

Appendix F.

Public Outreach

This Appendix includes details of public outreach conducted for the Seattle-Tacoma International Airport Part 150 Study. Documentation in this Appendix includes copies of public workshop notices, workshop sign-in sheets, workshop presentation boards, and handouts.

- Appendix F-1: Study Kickoff Public Workshop Summary – Jun. 5-8, 2024
- Appendix F-2: Draft Noise Exposure Map Workshop Summary – Sept. 30 – Oct. 4, 2025

**F-1 Study Kickoff Public
Workshop Summary
Jun. 5-8, 2024**

SEA Part 150 Public Workshops

Summary of Kick-off Public Workshops

The Port of Seattle (Port) recently initiated a Seattle-Tacoma International Airport (SEA) Part 150 Noise Study (Study) update. As a means to introduce the Study, its' timeline, and opportunities for public involvement, the Port hosted public workshops at three separate locations near the Airport during June of 2024. Below is a summary of how these workshops were promoted, the dates, locations and format of the workshops, key themes from comments received at each event, and next steps for the project.

Promotion and Accessibility

The Port and Study Team promoted the public workshops to reach community members that live near the Airport, as well as other interested parties. Below is an outline of the various types of promotion used to distribute information about these workshops.

- Online Publications:
 - Seattle Times
 - Sound Publishing (Federal Way Mirror/Kent Reporter/Renton Reporter/Vashon Maury Island Beachcomber)
 - South King Media (B-town Blog, Waterland Blog, Normandy Park Blog, SeaTac Blog, West Seattle Blog, Tukwila Blog, I Love Kent, etc. etc.)
 - Westside Seattle (West Seattle, Burien and White Center)
- Online Media:
 - NW Asian Weekly (English)
 - South Seattle Emerald (English)
 - Runtanews.com (Somali)
 - Larazanw.com (Spanish)
- Facebook/Instagram Paid Advertising
- Port of Seattle:
 - Port's social media
 - "Port Events" on the Port's website
 - Port of Seattle website Part 150 Study Landing Page (now connects to the SEA Part 150 Study website)
 - Port issued media advisory
 - Port online newsletters:
 - Connections
 - Fly SEA
 - Equity in Action
 - Port Email distribution lists
- Other Port Outreach
 - StART
 - Highline Forum
 - Local, State, Federal Elected Officials
 - Commissioners
 - Underrepresented Community Organizations (e.g., South King County Community Impact Fund)
 - Noise Hotline

Language Accessibility

Bringing community partners and the public into the planning process at this early stage of a project is a good step towards fostering buy-in and building trust. The team ensured that project materials (boards, factsheet) communicated how community members, Airport users, interested parties and the public will be able to participate in and inform the decision-making process. We offered a variety of ways for people to provide feedback – verbally to team members, via a Spanish interpreter we had in attendance, and by writing comments using a physical form at the meetings or submitting comments electronically on the Study website. Factsheets and comment forms were available in Amharic, French, Korean, Simplified Chinese, Spanish, Somali, Traditional Chinese, and Vietnamese.

Workshop Dates and Locations

LOCATION	DATE	TIME
Gregory Heights Elementary School	June 5, 2024	6pm – 8pm
Mount Rainier High School	June 6, 2024	6pm – 8pm
Glacier Middle School	June 8, 2024	10am – 12pm

Port of Seattle Team Members in Attendance:

- Sarah Cox
- Will Crawford
- Sally del Fierro
- Ryan Duckworth
- Paris Edwards
- Tom Fagerstrom
- Chris Guizlo
- Charlene Jones
- Karen Kalanick
- Dave Kaplan
- Sandy Kilroy
- Julie Kinzie
- AJ McClure
- Ryan McMullan
- Steve Metruck
- Marco Milanese
- Alberto Rodriguez
- Steve Rybolt

Workshop Format

Upon arrival, attendees were asked to sign in, given a one-page handout describing the Part 150 process (see Attachment A), and invited to place a sticker on a large map of the Puget Sound area to show where they live (shown here). 22 display boards with detailed information on the Part 150 Study and other Airport projects/programs were located around the room (see Attachment A). Attendees could speak directly with the Port of Seattle and consulting team staff at each board. Team members also directed each participant to the written and verbal comment area to capture their input. All attendees from the public were captured on official sign-in sheets included in Attachment B.



Public Workshop Summary

The three workshops had 139 attendees in total including community members, elected officials, and media/press. The team spoke with attendees at project display boards and comment stations. They encouraged attendees to provide feedback by submitting verbal comments to a transcriber, a comment form (see Attachment C), or the Study website (<https://seapart150.com/comments/>). There were checkboxes on the Public Comment Form to gain a better understanding of community concerns.

Comment Themes

The top four checkboxes related to what bothered the commenters the most included:

1. Nighttime Operations (10pm – 7am)
2. South Flow
3. Arrivals
4. Ground Noise

The South Flow being the second most checked box is commensurate with the residency of commenters as they indicated on their forms. Of the 60 comments, nearly half of them were from people living South of SEA. We can surmise that South Flow was the second most checked box because of the number of people living in this area who attended our workshops. The checkbox results are included in Attachment C.

The written public comments were in line with the top three checked items identified above. Recurring themes included several that are unrelated to the Part 150 Study. The most repeated themes were:

- a. **Comments about Port Packages** – needing previously installed packages to be updated/reviewed, changing what those packages include, asking questions about how those packages are awarded, etc.
- b. **Concerns about boundaries of the Noise Exposure Map.** These comments often repeat a sentiment that previous noise maps were broader, but the idea that they are shrinking doesn't quite make sense with the increase in air traffic.
- c. **Health concerns.** These comments reference the impact of noise on people's health, both directly and indirectly. There is a general request to examine noise impacts in a more intersectional way. Commenters note that evaluating sound impacts alone prevents the full benefit from sound insulation packages. For example, since the noise study does not evaluate air quality, there is no provision in Port Packages for central air conditioning, which would allow people to cool their homes without opening their windows. Additionally, many comments referenced the health impact of sleep being interrupted by noise. Commenters indicated measuring noise impact solely by decibel levels excludes the understanding that even if the noise is technically quiet, there is still a health impact related to the timing and nature of the sound.

Further analysis and details on the public comments can be found in Attachment C.



Next Steps

In the Part 150 Process, the next step includes noise modeling and the development of the updated Noise Exposure Map (NEM)s. In this phase beginning in Fall of 2024, noise contour maps are produced depicting the existing and future aircraft sound levels using the 65 DNL noise metric.

Once the noise modeling process is completed the NEMs will be released for public review, and additional workshops will be hosted by the Port during the Spring or Summer of 2025 in order to get feedback on the new NEMs, etc.

Attachment A
Public Workshop Materials

Workshop Handout



Welcome to the Seattle-Tacoma International Airport (SEA) Public Workshop for the Part 150 Noise Study

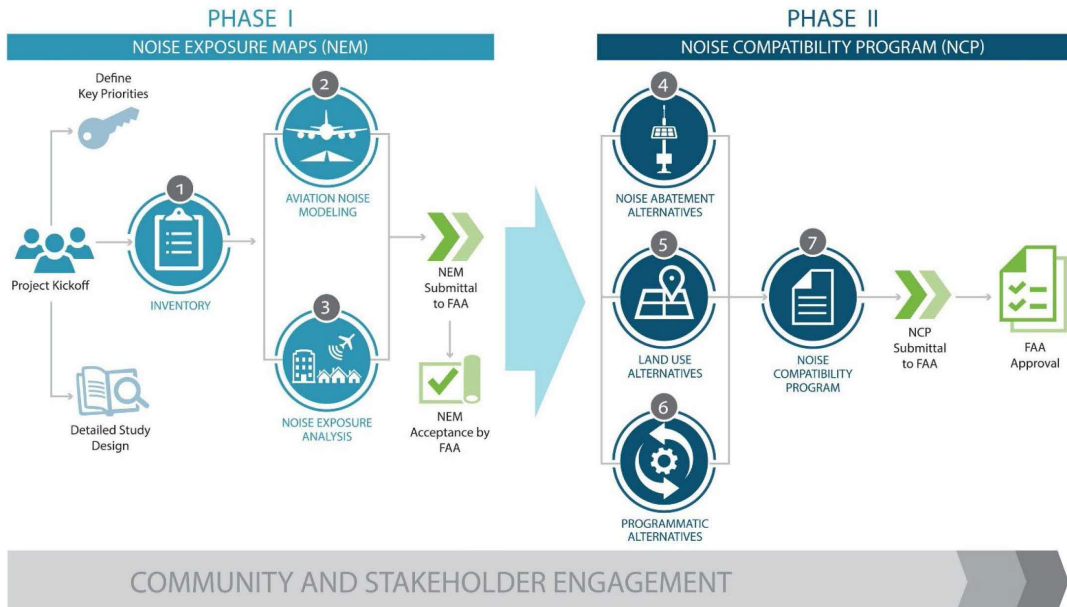
The Port of Seattle (Port) welcomes and thanks you for attending this public workshop for the Part 150 Noise Study for Seattle-Tacoma International Airport (SEA).

The Port recently began a study to improve the compatibility of SEA with the surrounding communities. This study, known as a “Part 150 Study,” will follow 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.

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 Noise Exposure Map (NEM) Report shows existing and future aircraft sound exposure levels. The Noise Compatibility Program (NCP) 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, an introduction to noise, and information about modeling aircraft noise exposure.

The boards are organized into six 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 – 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.

Station 4: Stakeholder Outreach discusses the stakeholder outreach program designed to engage local officials, cities, agencies, tenants, and the public in the Part 150 Study process. Everyone’s involvement is essential to the success of the overall study.

Station 5: SEA Overview provides a general overview of SEA as well as data and statistics regarding the operational history and growth of the Airport. This data is required to accurately model the Noise Exposure Maps in accordance with the Part 150 regulation.

Station 6: Non-Part 150 Content includes other projects that are separate from the Part 150 Study that the community may be interested in discussing with Port staff. Boards include an overview of the SEA Sustainable Airport Master Plan (SAMP) as well as information regarding the current Sound Insulation Program and upcoming Sound Insulation Repair and Replacement Pilot Program Assessment. It is important to note that the Part 150 Noise Study and SAMP are separate efforts and will each have their own distinct public process and outcomes.

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 or by mail to:

Aviation Noise Programs, C/O SEA Part 150 Study
17801 International Blvd., Suite #6012M
Seattle, WA 98158-12025

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



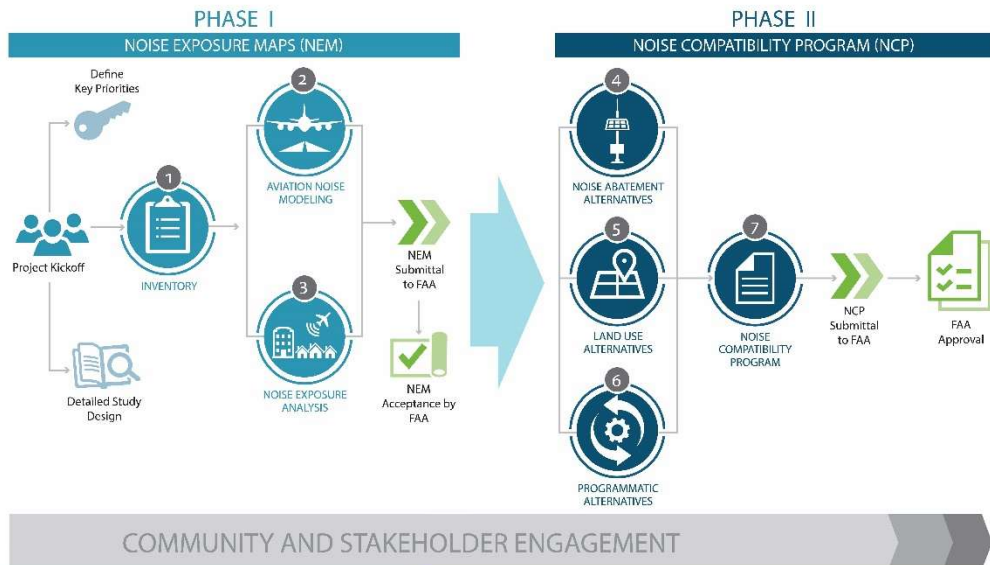
14 CFR Part 150 Overview

- Title 14 Code of Federal Regulations (CFR) Part 150 establishes the process for preparing Noise Exposure Maps (NEMs) and Noise Compatibility Programs (NCPs), together they are referred to as a “Part 150 Study”
- Why Conduct a Part 150 Study?
 - Determine existing and future noise conditions in the vicinity of an airport
 - Evaluate the feasibility of possible flight procedure/land use changes
 - Educate communities on the Federal process and what can and cannot be done to address aircraft noise concerns
 - Submit locally-endorsed recommendations to the FAA regarding noise reduction measures
- Part 150 studies are voluntary
- Part 150 studies must adhere to 14 CFR Part 150 requirements

SEA's Part 150 Efforts Span Four Decades



Phases of a Part 150 Study



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Regulation of Airport Noise

- Federal Aviation Administration:
 - Controls aircraft while in flight
 - Responsible for controlling noise at its source (i.e., aircraft engines)
 - Certifies aircraft and pilots
- State and Local Governments:
 - Promote compatible land use through zoning
 - Can require real estate disclosure
 - Can mandate sound-insulating building materials
- Airport Proprietors, the Port of Seattle:
 - Responsible for capital improvement projects and infrastructure
 - Can establish a "noise office", which serves as a bridge between the Airport, FAA, and the community to minimize the impact of aircraft noise while ensuring the Airport operates safely and efficiently.
 - Very limited authority to adopt local restrictions

FEDERAL LAW TAKES PRECEDENCE OVER STATE AND LOCAL REGULATIONS



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Key Priorities for this Part 150 Study

- Understanding community concerns about aircraft operations
 - Seasonal operations (North flow typically in the Summer)
 - Increase in annual aircraft operations
- Meaningful community engagement
- Communicating the Part 150 Study process and managing expectations
- Avoiding confusion about ongoing Port programs separate from the Part 150 Study:
 - Sustainable Airport Master Plan Near-Term Projects (SAMP NTP)
 - Ongoing Sound Insulation Program
 - Sound Insulation Repair and Replacement Pilot Program

14 CFR Part 150 Terminology

Noise Exposure Contours: A noise exposure contour identifies areas of equal noise exposure around an airport. Noise exposure contours are like contours on topographic maps which show areas of equal elevation.

Noise Exposure Maps: A Noise Exposure Map is a map showing noise exposure contour lines which identify areas of specific noise levels around an airport. NEMs also show geographical features and land uses that surround an airport.

Noise Compatibility Programs: A Noise Compatibility Program report includes descriptions and a detailed evaluation of noise abatement, mitigation, land use, and program management measures available to the airport.

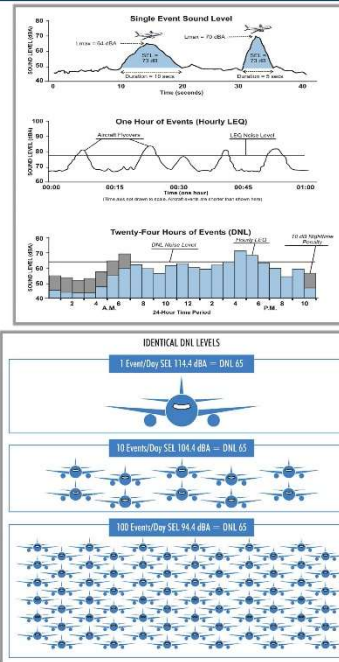
Noise Abatement Measures: These measures are intended to reduce actual aircraft noise levels in noise-sensitive areas by either reducing aircraft noise at the source by shielding noise sensitive areas, or with operational measures, such as changes to aircraft flight tracks or approach/departure flight profiles.

Noise Mitigation Measures: These measures are intended to reduce the effects of aircraft noise on the noise sensitive land use. Noise mitigation strategies may include property acquisition and acoustical treatment/soundproofing programs.

Land Use Measures: These measures aim to prevent future noncompatible land use. Land use strategies may include revised zoning, building code changes, and real estate disclosures. These measures would have to be implemented by local jurisdictions.

Day-Night Average Sound Level (DNL)

- 24-hour time weighted energy average noise level based on A-weighted decibels (dBA)
- Noise occurring between 10 p.m. and 7 a.m. is penalized by 10 dB to account for the higher sensitivity to noise during nighttime hours and the expected decrease in background levels that typically occur at night
- FAA requires the use of DNL for airport noise analyses
- Average Annual Day aircraft noise exposure is calculated over a broad area and then depicted using contour lines of equal noise levels

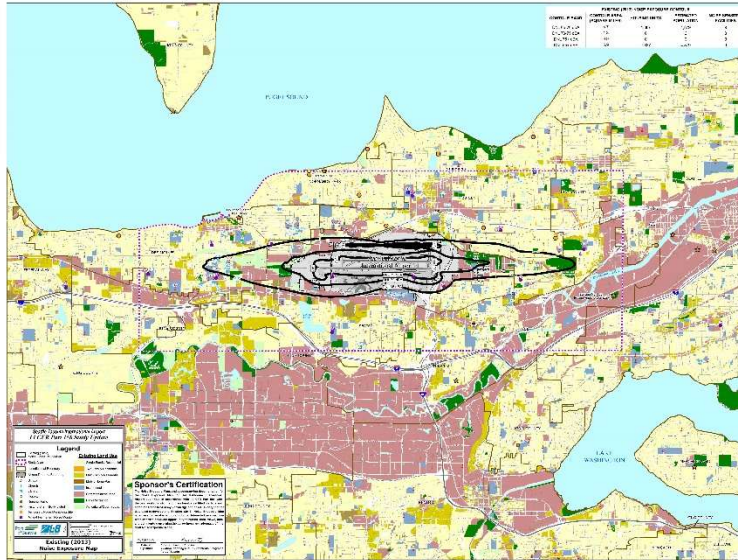


Noise Exposure Maps

Official Noise Exposure Maps:

- Base year and future year which is at least 5 years in the future
- Basis of comparison for effectiveness of potential noise abatement measures
- Year of submittal must be consistent with base year
 - Anticipated Existing Condition: 2025
 - Anticipated Future Condition: 2030
- Existing Condition based on recent 12 months of operational data applied to the anticipated 2025 projected activity level
- Future Condition based on forecast aircraft operations and anticipated aircraft fleet changes

DNL Noise Contour Example (2013)



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Noise and Land Use Compatibility

- 14 CFR Part 150 Appendix A, Table 1 provides noise and land use compatibility guidelines
- Considers levels below DNL 65 dB compatible with all land uses
- Allows for the adoption of local land use standards for land use compatibility planning purposes

The Part 150 process is the Airport Sponsor's way to improve the compatibility between the Airport and surrounding communities

LAND USE	Yearly Day-Night Average Sound Level (Ldn) in decibels					
	Below 55	55-59	60-64	65-69	70-74	Over 75
RESIDENTIAL						
Residential of the three existing zones and limited single-family detached	Y	N ⁽¹⁾	N ⁽¹⁾	N	N	N
Mobile home parks	Y	N	N	N	N	N
Other residential	Y	N ⁽¹⁾	N ⁽¹⁾	N	N	N
PUBLIC USE						
Service	Y	N ⁽¹⁾	N ⁽¹⁾	N	N	N
Freight and storage	Y	Y	Y	Y	Y	Y
Churches, schools, and community centers	Y	Y	Y	Y	Y	Y
Governmental services	Y	Y	Y	Y	Y	Y
Open space	Y	Y	Y	Y	Y	Y
Parking	Y	Y	Y	Y	Y	Y
COMMERCIAL USE						
Offices, business and professional	Y	Y	Y	Y	Y	Y
Wholesale and retail, including, electronic, hardware and farm equipment	Y	Y	Y	Y	Y	Y
Retail food—general	Y	Y	Y	Y	Y	Y
Hotels	Y	Y	Y	Y	Y	Y
Conventions	Y	Y	Y	Y	Y	Y
MANUFACTURING AND PRODUCTION						
Manufacturing—general	Y	Y	Y	Y	Y	Y
Photographic and printing	Y	Y	Y	Y	Y	Y
Agriculture (except livestock) and forestry	Y	Y	Y	Y	Y	Y
Food processing and handling	Y	Y	Y	Y	Y	Y
Printing and publishing, except newspaper and stationery	Y	Y	Y	Y	Y	Y
RECREATIONAL						
Outdoor sports areas and outdoor events	Y	Y	Y	Y	Y	Y
Outdoor music, dance, amusements	Y	Y	Y	Y	Y	Y
Amusement, sports, taverns and clubs	Y	Y	Y	Y	Y	Y
Other recreation, including sports and other recreation	Y	Y	Y	Y	Y	Y

Notes:

- 1) This table is intended to be used in conjunction with the noise and land use compatibility guidelines in 14 CFR Part 150 Appendix A, Table 1. It is not intended to be used as a stand-alone table.
- 2) This table is intended to be used in conjunction with the noise and land use compatibility guidelines in 14 CFR Part 150 Appendix A, Table 1. It is not intended to be used as a stand-alone table.
- 3) This table is intended to be used in conjunction with the noise and land use compatibility guidelines in 14 CFR Part 150 Appendix A, Table 1. It is not intended to be used as a stand-alone table.
- 4) This table is intended to be used in conjunction with the noise and land use compatibility guidelines in 14 CFR Part 150 Appendix A, Table 1. It is not intended to be used as a stand-alone table.
- 5) This table is intended to be used in conjunction with the noise and land use compatibility guidelines in 14 CFR Part 150 Appendix A, Table 1. It is not intended to be used as a stand-alone table.
- 6) This table is intended to be used in conjunction with the noise and land use compatibility guidelines in 14 CFR Part 150 Appendix A, Table 1. It is not intended to be used as a stand-alone table.

KEY TO TABLE:

- Y: Land use and related structures compatible with noise levels.
- N: Land use and related structures are not compatible and should be prohibited.
- N/A: Noise Level Exceeds contour in table. In the absence of a specific noise level, the noise level is assumed to be the noise level of the structure.
- 26.5 or X: Land use and related structures are not compatible with noise levels of 26.5, 30, or 35 dB and should be prohibited, not used, and construction of structure.



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Noise Modeling

- Aircraft noise modeling allows for:
 - Calculating 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 the FAA’s required model for aircraft noise

Land Use Compatibility

- Land Uses
 - Existing and Future Land Use
 - Land parcel data
 - Zoning
 - Jurisdictional boundaries and neighborhoods
- Noise Sensitive Sites
 - Residential
 - Places of worship
 - Schools, colleges, and universities
 - Libraries/cultural institutions
 - Hospitals and residential healthcare facilities
 - Daycare and assisted living facilities
 - Historic properties



Model Inputs

- The amount of noise exposure is determined by:
 - Aircraft types
 - Stage length (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
- Other factors
 - Meteorological conditions



Aviation Environmental
Design Tool (AEDT) Version
3f

Community Engagement

- Initial coordination with Airport communities through the SEA Stakeholder Advisory Round Table (StART) Committee
- Kickoff Public Workshops
- Technical Review Committee
 - Review study assumptions
 - Provide technical feedback within the context of the Part 150 Study
- Study website
- Targeted outreach to underserved communities
- NEM Public Workshops
- NCP Public Workshop/Hearing

Preliminary Part 150 Study Schedule

- Noise Exposure Maps (NEMs)

– Data Collection	Summer 2024
– Noise Modeling	Fall 2024
– NEM Public Workshops	Spring/Summer 2025
– NEM Report/FAA Acceptance	Fall/Winter 2025

- Noise Compatibility Program (NCP)

– NCP Recommendations Screening	Summer/Fall 2025
– NCP Analysis	Fall/Winter 2025/2026
– NCP Report & Public Workshop/Hearing	Summer 2026
– FAA 180 Day Review/ROA	2027



Communications

- Project Website: www.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
- Links to other websites/resources
- Comment portal during public comment periods





- The Seattle-Tacoma Airport opened
- The Army Air Forces used the airport for shipping Boeing B-29 bombers

- The airport's first scheduled commercial flights occurred on September 1st

- Seattle-Tacoma International Airport's (SEA) official dedication



- First Part 150 Study began
- Start of the Port's Sound Insulation Program

- Fly Quiet Program established at SEA

- SEA Stakeholder Advisory Round Table forms and proposes initiatives to address community noise concerns

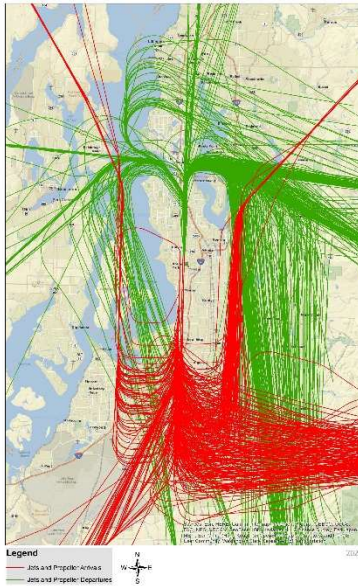
- Fourth Part 150 Study Update

SEA Overview

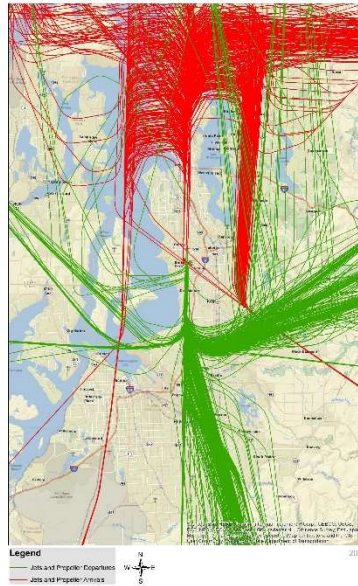
- SEA is one of the Pacific Northwest's leading economic engines
 - 151,400 jobs, including 87,300 direct jobs
 - \$7.1 billion in total personal income
 - \$22.5 billion in total business revenue
 - \$415 million in state taxes reflecting direct and secondary activities
- In 2023 the airport had 422,508 operations
- Served 50 million passengers in 2023
- Processed 417,052 metric tons of cargo in 2023
- The only large hub airport in the PNW
- Non-stop flights to over 120 domestic and international cities



SEA North Flow Operations Sample Map



SEA South Flow Operations Sample Map



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How to Provide Comments:

You may provide written comments during this public workshop. Comment forms are available at this meeting to submit here, email P150@portseattle.org, or by mail to:

Port of Seattle
Aviation Noise Programs
C/O SEA Part 150 Study
17801 International Blvd, #6012M
Seattle, WA 98158-1205

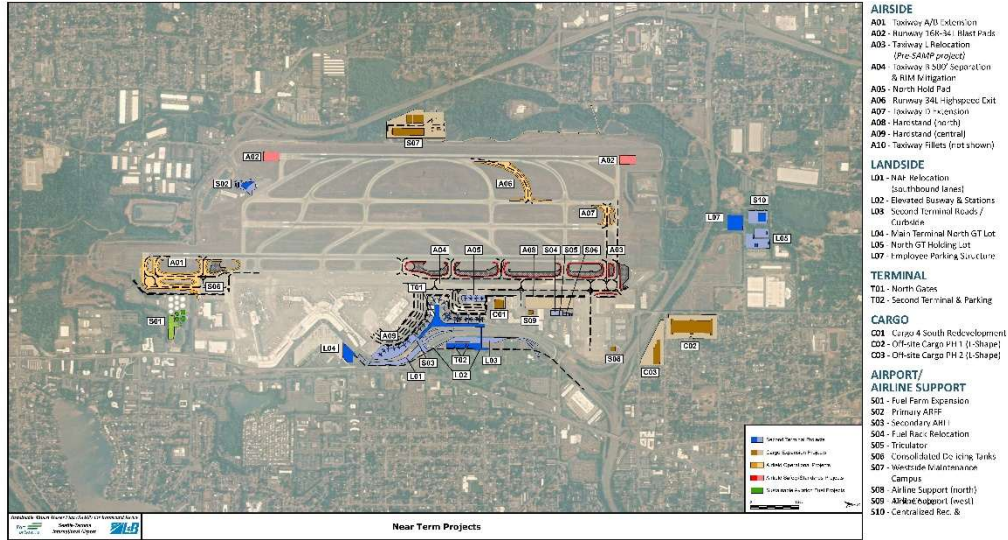
Thank You for Your Participation!



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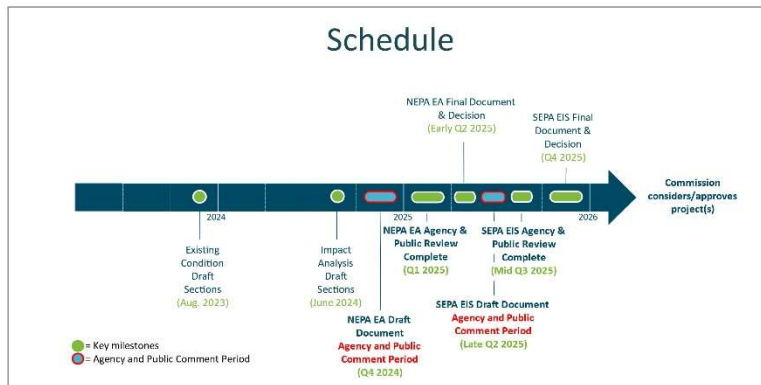
Sustainable Airport Master Plan (SAMP)



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Sustainable Airport Master Plan (SAMP)



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SEA Sound Insulation Programs



Current Sound Insulation Programs

- The current sound insulation programs are funded by SEA Airport revenues (20%) and FAA grant funds (80%)
- Since the start of the program in 1985, the Port has insulated:
 - Over 9,400 single-family homes
 - 6 condominium complexes (274 individual units)
 - 10 of 15 identified Highline schools
 - 14 buildings on Highline College campus
 - Apartment and Places of Worship construction starting in 2025
- Within the 2014 Noise Remedy Boundary and meet additional eligibility requirements
- SoundInsulation@portseattle.org

Repair and Replacement Pilot Program

- Perform a survey-based assessment of previously installed sound insulation packages to understand:
 - Project Scale
 - Financial Investment
- Define a Repair and Replacement Pilot Program including:
 - Identifying potential issues or defects with previously installed sound insulation packages
 - Explore potential FAA grant eligibility by Performing acoustical testing of a sampling of homes
 - Determining eligibility for the Pilot Program starting in 2025
- SEARepairReplacePilot@portseattle.org

Comment Form



COMMENT FORM

The Port of Seattle (the Port) recently began a study to improve the compatibility of Seattle-Tacoma International Airport (SEA) with the surrounding communities. This study, a “Part 150 Study,” will follow the process outlined in Title 14 of the Code of Federal Regulations Part 150, Airport Noise Compatibility Planning. At key points during the project, newsletters will provide updates on study progress. The Port will also host additional public workshops to provide future opportunities for input throughout the Study. The Port encourages all interested parties to monitor the project website for the latest study information and announcements at www.seapart150.com. Thank you for your interest and participation.

First and Last Name _____

Address _____

Email Address _____

What are the most significant concerns that you would like the SEA Part 150 Study to address about aircraft flight activity (select up to 3)?

- | | |
|--|---|
| <input type="checkbox"/> Arrivals | <input type="checkbox"/> Early Morning Operations |
| <input type="checkbox"/> Departures | <input type="checkbox"/> FAA Airspace Changes |
| <input type="checkbox"/> North Flow | <input type="checkbox"/> Frequency of Operations |
| <input type="checkbox"/> South Flow | <input type="checkbox"/> Ground Noise |
| <input type="checkbox"/> Nighttime Operations (10pm - 7am) | <input type="checkbox"/> Other: _____ |
| | _____ |

Where do you live in relation to SEA?

- | | |
|--------------------------------|--|
| <input type="checkbox"/> North | <input type="checkbox"/> Outside King County |
| <input type="checkbox"/> South | <input type="checkbox"/> Other: _____ |
| <input type="checkbox"/> East | |
| <input type="checkbox"/> West | |

Attachment B
Attendee Sign-in Sheets

PUBLIC Sign-In Sheet			
Name (Please Print)	Organization	Address	Email Address
M Adams-Roger		11416 Roseberg Ave S. Burien WA 98148	adams.mona@aol.com
Ken Wong		2201 S Horton St 98144	zendox@duck.com
GASEEM MOGADAM	Facilities Office	17810 8th Ave S. Burien WA	Gaseem.mogadem@highlineschools.org
Kathryn Campbell		9242 S Dowland St Seattle 98148	katcam1066@aol.com
Jenny Wright		1207 SW 152nd Burien 98166	jennywright@smil.com
Karen Fieland		12819 12th Ave S. Burien WA 98168	Kafieland@gmail.com
Anthony Solan	Laurelwood HOA	15525 6th Ave SW #5 Burien 98168	anthony.g.Solan@gmail.com
Ken Perez	Passuk	18 Sacramento Plac, Unit 1 Cambridge, MA 02138	Kperez@passuk.com
SHARON PARKER		16920 22nd AVE SW, BURIED, WA 98146	SPARKERWARD@COMCAST.NET
David Huck		1641 SW 165th St Burien WA 98166	d@huck.org
Uz STROUD	City of Burien	Burien City Hall	lizs@burienwa.gov
Mary Gubelman		12029 26th Ave SW Burien 98146	Zuzu.petal.rosa@gmail.com
Erin Hazard		14217 Military Rd S Tukwila 98168	erin.m.hazard@gmail.com
JEFF HARBAUGH		12271 SHOREWOOD DR SW BURIED 98146	jharbaugh@MSN.COM
Amber Hallberg		15913 18th Ave SW Burien 98166	Amberhallberg@hotmail.com
David Temprowski		"	dtemprowski@gmail.com
Karen Veloria	Start Burien map	PO Box 66904 Burien 98166	veloria.karen@gmail.com
Laura K Gould			plwvw@comcast.net

Please note any information provided on this sign-in sheet is voluntary and all information provided is subject to public disclosure.

sheet 113 16 people

PUBLIC Sign-In Sheet			
Name (Please Print)	Organization	Address	Email Address
Bennett Walkes		3400 25th Ave S Seattle, WA 98144	bwalkes32@gmail.com
Lorenzo Lara	King County Airport	1277 Reimster Rd. S. Seattle, WA 98108	LCLARA@kingcounty.gov
Melinda Behrman		11605 6th Ave SW Burien 98166	
BRENDA M SULLIVAN		1654 SW 168th St, Burien 98166	sullivan.brenda99@gmail.com
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ROBY SLOW		11664 44th Ave S Tukwila 98178	robby.slow@yahoo.com
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Ischic Conlibaly	Port		

Please note any information provided on this sign-in sheet is voluntary and all information provided is subject to public disclosure.

sheet 213

11 people

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Laura Foster		24416-25th Ave S, Des Moines 98198	
Amy Kewish		21813 13th Ave S Des Moines 98198	akevish@hotmail.com
Jason Wojacke	City of Des Moines	3227 15th Ave S, Seattle	
Barbara McMichael	Defenders of Heritage Forest	22916 Thunderbird Dr., Des Moines 98198	BarbaraLMcM@gmail.com
JENN KESTER	CITY OF SEATAC		jkester@seatacwa.gov
Lorenzo Clara	King County Airport	1277 Perimeter Rd. S Seattle, WA 98108	LCLARA@kingcounty.gov
JOHN RODRIGUEZ		22238 24th Ave S, L-85, Des Moines, WA 98198	JOHN.R1636@YAHOO.COM
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RHYAN PEYJ	MCHS		

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Roger Kanes	START Committee SET	15248 29 th Ave. So. Seatac WA 98188	wladyc@comcast.net
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Kyle Moore	City of Seatac	4800 S 188 th St Seatac 98148	kmoore@seatacwa.gov
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Attachment C

Summary of Public Comments

Written Comment Analysis

Themes with 15 or more comments:

- Port packages (Sound Insulation Program) *(19 comments)*
 - Comments refer to a desire for changes to the Port Packages, updates to existing packages, questions about why Port Package qualifications and boundaries have changed, the lack of efficacy in canceling out noise based on technological advances, previously installed Port Packages that they state no longer work or need updating, impacts to residents that cannot be solved by sound insulation, packages that go beyond just new windows and insulation, etc.
- Boundary complaints/concerns/feedback *(19 comments)*
 - Comments include complaints about the current location of the noise map boundaries and/or sound insulation qualification, questions about how the boundaries are determined, questions about why boundaries have been reduced when traffic has increased, and similar references to the area of study.

Themes with 10-15 comments

- Inability to spend time outdoors or leave windows open *(12 comments)*
 - In this theme, we saw an overwhelming mention of the inability to spend time outdoors. These comments often mention the need to, “pause conversations altogether while the plane flies over,” “I cannot enjoy my backyard after 5pm because of the consistent sound,”, and “I can’t even leave my windows open when it’s hot because then I have to turn up the TV.”
- Concerns about the study *(11 comments)*
 - Comments referred to concerns/questions around how noise is measured, how it is communicated to the public, what factors are/aren’t being studied, etc. Some comments show an advanced knowledge of sound monitoring and theory with associated suggestions of changes to the methodology.
- Health Concerns *(14 comments)*
 - This theme refers to commenters expressing health concerns they feel are induced by or worsened by noise but not necessarily caused by noise, like air quality, pollution, etc. These comments often ask the Port to widen its understanding of how noise is harmful and to include other factors that intersect with quality of life when understanding the impact of airport noise.
- Vibrations of homes as a concern *(12 comments)*
 - Specifically, many comments referred to, “windows shaking,” “my house rumbles,” “things fall off the walls and tables,” and connected it to the noise of the airplanes flying overhead. These concerns tend to ask the question, “why is volume the only metric being monitored when it comes to the impact of airport noise?”

Themes with 5-9 comments:

- Cargo plane traffic *(9 comments)*
 - Nine commenters referred to the 3rd runway and their complaints were related to sound, frequency of operations, idling, and nighttime operations.

- Sleep and/or nighttime interruptions *(9 comments)*
 - Comments referred to interrupted sleep and/or sound issues in the evening. It should be noted that many of these comments asked for the Part 150 Study to include interrupted sleep as a health impact related to noise.
- Normal daily conversations are interrupted by plane noise *(9 comments)*
 - These commenters specifically mention needing to speak louder in response to the air traffic. It also includes notable interruptions in being able to host meetings.
- Airline specific suggestions *(5 comments)*
 - These are comments that directly made requests or suggestions of the airlines vs. the Port and/or the Part 150 Study, such as upgrading their planes, newer technology and more efficient equipment.
- Comments regarding the altitude of planes *(5 comments)*
 - These comments discuss changing plane altitude during takeoffs/landings and/or understanding its impact on noise more clearly.
- Health concerns directly induced by sound/noise *(7 comments)*
 - These comments discuss the impact on health brought on by aircraft noise. These comments encompass the sleep/nighttime interruption comments in the above theme but distinguish themselves as wanting to broaden the general understanding of how noise/sound has a direct impact on health, and how insulating against sound isn't a complete solution.
- Air quality and other environmental concerns *(7 comments)*
 - These comments mention environmental concerns such as ultrafine particulates, pollution, A/C is required in the summer now and that impacts noise, etc. Some of these comments beg the Port to include an intersectional approach to noise and environmental impacts.

There were a few additional comments (less than 5 each) that mentioned the third runway, internet/cell interference, real estate disclosures, impacts to schools, specific aircraft technology, as well as the Sustainable Airport Master Plan (SAMP).

Analysis of Checkboxes

On the Public Comment Form, people were asked to check boxes indicating what their top areas of concern were. The below table shows the summary of their answers. The comments included by the people who checked, "other," are below.

Concern	#
Arrivals	28
Departures	19
North Flow	12
South Flow	31
Nighttime Operations (10pm – 7am)	34
Early Morning Operations	15
FAA Airspace Changes	12
Frequency of Operations	20
Ground Noise	25
Other	21

'Other' Comments

Ensuring that real estate or purchase of home information on noise is listed

Cargo Planes are almost always 12am-6am very noisy.

Jet fuel emissions effects on residences, urban agriculture, and outdoor activities

Environmental issues (pollution, trees/coverage); Port packages and failed port packages; potential for expansion/land use issues

Cargo planes all night long loud!

All of the above!

Severe vibration

Expand geography of model to include all under flight path, not just within arbitrary "10 miles" as the crow flies

Noise interference with TV reception

Leave North SeaTac Park alone

Electronic mitigation; pollution mitigation; noise mitigation to all areas impacted like Boulevard Park

All Noise Issues

NOISE!!!

Ensuring that real estate or purchase of home information on noise is listed.

Cargo terminal idling

Other related environmental impacts (see comments)

Ultra fine particulates, all flights in the 4th runway (Vashon) fly directly over every school, medical facility, and town

3am - 5am concentration [sic] - wakes up everyone

Boundaries of noise accountability on map shrinking

Noise has increased west since international hub has been completed. Noise reverberates off of that structure, especially when air inversion

Delta "squealing" when coming in to land

On the Public Comment Form, people were asked to identify what direction they live in relation to the Airport. A summary of their answers is below.

Direction	#
North	13
South	25
East	5
West	11
Outside King County	1
Other	2
Blank (No Response)	2

Both comment forms that indicated “other” noted that they lived northeast of the Airport.

**F-2 Draft Noise Exposure Map
Workshop Summary
Sept. 30 – Oct. 4, 2025**

SEA Part 150 Study

2025 Public Engagement Summary

Overview

The Port of Seattle (Port) works with communities surrounding the Seattle-Tacoma International Airport (SEA) to share information about SEA and the ongoing Part 150 Study. This is a multi-year study to evaluate SEA's aircraft noise compatibility with the surrounding community, and current and possible new efforts to reduce the effects of aircraft noise on community members. The Part 150 Study is a voluntary study and follows the Federal Aviation Administration's regulatory process.

In 2025, outreach included attendance at events, briefings with community-based organizations serving people living and working in communities around the Airport, three in-person public workshops, and one virtual workshop. The purpose of the outreach was to share information on the study's timeline and gather input on current and projected aircraft noise levels in the surrounding communities.

Community Events

The Port had a presence at several community festivals and events throughout 2025. At each event, the Port staffed a table and shared information about the Part 150 Study and other relevant Port programs and projects. Below is a list of community events at which the Port shared information about the Part 150 Study:

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

Briefings with Community Based Organizations

The Port also sent out information and an offer to present to nine organizations, each serving a vulnerable community near SEA. Organizations contacted by the Port were:

- Serve Ethiopians
- Somali Health Board
- Partner in Employment
- Para Los Ninos
- Congolese Integration Network (CIN)
- SHAG Tukwila
- Somali Parent Education Board
- STACC4J/Fix the Harm
- International Rescue Committee

The following organizations responded and requested presentations. Each organization shared experiences and questions with the Port, reflected in the summary below:

- **STACC4J:** Requested the Port provide data in accessible terms for community members to be able to understand how loud (peak volumes) it gets in certain areas, time of day peak volumes occur, and areas that experience peak volumes. They also requested the Port share the types of complaints they are receiving and where they are coming from to better diagnose if certain neighborhoods are consistently sharing frustration.
- **CIN:** CIN appreciated the information and did not know the Port had a noise team dedicated to tracking noise. They expressed that they understood major airports equate to considerable noise and shared a desire to continue to learn more about insulation programs in the future.
- **Para Los Ninos:** Their Executive Director appreciated getting an in-depth explanation of the noise program and office and sent one of her staff to attend the in-person workshop at Seahurst Elementary School to learn more and share the information with other staff at Para Los Ninos.
- **Serve Ethiopians:** Had general questions and engaged in discussion about nighttime flight limitations, and the types of aircrafts being used. They thought the Fly Quiet Program was a good idea and liked that SEA is engaging the airlines. They stressed the air quality impacts in near-airport communities and suggested that the Port's Environmental Improvement Program should increase funding limits to facilitate more tree planting.

In-Person and Virtual Workshops

In the fall, the Port invited the public, including all stakeholders, to learn about the Part 150 Study through three in-person workshops and one virtual workshop.

Promotion and Accessibility

The Port and Part 150 Study team promoted the September and October 2025 public workshops with a focus on reaching community members who live near the Airport, as well as other interested parties. Below is an outline of the various types of promotion used to distribute information about these workshops:

- **Online Publications**
 - Ads in the following online and print publications:
 - Sound Publishing (Federal Way Mirror/ Vashon Maury Island Beachcomber) – ads began on Sept. 25, including print editions
 - South King Media (B-town Blog, Waterland Blog, Normandy Park Blog, SeaTac Blog, West Seattle Blog, Tukwila Blog, I Love Kent, etc.) – ads began on Sept. 18
 - Westside Seattle (encompasses West Seattle, Burien and White Center) – ads began on Sept. 18
- **Port Promotion Channels**
 - The Port included information about Part 150 events via the following channels:
 - Port social media channels
 - Facebook and Instagram ads targeting airport community zip codes
 - Port website with information under “Port Events” and Part 150 Study website main landing page
 - Port issued media advisory
 - Information included in the Port’s online newsletters:
 - Connections – Article/link in the Sept. 19th edition
 - SEA Airport Neighbors – Article/link in the Sept. 19th edition
 - Equity in Action – Article/link in the Sept. 29th edition
 - Article/link included in the Port’s Environmental Programs Update on Sept. 23rd
- **Port Staff Outreach**
 - Port staff shared information about opportunities to engage with the Part 150 Study team at SEA Stakeholder Advisory Round Table (StART) meetings, the Highline Forum, and the South King County Community Impact Fund.

Information was also shared with state and federal elected officials, local elected officials, and Port Commissioners.

- Port staff added information about Part 150 Study engagement opportunities to SEA’s Noise Hotline, and an automated return message to anyone submitting a noise comment or complaint to SEA.

Language Accessibility

The team ensured that project materials (boards, handouts) were translated to communicate how community members, Airport users, interested parties and the public would be able to participate in and inform the decision-making process. The Port and Part 150 Study team provided interpreters and translation services in several languages for interested parties to provide comments and feedback. This effort included interpreters at each in-person and virtual workshop, and the opportunity to submit comments in their native language at the meetings or electronically on the Study website.

Translation services were provided in the following languages: Spanish, Vietnamese, Somali, Amharic, French, Chinese (Simplified), and Korean. Interpretation services were provided in Spanish.

Workshop Dates and Locations

In-person and virtual workshops were held at the locations, dates, and times below.

LOCATION	DATE	TIME
Parkside Elementary School	September 30, 2025	6pm – 8pm
Seahurst Elementary School	October 2, 2025	6pm – 8pm
Glacier Middle School	October 4, 2025	10am – 12pm
Virtual (Zoom)	October 15, 2025	6pm – 7:30pm*

*The Virtual Workshop began at 6pm and continued until all questions had been answered.

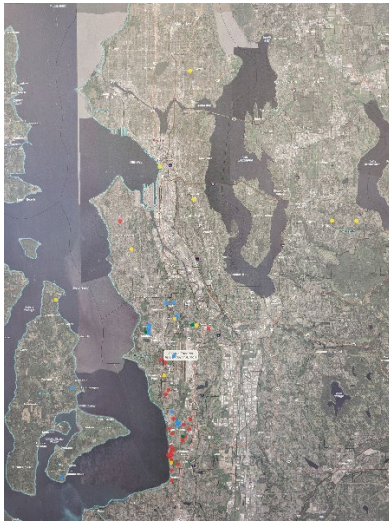
Port of Seattle Team Members in Attendance

The following Port staff were available at one or more workshops to meet with members of the public, hear their concerns, and answer their questions.

- Sarah Cox
- Will Crawford
- Ryan Duckworth
- Paris Edwards
- Tom Fagerstrom
- Charlene Jones
- Dave Kaplan
- Julie Kinzie
- AJ McClure
- Ryan McMullan
- Marco Milanese

In-person Workshop Format

Upon arrival, attendees were asked to sign in and given a one-page handout describing the stations and information presented regarding the Part 150 Study. Attendees were asked to place a sticker representing what area they live in on a large Puget Sound area map. Display boards with noise contours and detailed information related to the Part 150 Study were set up around the room. Attendees were invited to speak directly with the Port and consulting team staff at each project display board and to share their questions and concerns via written comment to capture their input formally. Most attendees included their contact information as they signed into the meeting.



In-person Workshop Summary

The three in-person workshops had 65 attendees in total including community members and elected officials. Project team members interacted with attendees at the project display boards and near the comment stations. They encouraged attendees to provide feedback via written comment forms that were collected after each workshop.



Comment Themes

The comment form asked what issues concerned them, and the most frequent comment themes received by workshop attendees are presented below.

Recurring Themes	Comment Sentiment	Mentions
Noise/Nighttime Noise	<ul style="list-style-type: none"> • Requests for penalties or incentives to reduce nighttime noise/operations. 	9
Mitigation	<ul style="list-style-type: none"> • Several commenters live just outside of DNL 65 and feel they should have access to mitigation. • Several commenters noted they'd like the Port to re-evaluate previously mitigated properties or replace windows installed in previous mitigation efforts. 	6
Additional Airports/Spreading	<ul style="list-style-type: none"> • Requests to spread traffic to regional airports. • Request to build additional airports. 	3
Consideration of Additional Areas	<ul style="list-style-type: none"> • Concerns from Beacon Hill residents who are outside of DNL 65 but at a higher elevation and so feel impacted. 	2
Emissions	<ul style="list-style-type: none"> • Concerns noted about emissions. 	2
Home Values	<ul style="list-style-type: none"> • Concerns about property values/requests for reduced taxes. 	2
Mapping	<ul style="list-style-type: none"> • Requests to include flight overlays on graphics. 	2
Wi-Fi	<ul style="list-style-type: none"> • Concerns about Wi-Fi disruption. 	2
DNL	<ul style="list-style-type: none"> • Criticism of DNL 65 being outdated or not representative. 	2

Other concerns mentioned included:

- Traffic from new roads being built around the Airport
- Increased frequency of planes

Several attendees also expressed gratitude for the informed staff in the room, who were clearly working to make information about a complex subject more digestible and accessible.

The word cloud below captures the words used most often in the written comments.

Next Steps

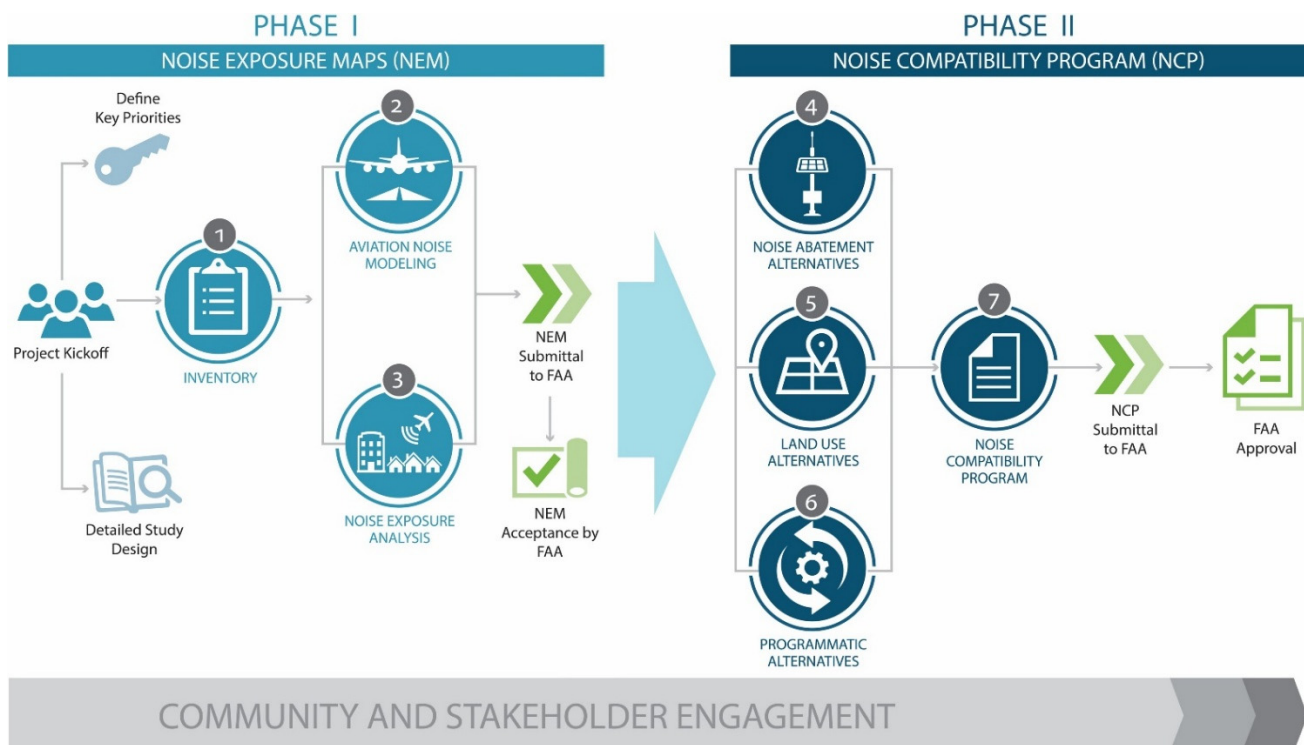
In Spring 2026, the Part 150 Study team will publish the Draft Noise Exposure Map (NEM) report, including the feedback from the workshops. After interested parties have an opportunity to comment on the Draft report, comments will be addressed and a Final NEM report will be submitted to the FAA, which will complete Phase 1 of the Part 150 Study once the FAA finds the report to be in compliance with 14 Code of Federal Regulations Part 150.

As we're publishing the NEM Report, we're also transitioning to Phase 2, the Noise Compatibility Program (NCP). The focus of the NCP is to reduce noncompatible land uses around the Airport through noise abatement, land use, and noise program management measures. The Part 150 Study team expects to hold more workshops and a public hearing regarding the NCP report in late 2026 or early 2027.

Attachment A
Public Workshop Materials

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 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 – 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 or by mail to:

Aviation Noise Programs, C/O SEA Part 150 Study
17801 International Blvd., Suite #6012M
Seattle, WA 98158-12025

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



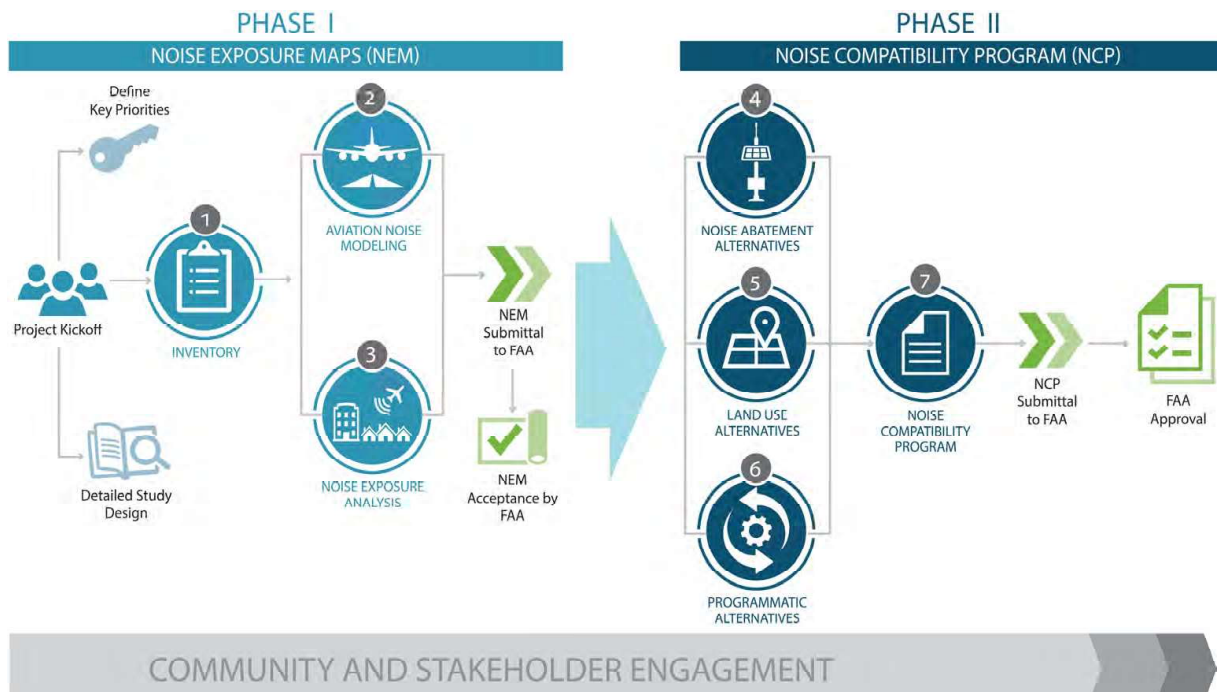
14 CFR Part 150 Overview

- Title 14 Code of Federal Regulations (CFR) Part 150 establishes the process for preparing Noise Exposure Maps (NEMs) and Noise Compatibility Programs (NCPs), together they are referred to as a “Part 150 Study”
- Why conduct a Part 150 Study?
 - Determine existing and future noise conditions in the vicinity of an airport
 - Evaluate the feasibility of possible flight procedure/land use changes
 - Educate communities on the Federal process and what can and cannot be done to address aircraft noise concerns
 - Submit locally-endorsed recommendations to the FAA regarding noise reduction measures
- Part 150 studies are voluntary
- Part 150 studies must adhere to 14 CFR Part 150 requirements

SEA's Part 150 Efforts Span Four Decades



Phases of a Part 150 Study



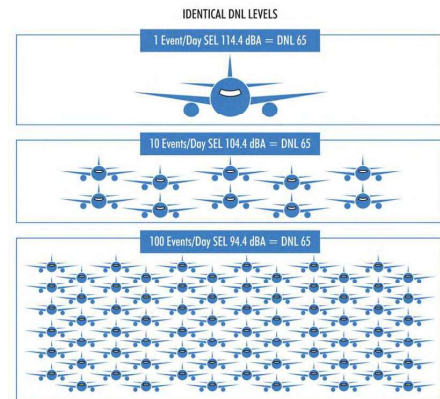
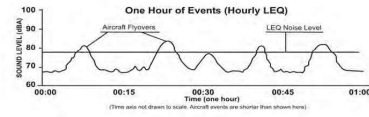
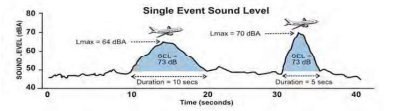
Regulation of Airport Noise

- Federal Aviation Administration:
 - Controls aircraft while in flight
 - Responsible for controlling noise at its source (i.e., aircraft engines)
 - Certifies aircraft and pilots
- State and Local Governments:
 - Promote compatible land use through zoning
 - Can require real estate disclosure
 - Can mandate sound-insulating building materials
- Airport Proprietors, the Port of Seattle:
 - Responsible for capital improvement projects and infrastructure
 - Can establish a "noise office", which serves as a bridge between the Airport, FAA, and the community to minimize the impact of aircraft noise while ensuring the Airport operates safely and efficiently
 - Very limited authority to adopt local restrictions

FEDERAL LAW TAKES PRECEDENCE OVER STATE AND LOCAL REGULATIONS

Day-Night Average Sound Level (DNL)

- 24-hour time weighted energy average noise level based on A-weighted decibels (dBA)
- Noise occurring between 10 p.m. and 7 a.m. is penalized by 10 dB to account for the higher sensitivity to noise during nighttime hours and the expected decrease in background levels that typically occur at night
- FAA requires the use of DNL for airport noise analyses
- Average Annual Day aircraft noise exposure is calculated over a broad area and then depicted using contour lines of equal noise levels



Noise and Land Use Compatibility

- 14 CFR Part 150 Appendix A, Table 1 provides noise and land use compatibility guidelines
- Considers levels below DNL 65 dB compatible with all land uses
- Allows for the adoption of local land use standards for land use compatibility planning purposes

The Part 150 process is the Airport Sponsor's way to improve the compatibility between the Airport and surrounding communities

LAND USE

	Yearly Day-Night Average Sound Level (Ldn) in decibels					
	Below 65	65-70	70-75	75-80	80-85	Over 85
RESIDENTIAL						
Residential, other than mobile homes and transient lodgings	Y	N(1)	N(1)	N	N	N
Mobile home parks	Y	N	N	N	N	N
Transient lodgings	Y	N(1)	N(1)	N(1)	N	N
PUBLIC USE						
Schools	Y	N(1)	N(1)	N	N	N
Hospitals and nursing homes	Y	25	30	N	N	N
Churches, auditoriums, and concert halls	Y	25	30	N	N	N
Governmental services	Y	Y	25	30	N	N
Transportation	Y	Y	Y(2)	Y(3)	Y(4)	Y(4)
Parking	Y	Y	Y(2)	Y(3)	Y(4)	N
COMMERCIAL USE						
Offices, business and professional	Y	Y	25	30	N	N
Wholesale and retail—building materials, hardware and farm equipment	Y	Y	Y(2)	Y(3)	Y(4)	N
Retail trade—general	Y	Y	25	30	N	N
Liquors	Y	Y	Y(2)	Y(3)	Y(4)	N
Communication	Y	Y	25	30	N	N
MANUFACTURING AND PRODUCTION						
Manufacturing, general	Y	Y	Y(2)	Y(3)	Y(4)	N
Photographic and optical	Y	Y	25	30	N	N
Agriculture (except livestock) and forestry	Y	Y(8)	Y(7)	Y(8)	Y(8)	Y(8)
Livestock farming and breeding	Y	Y(6)	Y(7)	N	N	N
Mining and fishing, resource production and extraction	Y	Y	Y	Y	Y	Y
RECREATIONAL						
Outdoor sports arenas and spectator sports	Y	Y(5)	Y(5)	N	N	N
Outdoor music shells, amphitheaters	Y	N	N	N	N	N
Nature exhibits and zoos	Y	Y	N	N	N	N
Amusements, parks, resorts and camps	Y	Y	Y	N	N	N
Golf courses, riding stables and water recreation	Y	Y	25	30	N	N

NOTES

The designations contained in this table do not constitute a Federal determination that any use of land covered by the program is incompatible with noise levels. Federal, State, or local law. The responsibility for ensuring the acceptable and permissible land use and the relationship between specific properties and specific noise contours rests with the local authorities. FAA determinations under part 150 are not intended to be appropriate to local authorities in response to locally determined needs and values at adjoining noise compatible land uses.

- Where the community determines that residential or school uses must be allowed, measures to achieve outdoor to indoor Noise Level Reduction (NLR) of at least 25 dB and 30 dB should be incorporated into building codes and be considered in individual approvals. Normal residential construction can be assumed to provide an NLR of 25 dB. Thus, the reduction requirements are often stated as 10 or 15 dB over standard construction and normally assume mechanical ventilation and closed windows year round. However, the use of NLR criteria will not eliminate outdoor noise problems.
- Measures to achieve NLR of 25 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.
- Measures to achieve NLR of 30 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.
- Measures to achieve NLR of 35 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.
- Land use compatible provided special sound reinforcement systems are installed.
- Residential buildings require an NLR of 25.
- Residential buildings require an NLR of 30.
- Residential buildings not permitted.

KEY TO TABLE

SUMC	Standard Land Use Coding Manual
Y (Yes)	Land Use and related structures compatible without restrictions.
N (No)	Land Use and related structures are not compatible and should be prohibited.
NLR	Noise Level Reduction (outdoor to indoor) to be achieved through incorporation of noise attenuation into the design and construction of the structure.
25, 30, or 35	Land use and related structures generally compatible; measures to achieve NLR of 25, 30, or 35 dB must be incorporated into design and construction of structure.

Model Inputs

- The amount of noise exposure is determined by:
 - Aircraft types
 - Stage length (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
- Other factors
 - Meteorological conditions
 - Terrain



Aviation Environmental
Design Tool (AEDT) Version 3f

2022 and 2032 Modeled Aircraft Operations and Time of Day

Estimated Annual Aircraft Operations

Aircraft Category	2022	2032
Passenger Jet	338,950	455,153
Passenger Turboprop	45,201	0
Cargo Jet	12,470	15,655
Cargo Turboprop	2,381	3,301
General Aviation	2,295	1,445
Military	55	100
Total	401,351	475,655

Source: Landrum & Brown analysis, 2024, adapted by ESA, 2025
Note: Totals may not match due to rounding.

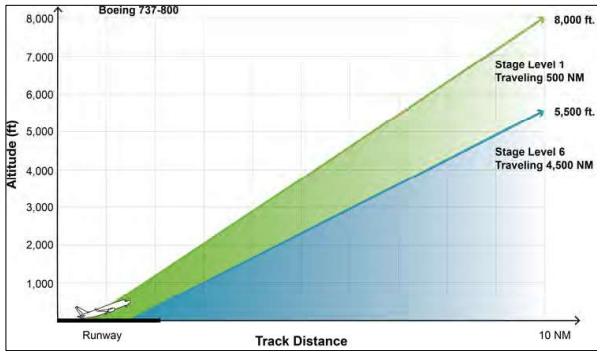
Estimated Annual Aircraft Operations by Time of Day (All Aircraft)

Study Year	Arrivals		Departures	
	Day	Night	Day	Night
2022	85.1%	14.9%	83.0%	17.0%
2032	83.3%	16.7%	84.5%	15.5%

Source: Landrum & Brown analysis, 2024, adapted by ESA, 2025

Departure Stage Length

Stage Length Comparison for Boeing 737-800



Source: AEDT; ESA, 2025

AEDT Departure Stage Length Categories

Stage Length	Trip Length (nmi)
1	0 – 500
2	500 – 1,000
3	1,000 – 1,500
4	1,500 – 2,500
5	2,500 – 3,500
6	3,500 – 4,500
7	4,500 – 5,500
8	5,500 – 6,500
9	6,500 – 11,000
M	Maximum Range

Source: AEDT

Estimated Departure Stage Length (All Aircraft)

Study Year	Stage Length Category									
	1	2	3	4	5	6	7	8	9	M
2022	27.0%	34.6%	13.3%	21.6%	0.2%	2.0%	1.0%	0.0%	0.2%	0.0%
2032	21.8%	38.0%	14.2%	19.5%	0.0%	2.9%	3.6%	0.0%	0.0%	0.0%

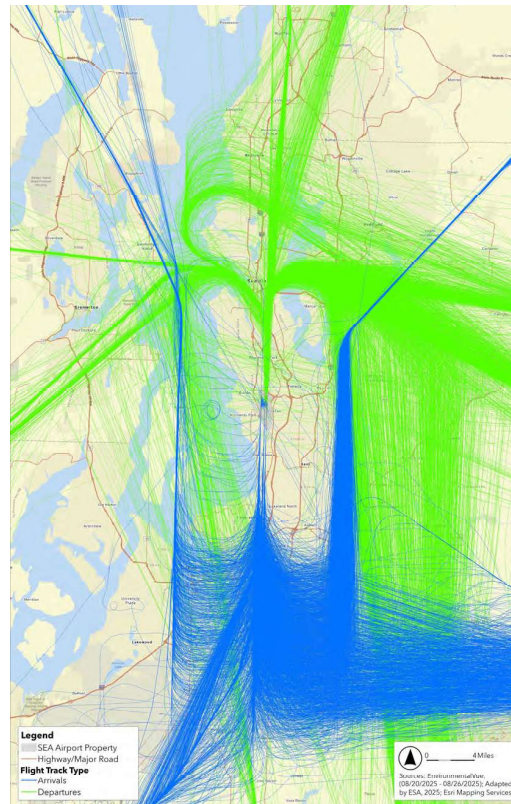
Source: AEDT, Landrum & Brown analysis, 2024, adapted by ESA, 2025



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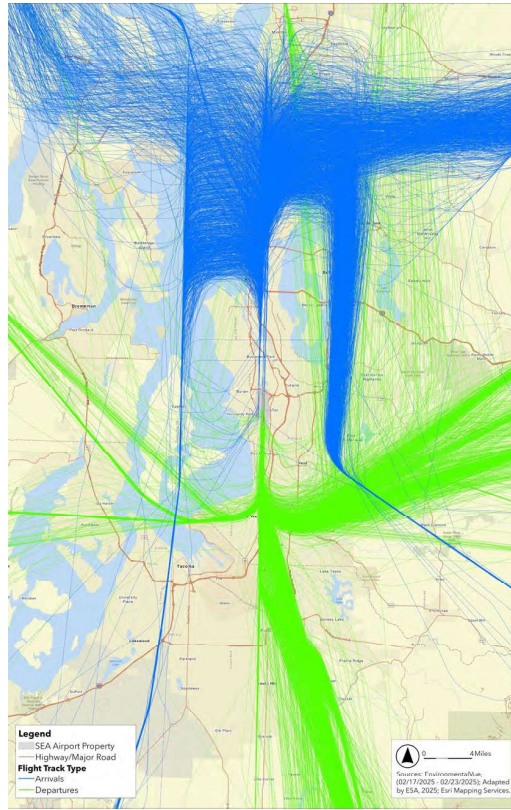
North Flow Operations Sample (August 20-26, 2025)



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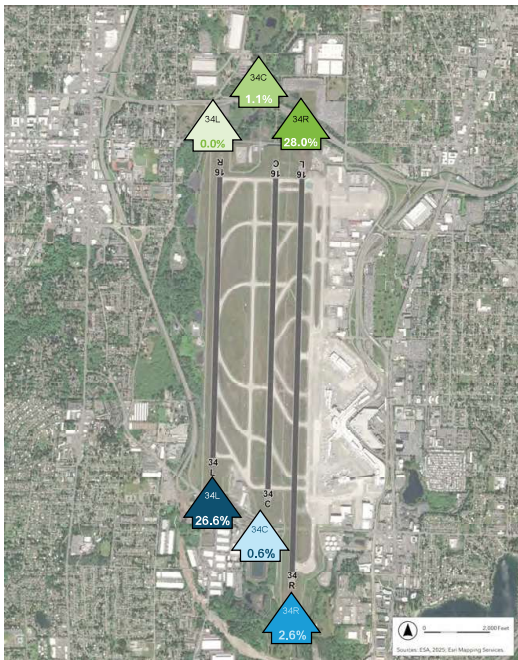
South Flow Operations Sample (February 17-23, 2025)



2022 Existing Conditions Runway Utilization



North Flow



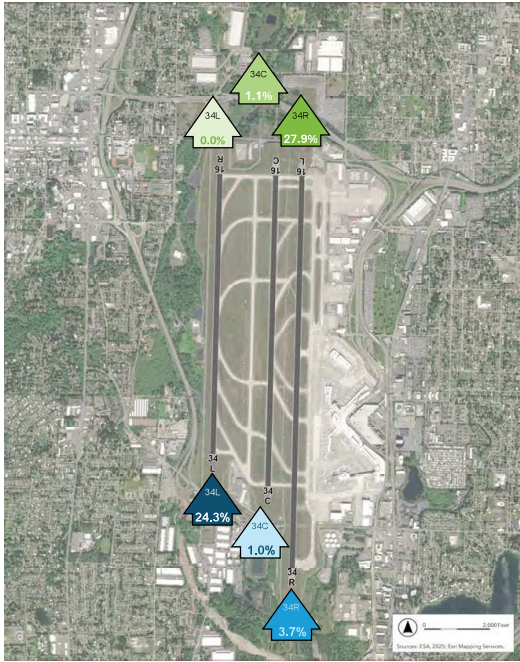
South Flow



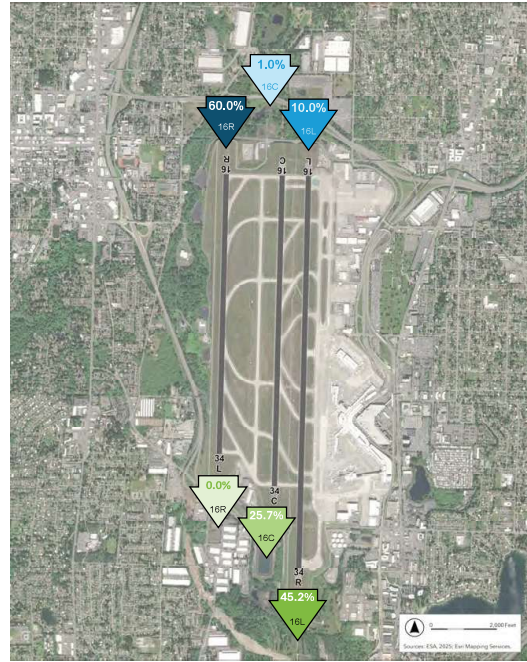
2032 Future Conditions Runway Utilization



North Flow



South Flow

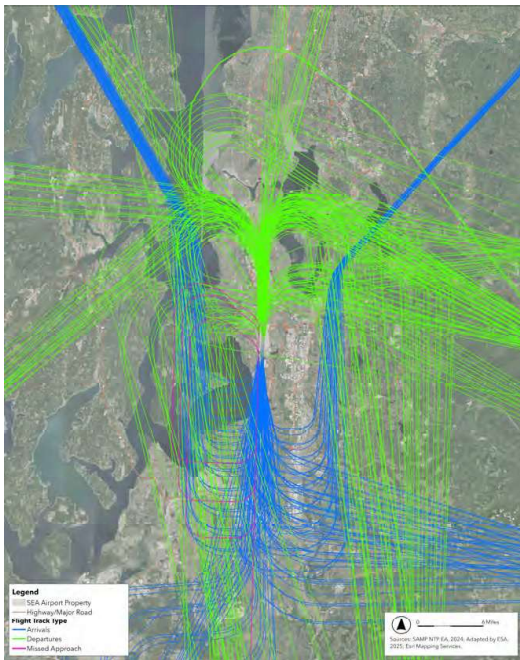


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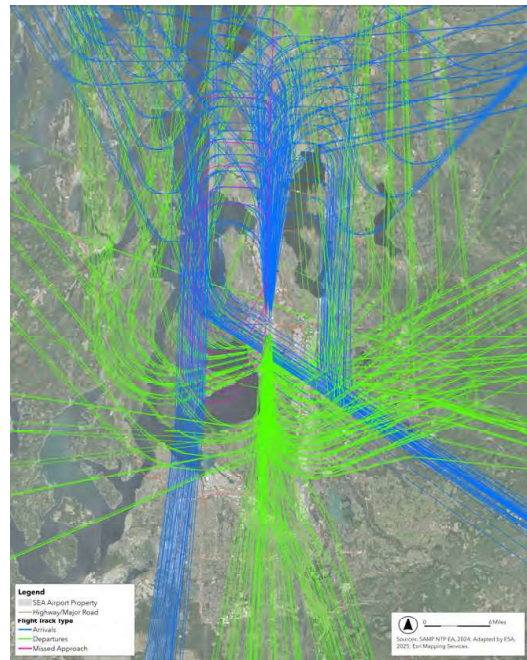
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AEDT Flight Tracks

North Flow



South Flow

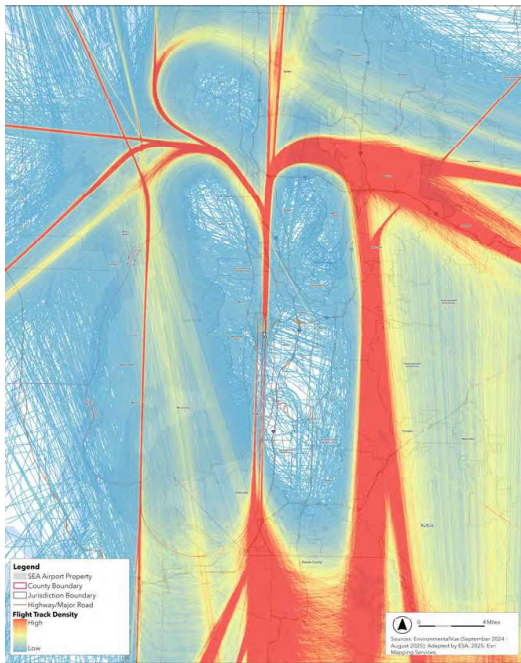


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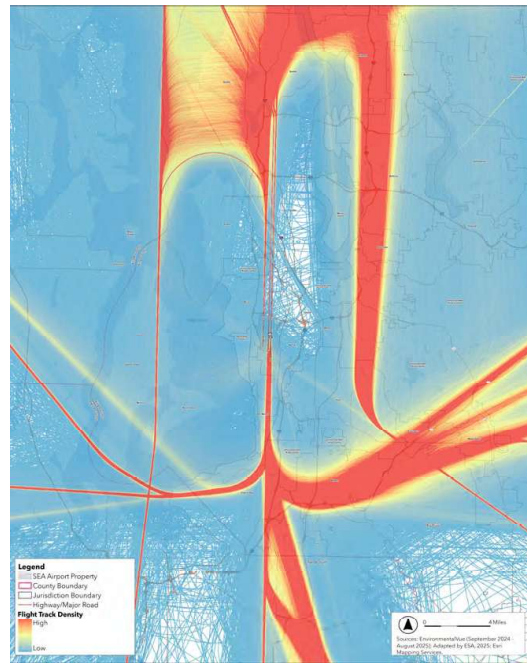
www.portseattle.org

Radar Flight Tracks – Aircraft Density

North Flow

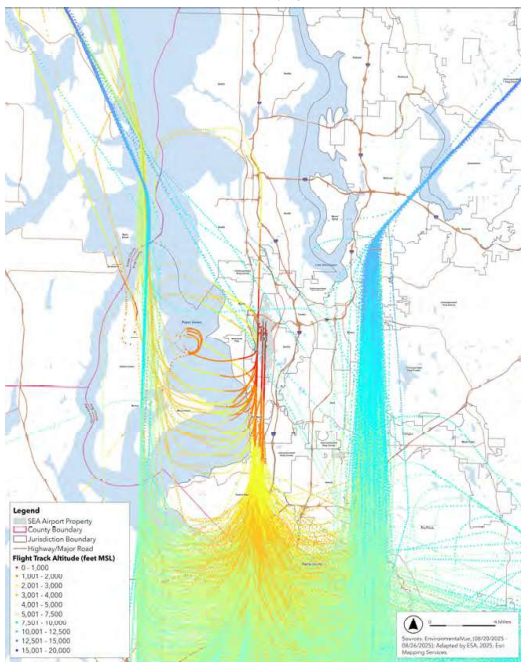


South Flow

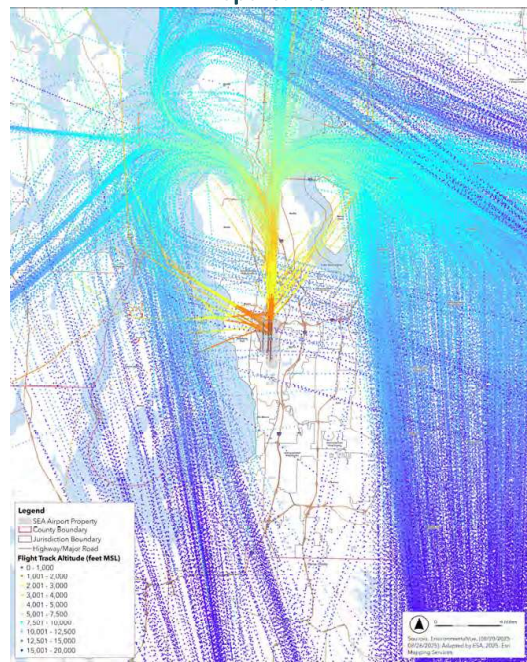


North Flow Sample Altitudes (August 20-26, 2025)

Arrivals

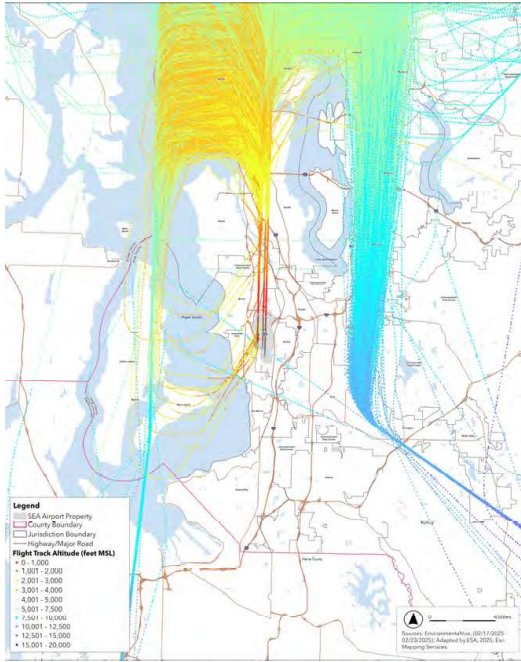


Departures

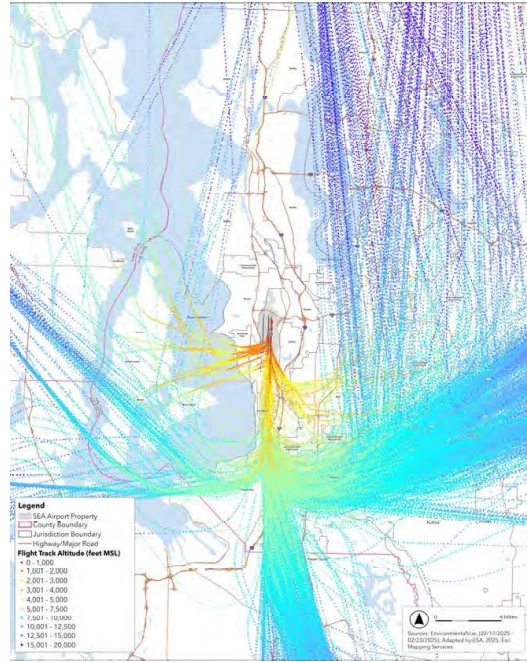


South Flow Sample Altitudes (February 17-23, 2025)

Arrivals

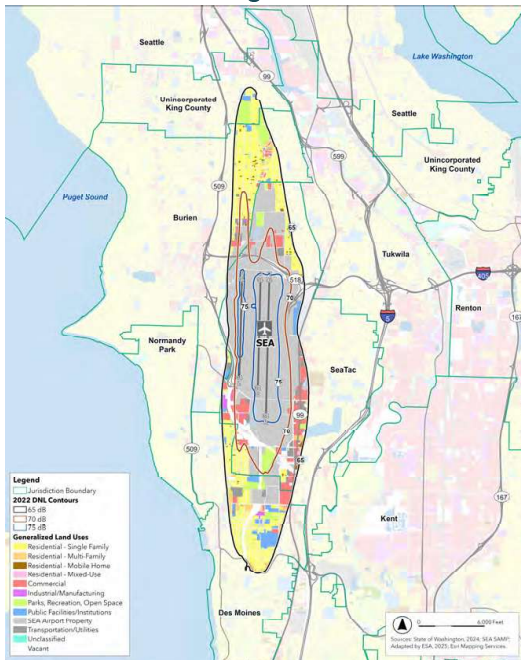


Departures

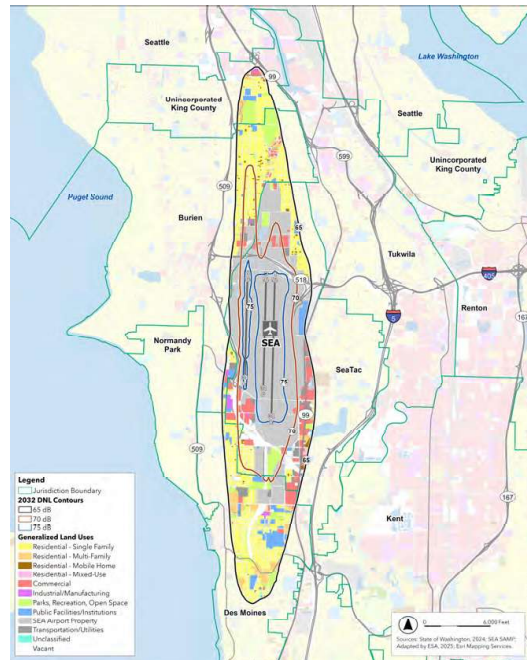


DNL 65, 70, and 75 Noise Contours

2022 Existing Conditions



2032 Future Conditions



Noise Exposure Within 2022 DNL Contours

Land Uses Exposed to DNL 65 and Higher

Land Use Category ^a	Land Uses Exposed to DNL 65 and Higher (acres)				Housing Units ^{b, c}	Population ^{b, c}
	DNL 65-70	DNL 70-75	DNL 75+	Total		
Commercial	273.4	79.4	0.0	352.8	0	0
Industrial / Manufacturing	23.1	1.7	0.0	24.8	0	0
Parks, Recreation, and/or Open Space	211.7	44.8	0.0	217.8	0	0
Public Facilities and/or Institutions	187.4	0.9	0.0	188.3	0	0
Residential - Mixed-Use	2.9	0.0	0.0	2.9	1	2
Residential - Mobile Home	32.8	2.4	0.0	35.2	159	451
Residential - Multi-Family	106.2	0.7	0.0	106.8	2,829	7,027
Residential - Single Family	993.8	34.1	0.0	1,027.9	3,926	10,930
SEA Airport Property	815.2	991.9	788.2	2,595.3	0	0
Transportation and/or Utilities	124.5	24.1	0.4	149.1	0	0
Unclassified	6.3	2.3	0.0	47.4	0	0
Vacant	85.6	39.5	0.1	125.2	0	0
Other ^d	599.0	148.6	4.1	751.7	0	0
Total	3,461.9	1,370.3	792.9	5,625.0	6,915	18,410

Sources: SAMP NTP EA; Washington State Geospatial Portal; King County GIS Center; U.S. Census Bureau.



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Noise Exposure Within 2022 DNL Contours

Noise Sensitive Sites Exposed to DNL 65 and Higher

DNL Range	Total Area (Acres)	Housing Units ^a	Population ^a	Religious ^b	Schools ^b	Hospitals ^b	Historic Resources ^c	Libraries ^b	Nursing Homes ^b
65-70	3,461.9	6,786	18,061	20	9	2	0	2	29
70-75	1,370.3	129	349	0	0	0	0	0	1
75+	792.9	0	0	0	0	0	0	0	0
Total	5,625.0	6,915	18,410	20	9	2	0	2	30

Sources: SAMP NTP EA; Washington State Geospatial Portal; King County GIS Center; U.S. Census Bureau.

NOTES:

- a. Housing units and population estimates derived from 2020 Census block-level data and ACS 5-year Estimates Detailed Tables 2023.
- b. Noise sensitive site data obtained from King County GIS Center.
- c. Information published by the National Park Service regarding the National Register of Historic Places (NRHP) was referenced.

Housing Units and Population Not Previously Insulated

DNL Range	Housing Units	Population
65-70	3,251	8,411
70-75	27	72
75+	0	0
Total	3,278	8,483

— 2020 US Census Bureau and ACS 5-year Estimates Detailed Tables 2023; SEA Sound Insulation Program housing unit data from the Port of Seattle.
Note: There have been additional homes insulated since the SAMP EA analysis; this table reflects the most current data.



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Noise Exposure Within 2032 DNL Contours

Land Uses Exposed to DNL 65 and Higher

Land Use Category ^a	Land Uses Exposed to DNL 65 and Higher (acres)				Housing Units ^{b, c}	Population ^{b, c}
	DNL 65-70	DNL 70-75	DNL 75+	Total		
Commercial	286.1	105.1	0.0	391.3	0	0
Industrial / Manufacturing	31.4	1.7	0.0	33.2	0	0
Parks, Recreation, and/or Open Space	291.8	53.4	0.0	306.4	0	0
Public Facilities and/or Institutions	255.1	3.5	0.0	258.7	0	0
Residential - Mixed-Use	2.9	0.0	0.0	2.9	1	2
Residential - Mobile Home	40.1	6.1	0.0	46.2	186	530
Residential - Multi-Family	204.7	1.0	0.0	205.6	4,427	10,983
Residential - Single Family	1,286.4	131.8	0.0	1,418.1	5,327	14,786
SEA Airport Property	722.8	970.0	932.1	2,624.9	0	0
Transportation and/or Utilities	131.5	32.6	0.6	164.7	0	0
Unclassified	12.8	3.1	0.0	54.7	0	0
Vacant	105.3	47.4	0.1	152.8	0	0
Other ^d	682.9	212.4	5.4	900.6	0	0
Total	4,053.8	1,568.1	938.2	6,560.2	9,941	26,302

Sources: SAMP NTP EA; Washington State Geospatial Portal; King County GIS Center; U.S. Census Bureau.



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Noise Exposure Within 2032 DNL Contours

Noise Sensitive Sites Exposed to DNL 65 and Higher

DNL Range	Total Area (Acres)	Housing Units ^a	Population ^a	Religious ^b	Schools ^b	Hospitals ^b	Historic Resources ^c	Libraries ^b	Nursing Homes ^b
65-70	4,053.8	9,315	24,624	23	12	2	0	2	42
70-75	1,568.1	626	1,678	0	0	0	0	0	3
75+	938.2	0	0	0	0	0	0	0	0
Total	6,560.2	9,941	26,302	23	12	2	0	2	45

Sources: SAMP NTP EA; Washington State Geospatial Portal; King County GIS Center; U.S. Census Bureau.

NOTES:

a. Housing units and population estimates derived from 2020 Census block-level data and ACS 5-year Estimates Detailed Tables 2023.

b. Noise sensitive site data obtained from King County GIS Center.

c. Information published by the National Park Service regarding the National Register of Historic Places (NRHP) was referenced.

Housing Units and Population Not Previously Insulated

DNL Range	Housing Units	Population
65-70	5,092	12,933
70-75	138	411
75+	0	0
Total	5,230	13,344

— 2020 US Census Bureau and ACS 5-year Estimates Detailed Tables 2023; SEA Sound Insulation Program housing unit data from the Port of Seattle.

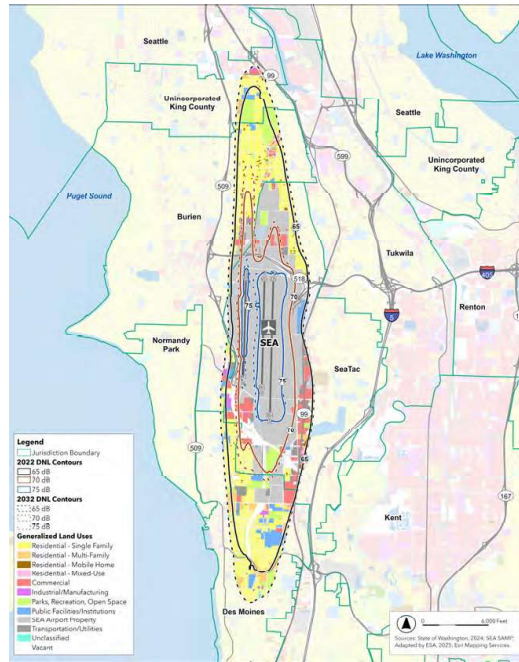
Note: There have been additional homes insulated since the SAMP EA analysis; this table reflects the most current data.



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2022 and 2032 Noise Contours



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Comparison of 2022 and 2032 Noise Exposure

Change in Land Use Exposure – 2022 to 2032

Land Use Category ^a	Net Change in Acreage by Land Use			
	DNL 65-70	DNL 70-75	DNL 75+	Total
Commercial	12.8	25.7	0.0	38.5
Industrial / Manufacturing	8.3	0.1	0.0	8.4
Parks, Recreation, and/or Open Space	80.1	8.6	0.0	88.7
Public Facilities and/or Institutions	67.8	2.6	0.0	70.4
Residential - Mixed-Use	0.0	0.0	0.0	0.0
Residential - Mobile Home	7.3	3.7	0.0	11.0
Residential - Multi-Family	98.5	0.3	0.0	98.8
Residential - Single Family	292.5	97.6	0.0	390.2
SEA Airport Property	-92.4	-21.9	143.9	29.6
Transportation and/or Utilities	7.0	8.4	0.2	15.6
Unclassified	6.5	0.9	0.0	7.3
Vacant Land	19.7	7.9	0.0	27.7
Other ^c	83.9	63.8	1.3	148.9

Sources: SAMP NTP EA, Washington State Geospatial Portal, King County GIS Center, U.S. Census Bureau.

NOTES:

a. Land Use Categories derived from King County parcel data with land use information.

b. Housing units and population estimates derived from 2020 Census block level data and ACS 5-year Estimates Detailed Tables 2023.

c. "Other" category includes surface area associated with road rights-of-way, water bodies, and any otherwise undevelopable land not reflected in King County Assessor parcel data.

Change in Noise Sensitive Sites Exposed to DNL 65 and Higher – 2022 to 2032

DNL Range	Total Area (Acres)	Housing Units ^a	Population ^a	Religious ^b	Schools ^b	Hospitals ^b	Historic Resources ^c	Libraries ^b	Nursing Homes ^b
65-70	592.0	2,529	6,563	3	3	0	0	0	13
70-75	197.8	497	1,329	0	0	0	0	0	2
75+	145.3	0	0	0	0	0	0	0	0
Total	935.1	3,026	7,892	3	3	0	0	0	15

Sources: SAMP NTP EA, Washington State Geospatial Portal, King County GIS Center, U.S. Census Bureau.

NOTES:

a. Housing units and population estimates derived from 2020 Census block level data and ACS 5-year Estimates Detailed Tables 2023.

b. "Other" category includes surface area associated with road rights-of-way, water bodies, and any otherwise undevelopable land not reflected in King County Assessor parcel data.



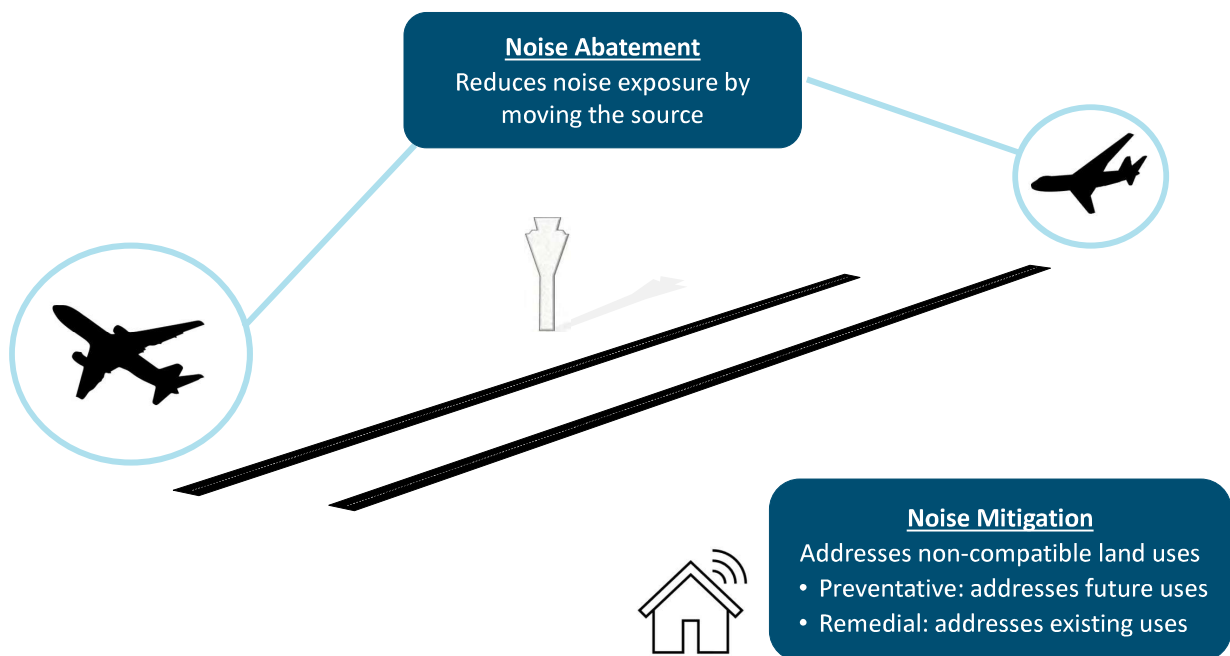
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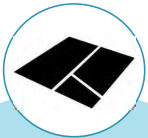

Required Elements of a Noise Compatibility Program (NCP)

- Noise Compatibility Programs:
 - Identify noise abatement, land use, and programmatic strategies to reduce aircraft noise impacts on surrounding communities
 - Proposes measures to improve compatibility between airport operations and noncompatible land uses based on the NEMs
- The FAA reviews the entire NCP for technical accuracy, policy alignment, and effectiveness of proposed measures
- The NCP must include a provision for future revisions, including NEM updates
- The FAA issues a determination for each proposed measure: approved, disapproved, approved or disapproved in part, or no action (for NCP measures involving flight procedures)
- All NCP Measures 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
- Per FAA policy, aircraft noise cannot be redirected from one community to another

Noise Abatement vs. Noise Mitigation



Example NCP Measures

		
<p style="text-align: center; margin: 0;">Noise Abatement</p> <ul style="list-style-type: none"> • Noise abatement flight tracks • Preferential runway use • Arrival/departure procedures • Airport layout modifications • Use restrictions* • Voluntary noise abatement agreements • Other actions proposed by stakeholders <p style="font-size: small; margin-top: 10px;">*Subject to further notice, review, and approval requirements in 14 CFR Part 161</p>	<p style="text-align: center; margin: 0;">Land Use</p> <ul style="list-style-type: none"> • Remedial Mitigation <ul style="list-style-type: none"> – Land acquisition – Sound insulation – Avigation easements • Preventative Mitigation <ul style="list-style-type: none"> – Zoning and overlay zoning – Building codes – Comprehensive plans – Real estate disclosures • Other actions proposed by stakeholders 	<p style="text-align: center; margin: 0;">Program Management</p> <ul style="list-style-type: none"> • Implementation tools • Promotion, education, signage, etc. • Monitoring • Reporting • Upgrading permanent noise monitoring terminals • NCP revision • Other actions proposed by stakeholders

Project Schedule

<ul style="list-style-type: none"> • Noise Exposure Maps (NEMs) <ul style="list-style-type: none"> – Data Collection – Noise Modeling – NEM Public Workshops – NEM Report 	<div style="background-color: #00839f; color: white; padding: 5px; margin-bottom: 5px;">Completed</div> <div style="background-color: #00839f; color: white; padding: 5px; margin-bottom: 5px;">Completed</div> <div style="background-color: #00839f; color: white; padding: 5px; margin-bottom: 5px;">Fall 2025</div> <div style="background-color: #00839f; color: white; padding: 5px; margin-bottom: 5px;">Fall 2025/Winter 2026</div>
<ul style="list-style-type: none"> • Noise Compatibility Program (NCP) <ul style="list-style-type: none"> – NCP Recommendations Screening – NCP Analysis – NCP Report & Public Workshop/Hearing – FAA 180 Day Review/Record of Approval (ROA) 	<div style="background-color: #00839f; color: white; padding: 5px; margin-bottom: 5px;">Spring 2026</div> <div style="background-color: #00839f; color: white; padding: 5px; margin-bottom: 5px;">Spring/Summer 2026</div> <div style="background-color: #00839f; color: white; padding: 5px; margin-bottom: 5px;">Fall 2026/Winter 2027</div> <div style="background-color: #00839f; color: white; padding: 5px; margin-bottom: 5px;">2027</div>

How to Provide Comments:

You may provide written comments during this public workshop. Comment forms are available at this meeting to submit here, email P150@portseattle.org, or by mail to:

Port of Seattle
Aviation Noise Programs
C/O SEA Part 150 Study
17801 International Blvd, #6012M
Seattle, WA 98158-12025

Thank You for Your Participation!



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SEA Sound Insulation Programs



Current Sound Insulation Programs

- The current sound insulation programs are funded by SEA Airport revenues (20%) and FAA grant funds (80%)
- Since the start of the program in 1985, the Port has insulated:
 - Over 9,400 single-family homes
 - 7 condominium complexes (321 individual units)
 - 11 of 15 identified Highline schools
 - 14 buildings on Highline College campus
 - Apartment and Places of Worship construction starting in 2025
- Within the current Noise Remedy Boundary and meet additional eligibility requirements
- SoundInsulation@portseattle.org

Repair and Replacement Pilot Program

- Completed an Assessment in early 2025 that included:
 - Outreach to, and collection of, information from residents via a comprehensive survey
 - Acoustic testing and a field assessment of a sampling of homes
 - Summary of the results in a Technical Report to help inform decision-making for the Pilot Program
- Pilot Program Eligibility:
 - Home must be located within current Noise Remedy Boundary and insulated prior to January 1, 1993
 - Acoustically test at, or greater than, FAA's 45 dBA DNL interior noise threshold
 - Currently waiting on full acoustic testing results of approximately 120 homes prior to next steps
- SEARepairReplacePilot@portseattle.org



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COMMENT FORM

The Port of Seattle (the Port) is preparing a study to improve the compatibility of Seattle-Tacoma International Airport (SEA) with the surrounding communities. This study, a “Part 150 Study,” follows the process outlined in Title 14 of the Code of Federal Regulations Part 150, *Airport Noise Compatibility Planning*. Please use the space below to provide your comments regarding the Noise Exposure Maps (NEM) and the measures you would like considered for the Noise Compatibility Program (NCP), which is the next phase of this Study. Your comments will be reviewed and considered during the Study. Your participation in the process is appreciated. The Port encourages all interested parties to monitor the project website for the latest study information and announcements at www.seapart150.com. Thank you for your interest and participation.

First and Last Name _____

Address _____

Email Address _____

What are the most significant concerns that you would like the SEA Part 150 Study to address about aircraft flight activity (select up to 3)?

- Arrivals
- Departures
- North Flow
- South Flow
- Nighttime Operations (10pm - 7am)
- Early Morning Operations
- FAA Airspace Changes
- Frequency of Operations
- Ground Noise
- Other: _____

Where do you live in relation to SEA?

- North
- South
- East
- West
- Outside King County
- Other: _____

Attachment B
Attendee Sign-in Sheets

PUBLIC Sign-In Sheet			
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Please note any information provided on this sign-in sheet is voluntary and all information provided is subject to public disclosure.

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