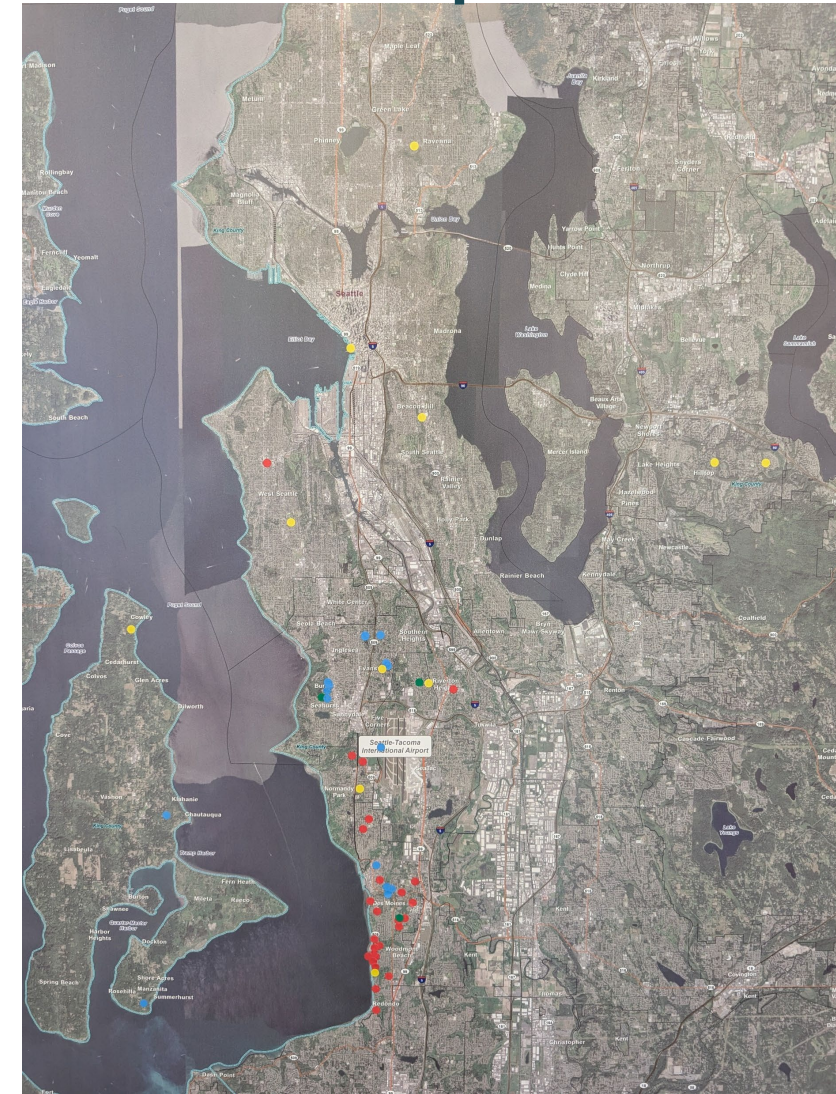
Attendees shown in **yellow**

October 4th, 2025

(4) Virtual (20 Attendees)

Zoom
6:00 P.M. – 7:00 P.M.

October 15th, 2025



Summary of Draft NEM Public Workshops

- **Comments**

- 30+ written comments received
- Most comments submitted were those living south of the Airport (Public Workshop #1)

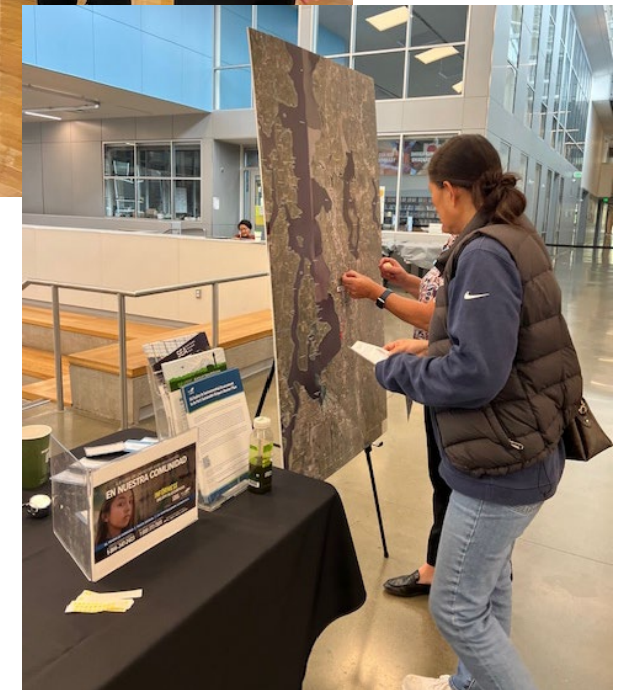
- **Primary Concerns**

- Increasing operations
 - Included comments that operations continue to increase relative to historical levels and so have noise levels
- Nighttime operations (10pm – 7am)
 - Included comments regarding frequency of operations and requests for penalties or incentives to reduce nighttime flights
- Mitigation
 - Several commenters live just outside of DNL 65 dB contours and feel they should be mitigated
 - Included requests for Port replacement of previously installed RSIP windows
- Use of other airports
 - Multiple requests to shift operations to other local airports



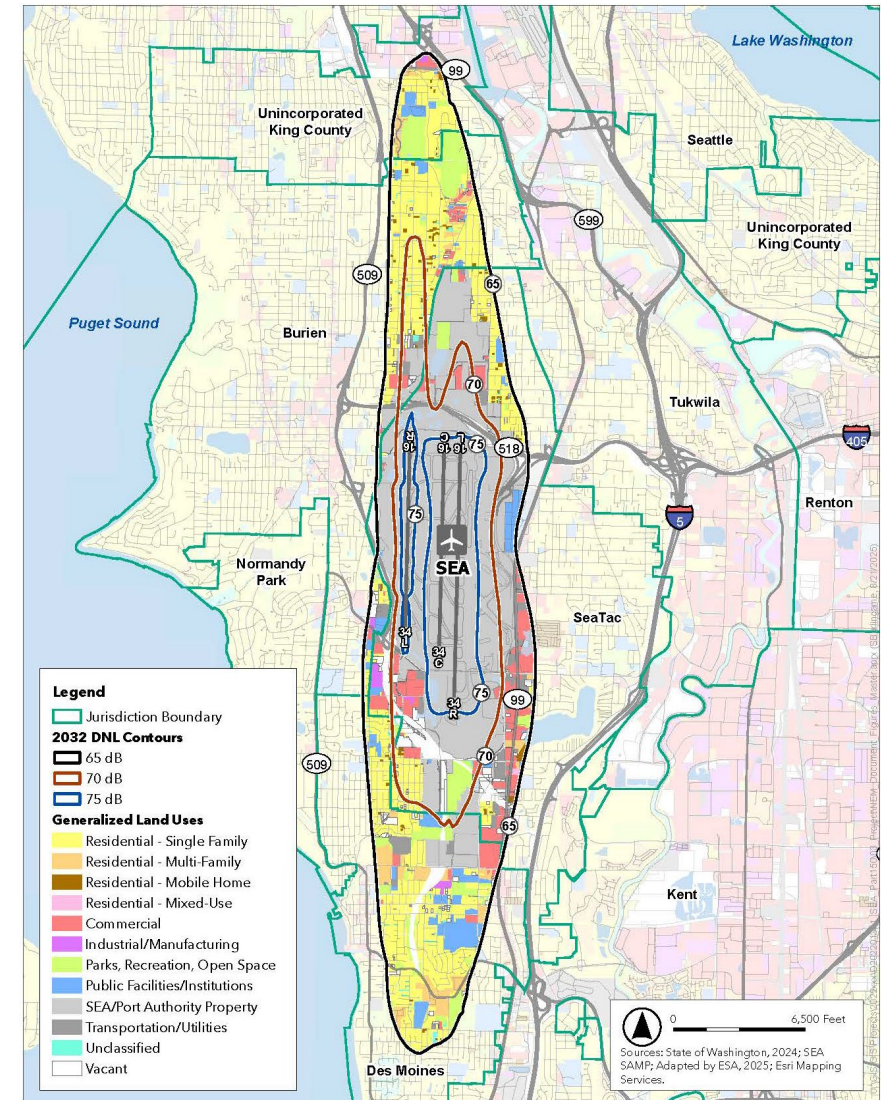
Summary of Draft NEM Public Workshops

- **Other Concerns**
 - Use of third runway
 - Indicate that the third runway usage was more than initially stated/evaluated
 - Health concerns
 - Sleep disturbance
 - Potential impacts on children's learning and schools
 - Requests to include air quality analyses
 - DNL metric
 - Suggest DNL metric is not representative of impacts
 - Other transportation noise
 - Concerns proposed highway barriers may reflect noise back on to residents which will exacerbate aviation noise exposure
 - Wi-Fi disruption
 - Suggest Wi-Fi is being disrupted due to low flying arrival aircraft



Summary of Land Use Jurisdiction Meetings

- **Completed Jurisdiction Meetings**
 - Friday, August 29th – City of Tukwila
 - Thursday, September 11th – City of Burien
 - September 23rd – City of Des Moines
 - Monday, October 6th – City of SeaTac
 - Wednesday, November 5th – King County
- **Meeting Overview**
 - Overview of the Part 150 Study process
 - Review draft NEM contours and land use analysis
 - Provided overview of NCP strategies
 - Solicited ideas for NCP land use measures



Port Attended Part 150 Community Outreach

- **2025 Part Outreach Events (Tabling)**
 - Saturday, June 14th – City of Burien Strawberry Festival
 - Wednesday, July 9th – City of SeaTac Night Market
 - Saturday, July 12th – City of Des Moines Waterfront Farmers Market
 - Saturday, August 9th – City of Federal Way Community Festival
 - Friday, August 15th – KEXP Summer BBQ (Seattle)
 - Sunday, August 17th – City of Tukwila Farmers Market
 - Saturday, September 13th – City of Burien Welcoming Event
 - Saturday, September 20th – City of SeaTac Welcoming Event
 - Saturday, December 6th – Normandy Park Winterfest

Port Part 150 Outreach to Community Based Organizations

- **Study Information and In-Person Presentation**
 - Wednesday, September 10th – SeaTac Airport Community Coalition for Justice (STACC4J)/Fix the Harm
 - Thursday, September 25th – Serve Ethiopians
 - Thursday, October 2nd – Para Los Ninos
 - Friday, October 3rd – Congolese Integration Network (CIN)
- **Study Information and Invitation for In-Person Presentation**
 - Somali Health Board
 - Partner in Employment
 - SHAG Tukwila
 - Somali Parent Education Board
 - International Rescue Committee

NCP Overview

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

Types of NCP Measures

Noise Abatement

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

Land Use

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

Program Management

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

Pre-2014 Part 150 Study NCP Recommendations

Noise Abatement Measures		Land Use Measures	
Explore limited rescheduling of nighttime flights	Establish noise barriers/run-up enclosure*	Standard insulation	Transaction assistance*
Use VHF Omni-directional Range (VOR) radials to curb aircraft drifting from noise abatement track	Evaluate increased use of the Duwamish/Elliott Bay corridor with Flight Management System (FMS)*	Insulation of schools	Easement acquisition*
Maintenance runup regulations	Nighttime use of Commencement Bay departure corridor*	Property advisory service	
Preferential runway use	Restrict taxiing of aircraft to/from maintenance areas during nighttime hours*	Operations review and NEM updates	
Development/implementation of a Fly Quiet program	Raise altitude where aircraft Intercept glide slope*	Prepare cooperative development agreements	
Use of FMS procedures		Funding for land use/noise compatibility planning	
Use of ground equipment		Approach Transition Zone (ATZ) acquisition	

*Measure not carried forward in 2014 Part 150 Study NCP or superseded by new measures in 2014 Part 150 NCP

2014 Part 150 Study New NCP Recommendations

Noise Abatement Measures	Land Use Measures	Program Management Measures
Construct a Ground Run-Up Enclosure (GRE)*	Sound insulate eligible multifamily units (condominiums)	Upgrade noise monitoring and flight tracking system
Expand the Fly Quiet program	Sound insulate eligible multifamily units (apartments)	Periodically review and, if necessary, update the NEMs and the NCP
	Offer aviation easements to eligible owners of mobile homes	Continue to operate the noise office
	Initiate a study to evaluate the noise levels at places of worship for sound insulation eligibility	

*Measure later deemed infeasible

Goals and Objectives

- Port of Seattle's Part 150 Goals and Objectives
 - Reduce noncompatible land uses
 - Prevent future noncompatible uses
 - Educate stakeholders
- Community's Part 150 Goals and Objectives:
 - Reduce nighttime noise exposure
 - Reduce use of third runway (16R/34L), especially at night
 - Better disperse arrival and departure noise
 - Transparency on operations
 - Mitigation outside the DNL 65 dB contours

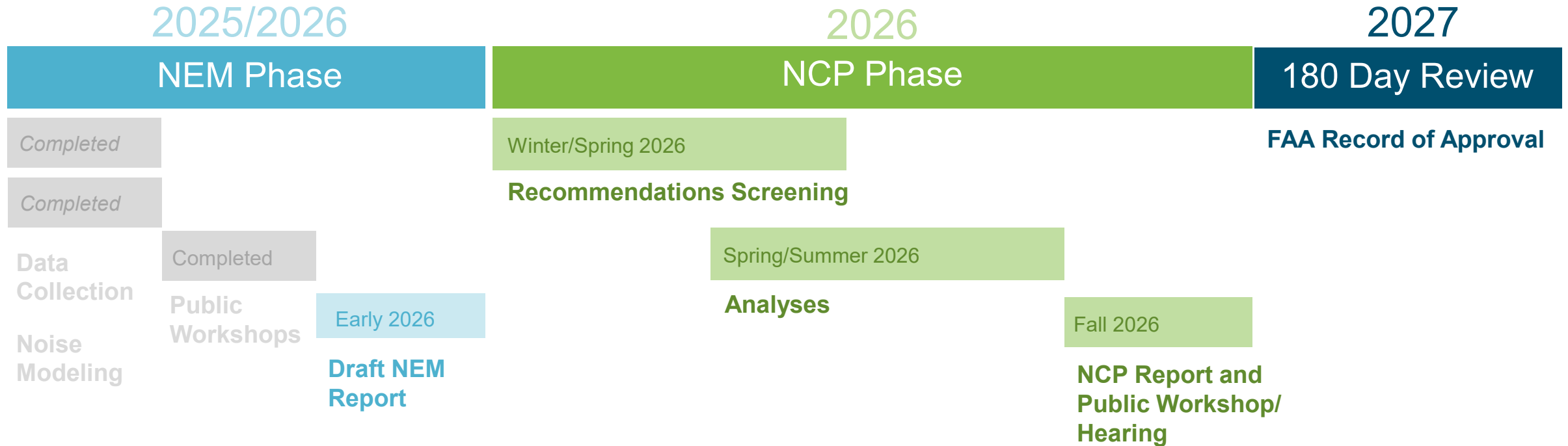
These are the goals of the Part 150 Study plus some of the key community concerns we are attempting to address

NCP Working Session

(Mural Workspace)

Project Schedule

Part 150 Study Schedule



Next TRC Meeting

Technical Review Committee

February/April 2026

- TRC Meeting #6 (Tentative)
 - Discuss potential NCP measures
 - NCP recommendations screening
- 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?