

Appendix G.

Comments and Responses

This Appendix includes comments received throughout development of the Part 150 Study. Public comments include written comments received by mail and in-person, comments made using the Part 150 Study website, and comments sent by electronic mail (e.g., e-mail).

- Appendix G-1: Topic Specific Responses
- Appendix G-2: Kick-off Open House Comments
- Appendix G-3: Draft NEM Public Workshop Comments
- Appendix G-4: Comments Received from the Part 150 Study Website
- Appendix G-5: Comments Received from the Part 150 Study E-mail

G-1 Topic Specific Responses

TOPIC SPECIFIC RESPONSES

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Overview

This document provides topic-specific responses to the overarching themes identified from all comments received. These responses offer broader context, clarification, and explanation related to key elements of the Part 150 regulatory requirements and Noise Exposure Maps (NEMs), current airport operations, general concerns raised by community members and stakeholders, and other concerns not directly related to the Part 150 process.

Topic 1: Part 150 Regulations and Noise Exposure Maps

1-1 Supplemental Noise Metrics/Additional Noise Study

The Federal Aviation Administration (FAA) issued Title 14 Code of Federal Regulations (CFR) Part 150, *Airport Noise Compatibility Planning*, in January 1985. 14 CFR Part 150 provides airport operators with a formal process for addressing airport noise and incompatible land uses. Noise contours are generated through modeling using tools that FAA requires airport operators to use, and these contours form the basis of the Noise Exposure Maps (NEMs), which must be prepared in accordance with the 14 CFR Part 150 requirements.

NEMs include only the day-night average sound level (DNL) 65 dB and higher contours and identify land uses including those uses considered incompatible with aircraft noise at those levels as outlined in FAA's Table 1 from 14 CFR Part 150. Finally, the NEMs and supporting documentation must include the following information:

- Runway locations
- Flight tracks
- Outline of the airport boundaries
- Location of noise sensitive public buildings and properties eligible for inclusion in the National Register of Historic Places
- Location of aircraft noise monitoring sites used for data acquisition
- Estimates of the number of people residing within the DNL 65, 70, and 75 contours
- Depiction of the required noise contours over a land use map of a sufficient scale to discern streets and other identifiable geographic features.¹

Supplemental noise metrics are often used to provide additional context and community-level understanding of aircraft noise exposure beyond what is captured by DNL. These supplemental metrics may include single-event metrics such as Sound Exposure Level (SEL), maximum sound level (Lmax), time-above metrics (e.g., TA60, TA70, expressed in time (minutes) above a specified decibel level), number-above metrics (e.g., NA60, expressed in number of operations

¹ 14 CFR Part 150, Appendix A to Part 150, Sec. A150.3 (a)(b), <https://www.ecfr.gov/cgi-bin/text-idx?mc=true&node=pt14.3.150&rgn=div5>

above a specified decibel level), or other descriptors that help illustrate how frequently and intensely aircraft operations are experienced by nearby residents. These metrics can be useful for communicating operational characteristics, evaluating specific flight procedures, or addressing community concerns related to the number, timing, or audibility of individual aircraft events.

Some airports experience seasonal fluctuations in aircraft activity, such as SEA, when aircraft operations shift between north and south flow. Seasonal shifts may influence how noise is perceived throughout the year. Because the DNL metric represents noise exposure averaged over an annual operational day, these seasonal variations are not emphasized by the metric.

While supplemental metrics can enhance public understanding and support comparative or qualitative assessments, they are not used by the FAA to determine noise impacts or significance thresholds under 14 CFR Part 150. For purposes of airport noise compatibility planning, the FAA only recognizes DNL contours as the official metric for identifying noise exposure, determining significant impacts, and evaluating land-use compatibility.

1-2 DNL (Use of the DNL Metric)

The day-night average sound level (DNL) is the required metric for quantifying aircraft noise exposure. As a result of the 1979 *Aviation Safety and Noise Abatement Act* (ASNA), Congress required the FAA to select a single metric to standardize the evaluation of aircraft noise. In response to ASNA and through 14 CFR Part 150, *Airport Noise Compatibility Planning*, the FAA formally adopted DNL as its primary metric for evaluating aircraft noise to ensure consistency across the country. 14 CFR Part 150 states the following details about using DNL:

(a) Airport Noise Measurement. The A-Weighted Sound Level, measured, filtered and recorded in accordance with Sec. A150.5 of this appendix, must be employed as the unit for the measurement of single event noise at airports and in the areas surrounding the airports.

(b) Airport Noise Exposure. The yearly day-night average sound level (YDNL) must be employed for the analysis and characterization of multiple aircraft noise events and for determining the cumulative exposure of individuals to noise around airports.²

The A-Weighted Sound Level dictates what frequencies of sound are considered as part of the analysis. There have been many weightings that have been used in the history of noise science but “A-weighted levels were found to correspond reasonably well to human response.”³ DNL is the twenty-four-hour average sound level in A-weighted decibels (dBA). To comply with 14 CFR Part 150, this average is derived from all aircraft operations and represents an airport’s average annual operational day during a twenty-four-hour period, which is referred to as DNL.⁴

In calculating DNL, sound events that happen between 10 P.M. and 7 A.M. receive an additional weight of 10 dB. The additional 10 dB weight means that every nighttime sound event is

² Ibid.

³ Ibid.

⁴ In 14 CFR Part 150, the day-night average sound level over using annual average data is referred to as YDNL but in practice, DNL represents this annual average.

counted the same as 10 daytime events. This extra weight accounts for the greater annoyance that nighttime sounds typically cause for most people.

The DNL contours in the SEA Part 150 update were prepared using the Aviation Environmental Design Tool (AEDT), the FAA's required software program for modeling the noise exposure levels from aircraft operations and engine testing and produce contours of equal noise energy. These contours are presented using the DNL metric where DNL 65 dB represents significant aircraft noise levels for noise sensitive land uses in accordance with FAA regulations.

1-3 Noise Measurements Rather than DNL/Modeling

Noise measurements provide noise levels at specific points for specific aircraft events and are helpful when understanding trends. However, they provide limited information when evaluating DNL over a broad area surrounding an airport. FAA regulations and 14 CFR Part 150 require the use of a computer model to determine noise exposure. This allows calculation of noise exposure at numerous points around the airport. It also allows prediction of future exposure levels based on expected changes in aircraft activity. To determine sound exposure for this Part 150 Study, AEDT calculated DNL values for the years 2022 and 2032 based on the activity levels and operational characteristics that either occurred or are projected to occur during those timeframes.

The analysis of aircraft noise exposure was prepared in compliance with 14 CFR Part 150. Those regulations require the use of noise exposure contours using the FAA-approved methodology and computer program showing the area affected by DNL 65 dB and greater noise levels. While alternative metrics can be informative, FAA will not accept noise exposure maps that don't comply with 14 CFR Part 150. Accordingly, the standard DNL metric and DNL 65 dB threshold were used to determine potential compatibility of land uses with the noise exposure reflected on the NEMs.

1-4 Noise and Operations Monitoring System (NOMS)

SEA's Noise and Operations Monitoring System (NOMS) consists of two basic elements: a radar system for the purpose of acquiring flight track information, and 24 permanent noise monitoring stations. The NOMS main server collects data from both the PASSUR (Passive Secondary Surveillance Radar) flight tracking system and the noise monitors. The integration of these two systems allows the Noise Office to gather information on the flight of aircraft and trends and specific noise events in communities surrounding SEA.

Permanent Noise Monitors are located at the following addresses:

- Air Cargo Building - South 161st St, SeaTac
- Maple Leaf Reservoir Park - 1020 NE 82nd St, Seattle
- Catherine Blaine School - 2550 34th Ave West, Seattle
- Medina Elementary - 8001 NE 8th St, Medina
- Hamilton Viewpoint Park - 1311 Palm Ave SW, Seattle

- Central Area Senior Center - 500 30th Ave S, Seattle
- Mercer View Community Center - 8236 SE 34th St, Mercer Island
- Jefferson Park - 1600 Dakota St, Seattle
- Brighton Playfield - 6000 39th Ave S, Seattle
- Beverly Park School - 1201 S 104th St, Burien
- 2260 S 126th St, Burien
- Cedarhurst Elementary - 611 S 132nd St, Burien
- North Clear Zone - 1530 26th Ave S, SeaTac
- Sylvester Middle School - 16222 Sylvester Rd, Burien
- Chinook Middle School - 18650 42nd Ave S, SeaTac
- 1217 S 207th St, SeaTac
- 1205 S 226th St, Des Moines
- Midway Elementary - 22447 24th Ave S, Des Moines
- Parkside Elementary - 2104 S 247th, Des Moines
- Mark Twain Elementary - 2450 Star Lake Rd, Federal Way
- Sacajawea Jr High - 1101 Dash Point Rd, Federal Way
- Meredith Hills Elementary - 5830 S 300th St, Auburn
- Twin Lakes Elementary - 4400 42nd Pl SW, Federal Way
- Woodmont Elementary - 26454 16th Ave S, Des Moines

The radar data acquired from the PASSUR system is used to identify typical arrival and departure corridors, confirm that airplanes are adhering to Noise Abatement procedure tracks, and perform operational analyses. An operational analysis can provide information about the numbers, types, and altitudes of airplanes that fly over a specific point during a given time.

SEA's noise monitoring sites attempt to differentiate between aircraft and other noise sources by referencing programmed algorithm thresholds as noise events progress. NOMS software compares tentatively identifies aircraft noise events to radar data to see if aircraft were nearby when the event in question occurred. When an unusual noise event occurs, this data may allow the noise office to determine the circumstances associated with the noise event (e.g., aircraft or automotive).

1-5 AEDT/Noise Methodology

The methods used in this study to assess noise exposure must comply with 14 CFR Part 150's detailed and extensive requirements. The noise contours were developed using the FAA-approved modeling tool, the Aviation Environmental Design Tool (AEDT). AEDT is a software system that models aircraft performance to estimate noise from aviation-related sources and provides information to stakeholders on environmental impacts for informed planning and decision-making.⁵

Airport sponsors must use an FAA-approved methodology and computer model such as AEDT under 14 CFR Part 150 Regulations. The data that is entered into the noise model is

⁵<https://aedt.faa.gov/>

comprehensive. The data that must be collected to generate the noise exposure map is specified in 14 CFR Part 150 Regulations Appendix A (Sec.A150.103). This list of information includes:

- *A map of the airport and its environs at an adequately detailed scale (not less than 1 inch to 2,000 feet) indicating runway length, alignments, landing thresholds, takeoff start-of-roll points, airport boundary, and flight tracks out to at least 30,000 feet from the end of each runway.*
- *Airport activity levels and operational data which will indicate, on an annual average-daily-basis, the number of aircraft, by type of aircraft, which utilize each flight track, in both the standard daytime (0700-2200 hours local) and nighttime (2200-0700 hours local) periods for both landings and takeoffs.*
- *For landings—glide slopes, glide slope intercept altitudes, and other pertinent information needed to establish approach profiles along with the engine power levels needed to fly that approach profile.*
- *For takeoffs—the flight profile which is the relationship of altitude to distance from start-of-roll along with the engine power levels needed to fly that takeoff profile; these data must reflect the use of noise abatement departure procedures and, if applicable, the takeoff weight of the aircraft or some proxy for weight such as stage length.*
- *Existing topographical or airspace restrictions which preclude the utilization of alternative flight tracks.*
- *The government furnished data depicting aircraft noise characteristics (if not already a part of the computer program's stored data bank).*
- *Airport elevation and average temperature.*⁶

In addition to the detailed information about airport activity listed above, terrain data was used in the AEDT model to ensure that local topographical differences are factored into the modeling, which was not required but was done to ensure better accuracy in the NEMs. This data was compiled, organized, and entered into AEDT for the calculation of the noise impacts in accordance with the requirements and regulations above.

1-6 Flight Tracks

Flight tracks are an important aspect of noise modeling and generating the noise contours. Flight tracks in noise modeling can be thought of as 3-dimensional bundles of similarly oriented flights; these bundles are then weighted to represent the actual activity at the airport over an entire year. Flight tracks were developed based on radar data. Radar data is a set of flight paths for each recorded aircraft and contains data for each flight including aircraft type, flight number, registration number, operation type, time of flight, and origin/destination airports.

For flight track modeling, radar tracks are broken into smaller groups by operation type, runway used, and cardinal directions. The final flight track data set resulting from the radar track analysis represents all aircraft arriving and departing an airport throughout the course of a year. As part of SEA's *Sustainable Airport Master Plan (SAMP) Near-Term Projects (NTP) Environmental Assessment (EA) under the National Environmental Policy Act (NEPA)*, radar data from calendar year 2022 was used as the basis for the flight tracks. The Port of Seattle

⁶<https://www.ecfr.gov/cgi-bin/text-idx?mc=true&node=pt14.3.150&rgn=div5>

(Port), in consultation with the FAA, determined the flight tracks developed for the SAMP NTP NEPA EA are representative of existing and forecast 2032 SEA operations and were used in preparation of the NEMs.

1-7 Public Meetings/Administrative/Communication

The easiest way to keep up to date on the progress of this Part 150 Study is through the project website <http://www.seapart150.com>. At the current point in the Part 150 process, the draft NEMs have been prepared that depict SEA, its noise contours, and surrounding land uses. These draft NEMs and supporting documentation are available for public review and comment. These documents can be found at the website above and available during the comment period at the locations below.

- **Burien Library:** 400 SW 152nd Street, Suite 100, Burien, WA 98166
- **Des Moines Library:** 21620 11th Ave S., Des Moines, WA 98198
- **Valley View Library:** 17850 Military Road S., SeaTac, WA 98188
- **Federal Way 320th Library:** 848 S 320th St., Federal Way, WA 98003
- **White Center Library:** 1409 SW 107th St, Seattle, WA 98146
- **Tukwila Library:** 14380 Tukwila International Blvd, Tukwila, WA 98168
- **Vashon Library:** 17210 Vashon Hwy SW, Vashon, WA 98070
- **SEA Airport Conference Center:** 17801 International Blvd, SeaTac, WA 98158

As we progress into the next phase of the study, the Noise Compatibility Program (NCP), there will be additional public meetings and opportunities to provide input. The public meetings will be announced on the project website as well as the Port's website and in area newspapers/publications. If you have comments or concerns that are unrelated to this Part 150 Study, the Airport Noise Programs Office at the Port provides area residents with information about the Airport and related projects. Residents can reach the Airport Noise Programs Office several ways, detailed below:

- Phone: 206-787-5393
- Mail: Port of Seattle, Aviation Noise Programs, C/O SEA Part 150 Study, 17801 International Blvd, #6012M, Seattle, WA 98158-12025
- Noise Comment Forms: <https://www.planenoise.com/ksea/n5Dlx9/>
- Noise Comment App: <https://www.planenoise.com/mobile/ksea/xDn3lsv/>
- PublicVue:
https://secure.symphonycdm.com/publicvue/Frames.asp?sys=sea&HeaderFrame=HeaderPage.asp&MenuFrame=LeftMenu.asp&ContentFrame=welcome_redirect.asp?sys=sea

1-8 Data Included in the Study

The development of NEMs involves compiling a comprehensive dataset representing a full year of aircraft operations, and modeling must be conducted using the FAA-required Aviation

Environmental Design Tool (AEDT). The data that must be collected in order to generate the NEM is listed in 14 CFR Part 150, Appendix A, and includes the following:

- Airport activity information, including the number and types of aircraft operating during daytime and nighttime periods, for both arrivals and departures
- Forecasted aircraft operation totals for both study years
- Flight track data (where and when each aircraft is flying in the vicinity of the airport)
- Local meteorological data

Local terrain data was also used in the analysis so local topographical differences can be accounted for in the generation of the NEMs.

Airport activity information was obtained using the FAA’s Air Traffic Activity System (ATADS) and from the airport radar data for calendar year 2022. The radar data is a set of flight paths for each recorded aircraft and it contains data for each flight including aircraft type, flight number, registration number, operation type, time of flight, and origin/destination airports. This full year of data, in addition to data obtained from the FAA ATADS system, was used to build a complete picture of airport activity.

Forecasted airport operations were generated for 2032 based on the SEA *Sustainable Airport Master Plan (SAMP) Near-Term Projects (NTP) Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) Constrained Operating Growth Scenario* prepared by the Port and Leigh Fisher in 2023. The forecast was prepared as part of the SAMP NTP NEPA EA and was approved for use by the FAA on April 1, 2024.

AEDT, the FAA-approved model used for NEM generation, contains a database of average annual weather at airports across the country including SEA. This database of weather data includes average annual temperature, pressure, sea level pressure, relative humidity, dew point, and wind speed.

1-9 Part 150 Regulations/FAA Guidelines

The FAA first issued Title 14 Code of Federal Regulations (CFR) Part 150, *Airport Noise Compatibility Planning*, in January 1985. 14 CFR Part 150 provides airport operators with a formal process for addressing airport noise and noncompatible land uses. A “noncompatible land use” is a land use exposed to aircraft noise in excess of the thresholds established by the FAA in 14 CFR Part 150. Part 150 studies are voluntary; these studies are typically prepared by airports interested in improving compatibility with local communities. Part 150 studies have two elements:

- Noise Exposure Map (NEM) Report – Shows existing and future aircraft sound exposure levels.
- Noise Compatibility Program (NCP) – Recommends measures to address aircraft noise. FAA-approved measures in an NCP can be eligible for federal funding.

The first element of the 14 CFR Part 150 process is to develop NEMs that identify the various land uses around the airport and identify those that are either compatible or noncompatible. These maps and determinations are circulated for public review and comment before finalization. The NEMs serve as the baseline against which measures to improve compatibility are compared during the second phase of the Part 150 study or update. These measures are summarized in the NCP and may include changes to arrival and departure procedures, providing sound insulation to noise sensitive structures, real estate disclosures, among others. FAA provides more information about Part 150 Studies at https://www.faa.gov/airports/environmental/airport_noise.

1-10 NCP Recommendations

In the first phase of a Part 150 Study or update, the airport sponsor develops NEMs, which identify the existing and projected noise contours based on the metrics required in 14 CFR Part 150. Land uses within these contours are categorized as either compatible or noncompatible based on FAA standards. These noise contours and land uses are documented in the NEM Report and serve as the basis for the second phase of the study, the NCP.

The NCP phase is used to identify specific recommendations for noise mitigation or noise abatement measures that can reduce the noncompatible land uses identified in the NEM Report as well as reduce the potential for establishment of additional noncompatible uses. The Port's recommendations will be summarized in the NCP and may include changes to arrival and departure procedures, providing sound insulation to noise sensitive structures, real estate disclosures, among others. For FAA to approve recommendations, the recommendations must not impose a burden on interstate or foreign commerce, not degrade the safety of the local airspace, and must consider both local and national air transportation needs. The NCP recommendations are developed in consultation with local stakeholders including aircraft operators, local governing bodies, the FAA, and the general public, and are evaluated in the NCP phase of the study. For further information, Appendix B of 14 CFR Part 150 details the full details and requirements of Noise Compatibility Programs.⁷

1-11 Future Public Outreach

The easiest way to keep up to date on the progress of this Part 150 Study is through the project website <http://www.seapart150.com>. At the current point in the Part 150 process, the draft Noise Exposure Maps (NEMs) have been prepared which depicts the airport, its noise contours, and surrounding land uses. Additional public outreach will be made concerning the status of the project and will be advertised locally as well as on the project website. As we progress into the next phase of the study, the Noise Compatibility Program, there will be additional public meetings and opportunities to provide input. The public meetings will be announced on the project website as well as the Port's website and in area newspapers/publications.

⁷ 14 CFR Part 150: https://www.ecfr.gov/cgi-bin/text-idx?SID=f8e6df268e3dad2edb848f61b9a0fb51&mc=true&node=pt14.3.150&rgn=div5#_top

Topic 2: Current Airport Operations and Concerns

2-1 Arrival Flight Paths

The direction of operational activity at an airport is primarily dependent upon local prevailing winds, which refers to the wind direction that occurs most often. To maximize aircraft operational performance, aircraft both take off and land into the wind. The local prevailing winds at SEA create two distinct operating configurations referred to as North Flow and South Flow. When the winds are from the north, SEA operates in North Flow. During North Flow, arrivals approach SEA from the south using Runways 34L, 34C, and 34R. North flow represents approximately 33% of the operational flow at SEA over a year.

During South Flow, which is 67% of the operational flow at SEA over a year, the wind is from the south, and thus the arrivals approach from the north using Runways 16L, 16C, and 16R. The 2022 radar data collected for the generation of the NEMs contains detailed data for SEA. Based on this information, Runway 16R/34L is the primary arrival runway accounting for 91% of all arrivals in combined north and south flow conditions.

North Flow and South Flow arrivals approach the airport from the northeast, southeast, northwest, and southwest. At the direction of FAA Air Traffic Control these aircraft are given turn instructions toward prescribed straight-in final approaches to their assigned runway.

2-2 Departure Flight Paths

The direction of operational activity at an airport is primarily dependent upon local prevailing winds, which refers to the wind direction that occurs most often. To maximize aircraft operational performance, aircraft both take off and land into the wind. The local prevailing winds at SEA create two distinct operating configurations referred to as North Flow and South Flow.

When the winds are from the north, SEA operates in North Flow. During North Flow, departures take off to the north primarily from Runways 34C and 34R. North Flow represents approximately 33% of the operational flow at SEA over a year.

During South Flow, which is 67% of the operational flow at SEA over a year, the wind is from the south and thus departures take off to the south primarily from Runways 16L and 16C. The 2022 radar data collected for the generation of the NEMs contains detailed data for SEA. Based on this information Runway 16L/34R is the primary departure runway accounting for 94% of all departures in combined North and South Flow conditions.

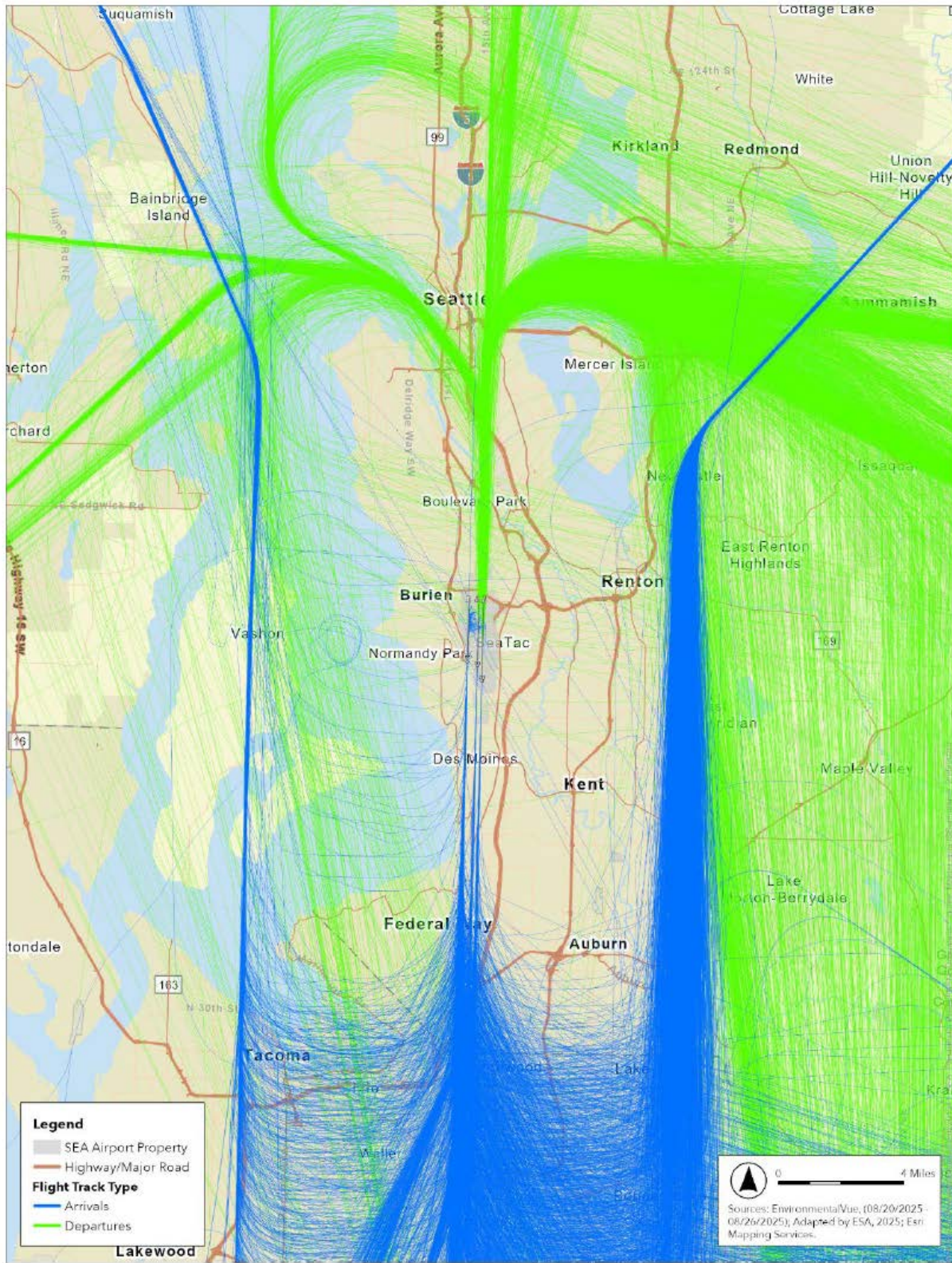
North Flow and South Flow departures are directed by FAA Air Traffic Control to follow prescribed straight-out flight paths from the runways before being turned toward their destination cities.

2-3 North Flow

The operational activity at an airport is primarily dependent upon local prevailing winds, which refers to the wind direction that occurs most often. To maximize aircraft operational performance, aircraft both take off and land into the wind. The local prevailing winds at SEA create two distinct operating configurations referred to as North Flow and South Flow. When the winds are from the north, SEA operates in North Flow. During North Flow, arrivals approach SEA from the south using Runways 34L, 34C, and 34R, while departures take off to the north primarily from Runways 34C and 34R. This represents approximately 33% of the operational flow at SEA over a year.

The image below shows North Flow arrivals in blue and departures in green. North Flow arrivals approach the airport from the northeast, southeast, northwest, and southwest. At the direction of FAA Air Traffic Control these aircraft are given turn instructions toward prescribed straight-in final approaches to their assigned runway. North Flow departures are directed by FAA Air Traffic Control to follow prescribed straight-out flight paths from the runways before being turned toward their destination cities.

North Flow Radar Flight Tracks

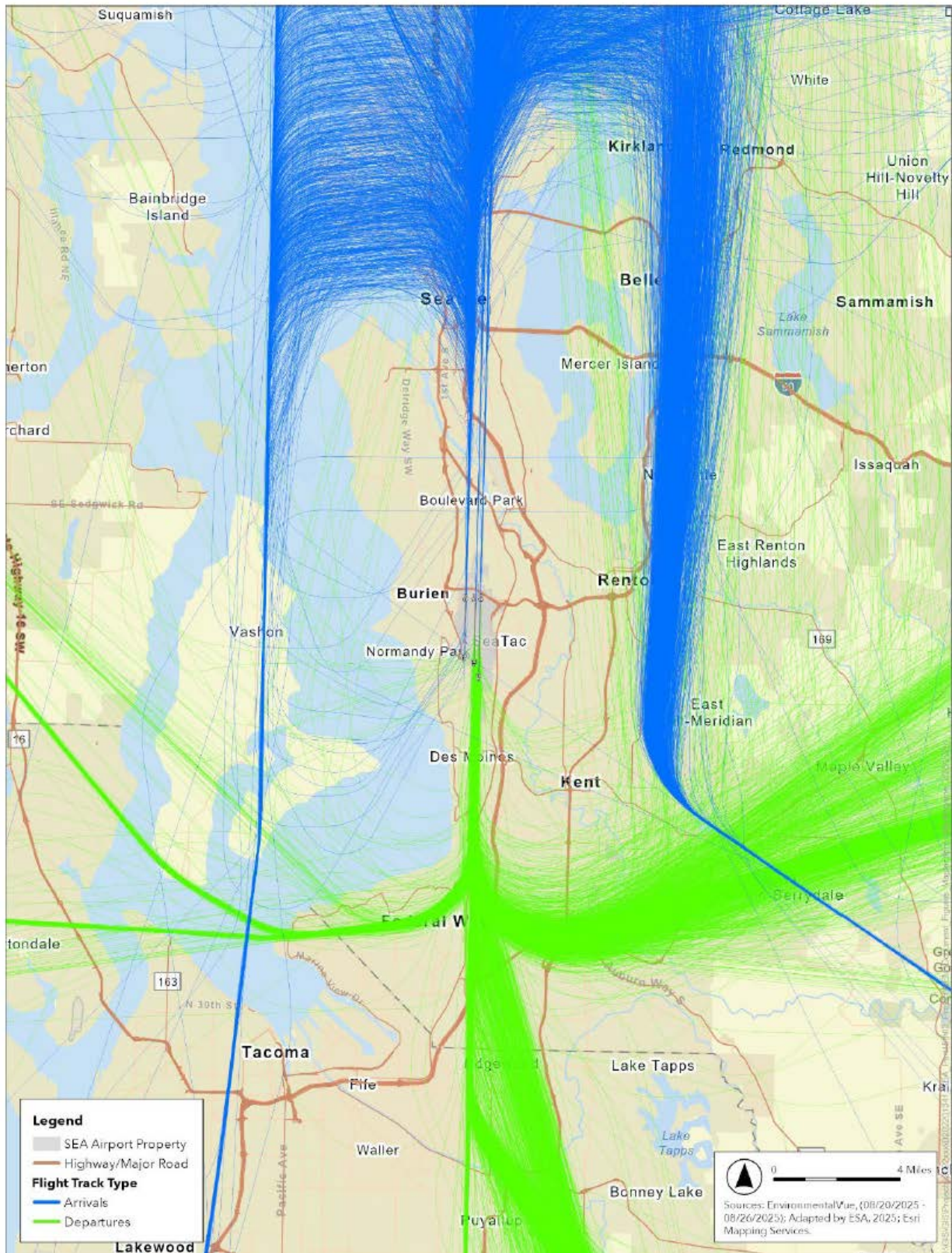


2-4 South Flow

The operational activity at an airport is primarily dependent upon local prevailing winds, which refers to the wind direction that occurs most often. To maximize aircraft operational performance, aircraft both take off and land into the wind. The local prevailing winds at SEA create two distinct operating configurations referred to as North Flow and South Flow. When the winds are from the north, SEA operates in North Flow. During South Flow, which is 67% of the operational flow at SEA over a year, the wind is from the south and thus the arrivals approach from the north using Runways 16L, 16C, and 16R, and departures take off to the south primarily from Runways 16L and 16C.

The image below shows South Flow arrivals in blue and departures in green. The South Flow arrivals approach the airport from the northeast, southeast, southwest, and northwest. At the direction of FAA Air Traffic Control these aircraft are given turn instructions toward prescribed straight-in final approaches to their assigned runway. South Flow departures are directed by FAA Air Traffic Control to follow prescribed straight-out flight paths from the runways before being turned toward their destination cities.

South Flow Radar Flight Tracks



2-5 General Noise Comment

Existing aircraft-related noise exposure was defined in this Part 150 Study through NEMs prepared with the FAA's required Aviation Environmental Design Tool (AEDT). These contours are presented using the DNL metric where contour areas exposed to DNL 65 dB or greater represent significant aircraft noise impacts for the purposes of determining compatible land uses under 14 CFR Part 150.

The DNL metric measures the overall aircraft noise experienced during an average annual (twenty four-hour) day. DNL is a numerical description of the weighted twenty-four-hour cumulative noise energy level using the A-weighted decibel scale, over a period of one year. Although the FAA recognizes that exposure to aircraft noise occurs outside of the DNL 65 dB contours, 14 CFR Part 150 establishes that DNL 65 dB is the federally accepted level at which residential and other land uses are incompatible with aircraft noise. Since the beginning of the Sound Insulation Program (SIP) in 1985, the Port has worked to mitigate noise within the DNL 65 dB contour as it has been revised from time to time through periodic updates like this one. The Port has insulated over 9,400 single-family homes to date. Further information about this noise insulation program can be found on the program's website at <https://www.portseattle.org/sound-insulation>.

Concerns relating to individual aircraft overflights outside the DNL 65 dB contour are outside the scope of this Part 150 Study. However, the Port has an airport noise office to address and investigate community noise concerns. If you would like to file a specific aircraft noise comment with the Airport Noise Programs Office at the Port, you can do so via one of the following methods:

- Phone: 206-787-5393
- Noise Comment Forms: <https://www.planenoise.com/ksea/n5Dlx9/>
- Noise Comment App: <https://www.planenoise.com/mobile/ksea/xDn3lsv/>
- PublicVue:
https://secure.symphonycdm.com/publicvue/Frames.asp?sys=sea&HeaderFrame=HeaderPage.asp&MenuFrame=LeftMenu.asp&ContentFrame=welcome_redirect.asp?sys=sea

2-6 Frequency of Operations

Some areas around the airport experience higher numbers of aircraft overflights due to the configuration of the airfield, wind conditions, FAA-published flight procedures and airspace operational separation requirements. As part of this Part 150 Study, the FAA Air Traffic Activity System (ATADS), radar data from calendar year 2022, and the SEA *Sustainable Airport Master Plan Near-Term Projects Environmental Assessment under the National Environmental Policy Act Constrained Operating Growth Scenario* was used as the basis for the flight track and aircraft operations data entered into AEDT for the generation of the Existing Condition 2022 and Forecast Condition 2032 contours. The flight tracks used for modeling include the concentration of the radar tracks and reflect areas with higher and lower concentrations of aircraft overflights. 14 CFR Part 150 requires SEA to use the day-night average sound level (DNL) metric to

determine aircraft noise exposure. DNL is a cumulative metric and reflects the annual average day sound exposure in A-weighted decibels (dBA). As a result, areas that experience high numbers of individual overflights by aircraft that are relatively quiet, or small numbers of overflights of very loud aircraft, may not be located within the DNL 65 dB contours.

2-7 Early Morning and Nighttime Operations

The frequency and location of early morning and nighttime operations, including cargo operations, are considered in the Part 150 study process. As required by 14 CFR Part 150, the DNL metric is used to determine the noise exposure at SEA. The DNL metric automatically includes a 10-dB weighting for nighttime operations to reflect the higher potential for annoyance associated with that activity. Due to the logarithmic nature of noise, this means that each operation occurring between the hours of 10:00 PM to 7:00 AM counts as 10 daytime operations for the purposes of determining cumulative noise exposure. The AEDT modeling conducted for the SEA Part 150 was based on actual 2022 operational data and the SEA *Sustainable Airport Master Plan Near-Term Projects Environmental Assessment under the National Environmental Policy Act Constrained Operating Growth Scenario*, both of which account for aircraft operations at night and additional operations that may occur during nighttime hours as a result of flight delays.

2-8 Ground Noise

Ground noise refers to noise produced by aircraft while operating on the ground, including during taxi, takeoff, landing, engine maintenance run-ups, and the use of the auxiliary power unit (APU) at idle. Noise produced during aircraft takeoff roll and use of reverse thrust upon landing differs from airborne noise as it is primarily low frequency in nature and typically propagates further than the higher frequency noise produced by aircraft overflights. Aircraft taxi routes and the number of aircraft lined up for departure at any given time are controlled by the FAA and air traffic control and can vary due to operational factors like weather, delays, airline schedules, and airfield maintenance. Aircraft noise while parked or positioned is generally due to the operation of the aircraft APU, which is a small turbine engine that is used to power aircraft systems prior to the start of the aircraft's main engines. Engine maintenance run-ups are conducted to ensure the safe operation of aircraft engines and are restricted to specific airfield locations. Runups are restricted to a 2-minute duration during nighttime hours (between 10:00 PM and 7:00 AM). Ground noise from aircraft and non-aircraft sources, such as ground support vehicles and equipment, are not considered in this study.

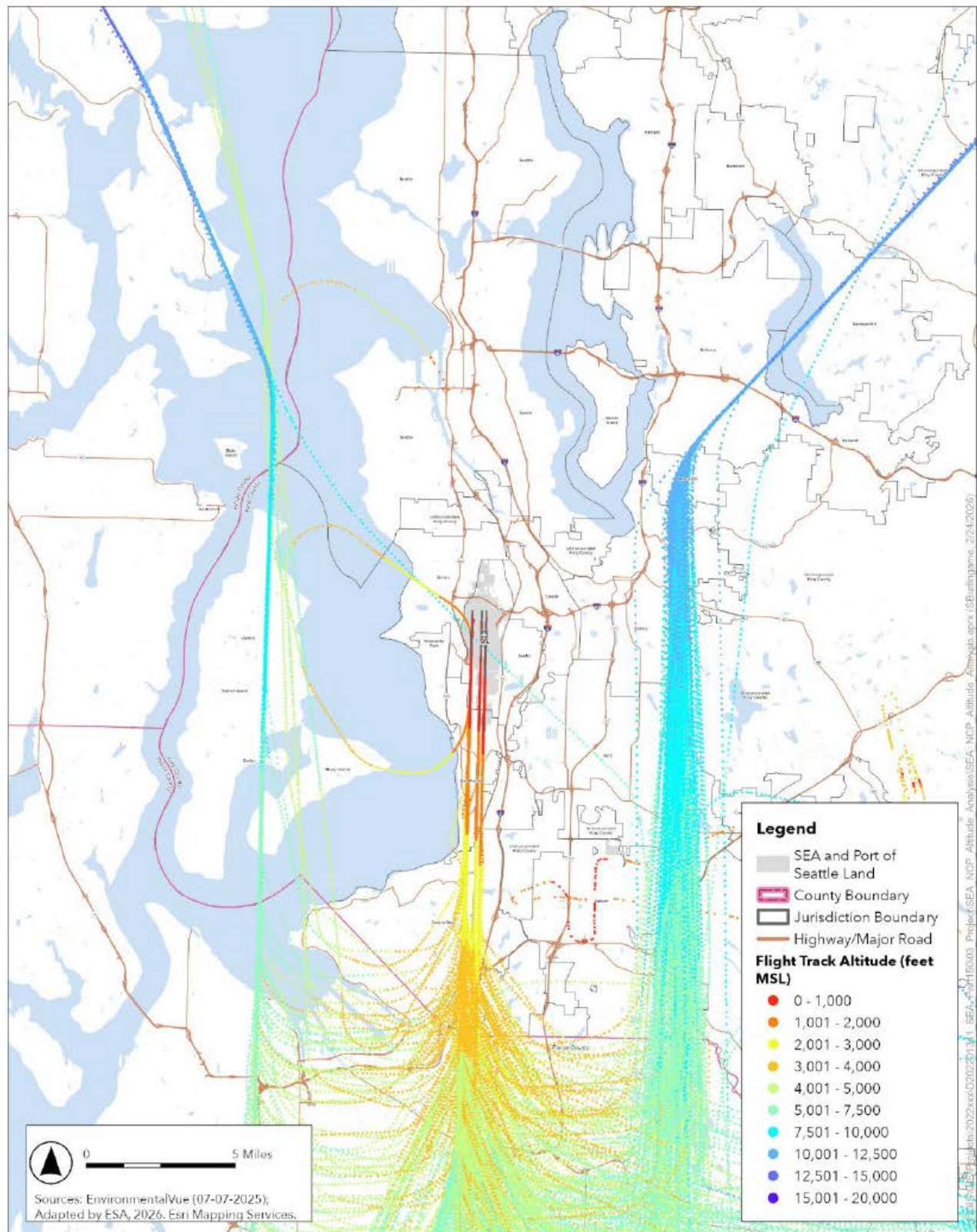
2-9 Aircraft Altitude

Aircraft arrival and departure altitudes around SEA vary depending on whether the airport is operating in North Flow or South Flow. When the winds are from the north, SEA operates in North Flow. During North Flow, arrivals approach SEA from the south using Runways 34L, 34C, and 34R, while departures take off to the north primarily from Runways 34C and 34R. During South Flow, the wind is from the south and thus the arrivals approach from the north

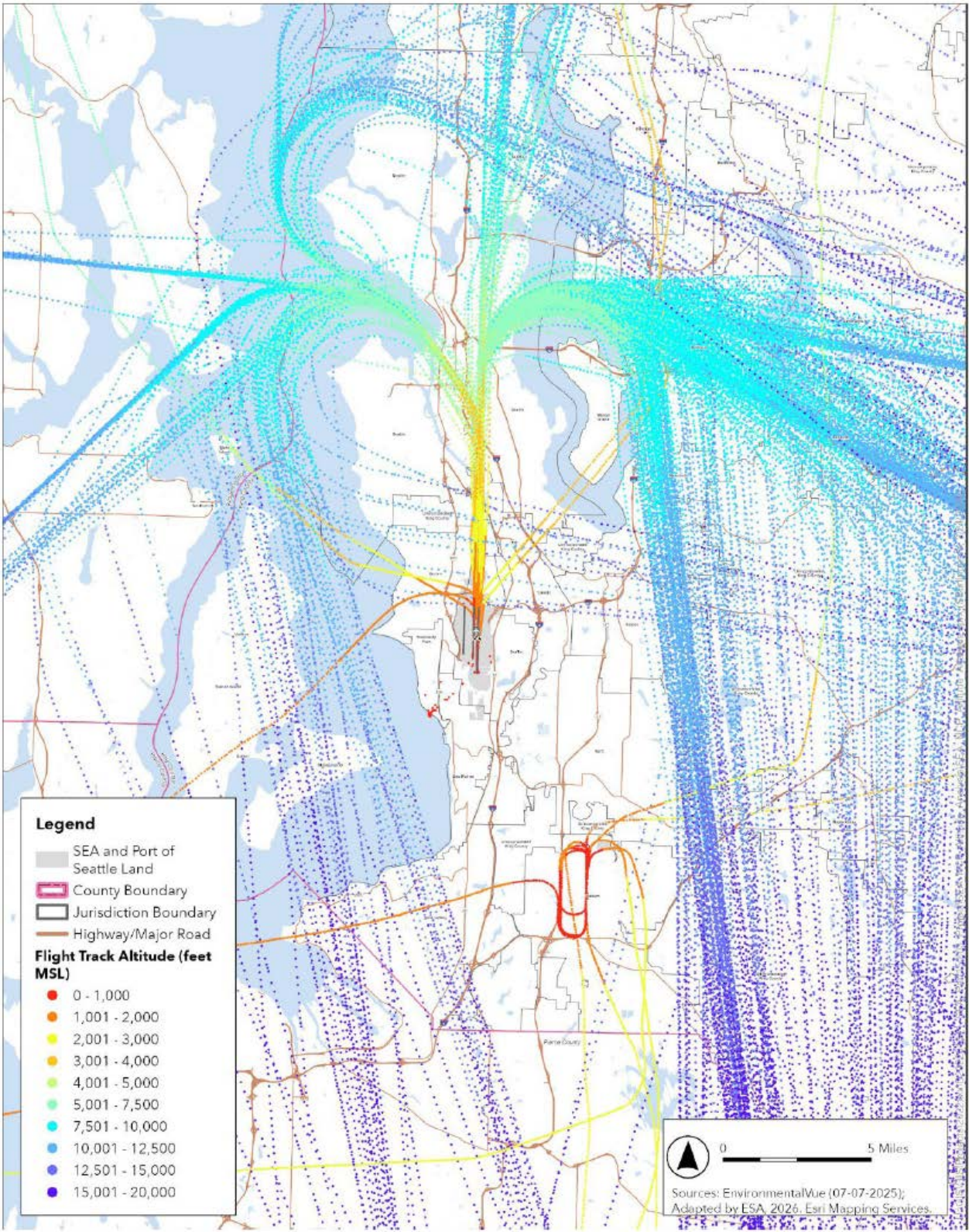
using Runways 16L, 16C, and 16R, and departures take off to the south primarily from Runways 16L and 16C.

To illustrate these patterns, four graphics depict the typical aircraft altitudes for each flow and operation type. These graphics show how aircraft transition from enroute airspace into the controlled airspace around SEA. They also illustrate aircraft altitude as they merge, sequence, and align with runways in each operational flow.

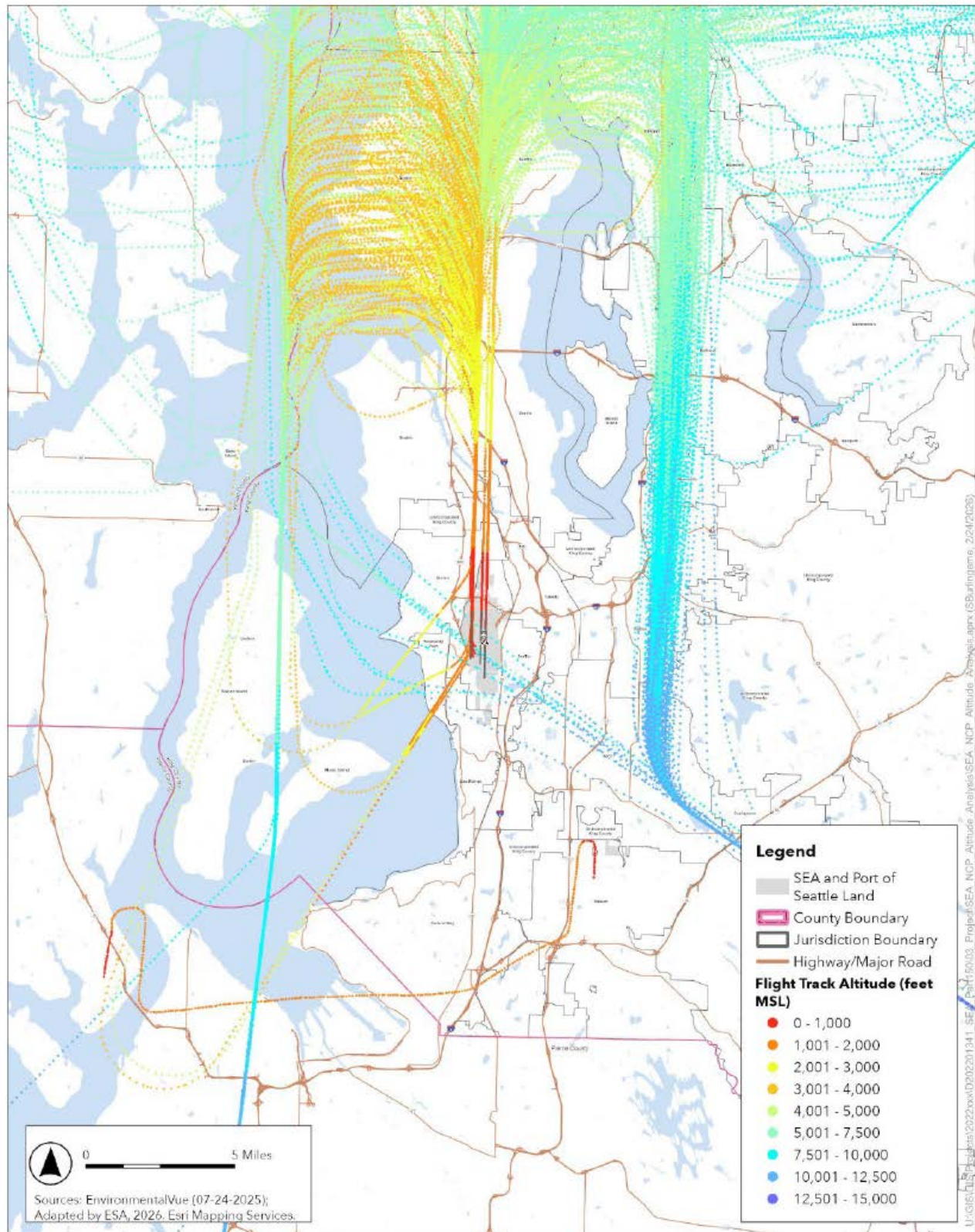
North Flow Arrivals



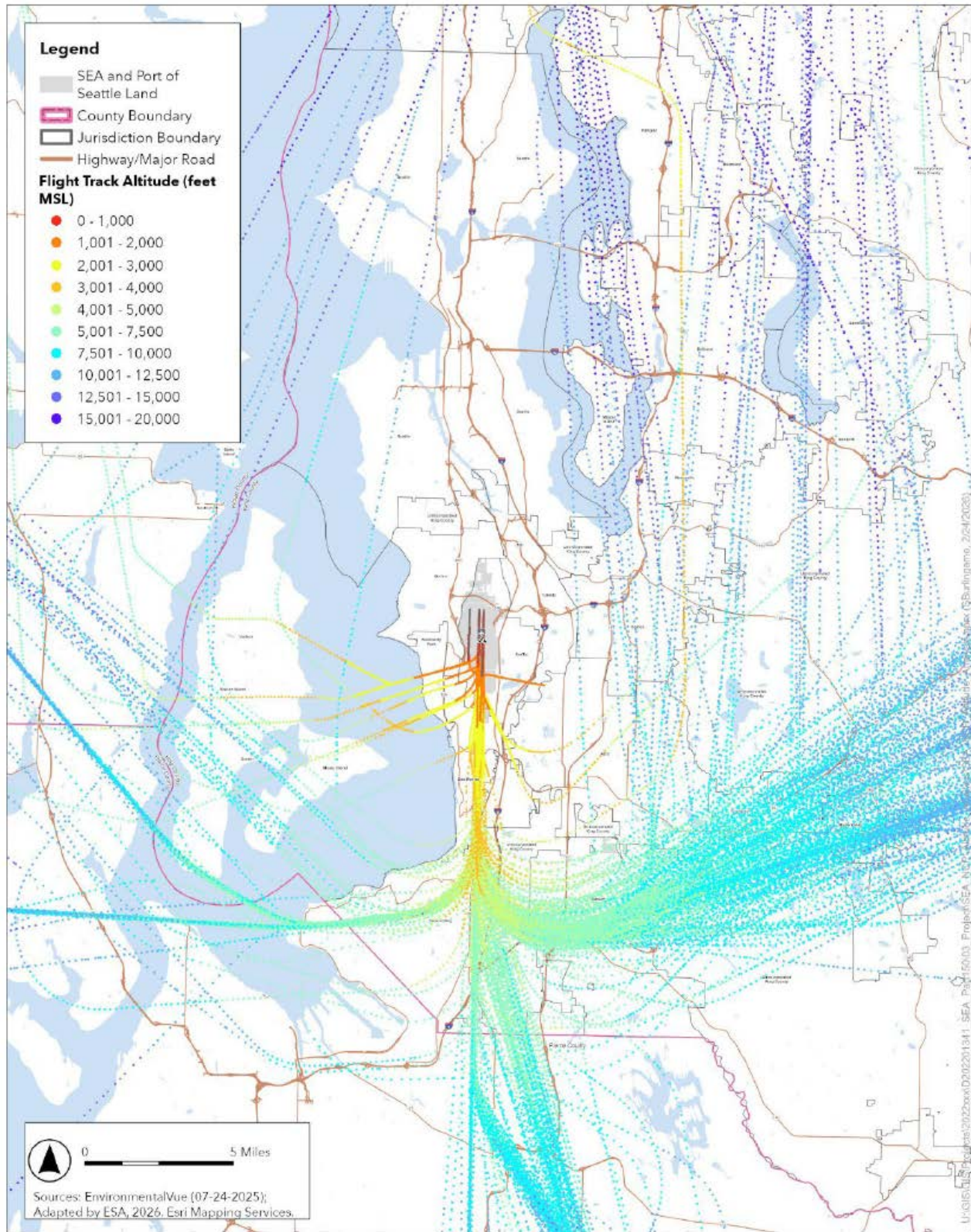
North Flow Departures



South Flow Arrivals



South Flow Departures



2-10 Changes to Airport Operations

This Part 150 Study is focused on modeling SEA's noise exposure under current and forecast operating conditions, prepared as the NEMs, and to develop an NCP that reduces non-compatible land uses relative to those modeled conditions. This Study has not yet identified or recommended any changes to airport operations. However, potential changes will be evaluated as part of developing the next phase of the study, the NCP.

2-11 Aircraft Operations Forecast

As part of the Part 150 process, NEMs were generated for two project years: 2022 and 2032. Forecasted airport operations were generated for 2032 based on the SEA *Sustainable Airport Master Plan (SAMP) Near-Term Projects (NTP) Environmental Assessment (EA)* under the National Environmental Policy (NEPA) *Constrained Operating Growth Scenario* prepared by the Port and Leigh Fisher in 2023. The forecast was prepared as part of the SAMP NTP NEPA EA and was approved by the FAA on April 1, 2024. Appendix B of this NEM Report includes the forecast and operational assumptions as well as the operational data used to develop the NEMs.

2-12 SEA Sound Insulation Program

Since the beginning of the Sound Insulation Program (SIP) in 1985, the Port has worked to mitigate noise within the day-night average sound level (DNL) 65 dB contour and has insulated over 9,400 single-family homes. The SIP follows FAA guidelines to achieve an interior noise level of less than DNL 45 dB. The treatments include, but are not limited to, upgrading windows, doors and ventilation systems in order to reduce the interior noise.

There are additional single-family and multi-family residences identified as potentially eligible for sound insulation based on the 2032 NEMs. Expanding the current SIP to include these homes will be evaluated in the NCP.

In 2024, the Port initiated the Sound Insulation Repair and Replacement Pilot Program to evaluate the current condition of products that were previously installed as part of the ongoing Sound Insulation Program. To be eligible for the Pilot Program, a single-family residence must be located within the current Noise Remedy Boundary, received a Port-sponsored sound insulation package prior to January 1, 1993, and acoustically test at, or greater than, 45 dB DNL interior.

Further information about the Sound Insulation Program and the Repair and Replace Pilot Program can be found on the program's website at <https://www.portseattle.org/sound-insulation>.

2-13 Stakeholder Roles and Responsibilities

The Port of Seattle

The Port of Seattle is the sponsor of this Part 150 Study. The Port is responsible for identifying potential ways to reduce aircraft noise effects on near-airport communities. Providing sound insulation and flight path changes are examples of these measures, which must provide a noise benefit to noncompatible land uses. No measure can discriminate against aircraft operators, create an unsafe situation, hinder air navigation, or interfere with interstate commerce. The FAA must approve any changes in aircraft operations.

Federal Aviation Administration (FAA)

The FAA has the primary role of ensuring safe and efficient use of the National Airspace System. FAA Air Traffic Control (ATC) is responsible for aircraft movement on the airfield and in the air. Only the FAA has the authority to change aircraft operations. Any operational changes recommended by the Port must be consistent with operational safety and all legal requirements. The FAA must approve any recommendations resulting from a Part 150 Study.

Local Governments

Local government provides near-airport land use planning, zoning, and housing requirements and can limit land uses around airports to those compatible with airport operations.

Pilots

Pilots are responsible for the safe operation of their aircraft. Although some airlines have procedures to reduce noise, and ATC assigns the flight path and altitude, pilots maintain final authority due to safety. In general, pilots decide whether to follow procedures that reduce noise.

Residents and Prospective Residents

Residents can provide input about noise concerns. Residents should also understand actions that can (and cannot) be taken to reduce aircraft noise effects. Potential future residents should familiarize themselves with noise and flight path information.

Topic 3: Other/Miscellaneous

3-1 Health Effects of Noise

Impacts of aviation noise on disruption to normal activity were key components in the establishment of FAA's land use compatibility thresholds defined under 14 CFR Part 150. FAA's required noise metric and threshold (DNL 65 dB) for significant noise exposure is designed to account for sleep disturbance, speech interference, and annoyance. These factors were taken into account when the FAA was required by Congress, through the *Aviation Safety and Noise Abatement Act* of 1979 (ASNA), to select one metric for describing aircraft noise levels. The FAA selected the use of DNL, which is required for use under 14 CFR Part 150 and National Environmental Policy Act (NEPA) studies.

In developing noise exposure maps pursuant to Part 150 regulations, airport sponsors measure the extent of noise exposure within certain areas around an airport and do not assess potential health impacts of that noise. The Federal Interagency Committee on Aviation Noise (FICAN) published a Research Review of Selected Aviation Noise Issues in April 2018, which notes that learning and health impacts related to aviation noise remain unresolved and that extensive research is needed. Regarding health impacts, the 2018 report notes that “before adopting policies and methodologies for predicting health outcomes, research needs to be conducted to quantify relationships between aircraft noise level (dose) and the health outcome in question (effect). FICAN believes it is premature to adopt quantification methods for computing burden of disease from environmental noise until this fundamental research has been developed and validated.” FAA is conducting research through the Aviation Sustainability Center (ASCENT) and Boston University to investigate potential association between aircraft noise exposure and conditions such as sleep disturbance and elevated blood pressure. For more information on that ongoing research, please see: <https://ascent.aero/project/noise-impact-health-research/>.

The FAA has also begun a noise policy review process that may include revising the land use compatibility guidelines under 14 CFR Part 150. As part of this process, the FAA is examining whether it should continue to use DNL as FAA’s primary noise metric for assessing cumulative aircraft noise exposure and whether the DNL 65 dB threshold should continue to represent the limit for residential land use compatibility. For more information on the noise policy review, please visit the FAA’s Noise Policy Review website at <https://www.faa.gov/noisepolicyreview>.

3-2 Quality of Life Community Concerns

This Part 150 Study is focused on modeling the aircraft noise exposure in areas around SEA under current and forecast operating conditions and reflecting that exposure on land uses shown on Noise Exposure Maps.

Once completed, SEA will recommend to FAA measures to be included in a Noise Compatibility Program aimed at reducing land uses that are not compatible with those modeled conditions under standards adopted by FAA.

The Port has a decades-long history of working with the community regarding the impact of noise from Airport operations. The Port’s efforts include:

- Maintaining a permanent, full-time noise office for community outreach and concerns and to gather information from its system of permanent noise monitors
- Establishing the SEA Stakeholder Advisory Round Table (StART) as a regularly-scheduled forum to facilitate information exchange and discussions about noise impacts for surrounding communities and their citizens
- Working with FAA and airlines to limit noise impacts from late night operations through a voluntary runway use agreement
- Providing recognition for airlines in its “Fly Quiet” program

- Acquiring and repurposing real estate around the airport to limit impacts on residential areas
- Since 1985, conducting a sound insulation program for homes, schools, and other facilities experiencing aircraft noise exposure inconsistent with FAA standards

3-3 Impact on Property Values

Assessing the impact of aviation noise on real property values in areas around an airport is outside the scope of a Part 150 study. Property values are dynamic and influenced by many different factors, including market conditions, neighborhood characteristics, and individual property characteristics (age of the property, size, and amenities). The degree to which a particular factor may affect property values is influenced by many other circumstances that fluctuate widely with time and market conditions. In addition, there are personal reasons for why people purchase a certain home. The effect of airports on nearby property values is nuanced. Increased job opportunities, improved transportation links, and economic growth can increase demand for housing while the frequency of flights and increased traffic may impact property values

The FAA is conducting on-going research on this complex issue through the Aviation Sustainability Center (ASCENT) with the Massachusetts Institute of Technology to analyze the capitalized impact of aircraft noise exposure for a sample of US airports on transaction values for residential properties and changes in business activity. For more information, please see: <https://ascent.aero/project/aircraft-noise-exposure-and-market-outcomes-in-the-us/>.

3-4 Air Quality/Fuel Residue/Soot

The Part 150 process focuses on noise and land use compatibility and does not consider air quality, including the impacts and dispersion of emissions, soot, or odors associated with aircraft. Information related to air quality around SEA is available in the *Sustainable Airport Master Plan Near-Term Projects Environmental Assessment under the National Environmental Policy Act* which included an air quality analysis. The EA can be viewed at <https://www.airportprojects.net/sampntpenvironmentalreview/>.

3-5 Vibration

Vibrations from aircraft activity are thought to be induced by what is called low-frequency noise (LFN). LFN is most commonly associated with the start of a take-off roll and/or the jet engine noise from thrust reversers used to decelerate aircraft during landing. Despite continued research into LFN, there is no universally accepted method for describing LFN and its impact on communities around airports. Assessing LFN is not required in a Part 150 study. However, DNL is the standard required metric that FAA requires airport sponsors like SEA to use for quantifying aircraft noise exposure, and this metric is required to have an A-weighted sound level. Some research into LFN indicates that an A-weighted sound level correlates to low and

moderate level LFN.⁸ LFN impacts can be reduced by typical sound insulation treatments such as replacing windows and doors, which could be a possible recommendation put forward in the development of the NCP.

3-6 Utility Service Disruptions

The Port does not have authority over the impact of aircraft operations on nearby infrastructure, including cable and internet services and equipment such as television antennae. Any interruptions to connectivity that may be caused by aircraft activity are outside the control of the Port. If a utility customer experiences service disruptions, the Port recommends contacting their internet service provider for support.

3-7 Sustainable Airport Master Plan Near-Term Projects Environmental Assessment under the National Environmental Policy Act

Prior to the commencement of this Part 150 Study, the Port initiated the *Sustainable Airport Master Plan (SAMP) Near-Term Projects (NTP) Environmental Assessment (EA) under the National Environmental Policy Act (NEPA)*. The purpose and need of the SAMP NTP NEPA EA is to construct enhancements to the terminal areas, airfield infrastructure, and other Airport facilities to accommodate the projected number of passengers that would utilize the Airport at its optimal level of service. The FAA approved the SAMP NTP NEPA EA in September 2025 and issued a Finding of No Significant Impact/Record of Decision (FONSI/ROD). While this Part 150 study shares some operational data and noise modeling assumptions with the SAMP NTP NEPA EA, they are separate projects, and this study does not address the conclusions contained within the EA.

⁸ *PARTNER Low Frequency Noise Study*, Report No. PARTNER-COE-2007-001, <http://web.mit.edu/aeroastro/partner/reports/proj1/lfnreport-2007-001.pdf>

G-2 Kick-off Open House Comments



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 Mona Adams

Address 11411 Roseberg Ave So
Burien Wa 98148

Email Address adams.mona@aol.com

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 | ☐ Early Morning Operations |
| ☐ Departures | ☐ FAA Airspace Changes |
| ☐ North Flow | ☐ Frequency of Operations |
| ☐ South Flow | ☐ Ground Noise |
| ☒ Nighttime Operations (10pm - 7am) | ☒ Other: <u>ensuring that real estate or purchase of home information on noise is listed.</u> |

Where do you live in relation to SEA?

- | | |
|---|--|
| ☐ North | ☐ Outside King County |
| ☒ South | ☐ Other: _____ |
| ☐ East | |
| ☐ West | |

Please use the space below to provide your comments regarding the Part 150 Study at Seattle-Tacoma International Airport. Your comments will be reviewed and considered during the Study. Your participation in the process is appreciated. If you wish to receive future project updates, please provide your contact information on the other side of this form.

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

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

Please note: All comments may be made publicly available.

Dear Mona Adams, (KO-1)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific response that applies to your comments.

- 1-10: NCP Recommendations

COMMENT FORM

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First and Last Name Alejandra Mendoza

Address 22238 24th Ave S #483

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: _____

COMMENT FORM

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I enjoyed having access to staff that could answer my questions. I'd like to know more about the different types of noise levels emitted across the area that planes fly over. It would be cool to see a heat map reflecting the varying noise levels.

Please drop this form in the Comment Box at the Public Workshop, email P150@portseattle.org or mail to:

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

Please note: All comments may be made publicly available.

Dear Alejandra Mendoza, (KO-2)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific response that applies to your comments.

1-8: Data Included in the Study

Additionally, please see Appendix F, Public Outreach, which contains the materials presented at the NEM Public Workshops held in September and October 2025. The materials included heat maps based on frequency of aircraft operations.



COMMENT FORM

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First and Last Name Alex Sharpe

Address 11854 12th Ave S, Burien, WA, 98168

Email Address Sharpe alex 215@gmail.com

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

Where do you live in relation to SEA?

- | | |
|---|--|
| ☒ North | ☐ Outside King County |
| ☒ South | ☐ Other: _____ |
| ☐ East | |
| ☐ West | |

COMMENT FORM

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I would like to see more information about the plan for repairing the Sound Insulation Program and what is going to be done / timeline on these repairs.

Additionally, the level of ground noise at our home has seemed to have increased due to the fluctuating heights of arriving aircraft. The original insulation program that our home was apart of does not hold up to the frequency and overall increase of air traffic causing being ~~outside~~ inside our home to be extremely loud.

Please drop this form in the Comment Box at the Public Workshop, email P150@portseattle.org or mail to:

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

Please note: All comments may be made publicly available.

Dear Alex Sharpe, (KO-3)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific responses that apply to your comments.

- 2-1: Arrival Flight Paths
- 2-8: Ground Noise
- 2-12: SEA Sound Insulation Program

COMMENT FORM

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First and Last Name Alyson Chapin

Address 1126 S 220th St

Des Moines, WA 98198

Email Address alychapin@gmail.com

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: _____

COMMENT FORM

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I feel like a large part of this study should be focused on advocacy towards individual airlines to upgrade their planes/equipment. Newer technology, more efficient equipment = lower sound impacts.

I'm also seeing a lack of recognition towards the air quality studies that need to be conducted, as importantly as sound quality. When can we see this happen?

Please drop this form in the Comment Box at the Public Workshop, email P150@portseattle.org or mail to:

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

Please note: All comments may be made publicly available.

Dear Alyson Chapin, (KO-4)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific responses that apply to your comments.

- 1-10: NCP Recommendations
- 3-4: Air Quality/Fuel Residue/Soot



COMMENT FORM

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First and Last Name Amanda Nelson

Address 22835 16th Ave S, Des Moines

Email Address amanda.rose@yahoo.it

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: _____

COMMENT FORM

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- We appear to live just outside of the proposed DNL Noise Contour example. I understand this may make us potentially ineligible for mitigation resources. ~~However~~ I feel these acceptable dB levels must be created by those not living under the flight path! I also am concerned of the vibrations brought on by many of those large low flying jets. How can we be outside of acceptable levels when the house shakes because of air vibrations?! vibrations effect eardrums!
- Also keep on those 2am china cargo flights!! it wakes us up every time!
- THE AIR NEVER SMELLED AS GOOD AS IT DID DURING COVID. ^{0*} n

Please drop this form in the Comment Box at the Public Workshop, email P150@portseattle.org or mail to:

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

Please note: All comments may be made publicly available.

Dear Amanda Nelson, (KO-5)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific responses that apply to your comments.

- 1-2: DNL (Use of the DNL Metric)
- 2-5: General Noise Comment
- 2-7: Early Morning and Nighttime Operations
- 3-4: Air Quality/Fuel Residue/Soot
- 3-5: Vibration



COMMENT FORM

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First and Last Name Anna Anderson

Address 12437 12th Ave So

Burien WA 98168

Email Address Birds hate me @ gmail.com

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: _____

COMMENT FORM

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Thank you!! We appreciate all the work the Port is doing. We have needed this type of attention in our community for a long time.

Please also take into account that the community sees value in helping as many as possible including businesses. There are many in our community that have never had Port package in their house despite being close to the runways.

We, the community are eager to see:

- Those w/o any port improvements, remedied.
 - Those w/ previous packages, completed or fixed or upgraded
 - Biz, schools & churches provided "port packages"
- Wondering if schools should be included w/o interfering w/ funds for home owners?

Please drop this form in the Comment Box at the Public Workshop, email P150@portseattle.org or mail to:

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First and Last Name Anna Anderson

Address 18437 12th Ave So
Burien Wa 98168

Email Address Birds hate me @ gmail . com

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

Where do you live in relation to SEA?

- | | |
|---|--|
| ☐ North | ☐ Outside King County |
| ☒ South | ☐ Other: _____ |
| ☐ East | |
| ☐ West | |

COMMENT FORM

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I forgot to mention that the air traffic affects the television services/channels & cuts out and also affects the cell phone service. Dropped calls and such. Very frustrating.

Please drop this form in the Comment Box at the Public Workshop, email P150@portseattle.org or mail to:

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

Please note: All comments may be made publicly available.

Dear Anna Anderson, (KO-6)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific responses that apply to your comments.

- 2-5: Existing Noise Complaints
- 2-12: SEA Sound Insulation Program
- 3-6: Utility Service Disruptions

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 Anne Reinisch

Address 228 S 186th St, Burien WA 98148

Email Address solnoris@yahoo.com

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: _____ |
|--|---|

COMMENT FORM

Please use the space below to provide your comments regarding the Part 150 Study at Seattle-Tacoma International Airport. Your comments will be reviewed and considered during the Study. Your participation in the process is appreciated. If you wish to receive future project updates, please provide your contact information on the other side of this form.

Would like more information on the window/sound
abatement repair/replace program when
it becomes available.

My home is significantly louder than neighbors
homes — my windows are failing and theirs work.

Please drop this form in the Comment Box at the Public Workshop, email P150@portseattle.org or
mail to:

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

Please note: All comments may be made publicly available.

Dear Anne Reinisch, (KO-7)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific response that applies to your comments.

- 2-12: SEA Sound Insulation Program

COMMENT FORM

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First and Last Name Anthony G. Solan

Address 15525 6th Ave SW #5
Burien, WA 98166

Email Address anthony.g.Solan@gmail.com

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: _____ |
|---|---|

Please use the space below to provide your comments regarding the Part 150 Study at Seattle-Tacoma International Airport. Your comments will be reviewed and considered during the Study. Your participation in the process is appreciated. If you wish to receive future project updates, please provide your contact information on the other side of this form.

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

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

Please note: All comments may be made publicly available.

Dear Anthony Solan, (KO-8)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific response that applies to your comments.

- 2-1: Arrival Flight Paths
- 2-2: Departure Flight Paths
- 2-4: South Flow

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 Barbara McMichael

Address 22810 Thunderbird Drive

Des Moines WA 98198

Email Address BarbaraLMcM@gmail.com

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

Where do you live in relation to SEA?

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

COMMENT FORM

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Would like to see more holistic presentation to
communities re SAMP and Real Estate Strategic Plan

Please drop this form in the Comment Box at the Public Workshop, email P150@portseattle.org or
mail to:

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

Please note: All comments may be made publicly available.

Dear Barbara McMichael, (KO-9)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific responses that apply to your comments.

- 1-11: Future Public Outreach
- 3-7: Sustainable Airport Master Plan Near-Term Projects Environmental Assessment under the National Environmental Policy Act
- Additionally, please note that other Port of Seattle initiatives, such as the 2020 Real Estate Strategic Plan, do not fall under the purview of this Part 150 study.

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 Leelia South

Address 23909 6th Ave S

Des Moines WA - 98198

Email Address SYNERGYSOURCE LLC 111@hotmail.com.

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

Where do you live in relation to SEA?

- | | |
|---|--|
| ☐ North | ☐ Outside King County |
| ☒ South | ☐ Other: _____ |
| ☐ East | |
| ☐ West | |

COMMENT FORM

Please use the space below to provide your comments regarding the Part 150 Study at Seattle-Tacoma International Airport. Your comments will be reviewed and considered during the Study. Your participation in the process is appreciated. If you wish to receive future project updates, please provide your contact information on the other side of this form.

We have a lot of noise since 4 AM.
outside during day time it is so noisy
so we have to talk out loud.

Please drop this form in the Comment Box at the Public Workshop, email P150@portseattle.org or
mail to:

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

Please note: All comments may be made publicly available.

Dear Cecila Santillo, (KO-10)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific responses that apply to your comments.

- 2-5: General Noise Comment
- 2-7: Early Morning and Nighttime Operations

COMMENT FORM

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First and Last Name Christopher La Marche

Address 29027 19th Ave South
Federal way WA 98003

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: _____

COMMENT FORM

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Hard to sleep with planes
flying all night long.

We can see the planes fly
over the house.

Please drop this form in the Comment Box at the Public Workshop, email P150@portseattle.org or mail to:

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

Please note: All comments may be made publicly available.

Dear Christopher LaMarche, (KO-11)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific response that applies to your comments.

- 2-7: Early Morning and Nighttime Operations



COMMENT FORM

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First and Last Name Cindy Garley

Address 2421 S 133rd St
Seattle

Email Address jarvalou@msw.com

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: _____

COMMENT FORM

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The noise generated by lined-up for takeoff planes is very annoying. Can the # allowed in a line-up be mitigated - fewer lined up? My home rumbles while they sit there.

I do understand the fog plays a big role in the line-up of planes.

Please drop this form in the Comment Box at the Public Workshop, email P150@portseattle.org or mail to:

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

Please note: All comments may be made publicly available.

Dear Cindy Gailey, (KO-12)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific response that applies to your comments.

- 2-8: Ground Noise
- 3-5: Vibration



COMMENT FORM

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First and Last Name CRISTIANO MARRA

Address 22835 16TH AVE S

Email Address CRISTIANO36@YAHOO.IT

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: _____

COMMENT FORM

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The Area inside The new boundaries appears Too small. The noise level of aircrafts landing and Taking off is ~~appears~~ perceived as extremely loud in areas out of The new proposed boundaries. This is even more True For night operations. Additionally, The buildings (out of The new proposed boundaries) experience serious vibrations along with The loud noise. Without performing any independent Testing, I believe The chart reporting The DNL dBA is not accurate, as it appears unrealistic That The leverage sound level during The 24 hours is below The acceptable Threshold.

Please drop this form in the Comment Box at the Public Workshop, email P150@portseattle.org or mail to:

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

Please note: All comments may be made publicly available.

Dear Cristiano Marra, (KO-13)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific responses that apply to your comments.

- 1-3: Noise Measurements Rather than DNL/Modeling
- 2-5: General Noise Comment
- 2-7: Early Morning and Nighttime Operations
- 3-5: Vibration

COMMENT FORM

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First and Last Name Daniel Leenhouts

Address 22544 8th Ave S.

Des Moines, WA 98198

Email Address dan.leenhouts@gmail.com

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: _____

COMMENT FORM

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Landings coming from the south.
We are directly in the flight path.
They are so low I can see what the
passenger are having for dinner.
Enough on the ramp. From 3:00 pm
until 9:00 pm there is a aircraft over
our home ever 2 1/2 mins. We are not
in the noise abatement zone. It is
impossible to carry on conversation
outside because of the noise. Take offs
going south is not as bad. We are
2.7 miles south of the south end of
the runway we should be in the
noise abatement zone.

Please drop this form in the Comment Box at the Public Workshop, email P150@portseattle.org or
mail to:

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

Please note: All comments may be made publicly available.

Dear Daniel Leenhouts, (KO-14)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific responses that apply to your comments.

- 2-1: Arrival Flight Paths
- 2-5: General Noise Comment
- 2-6: Frequency of Operations

COMMENT FORM

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First and Last Name Dan Wend

Address 20816 Military Rd. S

SeaTac WA 98148

Email Address Dan@wendimages.com

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: _____

COMMENT FORM

Please use the space below to provide your comments regarding the Part 150 Study at Seattle-Tacoma International Airport. Your comments will be reviewed and considered during the Study. Your participation in the process is appreciated. If you wish to receive future project updates, please provide your contact information on the other side of this form.

Really would like to see consideration for our house to receive noise mitigation - while we are east of I-5, the noise impacts from the airport are significant!

Please drop this form in the Comment Box at the Public Workshop, email P150@portseattle.org or mail to:

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

Please note: All comments may be made publicly available.

Dear Dan Wend, (KO-15)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific response that applies to your comments.

- 2-5: General Noise Comment



COMMENT FORM

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First and Last Name David Tomporowski

Address 15913 18th Ave SW
Burien, WA 98166

Email Address dtomporowski@gmail.com

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

Where do you live in relation to SEA?

- | | |
|--|--|
| ☐ North | ☐ Outside King County |
| ☐ South | ☐ Other: _____ |
| ☐ East | |
| ☒ West | |

COMMENT FORM

Please use the space below to provide your comments regarding the Part 150 Study at Seattle-Tacoma International Airport. Your comments will be reviewed and considered during the Study. Your participation in the process is appreciated. If you wish to receive future project updates, please provide your contact information on the other side of this form.

Interested in ways to reduce ground
noise and landing/take-off noise during
night periods. We don't live under the flight
path, but some noise carries across
the ground to our house.

Please drop this form in the Comment Box at the Public Workshop, email P150@portseattle.org or
mail to:

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

Please note: All comments may be made publicly available.

Dear David Tomporowski, (KO-16)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific responses that apply to your comments.

- 2-7: Early Morning and Nighttime Operations
- 2-8: Ground Noise
- 3-5: Vibration

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 Dina Khan

Address 20116 13th Ave S, Seatac, WA 98198

Email Address de19@studomail.com

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

Where do you live in relation to SEA?

- | | |
|---|--|
| ☐ North | ☐ Outside King County |
| ☒ South | ☐ Other: _____ |
| ☐ East | |
| ☐ West | |

COMMENT FORM

Please use the space below to provide your comments regarding the Part 150 Study at Seattle-Tacoma International Airport. Your comments will be reviewed and considered during the Study. Your participation in the process is appreciated. If you wish to receive future project updates, please provide your contact information on the other side of this form.

My primary concern is getting updated insulation and potentially triple pane windows. With increased traffic (air), it is important to study (as you all are doing) the impact on homes that received the Port Package upgrades.

Please drop this form in the Comment Box at the Public Workshop, email P150@portseattle.org or mail to:

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

Please note: All comments may be made publicly available.

Dear Dina Khan, (KO-17)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific response that applies to your comments.

- 2-12: SEA Sound Insulation Program

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 Eleanor Dugger

Address 816 S 246TH ST TC106
Des Moines, Wa 98198

Email Address edugger11@gmail.com

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: Cargo Planes

Where do you live in relation to SEA?

- ☐ North
- ☒ South
- ☐ East
- ☐ West

- ☐ Outside King County
- ☐ Other: are almost always 12pm-6am very noisy.

COMMENT FORM

Please use the space below to provide your comments regarding the Part 150 Study at Seattle-Tacoma International Airport. Your comments will be reviewed and considered during the Study. Your participation in the process is appreciated. If you wish to receive future project updates, please provide your contact information on the other side of this form.

I believe that most of Des Moines
cannot enjoy the evening outside
~~in the~~ starting at 5:00.

Update the study it was done
before there were "more" planes
landing.

216 street is in the loud zone.

Cargo Planes seem to arrive and
depart between hours between
12pm and 7am. Stop!

Please drop this form in the Comment Box at the Public Workshop, email P150@portseattle.org or
mail to:

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

Please note: All comments may be made publicly available.

Dear Eleanor Duggar, (KO-18)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific responses that apply to your comments.

- 2-5: General Noise Comment
- 2-7: Early Morning and Nighttime Operations



COMMENT FORM

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First and Last Name Erin Hazard

Address 14217 Military Rd S
Tukwila 98168

Email Address erin.m.hazard@gmail.com

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: _____

COMMENT FORM

Please use the space below to provide your comments regarding the Part 150 Study at Seattle-Tacoma International Airport. Your comments will be reviewed and considered during the Study. Your participation in the process is appreciated. If you wish to receive future project updates, please provide your contact information on the other side of this form.

We are affected by noise and shaking both day and night. Our windows rattle and we have to raise our voices to be heard. Taking WFH meetings becomes difficult at times. Windows open on a nice day? Not if ^{you want to} have a conversation. We know that some noise comes with living near the airport. This is why our home qualified for the original port package. We have refrained from updating our doors and windows because we were told this would disqualify us from future port packages. In the meantime they are failing. Rattling and letting in noise + moisture. Now we find out that the borders have been redrawn and we no longer qualify? How is this allowed? If we were determined to be affected by airport noise then, why are we now disqualified from receiving any help? Who decided to re-draw the lines and why? What is my family supposed to do?

Please drop this form in the Comment Box at the Public Workshop, email P150@portseattle.org or mail to:

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

Please note: All comments may be made publicly available.

Dear Erin Hazard, (KO-19)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific responses that apply to your comments.

- 2-5: General Noise Comment
- 2-12: SEA Sound Insulation Program
- 3-5: Vibration

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 Jerry Fledge

Address 1207 SW 152nd

Burien 98146

Email Address jerry.flightside@gmail.com

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: _____

COMMENT FORM

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My main concern is the increase
in cargo activity causing noise.

Please drop this form in the Comment Box at the Public Workshop, email P150@portseattle.org or mail to:

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

Please note: All comments may be made publicly available.

Dear Jerry Flentje, (KO-20)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific response that applies to your comments.

- 2-7: Early Morning and Nighttime Operations



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 Jerry & Mary Jane West

Address 29355 13th Ave S

Federal Way WA 98003

Email Address westj@yahoo-com

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

Where do you live in relation to SEA?

- | | |
|---|--|
| ☐ North | ☐ Outside King County |
| ☒ South | ☐ Other: _____ |
| ☐ East | |
| ☐ West | |

COMMENT FORM

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The amount of traffic using the 3rd runway is much higher than we initially led to believe. The impact to our household is that any conversation while outside must be suspended. This is also negatively affecting property values in the community by Sacajawes middle school. We fully expect noise being in proximity to Sea Tac. The concern is the amount of ^{air} traffic and altitude of the incoming air traffic.

Please drop this form in the Comment Box at the Public Workshop, email P150@portseattle.org or mail to:

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

Please note: All comments may be made publicly available.

Dear Jerry and Mary Jane Wert, (KO-21)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific response that applies to your comments.

- 2-1: Arrival Flight Paths
- 2-5: General Noise Comment
- 2-6: Frequency of Operations
- 3-3: Impact on Property Values



COMMENT FORM

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First and Last Name Jim Reek

Address 259 S. 171st Street, Burien 98148

Email Address jmaree@comcast.net

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: _____

COMMENT FORM

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A quality Study on constructing a Sound barrier on the West Side of the Third (3rd) Runway. The Study Needs to measure sound that would travel down up to 100' below runway level. How different height and testing many known sound ~~and~~ landing material would have on noise levels. These test should show db of each test and be share to public. This is just one Area of concern that as far as I know hasn't been addressed,

3rd Runway // sound barrier

Howas

Please drop this form in the Comment Box at the Public Workshop, email P150@portseattle.org or mail to:

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

Please note: All comments may be made publicly available.

Dear Jim Reed, (KO-22)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific response that applies to your comments.

- 1-10: NCP Recommendations



COMMENT FORM

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First and Last Name JOHN RODEZNO

Address 22238 24TH AVE S, #L-83, DES MOINES, WA 98198

Email Address JOHN R 1634@YAHOO.COM

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: JET FUEL EMISSIONS EFFECTS
ON RESIDENCES, URBAN AGRICULTURE
+ OUTDOOR ACTIVITIES

Where do you live in relation to SEA?

- ☐ North
- ☒ South
- ☐ East
- ☐ West

☐ Outside King County

☐ Other: _____

COMMENT FORM

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I ENJOY LIVING AND COMMUTING FROM DES MOINES, ALTHOUGH FOR AS LONG AS WE'VE LIVED HERE, SINCE SEPT. 2021, THE LEVEL OF NOISE DISTURBANCE WE'VE EXPERIENCED FEELS EVERLASTING. UNDERSTANDABLY, LIVING SO CLOSE TO SEATAC WILL COME WITH ITS SHARE NOISE DISTURBANCES, ALTHOUGH IT SEEMS AS IF THE NOISE FROM AVIATION AIRCRAFT IS NON-STOP TO THE POINT THAT IT HAS WOKEN ME UP FROM SLEEP IN THE EARLY MORNUNG HOURS.

IT WOULD BE NICE IF SOME TYPE^{OF} NOISE/SOUND INSULATION RELIEF/HELP WAS OFFERED BY THE FEDERAL GOVERNMENT. ADDITIONALLY, ONE HAS TO BEGIN TO WONDER HOW UNHEALTHY THE PARTICULATES FROM THE JET FUEL EMISSIONS ARE. IT WOULD BE INFORMATIVE TO KNOW THE LONG AND SHORT-TERM^{HEALTH} EFFECTS OF LIVING WITHIN THE DESIGNATED FLIGHT PATH OF FLIGHTS TO/FROM SEATAC.

Please drop this form in the Comment Box at the Public Workshop, email P150@portseattle.org or mail to:

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

Please note: All comments may be made publicly available.

Dear John Rodezno, (KO-23)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific responses that apply to your comments.

- 2-5: General Noise Comment
- 2-7: Early Morning and Nighttime Operations
- 2-12: SEA Sound Insulation Program
- 3-1: Health Effects of Noise
- 3-4: Air Quality/Fuel Residue/Soot

COMMENT FORM

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First and Last Name Judy Federa

Address 14928 22nd Ave SW
Burien 98166

Email Address jaf.usa.01@gmail.com

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: Environmental issues
(pollution, trees/coverage)
• Port packages & failed
port packages
• Potential for expansion/
land use issues

Where do you live in relation to SEA?

- ☐ North
- ☐ South
- ☐ East
- ☒ West

- ☐ Outside King County
- ☐ Other: _____

COMMENT FORM

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Communications & exhibits could be made more understandable - they're currently very dry & use insider language & acronyms

I wish the Port would explain more about the projections that underpin these plans. For example, what's driving the expected increased air activity? (Population increase locally). (2) Is the increase in passengers vs freight activity? (mostly passenger).

Port packages (old & new) are a Real Big issue for Burien's least wealthy demographic area.
Thank you for this open house.

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Seattle, WA 98158-12025

Please note: All comments may be made publicly available.

Dear Judy Federa, (KO-24)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific responses that apply to your comments.

- 1-8: Data Included in the Study
- 2-11: Aircraft Operations Forecast



COMMENT FORM

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First and Last Name

Kathleen Brave

Address

*3219 S. 162nd St
SeaTac WA 98188*

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: *Cargo planes all*

night long loud!

Where do you live in relation to SEA?

- ☐ North
- ☐ South
- ☒ East
- ☐ West

☐ Outside King County

☐ Other: _____

COMMENT FORM

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I have lived here 52 years. The noise has gotten worse, louder & non stop. My windows are 70 years old aluminum frames that are no help for noise. 52 years ago I was on house too far east for windows. Now the area for windows is even smaller. If I could just get windows it would be a huge help.

I live on 168th off of 32nd St.
The area for windows needs to be larger.

Please drop this form in the Comment Box at the Public Workshop, email P150@portseattle.org or mail to:

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

Please note: All comments may be made publicly available.

Dear Kathleen Brave, (KO-25)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific responses that apply to your comments.

- 2-5: General Noise Comment
- 2-12: SEA Sound Insulation Program



COMMENT FORM

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First and Last Name KATHRYN McKNIGHT

Address 23901-6TH AVE. S., DES MOINES

Email Address argano7@aol.com

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: ACTUALLY ALL OF THE ABOVE

Where do you live in relation to SEA?

☐ North

☒ South

☐ East

☐ West

☐ Outside King County

☐ Other: _____

COMMENT FORM

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IN THE LAST FEW YEARS THE PLANES HAVE COME CLOSER
TO 6TH AVE. S. I NOW HAVE PLANES COMING OVER
MY HOUSE AND I CAN HEAR THE NOISE WHEN THEY LET THE
WHEELS DOWN FOR LANDINGS. THIS AREA SHOULD BE
IN THE STUDY AND GIVE CONSIDERATION FOR SOUND
PROOFING.

Please drop this form in the Comment Box at the Public Workshop, email P150@portseattle.org or
mail to:

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

Please note: All comments may be made publicly available.

Dear Kathryn McKnight, (KO-26)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific responses that apply to your comments.

- 2-1: Arrival Flight Paths
- 2-5: General Noise Comment
- 2-12: SEA Sound Insulation Program

COMMENT FORM

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First and Last Name Linda Roney

Address 1016 S. 101st St.

Seattle (Uninc. KC) WA 98168

Email Address lindaroney2003@yahoo.com

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: Severe vibration

Damage, electronic interference

Where do you live in relation to SEA?

- ☒ North
- ☐ South
- ☐ East
- ☐ West

- ☐ Outside King County
- ☐ Other: _____

COMMENT FORM

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I'm in a small area that has never had a noise study!
I've had broken windows, dishes, foundation crumbling, chimney
cracks, wall cracks, roof streaks, trees dying, since I've
lived here. The planes were always east of 14th Ave S.
when I first lived here. Now, they shake the whole house.
My neighborhood quit calling the hotlines because they
never asked your name or address! We can't hear our TV
unless we have it really loud. The cancer rates here are
very high and both husband & wife of the couples on both
sides of me and across the street got cancer and died.
We should get compensation for being able to move out
if we want to!

I will volunteer to have a monitor placed in my yard!

Please drop this form in the Comment Box at the Public Workshop, email P150@portseattle.org or
mail to:

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

Please note: All comments may be made publicly available.

Dear Linda Roney, (KO-27)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific responses that apply to your comments.

- 1-3: Noise Measurements Rather than DNL/Modeling
- 2-5: General Noise Comment
- 3-1: Health Effects of Noise
- 3-4: Air Quality/Fuel Residue/Soot
- 3-5: Vibration



COMMENT FORM

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First and Last Name Lynda Wong

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: expand geography of

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

Where do you live in relation to SEA?

- ☒ North
- ☐ South
- ☐ East
- ☐ West

- ☐ Outside King County
- ☐ Other: _____

COMMENT FORM

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The process is outdated - 1980 had fewer flights than today. The impacts have increased proportionally. Averaged noise is not how noise is experienced and does not reflect daily disruption.

The ~~new~~ model needs to be calibrated/verified with actual measurements.

There is very real frustration within impacted communities that their experience is not considered - maybe due to a faulty metric.

Please drop this form in the Comment Box at the Public Workshop, email P150@portseattle.org or mail to:

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

Please note: All comments may be made publicly available.

Dear Lynda Wong, (KO-28)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific responses that apply to your comments.

- 1-1: Supplemental Noise Metrics/Additional Noise Study
- 1-2: DNL (Use of the DNL Metric)
- 1-3: Noise Measurements Rather than DNL/Modeling

COMMENT FORM

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First and Last Name Margo Ashby

Address 122 50 21ST Ave S
98168

Email Address ashbygardens@hotmail

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: noise interference
with TV reception

Where do you live in relation to SEA?

- ☒ North
- ☐ South
- ☐ East
- ☐ West

- ☐ Outside King County
- ☐ Other: _____

COMMENT FORM

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This is a low income community, cable TV is expensive. Many of us rely on TV antennas for reception. During peak times, mostly, the reception is interrupted. It is impossible to watch certain stations. The port should consider this when mitigating "airport" noise for the community.

Please drop this form in the Comment Box at the Public Workshop, email P150@portseattle.org or mail to:

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C/O SEA Part 150 Study
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Seattle, WA 98158-12025

Please note: All comments may be made publicly available.

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First and Last Name _____

Address _____

Email Address ashbygardenc@hotmail.com

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: leave North

Seotac Park alone

Where do you live in relation to SEA?

- ☐ North
- ☐ South
- ☐ East
- ☐ West

- ☐ Outside King County
- ☐ Other: _____

COMMENT FORM

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I feel that this whole process
is just a "feel good" exercise
in "happy talk". We in this
community are constantly being impacted
by this airport. None of my concerns
or questions were truly answered. The
money is the real issue. you have
to power to improve the situation
I hope you act on our

Please drop this form in the Comment Box at the Public Workshop, email P150@portseattle.org or
mail to:

Dehaff

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

Please note: All comments may be made publicly available.

Dear Margo Ashby, (KO-29)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific response that applies to your comments.

- 2-5: General Noise Comment
- 3-6: Utility Service Disruptions

COMMENT FORM

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First and Last Name MARIANNE MARKKANEN

Address 20613 12TH AVE SOUTH 206-225-1991
SEATTLE, WA. 98148

Email Address M MARKKANEN@COMCAST.NET

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

Where do you live in relation to SEA?

- | | |
|---|--|
| ☐ North | ☐ Outside King County |
| ☒ South | ☐ Other: _____ |
| ☐ East | |
| ☐ West | |

COMMENT FORM

Please use the space below to provide your comments regarding the Part 150 Study at Seattle-Tacoma International Airport. Your comments will be reviewed and considered during the Study. Your participation in the process is appreciated. If you wish to receive future project updates, please provide your contact information on the other side of this form.

I AM here TO QUESTION if my
house ~~that~~ address is 20613 12th
ave SO in Seattle is eligible for a
port package. House built in 1999.
I understand that your house has
to be built in 1986 or earlier.
The rules for eligibility have not been
updated for years. The criteria
needs to be updated.
If there is an issue needs to be a
process for those who live under
the third runway and suffer from
constant airplane noise and fear of
ultra fine particles.

Please drop this form in the Comment Box at the Public Workshop, email P150@portseattle.org or
mail to:

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

Please note: All comments may be made publicly available.

Dear Marianne Markkanen, (KO-30)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific responses that apply to your comments.

- 2-1: Arrival Flight Paths
- 2-12: SEA Sound Insulation Program
- 3-4: Air Quality/Fuel Residue/Soot

COMMENT FORM

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First and Last Name Marliza Melzer

Address 10013 15th Ave S

Seattle/Burien, WA (Unincorporated K.C.)

Email Address marliza4washington@gmail.com

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 Electronic Mitigation

☒ Other: Pollution Mitigation

Noise Mitigation to all areas impacted, like Boulevard Park

Where do you live in relation to SEA?

- ☒ North
- ☐ South
- ☐ East
- ☐ West

☐ Outside King County

☒ Other: Unincorporated King County

COMMENT FORM

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- Your past studies did not cover enough area.
- Boulevard Park was largely overlooked when you were doing noise studies.
- People impacted should be able to get help with insulated windows & upgrades as the old windows provided are failing? noise & insulation are problematic again.
- People impacted should be able to get assistance with crumbling chimneys, cracked foundations. The airlines that fly overhead should offer some sort of meaningful kudos as we can't even hold uninterrupted conversations outdoors with our neighbors & families. Perhaps a few R.T. plane tickets/yr? People living in the flight path are more likely to get glioblastoma due to the pollution. Perhaps medical & compensation should be made available.

Please drop this form in the Comment Box at the Public Workshop, email P150@portseattle.org or mail to:

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

Please note: All comments may be made publicly available.

Dear Marliza Melzer, (KO-31)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific responses that apply to your comments.

- 1-10: NCP Recommendations
- 2-5: General Noise Comment
- 2-12: SEA Sound Insulation Program
- 3-4: Air Quality/Fuel Residue/Soot

COMMENT FORM

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First and Last Name Martha Hamilton

Address 24115 11th Ave S

Des Moines, WA 98198

Email Address mhamilton8558@gmail.com

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: _____

COMMENT FORM

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My main concerns are:

→ Noise - I live under flow to & from runway 3

- Volume - increasing volume is very obvious (already!).

- Noise abatement is needed badly
Noise map needs to be expanded a lot!

→ Distributed flow - Important to those of us under a runway -

I'm happy to participate in whatever ways are helpful

Please drop this form in the Comment Box at the Public Workshop, email P150@portseattle.org or mail to:

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

Please note: All comments may be made publicly available.

Dear Martha Hamilton, (KO-32)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific responses that apply to your comments.

- 1-10: NCP Recommendations
- 2-3: North Flow
- 2-4: South Flow
- 2-5: General Noise Comment
- 2-6: Frequency of Operations

COMMENT FORM

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First and Last Name Mary Gubelman

Address 12029 26th Ave SW
Burien WA 98146

Email Address zuzu.petals.rozsa@gmail.com

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: All Noise issues

Where do you live in relation to SEA?

- ☐ North
- ☐ South
- ☐ East
- ☒ West

- ☐ Outside King County
- ☐ Other: _____

COMMENT FORM

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There has been a significant increase in airplane noise in the Shorewood Neighborhood. The noise has been greatest November through January most of the time from 5-6am until 12-1am. There are no noise monitors in the area and airport officials are aware of this issue but cannot seem to find out the cause. Noise monitors would help the investigative process.

This noise is disruptive to sleep and daily activity. Neighbors must spend time indoors during these months to try to avoid the loud and constant airplane noise.

Please drop this form in the Comment Box at the Public Workshop, email P150@portseattle.org or mail to:

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

Please note: All comments may be made publicly available.

Dear Mary Gubelman, (KO-33)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific responses that apply to your comments.

- 1-10: NCP Recommendations
- 2-5: General Noise Comment

COMMENT FORM

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First and Last Name MARY O'Sullivan

Address 32538 - 10th Ave S.
Des Moines, WA 98198

Email Address MARYOFLOSS@GMAIL.COM

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: NOISE!!!

Where do you live in relation to SEA?

- ☐ North
- ☒ South
- ☐ East
- ☒ West

☐ Outside King County

☐ Other: _____

COMMENT FORM

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We have our Home, but are Unable
to Use Back yard when weather
permits—

We Have the "Port Package" but
windows are FAILING!!

Please HELP!!

Please drop this form in the Comment Box at the Public Workshop, email P150@portseattle.org or
mail to:

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

Please note: All comments may be made publicly available.

Dear Mary O'Sullivan, (KO-34)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific responses that apply to your comments.

- 2-5: General Noise Comment
- 2-12: SEA Sound Insulation Program

COMMENT FORM

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First and Last Name Melinda Behrman

Address 16805 6th Ave SW ; Burien, WA 98146

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: _____

COMMENT FORM

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[illegible]

Please drop this form in the Comment Box at the Public Workshop, email P150@portseattle.org or mail to:

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

Please note: All comments may be made publicly available.

Dear Melinda Berhman, (KO-35)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific response that applies to your comments.

- 2-8: Ground Noise



COMMENT FORM

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First and Last Name MICHELLE JONES

Address 22544 8TH AVE S DM 98198

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: _____

COMMENT FORM

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WE ARE DIRECTLY IN THE FLIGHT PATH BUT WE ARE NOT COVERED
BY NOISE ABATEMENT. THEY ARE LINED UP EVERY AFTERNOON &
ARE OVERHEAD EVERY 2 1/2 MINUTES. ITS SO LOUD I HAVE TO KEEP
ALL WINDOWS & DOORS CLOSED ITS SO LOUD, YOU CAN'T HAVE A
CONVERSATION OUTSIDE BECAUSE ITS SO LOUD. WE USED TO LIVE
1 MILE FROM THE AIRPORT IN SEATAC. WE ONLY HEARD PLANES
ON COLD OR FOGGY DAYS. WE ARE MAYBE 4 MILES SOUTH
NOW BUT ITS SO MUCH LOUDER BECAUSE THE PLANES LINE UP
OVER MY HOUSE. CARGO PLANES COME IN EARLY (3-5A) &
SOME CAN RATTLE MY HOUSE

Please drop this form in the Comment Box at the Public Workshop, email P150@portseattle.org or
mail to:

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

Please note: All comments may be made publicly available.

Dear Michelle Jones, (KO-36)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific responses that apply to your comments.

- 2-5: General Noise Comment
- 2-6: Frequency of Operations
- 2-7: Early Morning and Nighttime Operations
- 3-5: Vibration

COMMENT FORM

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First and Last Name Nancy Corr

Address 816 S. 216th #608

Des Moines, WA 98198

Email Address CORRnancy03@gmail.com

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

Where do you live in relation to SEA?

- | | |
|---|--|
| ☐ North | ☐ Outside King County |
| ☒ South | ☐ Other: _____ |
| ☐ East | |
| ☒ West | |

COMMENT FORM

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lots of airplane noise
Need insulation & windows - Westley Terrace

Please drop this form in the Comment Box at the Public Workshop, email P150@portseattle.org or mail to:

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

Please note: All comments may be made publicly available.

Dear Nancy Corr, (KO-37)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific responses that apply to your comments.

- 2-5: General Noise Comment
- 2-12: SEA Sound Insulation Program

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 Pam Fernald

Address 2431 S. 133rd

SeaTac, Wa.

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 - east
- ☐ South
- ☒ East
- ☐ West

- ☐ Outside King County
- ☐ Other: _____

COMMENT FORM

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I am not interested in sound insulated windows though I am out of the designated zone, I think... =

I would love to have more work done to quiet the planes. I want to hear the sounds of my community -- birds singing, dogs barking and children playing -- more than I want to block out the airplane noise.

BUT, don't get me wrong, a residential area should not have to have normal life blocked out for air travel, just so they won't feel guilty...

Please share my info w/ the FAA!
Thank you.

Please drop this form in the Comment Box at the Public Workshop, email P150@portseattle.org or mail to:

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

Please note: All comments may be made publicly available.

Dear Pam Fernald, (KO-38)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific response that applies to your comments.

- 1-10: NCP Recommendations

COMMENT FORM

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First and Last Name Patti Sulewski

Address 32629 108th PL SE
Auburn, WA 98092

Email Address pattisulewski@gmail.com

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: _____ |
|---|---|

COMMENT FORM

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I would like to ask that the altitude of planes taking off in the South flow be raised. This would impact the amount of air traffic noise to my community

Air traffic currently flows over a residential area when they bank East after take off the planes are turning and gaining altitude as they go over my home. If the flight pattern can not be changed perhaps the altitude of these planes can. It would help the noise impact.

Please drop this form in the Comment Box at the Public Workshop, email P150@portseattle.org or mail to:

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

Please note: All comments may be made publicly available.

Dear Patti Sulewski, (KO-39)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific response that applies to your comments.

- 1-10: NCP Recommendations
- 2-4: South Flow
- 2-9: Aircraft Altitude

COMMENT FORM

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First and Last Name Rita Palomino Marlow

Address 14908 27th PL S

Seatac, WA 98188

Email Address ritainseatac@gmail.com

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 | ☒ Early Morning Operations |
| ☒ Departures | ☐ FAA Airspace Changes |
| ☒ North Flow | ☐ Frequency of Operations |
| ☒ South Flow <i>Departures</i> | ☒ Ground Noise |
| ☒ Nighttime Operations (10pm - 7am) | ☒ Other: <u>cargo terminal idling</u> |

Where do you live in relation to SEA?

- | | |
|---|--|
| ☒ North <i>east</i> | ☐ Outside King County |
| ☐ South | ☐ Other: _____ |
| ☐ East | |
| ☐ West | |

COMMENT FORM

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We are looking to update our windows & insulation in walls & Attic. We have a bedroom with an un-insulated ceiling/roof and are wondering about underlayment insulation options with a roof replacement

Being NE of the cargo terminals we do get a considerable amount of noise from idling planes there & engines revving up for southward takeoff

Please drop this form in the Comment Box at the Public Workshop, email P150@portseattle.org or mail to:

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

Please note: All comments may be made publicly available.

Dear Rita Palomino Marlow, (KO-40)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific responses that apply to your comments.

- 2-8: Ground Noise
- 2-12: SEA Sound Insulation Program

COMMENT FORM

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First and Last Name Robert Bisordi

Address 560 S. 239th St
Des Moines 98198

Email Address gonaturalbeverage@gmail.com

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: _____

COMMENT FORM

Please use the space below to provide your comments regarding the Part 150 Study at Seattle-Tacoma International Airport. Your comments will be reviewed and considered during the Study. Your participation in the process is appreciated. If you wish to receive future project updates, please provide your contact information on the other side of this form.

- 1/ There don't appear to be any rules regulating air traffic during late hours, ~~particular~~ particularly with cargo planes. Aircraft that are over a certain threshold should be restricted during late night hours
- 2/ The noise evaluation is based upon an 'A' weighted scale, which diminishes the low frequency sound. The affected area should be based on a 'C' scale measuring the most harmful noise frequencies
- 3/ Cargo planes should be restricted to Boeing Field which is far less harmful to residential areas especially at night,

Please drop this form in the Comment Box at the Public Workshop, email P150@portseattle.org or mail to:

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

Please note: All comments may be made publicly available.

Dear Robert Bisordi, (KO-41)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific responses that apply to your comments.

- 1-1: Supplemental Noise Metrics/Additional Noise Study
- 1-2: DNL (Use of the DNL Metric)
- 1-10: NCP Recommendations
- 2-7: Early Morning and Nighttime Operations

The FAA has the ultimate authority over aircraft operations and airspace access, and airports that accept federal funding must comply with FAA grant assurances, which prohibits unjust discrimination among airport users. Additionally, U.S. airports cannot impose new mandatory curfews or access restrictions, including limits on nighttime operations or cargo flights, as a result of the Airport Noise and Capacity Act of 1990 (ANCA) . Airports may implement voluntary noise abatement actions, such as voluntary nighttime curfews which SEA has, but they are not mandatory.

COMMENT FORM

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First and Last Name Rochele HAZARD

Address 14217 Military RD S

Email Address RochelleCalkins@gmail.com

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: All of it

Where do you live in relation to SEA?

- ☒ North
- ☒ South
- ☐ East
- ☐ West

- ☐ Outside King County
- ☐ Other: _____

COMMENT FORM

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My house was filled w/port package in 1998. I purchased my house in 2011. I have been told over & over again to not purchase new windows or else I would no longer qualify for a port package replacement. The seals on my windows are shot. It sounds like the planes are in our house. Mold is growing in the window sills. I live less 2 miles the airport & I hear every plane. When I'm out side it is hard to enjoy due to the planes. I cannot have the windows open because of the pollution. It sick that boundaries have been made smaller.

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Please note: All comments may be made publicly available.

Dear Rochelle Hazard, (KO-42)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific responses that apply to your comments.

- 2-5: General Noise Comment
- 2-12: SEA Sound Insulation Program

COMMENT FORM

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First and Last Name ROGER KADEG

Address 15248 29th Ave. So. Seatac, WA 98188

Email Address rkadeg@comcast.net

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 | ☐ Early Morning Operations |
| ☐ Departures | ☒ FAA Airspace Changes |
| ☒ North Flow | ☐ Frequency of Operations |
| ☐ South Flow | ☒ Ground Noise |
| ☐ Nighttime Operations (10pm - 7am) | ☐ Other: <u>other related environmental impacts - (see comments)</u> |

Where do you live in relation to SEA?

- | | |
|--|--|
| ☒ North <u>Northeast</u> | ☐ Outside King County |
| ☐ South | ☐ Other: _____ |
| ☐ East | |
| ☐ West | |

COMMENT FORM

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1. Studies in support of WHO recommendations indicate threshold DNL acceptable level should be lowered to 60 DNL (or lower). Provide refuting data if threshold DNL level is not lowered from current 65.
2. Monitoring stations - Provide justification for current monitoring stations. Add additional monitoring stations both north and south - and especially off-axis
3. Provide rationale for current flight path approaches/departures and especially any proposed variations/adjustments. Noise impact analysis must be included.
4. Address ground noise - including vehicle back-up alarms operating in middle of night and associated off-loading/on-loading of cargo
5. Include analysis of projected noise/profiles in light of massive airport capacity expansion current under study in the SAMP. Address impacts under this proposed level of operation.

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Please note: All comments may be made publicly available.

6. Impacted non-adjacent communities such as Vashon Island and Beacon Hill should be considered/evaluated - including appropriate located noise monitors.
7. While focus is on noise - other environmental impacts should be considered including aircraft emissions/particulate deposition as noise adjustments/mitigation can impact these variables as well.

Dear Roger Kadeg, (KO-43)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific responses that apply to your comments.

- 1-2: DNL (Use of the DNL Metric)
- 1-10: NCP Recommendations
- 2-8: Ground Noise
- 3-4: Air Quality/Fuel Residue/Soot
- 3-7: Sustainable Airport Master Plan Near-Term Projects Environmental Assessment under the National Environmental Policy Act

COMMENT FORM

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First and Last Name Roxanne Thayer

Address 9527 SW 180th St

Mail: PO Box 104 Vashon, 98070

Email Address roxanne272@outlook.com

Please include in all future communications

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: ultrafine particulates

all flights in the 4th runway (Vashon)

Where do you live in relation to SEA?

☐ North

☐ South

☐ East

☒ West

☐ Outside King County

☐ Other: _____

medical facilities &

town

fly directly over every school

COMMENT FORM

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Vashon Island has become the 4th
SeaTac runway.

For 70 years planes were dispersed
across Puget Sound about Vashon
~2,000 ft higher.

Without proper notice to residents,
the FAA implemented NextGen
over Vashon — after unloading
the Port Comms that this
fine line of flight traffic was
a "noise concern" for the
East side & so not placed there.

Vashon is the sacrifice community.
The carbon foot print has increased.

Please drop this form in the Comment Box at the Public Workshop, email P150@portseattle.org or
mail to:

There is NO reason to maintain this
flight path.

Aviation Noise Programs

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Seattle, WA 98158-12025

Please note: All comments may be made publicly available.

Further — Vashon is an impacted community
& needs a seat at the table of START &
Heathline Forum.

Dear Roxanne Thayer, (KO-44)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific responses that apply to your comments.

- 1-10: NCP Recommendations
- 1-11: Future Public Outreach
- 2-5: General Noise Comment
- 3-4: Air Quality/Fuel Residue/Soot

Additionally, the manner in which arrival air traffic over Vashon Island is directed is a result of the FAA's Greener Skies initiative. The Greener Skies Program was developed and implemented by the FAA to improve the efficiency of the regional airspace system through the use of satellite-based navigation and optimized descent profiles, as part of the FAA's NextGen program.

The Airport does not have authority to design, modify, or direct aircraft flight paths, which is under the FAA's authority. However, the Noise Compatibility Program (NCP) will evaluate potential flight path changes that could provide a noise benefit.



COMMENT FORM

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First and Last Name Ruth Juarez

Address 21505 14th Ave S

Des Moines, WA 98198

Email Address Luis.Juarez2412@gmail.com

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: _____

COMMENT FORM

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Looking forward to the studies ~~to~~ that will be made.
Wanting to know what homeowners can do to find
out if a house has been serviced by POS previously.
How much of this will come out of pocket & what
will be the outcome of getting work done in the home?

Please drop this form in the Comment Box at the Public Workshop, email P150@portseattle.org or
mail to:

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Seattle, WA 98158-12025

Please note: All comments may be made publicly available.

Dear Ruth Juarez, (KO-45)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific response that applies to your comments.

- 2-12: SEA Sound Insulation Program

COMMENT FORM

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First and Last Name Sarah Moore

Address 12034 14th Ave S
Burien WA 98168

Email Address sarahm@burienwa.gov

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: _____

COMMENT FORM

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My home is in the CoS dBA area but my perception is that nearby homes outside the zone are equally impacted.

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Seattle, WA 98158-12025

Please note: All comments may be made publicly available.

Dear Sarah Moore, (KO-46)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific response that applies to your comments.

- 2-5: General Noise Comment

COMMENT FORM

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First and Last Name Shauna Bakkensen

Address 13025 12th Ave S

Burien, WA 98168

Email Address shaunabakkensen@yahoo.com

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 <i>3am - 5am</i>
☐ FAA Airspace Changes <i>concentration -</i>
☐ Frequency of Operations <i>wakes up everyone</i>
☐ Ground Noise
☐ Other: _____
_____ |
|---|---|

Where do you live in relation to SEA?

- | | |
|---|--|
| ☒ North
☐ South
☐ East
☐ West | ☐ Outside King County
☐ Other: _____
_____ |
|---|--|

COMMENT FORM

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- Since re-routing is a viable option, corp and delivery planes (such as Amazon) COULD be re-routed to Boeing Field.

The distance to delivery trucks would be minimal and decrease the already crowded parking situation at Sea Tac

- The early morning hours (3am - 5am) still have way too many cargo planes flying. This interrupts my children's sleeping patterns, and they come downstairs consistently at 4am, after a cargo plane has interrupted their sleep. [Health + sleep impact should be a factor of this noise study]

- The FAA Noise Office could put more pressure on the airlines to comply

- Accuracy of decible measurements, where the measurements are being taken

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Seattle, WA 98158-12025

Please note: All comments may be made publicly available.

Dear Shauna Bakkensen, (KO-47)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific responses that apply to your comments.

- 1-5: AEDT/Noise Methodology
- 1-10: NCP Recommendations
- 2-7: Early Morning and Nighttime Operations
- 2-13: Stakeholder Roles and Responsibilities
- 3-1: Health Effects of Noise

COMMENT FORM

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First and Last Name Sheila Hanson

Address 23217 26th Ave S

Des Moines 98198

Email Address mschanson@gmail.com

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: Boundaries of noise

accountability on map
shrinking

Where do you live in relation to SEA?

- ☐ North
- ☒ South
- ☐ East
- ☐ West

- ☐ Outside King County
- ☐ Other: _____

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Seattle, WA 98158-12025

Please note: All comments may be made publicly available.

Dear Sheila Hanson, (KO-48)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific response that applies to your comments.

- 2-5: General Noise Comment
- 2-7: Early Morning and Nighttime Operations

COMMENT FORM

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First and Last Name STANISLAW PRZYBYLO

Address 15119 31st PL S

Email Address SPRZYBYLO @ comcast.net

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

Where do you live in relation to SEA?

- | | |
|--|--|
| ☐ North | ☐ Outside King County |
| ☐ South | ☐ Other: _____ |
| ☒ East | |
| ☐ West | |

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Please note: All comments may be made publicly available.

Dear Stanislaw Przybylo, (KO-49)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific response that applies to your comments.

- 2-3: North Flow
- 2-7: Early Morning and Nighttime Operations

COMMENT FORM

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First and Last Name STEVE + TALLY HATT

Address 21008 5TH AVE. S.

DES MOINES, WA 98198

Email Address SOMBRERO.ESTEBAN@GMAIL.COM

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

Where do you live in relation to SEA?

- | | |
|---|--|
| ☐ North | ☐ Outside King County |
| ☒ South | ☐ Other: _____ |
| ☐ East | |
| ☐ West | |

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Please note: All comments may be made publicly available.

Dear Steve and Tally Hatt, (KO-50)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific response that applies to your comments.

- 2-4: South Flow
- 2-7: Early Morning and Nighttime Operations

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First and Last Name Syretta Warren

Address 14710 26th LN S SeaTAC

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: _____

COMMENT FORM

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My home currently has an older port package but now I'm told that my home does not qualify due to it's location. I can hear all planes as they go down the runways and then fly over my house when they take off even with all of my windows and doors closed. WFH is very hard during the day the sound makes it difficult to enjoy music + T.V. in the evening. The sound makes it impossible to keep the windows open and the definite pollution caused by the air port makes ventilation updates a must with needing to keep windows closed. While the people around the airport have homes that cost too much to update the airport has been going through multiple
Syretta Warren 317 599 2759 Swarren2041@gmail.com

Please drop this form in the Comment Box at the Public Workshop, email P150@portseattle.org or mail to:

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

Please note: All comments may be made publicly available.

Dear Syretta Warren, (KO-51)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific responses that apply to your comments.

- 2-5: General Noise Comment
- 2-12: SEA Sound Insulation Program
- 3-4: Air Quality/Fuel Residue/Soot

COMMENT FORM

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First and Last Name Taylor OBrien

Address 11854 12th Ave S. Burien, WA 99168

Email Address taylor.obrien01@gmail.com

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 ①

☐ Departures

☒ North Flow ②

☐ South Flow

☐ Nighttime Operations (10pm - 7am)

☐ Early Morning Operations

☒ FAA Airspace Changes

☒ Frequency of Operations

☒ Ground Noise ③

☐ Other: _____

Where do you live in relation to SEA?

☒ North

☐ South

☐ East

☐ West

☐ Outside King County

☐ Other: _____

COMMENT FORM

Please use the space below to provide your comments regarding the Part 150 Study at Seattle-Tacoma International Airport. Your comments will be reviewed and considered during the Study. Your participation in the process is appreciated. If you wish to receive future project updates, please provide your contact information on the other side of this form.

I'd like to get more information on sound insulation repair + replacement program, as our home was apart of the original port packages that is currently failing. I'd also like the Port to consider the longevity of packages and ultimately the realistic replacement needs over time.

FAA airspace guidelines + ground noise is also high on the list of concerns. My understanding is that all aircrafts are to maintain a certain distance however we have noticed an increase in them flying lower than usual, and at a higher rate/increase.

Lastly, the expansion of the second terminal seems unnecessary. Understood that the 'demand' is there to accommodate an increase in flights, however these efforts seem best used towards exploring additional locations for a secondary 'hub' vs inundate the community further w/ unnecessary air traffic. Any additional air traffic no matter how little ~~little~~ (193ra) only further hurts ~~our~~ our health and well being.

Please drop this form in the Comment Box at the Public Workshop, email P150@portseattle.org or mail to:

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

Please note: All comments may be made publicly available.

The communities below the flight path of the air space are exposed to ultra-fine particle pollution distinctly associated with aircrafts and it's time the Port consider the community before profit.

Dear Taylor O'Brien, (KO-52)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific responses that apply to your comments.

- 2-6: Frequency of Operations
- 2-8: Ground Noise
- 2-9: Aircraft Altitude
- 3-4: Air Quality/Fuel Residue/Soot
- 3-7: Sustainable Airport Master Plan Near-Term Projects Environmental Assessment under the National Environmental Policy Act

COMMENT FORM

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First and Last Name

Tim McCoy

Address

362 SW Colewood Lane

Normandy Park, WA 98166

Email Address

gggiwo@hotmail.com

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

☐ Early Morning Operations

☐ Departures

☐ FAA Airspace Changes

☐ North Flow

☐ Frequency of Operations

☐ South Flow

☐ Ground Noise

☐ Nighttime Operations (10pm - 7am)

☐ Other: Noise has increased to west

Since international travel has been completed
Noise reverberates off of that

Where do you live in relation to SEA?

Structure, especially when air inversion

☐ North

☐ Outside King County

☐ South

☐ Other:

☐ East

☒ West

① Could you look to
remediate that sound with
any sound reducing material?
Thank you.

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This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

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

Please note: All comments may be made publicly available.

Dear Tim McCoy, (KO-53)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific response that applies to your comments.

- 1-10: NCP Recommendations

Additionally, while reflections of noise off structures and surfaces do occur, the intensity significantly diminishes through geometrical spreading, air absorption, ground absorption, and meteorological effects, as detailed in the *Handbook of Acoustical Measurements and Noise Control* by Cyril M. Harris (3rd Edition). Geometrical spreading is the process where as sound moves away from a source, the area that the sound energy covers become larger; thus, sound intensity decreases. This spreading occurs a few hundred feet from point sources and decreases at a rate of 6 dB per doubling of distance. Air absorption and meteorological effects can attenuate noise based on temperature, temperature inversions, relative humidity, wind gradients, and atmospheric pressure.

COMMENT FORM

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First and Last Name Vicky Hartley

Address 12428 - 12th Ave S

Burien, 98168 (under flight path of 3rd Runway)

Email Address missvickyh@gmail.com

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: Delta "squeeling" when coming in to land

Where do you live in relation to SEA?

- ☒ North
- ☐ South
- ☐ East
- ☐ West

- ☐ Outside King County
- ☐ Other: _____

COMMENT FORM

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I attended Port 150 studies 10 yrs ago and the only change has been increased "operations". It's time to think of the health and welfare of people over corporations. Use other airfields for cargo planes - Moses Lake, Paine Field etc. For homes with supposed Port pkg insulation - insulate the roofs! Window insulation is not enough! Window mount air conditioners are necessary to mitigate "climate change". Heat pumps are a necessity! Window mounts do not cancel noise. Every home should have reliable internet. I cannot reliably do Zoom meetings because certain aircraft cause interruptions. I do not have cable for economic reasons. Antennae TV is also affected. It is an economic and racial situations. Low income, people of color significantly live in the jet ghetto. Sleep deprivation is real and a concern for not only the individuals that are deprived of sleep but also

Please drop this form in the Comment Box at the Public Workshop, email P150@portseattle.org or

those that share "space" on roads, offices, commercial establishments, etc. mail to:
Aviation Noise Programs
C/O SEA Part 150 Study
17801 International Blvd., Suite #6012M
Seattle, WA 98158-12025
Where is the rage coming from?

Please note: All comments may be made publicly available.

Dear Vicky Hartley, (KO-54)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific responses that apply to your comments.

- 1-10: NCP Recommendations
- 2-12: SEA Sound Insulation Program
- 3-1: Health Effects of Noise
- 3-4: Air Quality/Fuel Residue/Soot
- 3-6: Utility Service Disruptions

COMMENT FORM

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First and Last Name Victoria L. Nichols

Address 916 50 226 PL

Des Moines Wa 98198

Email Address VL.N.C @ AOL.COM

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: _____

COMMENT FORM

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You to study ~~an~~ effect on human
of noise and pollution (ie fuel noise). Need
take into account more use age of
3rd runway in all times. Further the
failure of original Port packages on today's
home. How do we get help with failure of
port package -

Please drop this form in the Comment Box at the Public Workshop, email P150@portseattle.org or
mail to:

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Seattle, WA 98158-12025

Please note: All comments may be made publicly available.

Dear Victoria Nichols, (KO-55)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific responses that apply to your comments.

- 2-1: Arrival Flight Paths
- 2-12: SEA Sound Insulation Program
- 3-1: Health Effects of Noise
- 3-4: Air Quality/Fuel Residue/Soot

COMMENT FORM

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First and Last Name Yvonne Thornton

Address 29027- 19th Ave. So.
Federal Way, WA 98003

Email Address ycanfer18@yahoo.com

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: _____

COMMENT FORM

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Hard to sleep with all the planes
flying all night long over the
house.

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mail to:

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C/O SEA Part 150 Study
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Seattle, WA 98158-12025

Please note: All comments may be made publicly available.

Dear Yvonne Thornton, (KO-56)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific response that applies to your comments.

- 2-7: Early Morning and Nighttime Operations

G-3 Draft NEM Public Workshop Comments

COMMENT FORM

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Tuesday
9/29 comments

First and Last Name Anne Kroeker

Address 27915 10th Ave S

Email Address annek@36524.com

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: _____

COMMENT FORM

Encourage the State to figure out logistics of best aviation patterns - why do ALL major flights need to transfer/end at Seatac? They don't. Encourage the State to connect rail across the State. Encourage commercial traffic to commerce at closest Ports ^{to their business} in the State.

For those who live/work/study/commute outside ⁶⁵ DNL contours, consider informally including 55 DNL contours, who are also vastly affected by noise and lower flights. Help them achieve a lower tax rate because their values are compromised compared to other parts of King County. Maybe give them a couple weeks break per year and ask FAA (you can ask!) to fly over other parts of King Cty.

Charge a fee for anyone who lives outside the affected areas of KC and flies out/in.

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Seattle, WA 98158-12025

Please note: All comments may be made publicly available.

Dear Anne Kroeker, (NEM-1)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific response that applies to your comments.

- 1-10: NCP Recommendations

COMMENT FORM

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First and Last Name Julie Germano

Address 20121 2nd Ave S

Des Moines

Email Address internetpurchases@hotmail.com

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: _____

COMMENT FORM

Need more noise monitors to the West + East.

In our experience, it seems ~~more~~ noisier in places like Normandy Park + downtown Des Moines than the noise contour maps seem to indicate.

Overall- good presentation + very helpful staff to answer questions.

Also- on the charts- maybe make them overlays so people can lift up the tracks for N+S flow and find their neighborhoods more easily.

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Seattle, WA 98158-12025

Please note: All comments may be made publicly available.

Dear Julie Germano, (NEM-2)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific responses that apply to your comments.

- 1-10: NCP Recommendations
- 2-7: Early Morning and Nighttime Operations
- 2-8: Ground Noise

COMMENT FORM

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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: _____

COMMENT FORM

Topo map overlays would be helpful to show how elev. differences lessen noise impacts.

also show tree lines - they also make a big difference in db levels.

Port should plant more trees.

Please drop this form in the Comment Box at the Public Workshop, email P150@portseattle.org or mail to:

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Seattle, WA 98158-12025

Please note: All comments may be made publicly available.

Dear Commentor, (NEM-3)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific response that applies to your comments.

- 1-10: NCP Recommendations

COMMENT FORM

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First and Last Name LARRY Chubb
 Address 22525 7th Ave. S. #213
Des Moines WA 98198
 Email Address larryc6943@gmail.com

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 | ☐ Early Morning Operations |
| ☐ Departures | ☐ FAA Airspace Changes |
| ☐ North Flow | ☒ Frequency of Operations |
| ☐ South Flow | ☐ Ground Noise |
| ☒ Nighttime Operations (10pm - 7am) | ☒ Other: <u>long term noise</u>
<u>impact on children</u> |

Where do you live in relation to SEA?

- | | |
|---|--|
| ☐ North | ☐ West |
| ☒ South | ☐ Outside King County |
| ☐ East | ☐ Other: _____ |

COMMENT FORM

Please advise if the Part 150 Study has considered the study (long term) of continuous exposure of aircraft noise on young children ages 1-12.

1. Has the Part 150 study considered existing study's from non-aviation noise sources and from different locations.

2. Has the Part 150 study considered its own noise impact study on young children over long term

3. Including residential and schools.

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Seattle, WA 98158-12025

Please note: All comments may be made publicly available.

Dear Larry Chubb, (NEM-4)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific responses that apply to your comments.

- 1-9: Part 150 Guidelines/FAA Regulations
- 3-1: Health Effects of Noise

COMMENT FORM

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First and Last Name Diane Evans

Address 1413 S. 237th

Des Moines WA 98198

Email Address evansburdine@msn.com

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: _____

COMMENT FORM

I would like the FAA to address frequency of nighttime + early morning flights. When its hot outside + we are unable to open windows due to noise it is impossible to sleep. While the Port doesn't have authority over planes that arrive late, increasing penalties to a point that @ it would actually impact a company could make a difference.

The noise is constant all-day - as I am someone who lives and works under the flight path. I am unable to take a walk without noise cancelling headphones + unable to use my yard for outdoor activities.

I need some relief from the noise at night.

Please drop this form in the Comment Box at the Public Workshop, email P150@portseattle.org or mail to:

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

Please note: All comments may be made publicly available.

Dear Diane Evans, (NEM-5)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific responses that apply to your comments.

- 1-10: NCP Recommendations
- 2-6: Frequency of Operations
- 2-7: Early Morning and Nighttime Operations

COMMENT FORM

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First and Last Name Mitch Olsen

Address 19540 3rd Ave S.

Des Moines, WA 98148

Email Address mitcholsen7@gmail.com

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: Funding for noise abatement

upgrades for residents

Where do you live in relation to SEA?

- ☐ North
- ☒ South
- ☐ East

- ☒ West
- ☐ Outside King County
- ☐ Other: _____

COMMENT FORM

My primary interest is ~~in~~ noise mitigation for residents just outside the boundary of the noise contour. Our home is approximately 3-4 blocks outside the boundary & in my experience, when out in the garden or walking the dog, there is hardly a perceivable change in decibels between 1st Ave & the noise contour near 8th. Based on the flight data of North & South traffic flows, ~~we~~ there is clearly enough air-traffic directly over our home to consistently get DNL levels closer to 70-75. My hope is that if the boundary cannot be expanded, the Port can help ~~home owners~~ establish incentives or other noise mitigation alternatives to help home owners. Our house was built in the 1950's & were not financially in a position to be able to update our single pane windows. It would be great to have some options.

Please drop this form in the Comment Box at the Public Workshop, email P150@portseattle.org or mail to:

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Seattle, WA 98158-12025

Please note: All comments may be made publicly available.

Dear Mitch Olsen, (NEM-6)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific responses that apply to your comments.

- 1-10: NCP Recommendations
- 2-5: General Noise Comment
- 2-8: Ground Noise
- 2-12: SEA Sound Insulation Program

COMMENT FORM

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First and Last Name LARRY Chubb

Address 22525 74th Ave S. #213

Des Moines WA 98193

Email Address larryc6943@gmail.com

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: _____

COMMENT FORM

Please consider tangible enforcement of night time operations.

If all that can be done is notifying Airline/Cargo operators of their numerous noise exceedances, and nothing more:

Please provide the public with ideas to find other real solutions such as rulemaking, legislation, etc.

Also, please provide information on what actions are being done to encourage operators to limit Night time noise exceedances.

Please drop this form in the Comment Box at the Public Workshop, email P150@portseattle.org or mail to:

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

Please note: All comments may be made publicly available.

Dear Larry Chubb, (NEM-7)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific responses that apply to your comments.

- 1-10: NCP Recommendations
- 2-7: Early Morning and Nighttime Operations

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 Marie Kuhnhen

Address 2621 So. 142

Email Address ~~#~~ mariekuhnhen@hotmail.com

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: _____

COMMENT FORM

Surprised that there are no "laws"
regarding airport noise - including
old - loud jets.
Glad to hear that Air Cargo Road
will be fixed.

Please drop this form in the Comment Box at the Public Workshop, email P150@portseattle.org or
mail to:

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

Please note: All comments may be made publicly available.

Dear Marie Kuhnhehn, (NEM-8)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific response that applies to your comments.

- 2-7: Early Morning and Nighttime Operations

Additionally, there are several federal regulations that govern aircraft noise. These include:

- *Airport Noise and Capacity Act of 1990 (ANCA)* provides national aviation noise policy.
- *Aviation Safety and Noise Abatement Act of 1970* assists airport sponsors in preparing and implementing noise programs.
- 14 CFR Part 36, *Noise Standards: Aircraft Type and Airworthiness Certification*, establishes noise standards for civilian (non-military) aircraft.
- 14 CFR Part 91, *General Operating and Flight Rules*, was revised to comply with ANCA and requires all jet aircraft meet Stage 3 noise standards or better.
- 14 CFR Part 150, *Airport Noise Compatibility Planning*, provides the criteria for Part 150 Studies, which enable airports to provide mitigation when there are noncompatible land uses within the DNL 65 contour.
- 14 CFR Part 161, *Notice and Approval of Airport Noise and Access Restrictions*, is a result of ANCA and establishes a stringent program for consideration of airport noise and access restrictions.

More information on these regulations is included in Appendix A, *Glossary and Acronyms*.

COMMENT FORM

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First and Last Name Amy Olsen

Address 19540 3rd Ave S

Des Moines, WA 98148

Email Address greenamy808@gmail.com

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: Funding for low/middle income residents to

update housing (windows, insulation) etc.

Where do you live in relation to SEA?

- ☐ North
- ☒ South
- ☐ East

- ☒ West
- ☐ Outside King County
- ☐ Other: _____

COMMENT FORM

I am a research scientist at the Seattle Aquarium ^(a non-profit) and love to call the North Hill neighborhood my home. Our house was built in 1954, and while we have been able to do small updates on our own, we have not been able to afford to update our original single pane windows. We live 3 blocks outside of the 65 dB noise contour and likely experience noise levels that impact our hearing (especially our 2 year old). We are hoping for either an expansion of the noise contour or funding assistance to ~~update~~ update our home, to keep our hearing safe. Thank you for your consideration.

Additionally, we have some concerns about particulate contamination/air quality as we do love to garden and grow our own food. I know this is a harder topic to address, so here I am focusing on noise.

Please drop this form in the Comment Box at the Public Workshop, email P150@portseattle.org or mail to:

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

Please note: All comments may be made publicly available.

Dear Amy Olsen, (NEM-9)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific responses that apply to your comments.

- 2-12: SEA Sound Insulation Program
- 3-1: Health Effects of Noise
- 3-4: Air Quality/Fuel Residue/Soot

COMMENT FORM

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First and Last Name Mona Bradshaw

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

Where do you live in relation to SEA?

- | | |
|--------------------------------|--|
| ☐ North | ☒ West |
| ☐ South | ☐ Outside King County |
| ☐ East | ☐ Other: _____ |

COMMENT FORM

≈ 18,000 ≈ 26,000 an increase in affected population.
Is that a result of new development within the 65DNL+?

Please drop this form in the Comment Box at the Public Workshop, email P150@portseattle.org or
mail to:

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

Please note: All comments may be made publicly available.

Dear Moira Bradshaw, (NEM-10)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

The increase in population located within the DNL 65 contour in 2032 when compared to 2022 is a result of increased noise exposure, primarily due to a projected overall increase in aircraft operations and forecast changes to the aircraft fleet. The total population exposed to DNL 65 in each study year is calculated using existing 2020 US Census data and does not account for future development or change in population. Please see Section 5.2 and Section 5.3 of the Draft NEM Report for a detailed analysis of population exposure to DNL 65 in each study year.

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 Abby Wammer

Address 22224 9th Ave
Des Moines, WA 98198

Email Address abbywammer@gmail.com

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

Where do you live in relation to SEA?

- | | |
|---|--|
| ☐ North | ☐ West |
| ☒ South | ☐ Outside King County |
| ☐ East | ☐ Other: _____ |

COMMENT FORM

I am concerned about the Port not being open and honest with their plans. For example the third runway and how it was going to be used only during inclement weather. We have been misinformed and lied to. It is hard to have faith that the Port cares for the people I live in a home and my sound proofing windows have failed. I have called about replacement and am told the dates don't fit w/ which packages they are replacing. It feels like more excuses. I also want to be sure our underserved population is being looked into. Many of our refugee families and underserved are just being looked out for. Do better!

Please drop this form in the Comment Box at the Public Workshop, email P150@portseattle.org or mail to:

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

Please note: All comments may be made publicly available.

Dear Abby Wammer, (NEM-11)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific responses that apply to your comments.

- 2-1: Arrival Flight Paths
- 2-6: Frequency of Operations
- 2-7: Early Morning and Nighttime Operations
- 2-12: SEA Sound Insulation Program

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 JULIE SAUL

Address 25645 MARINE VIEW DR S.
DES MOINES

Email Address JSAUL42@GMAIL.COM

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: ALL OF IT.

Where do you live in relation to SEA?

- ☐ North
- ☒ South
- ☐ East

- ☐ West
- ☐ Outside King County
- ☐ Other: _____

COMMENT FORM

1. DELTA flight landing make a HORRIBLE screeching noise day AND night. STOP THE SCREECH DELTA!
2. Allow cities/Airports to measure & punish sound abatement by Airlines & cargo carrier
3. CHANGE the noise metric. DNL 65 !!! ~~is~~ It's outdated, not detailed enough, and allows way too much loud planes because of it's averaging methodology.
4. For the love of citizenry, spread the love around and move ~~all~~ air traffic to the SO many other regional airports: RENTON, BOEING FIELD, PAINC FIELD, UBLN, YAKIMA, MOSE/ LAKE, ARLINGTON

Please drop this form in the Comment Box at the Public Workshop, email P150@portseattle.org or mail to:

Aviation Noise Programs
C/O SEA Part 150 Study
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Seattle, WA 98158-12025

Please note: All comments may be made publicly available.

Dear Julie Saul, (NEM-12)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific responses that apply to your comments.

- 1-1: Supplemental Noise Metrics/Additional Noise Study
- 1-2: DNL (Use of the DNL Metric)
- 1-4: Noise and Operations Monitoring System (NOMS)
- 1-10: NCP Recommendations
- 2-5: General Noise Comment

Additionally, the airport does not have authority over airline business decisions, including which aircraft they operate or the destinations they choose to serve. Those decisions are made independently by each airline.

COMMENT FORM

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First and Last Name GLORIA SUN

Address 22828 THUNDERBIRD DRIVE SOUTH, DES MOINES

Email Address GSTUHHH@GMAIL.COM

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 | ☐ Early Morning Operations |
| ☐ Departures | ☐ FAA Airspace Changes |
| ☐ North Flow | ☐ Frequency of Operations |
| ☐ South Flow | ☐ Ground Noise |
| ☒ Nighttime Operations (10pm - 7am) | ☒ Other: <u>TRAFFIC ON PUBLIC ROADS</u>
<u>AROUND THE AIRPORT (99)</u> |

Where do you live in relation to SEA?

- | | |
|--------------------------------|---|
| ☐ North | ☐ West |
| ☐ South | ☐ Outside King County |
| ☐ East | ☐ Other: <u>DES MOINES</u> |

COMMENT FORM

I HAVE XFINITY AND LOSE INTERNET ^{CONNECTION} ~~ACCESS~~ (WIFI)
WHEN A WIDE-BODY AIRCRAFT PASSES BY. I ~~HAVE REPORTED~~
~~THE LOSS~~ THE LOSS IS EXPERIENCED UNTIL THE AIRCRAFT
PASSES, TYPICALLY A FEW SECONDS. I HAVE REPORTED THE
ISSUE TO XFINITY MULTIPLE TIMES THOUGH THEY DON'T
HAVE A SOLUTION.

APPRECIATE TO KNOW IF OTHER RESIDENTS HAVE EXPERIENCED
THE SAME ISSUE OR RECOMMEND A DIFFERENT INTERNET
VENDOR. THE ISSUE AFFECTS STREAMING EXPERIENCES AND
~~WORK FROM~~ PROGRESS WHEN WORKING FROM HOME.

THANK YOU.

^{AIRCRAFT HAS}
PS - THE NIGHT [^] TRAFFIC ONLY INCREASED WITH WIDEBODIES
MAKING IT CHALLENGING TO SLEEP & USE WIFI.
... MAYBE XFINITY IS THE ISSUE ...

Please drop this form in the Comment Box at the Public Workshop, email P150@portseattle.org or
mail to:

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

Please note: All comments may be made publicly available.

Dear Gloria Suh, (NEM-13)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific responses that apply to your comments.

- 2-7: Early Morning and Nighttime Operations
- 3-6: Utility Service Disruptions

10/02



COMMENT FORM

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First and Last Name Viviana Phaykin

Address 15220 6th AVE SOUTHWEST BURLEN WA

Email Address ~~viviana@pn~~ viviana@pnwa.org

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: BURLEN

COMMENT FORM

PIENSO QUE ESTA INFORMACION ES MUY VALIOSA, PERO PARA TENER UNA MAYOR EXTENSION DE LA INFORMACION DEBERIA EXTENDERSE A OTROS IDIOMAS CON EL FIN DE CONOCER MAS A FONDO LA INFORMACION DE NUESTRAS COMUNIDADES. SU QUEYBWI INTERNET MAS ACCESIBLE PODRIA DAR UNA MAYOR ESTADISTICA DE LOS EFECTOS NEGATIVOS QUE ESTA SITUACION AFECTA A LA POBLACION.

DESARFORTUNADAMENTE LA BARRERA DEL IDIOMA NO PERMITE A MUCHOS SEGMENTOS DE LA POBLACION PARTICIPAR LO CUAL PUEDE SER MUY VALIOSO PARA LOS PLANES FUTUROS.

Please drop this form in the Comment Box at the Public Workshop, email P150@portseattle.org or mail to:

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Seattle, WA 98158-12025

Please note: All comments may be made publicly available.

Translation for NEM-14

“I think this is valuable information, but to have a greater reach, it should be provided in other languages in order to gain a more in-depth understanding of our communities. If the online survey was more accessible, it could provide better data on the negative effects that this situation has on the population.

Unfortunately, the language barrier prevents a portion of the population from participating, and their participation could be a very valuable for future plans.”

Dear Viviana Chraykin, (NEM-14)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please note that there has not been an online survey conducted for this study. Additionally, the study website, seapart150.com, can be accessed in multiple languages by clicking the translation button on the top ribbon of the site's homepage.

For any future inquiries, including requests related to translation or accessibility, we encourage you to contact the study team directly via the study email address, P150@portseattle.org.

Traducción al Español

Gracias por enviar sus comentarios sobre el Estudio Parte 150 del Aeropuerto Internacional de Seattle-Tacoma.

Tenga en cuenta que no se ha realizado ninguna encuesta en línea para este estudio. Además, el sitio web del estudio, seapart150.com, puede consultarse en varios idiomas haciendo clic en el botón de traducción en la barra superior de la página principal.

Para cualquier consulta futura, incluidas solicitudes relacionadas con traducción o accesibilidad, le recomendamos comunicarse directamente con el equipo del estudio a través del correo electrónico, P150@portseattle.org.

10/02



NEM-15



COMMENT FORM

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First and Last Name Judy Davies

Address 1811 S 232nd
Des Moines WA

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: _____

COMMENT FORM

Some of the gentlemen were
very kind and knowledgeable

However I am extremely
discourage that NOTHING can/will
be done for people wanting
to BE OUTSIDE.

I'm frustrated to see new
Des Moines housing going up
that is under the runways.
These people will have a
horrible experience trying to
live under the runways. There
should be land blocks on
these types of areas.

I don't see how all this will
actual make Des Moines a
better place to live.

Please drop this form in the Comment Box at the Public Workshop, email P150@portseattle.org or
mail to:

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

Please note: All comments may be made publicly available.

Dear Judy Davies, (NEM-15)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific response that applies to your comments.

- 1-10: NCP Recommendations

COMMENT FORM

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First and Last Name DAWN CLAFLIN

Address 604 S 160TH ST
BURien WA 98148

Email Address ~~dawn~~ dawnclaflin@gmail.com

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: interaction between

airport, including cargo planes
starting up each morning, &
NEW SOUND BARRIERS on
509

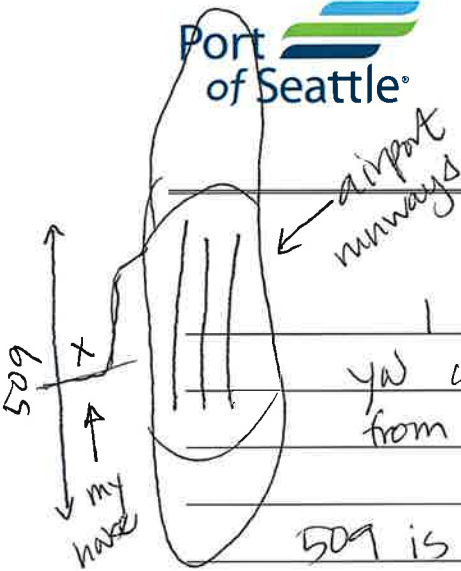
Where do you live in relation to SEA?

- ☐ North
- ☐ South
- ☐ East

- ☒ West
- ☐ Outside King County
- ☐ Other: _____

10/02

COMMENT FORM



I live in between 509 & the 3rd runway.
you can see both from my yard - we're ^{less than} ~~about~~ 1 block
from 509 & about 2 blocks from the 3rd runway.

509 is adding 400,000 cars PER HOUR, AND a sound barrier. This sound barrier is going to reflect sound back @ us - sound from cargo planes starting up early each morning (w/ their jets pointed right @ us), as well as sound from planes taxiing all day.

According to the map, we are OUTSIDE the projected mitigation area. I think this ~~is~~ inaccurately reflects the sound impacts @ our home.

SD PROVD of Paris Edwards - he was so thoughtful
& responsive.

Please drop this form in the Comment Box at the Public Workshop, email P150@portseattle.org or mail to:

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C/O SEA Part 150 Study
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Seattle, WA 98158-12025

Please note: All comments may be made publicly available.

Dear Dawn Claflin, (NEM-16)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific responses that apply to your comments.

- 2-5: General Noise Comment
- 2-8: Ground Noise

10/02

COMMENT FORM

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First and Last Name SUNSHINE RAINS

Address 13120 12TH AVE S.
BURDEN, WA 98168

Email Address Sunshine.burton@yahoo.com

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: _____

COMMENT FORM

~~XXXXXXXXXX~~

IF THE

PREVIOUS HOMEOWNER MADE US INELIGIBLE FOR
THE INSULATION PACKAGE, IF MY HOME HAS BEEN
DEVALUED DUE TO THE INCREASE OF NOISE FROM
RUNWAY 3 TRAFFIC... WHAT ELSE CAN I DO
WITHOUT HAVING TO PAY OUT OF MY OWN POCKET
TO REDUCE THE NOISE??

Please drop this form in the Comment Box at the Public Workshop, email P150@portseattle.org or
mail to:

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

Please note: All comments may be made publicly available.

Dear Sunshine Rains, (NEM-17)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific responses that apply to your comments.

- 2-12: SEA Sound Insulation Program
- 3-3: Impact on Property Values

10/02

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 CHAD RAINSAddress 13120 12TH AVE SOUTH
BURDEN, WA 98168Email Address chadd.rains@yahoo.com

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: _____

COMMENT FORM

- There are far more than 3 planes landing on runway 3 between 00:00 and 05:00.
- The increase in flight traffic has grown exponentially over the past 5 years.
- The neighborhood leading up to runway 3 has suffered (12th AVE S).
- * - This has lead to many homes becoming devalued and it appears there is only one way forward: legal.
- I have 365 days of flight data as of 10/2/25, it will grow every day moving forward.
- Hopes: Air traffic will land on runway 1, and line up on runway 3 like it used to.
- 206.963.6418
Chad Rains

Please drop this form in the Comment Box at the Public Workshop, email P150@portseattle.org or mail to:

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

Please note: All comments may be made publicly available.

Dear Chad Rains, (NEM-18)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific responses that apply to your comments.

- 1-10: NCP Recommendations
- 2-6: Frequency of Operations
- 2-7: Early Morning and Nighttime Operations
- 3-3: Impact on Property Values

10/02

COMMENT FORM

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First and Last Name John Johnson

Address 12424 - 12th AVE S., Burien 98168

Email Address JOHNS149@GMAIL.COM

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 | ☒ Early Morning Operations |
| ☐ Departures | ☐ FAA Airspace Changes |
| ☒ North Flow | ☐ Frequency of Operations |
| ☐ South Flow | ☐ Ground Noise |
| ☐ Nighttime Operations (10pm - 7am) | ☒ Other: <u>320 Runway!!</u> |

Where do you live in relation to SEA?

- | | |
|---|--|
| ☒ North | ☐ West |
| ☐ South | ☐ Outside King County |
| ☐ East | ☐ Other: _____ |

COMMENT FORM

Build the Regional Airport!!
Everett is Not the Answer!!

GOOD Luck.

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

Please note: All comments may be made publicly available.

Dear John Johnson, (NEM-19)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific response that applies to your comments.

- 1-10: NCP Recommendations

10/02



COMMENT FORM

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First and Last Name LYNN A CODER

Address 12255 2ND AVE, SO

BURIEN 98166

Email Address SHUNE@AOL.COM

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

Where do you live in relation to SEA?

- | | |
|---|--|
| ☒ North | ☒ West |
| ☐ South | ☐ Outside King County |
| ☐ East | ☐ Other: _____ |

This image shows a single sheet of white paper with horizontal blue or grey ruling lines. The lines are evenly spaced and run across the width of the page. There are approximately 20 lines visible. The paper appears to be a standard notebook page.

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Seattle, WA 98158-12025

Please note: All comments may be made publicly available.

Dear Lynn Coder, (NEM-20)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific response that applies to your comments.

- 2-2: Departure Flight Paths
- 2-3: North Flow
- 2-7: Early Morning and Nighttime Operations



COMMENT FORM

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First and Last Name Nancy, John Corr

Address 816 S. 216 #608

Des Moines Wa 98198

Email Address CORRnancy03@gmail.com

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:

particles in
the exhaust

Where do you live in relation to SEA?

- ☐ North
- ☒ South
- ☐ East

- ☐ West
- ☐ Outside King County
- ☐ Other:

COMMENT FORM

I'm not so concerned about
noise -- I've lived here all my
life -- BUT particles in the
exhaust that we're breathing.
We need another airport

Please drop this form in the Comment Box at the Public Workshop, email P150@portseattle.org or
mail to:

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

Please note: All comments may be made publicly available.

Dear Nancy and John Corr, (NEM-21)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific responses that apply to your comments.

- 1-10: NCP Recommendations
- 3-4: Air Quality/Fuel Residue/Soot

COMMENT FORM

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First and Last Name Keeley Elliott

Address 3326 18th Ave, Seattle, WA 98114

Email Address keeley.elliott9977@gmail.com

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: _____

COMMENT FORM

understanding FAA limitations, I would love the noise study & future abatement/mitigation to consider the North Beacon Hill area. ~~for~~ ~~the~~ Monitoring noise levels myself, the levels appear more similar to those near Seatac itself. Homes in the area are old & built without consideration for the noise (which is frequent & loud) from today's air traffic. ~~that~~ I would love data & consideration for the area given its unique topography.

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Please note: All comments may be made publicly available.

Dear Keeley Elliott, (NEM-22)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific response that applies to your comments.

- 2-1: South Flow
- 2-5: General Noise Comment
- 2-7: Early Morning and Nighttime Operations
- 2-8: Ground Noise

COMMENT FORM

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First and Last Name Yun Pitre

Address 14246 28th Ave S Seatac WA 98168

Email Address Yun.Pitre@comcast.net

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: _____

COMMENT FORM

With the current work from home standards, it Port / FAA should consider this new form of work style. This means my wife gets disrupted sometimes when planes fly by. Also our home was part of initial noise abatement program. When we bought the house, it already came w/ port windows. These windows are failing. With the increase in port activity, Port needs to re evaluate older homes where the noise abatement treatment are failing.

Please drop this form in the Comment Box at the Public Workshop, email P150@portseattle.org or mail to:

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

Please note: All comments may be made publicly available.

Dear Yun Pitre, (NEM-23)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific responses that apply to your comments.

- 2-12: SEA Sound Insulation Program
- 3-6: Utility Service Disruptions

COMMENT FORM

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First and Last Name _____

Address 629 S. 198th St.

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

Where do you live in relation to SEA?

- | | |
|---|--|
| ☐ North | ☒ West |
| ☒ South | ☐ Outside King County |
| ☐ East | ☐ Other: _____ |

COMMENT FORM

~~Jets~~ Live close to the runway Jets going by
24/7 one after another. It is unhealthy to not
have a break in between loud noise. 12:30 AM very
loud jets that shake the house and vibrate in our
bodies. Windows installed in ~ 2000 has the plastic
coming off. obviously cheap windows. The surrounding
properties have had the wooded areas ~~that~~ that would
have helped the noise, stripped and replaced with
warehouses that amplify the noise, and are unoccupied.
So there is no noise buffer. Down the road on 216th same
situation, stripping trees and land for warehouses. The third runway
was promised to be use for afterflow, obviously a lie.
Also obvious the port is more interested in making money off
travelers, since it is reported that the flights will increase
to accomodate travelers, so the port is more interested in that then
the people that live in the area. All about \$\$\$. Sure got windows,
but that does nothing for the noise coming through the walls. Was told
today nothing can be done, and obviously the Port is more concerned
and on the track to expansion. Also a freeway is being built down the road.
The port could have bought up the surrounding properties and left the
trees to help with noise.

Please drop this form in the Comment Box at the Public Workshop, email P150@portseattle.org or

the woman I was directed to just looked
at me with a blank stare.

mail to:

Obviously nothing is going to
done to remedy the
noise.

Aviation Noise Programs
C/O SEA Part 150 Study

17801 International Blvd., Suite #6012M
Seattle, WA 98158-12025

Please note: All comments may be made publicly available.

Dear Commentor, (NEM-24)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific responses that apply to your comments.

- 1-10: NCP Recommendations
- 2-6: Frequency of Operations
- 2-7: Early Morning and Nighttime Operations
- 2-12: SEA Sound Insulation Program
- 3-1: Health Effects of Noise

COMMENT FORM

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First and Last Name Jackie Lum
 Address 6207 21st Ave NE
Seattle, Wa 98115
 Email Address jdlum.family@gmail.com

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

Where do you live in relation to SEA?

- | | |
|--|--|
| ☒ North - Ravenna neighborhood | ☐ West |
| ☐ South | ☐ Outside King County |
| ☐ East | ☐ Other: _____ |

COMMENT FORM

Thank you for the opportunity to review - first hand, and face-to-face - information on the noise study. Everyone that I spoke with was knowledgeable, engaging and spoke freely. I wish all citizen participation / education forums were more like what you offered.

I spoke with Ryan and Tom at the Port, and Patrick and Neal at ESA - all were courteous, professional and informative.

Please drop this form in the Comment Box at the Public Workshop, email P150@portseattle.org or mail to:

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

Please note: All comments may be made publicly available.

Dear Jackie Lum, (NEM-25)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific responses that apply to your comments.

- 1-10: NCP Recommendations
- 2-1: Arrival Flight Paths
- 2-4: South Flow

COMMENT FORM

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First and Last Name Austin Wentz

Address 3326 18th Ave S.
Seattle WA 98144

Email Address wentz95@gmail.com

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

Where do you live in relation to SEA?

- | | |
|---|--|
| ☒ North | ☐ West |
| ☐ South | ☐ Outside King County |
| ☐ East | ☐ Other: _____ |

COMMENT FORM

Would like to see more representation and studies relating to beacon hill. Although it is farther away, noise levels can still be high due to elevation. Frequencies of landing during south flow are high. We would like to see beacon hill considered for things like window replacement to reduce noise.

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Aviation Noise Programs
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Seattle, WA 98158-12025

Please note: All comments may be made publicly available.

Dear Austin Wentz, (NEM-26)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific response that applies to your comments.

- 2-1: Arrival Flight Paths
- 2-4: South Flow
- 2-5: General Noise Comment
- 2-7: Early Morning and Nighttime Operations

G-4 Comments Received from the Part 150 Study Website

Submitted by:

Allison Shugerman ashugerman@msn.com

Date Created

09-30-2025 06:15 PM

Submission Type *

After selecting a Submission Type above, select any section of text in the below text correspondence to bracket for comment.

Hello, Those of us who live in a large metropolitan area must accept a certain amount of noise pollution, including that caused by air traffic. That's a given. However, my neighborhood of Ravenna in Northeast Seattle is getting more than its share of air traffic noise. While we have lived with planes passing over our houses for years as they approach SeaTac, the number of flights appears to have increased exponentially recently, affecting the quality of life in our neighborhood. . Again, while we are willing to accept a certain amount of noise from air traffic, we feel we are being asked to cope with an excessive amount in our neighborhood. I ask you to consider moving some of the planes to a route over Elliott Bay instead. Thank you for your consideration.

Dear Allison Shugerman, (WEB-1)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific responses that apply to your comments.

- 1-10: NCP Recommendations
- 2-5: General Noise Comment

Submitted by:

Andrew James candrewjames@outlook.com

Date Created

01-17-2026 12:02 AM

Submission Type *

After selecting a Submission Type above, select any section of text in the below text correspondence to bracket for comment.

As you know, a large majority of incoming air traffic into SETAC flies over the spine of the region starting from Shoreline (and northward) and heading south over many Seattle neighborhoods including Northgate, Roosevelt, U District, Capitol Hill, and southward. This results in a nearly-continuous inundation of noise to everyone in those neighborhoods. There are many possible mitigation measures that should be considered to reduce the specific and continuous burden, including: Alter flight path to enter the southbound airport approach further south, thereby reducing the number of households that the planes fly over on their approach. This should include an Elliot Bay flight path for West side arrival aircraft. Encouraging or mandating a steeper descent so flights are at a higher altitude over a higher number of houses during the approach. This could also allow less power (and less noise) during the descent. Vary flight paths more consistently to relieve the continual burden on a specific region. We appreciate your consideration and efforts.

Dear Andrew James, (WEB-2)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific response that applies to your comments.

- 1-10: NCP Recommendations

Submitted by:

Ann Krumboltz akrumboltz@gmail.com

Date Created

08-12-2025 10:32 PM

Submission Type *

After selecting a Submission Type above, select any section of text in the below text correspondence to bracket for comment.

Hello Assessment Participants, Please sign me up for future meetings you may have. I would be eager to participate. Meanwhile, we hope you can address the increasing airplane noise and flights over the Ravenna/Cowen neighborhood. Flights can begin early in the morning and can continue throughout the day at a rate of a flight every minute or two. Some days are better than others, but this spring and summer (2025) was worse than usual. Our neighborhood is being adversely impacted. Noise abatement and varied flight paths are needed. We are circulating a petition now, which we intend to send in the coming weeks. Thank you for your attention to this matter.

Dear Ann Krumboltz, (WEB-3)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific responses that apply to your comments.

- 1-10: NCP Recommendations
- 1-11: Future Public Outreach
- 2-6: Frequency of Operations

Submitted by:

Ann Krumboltz akrumboltz@gmail.com

Date Created

01-14-2026 08:15 PM

Submission Type *

After selecting a Submission Type above, select any section of text in the below text correspondence to bracket for comment.

Hello Port of Seattle Staff, I am weighing in re: the constant flight noise over the Ravenna-Cowen neighborhood. We submitted almost 100 signatures to you in the fall regarding this issue. As the Seattle Times recently reported, "The airport has seen record demand for flights in and out of the Emerald City. The number of passengers moving through the airport grew from 31 million in 2007 to 52.6 million in 2024, and is expected to serve 53.5 million passengers this year." Since the SEATAC flight path is over our homes, we are really taking a terrible hit. . Your lobbying the FAA to consider an Elliott Bay flight path for westside arrival aircraft is an example of a possible win for all concerned. Thank you for your attention this super critical matter.

Dear Ann Krumboltz, (WEB-4)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific responses that apply to your comments.

- 1-10: NCP Recommendations
- 2-6: Frequency of Operations

Submitted by:

Beth McCasland Bmccslnd@gmail.com

Date Created

06-06-2024 03:27 AM

Submission Type *

After selecting a Submission Type above, select any section of text in the below text correspondence to bracket for comment.

I hope all the various flight paths are included in the modeling, including the "diverted traffic" paths. The flight paths discussed in the 3rd runway EIS, are not the same as those used now.

Dear Beth McCasland, (WEB-5)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific response that applies to your comments.

- 1-6: Flight Tracks

Submitted by:

Connie Farley Farleyscharters@comcast.net

Date Created

12-02-2024 12:02 AM

Submission Type *

After selecting a Submission Type above, select any section of text in the below text correspondence to bracket for comment.

We were involved in the initial window and insulation Sound reduction but everything has failed nearly 40 years later...How do I go about being added to the list for updating our windows and insulation? Please advise and Thank you in advance. Happy Holidays.

Dear Connie Farley, (WEB-6)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific response that applies to your comments.

- 2-12: SEA Sound Insulation Program

Submitted by:

Debi Wagner Debi.wagner@icloud.com

Date Created

07-28-2024 07:19 AM

Submission Type *

After selecting a Submission Type above, select any section of text in the below text correspondence to bracket for comment.

It is irresponsible to move forward when FAA NES has found the DNL 65 is not an adequate measure for annoyance and is currently working on evaluating other metrics. Additionally, the DNL fails to account for 90% of the noise which is low frequency and can cause more serious health damage than the higher frequency measured A weighted. It is also known that health disparities and risk are far too high from jet air pollution around Sea-Tac and must be mitigated with not just noise abatement but also with filtration for particles and air toxics.

Dear Debi Wagner, (WEB-7)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific responses that apply to your comments.

- 1-2: DNL (Use of the DNL Metric)
- 3-1: Health Effects of Noise
- 3-4: Air Quality/Fuel Residue/Soot

Submitted by:

Levi Melnick levimelnick@gmail.com

Date Created

09-08-2024 07:29 PM

Submission Type *

After selecting a Submission Type above, select any section of text in the below text correspondence to bracket for comment.

Where we live in Capitol Hill, the noise from low-flying aircraft is almost constant and very loud. We're also two blocks south of Volunteer Park and the noise level at the park is also very disturbing. The planes are so frequent that we can hear a new flight going by before the previous is completely gone. It's on weekends and weekdays, day and night. It's so loud that it's as if we live at the airport. I would also compare it to living next to a freeway. The map of flight paths shows that the flights are all directly over our street. Maybe the problem would be less bad if it was distributed over a wider area or if the planes were not so low-flying or if they flew over a highway or body of water (where the population is less concentrated).

Dear Levi Melnick, (WEB-8)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific responses that apply to your comments.

- 1-10: NCP Recommendations
- 2-5: General Noise Comment
- 2-6: Frequency of Operations

Submitted by:

Marilyn Boyd marilyn.a.boyd@gmail.com

Date Created

10-23-2024 07:58 PM

Submission Type *

After selecting a Submission Type above, select any section of text in the below text correspondence to bracket for comment.

I have timed NOISY LOW FLYING JETS over our house every 60 seconds on some days. They are coming from more than one direction. I enjoying gardening, listening to the birds and cloudwatching. These anxiety producing, NOISY LOW FLYING JETS, are a source of noise and air pollution. Please revisit air traffic patterns so that that NOISY LOW FLYING JETS do not repetitively impact only one area. Thank You, Marilyn Boyd Victory Heights, Seattle

Dear Marilyn Boyd, (WEB-9)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific responses that apply to your comments.

- 1-10: NCP Recommendations
- 2-6: Frequency of Operations
- 3-4: Air Quality/Fuel Residue/Soot

Submitted by:

Mike Peterson petes4@comcast.net

Date Created

07-24-2025 06:51 PM

Submission Type *

After selecting a Submission Type above, select any section of text in the below text correspondence to bracket for comment.

Why is it when planes take off from Seatac to the South and turn to the West , If I am outside in my Campus Woods neighborhood I have to stop my conversation until planes pass . 747 and Large 2 engine aircraft are really bad . Can't the planes taking off to the South from Seatac go further south and be much higher before turning to WEST ,this was they potentially will not impact many at all Thank you Mike

Dear Mike Peterson (WEB-10)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific responses that apply to your comments.

- 1-10: NCP Recommendations
- 2-5: General Noise Comment

Submitted by:

Mike Peterson petes4@comcast.net

Date Created

07-25-2025 02:10 PM

Submission Type *

After selecting a Submission Type above, select any section of text in the below text correspondence to bracket for comment.

very Large plane just flew over our Campus wood neighborhood at 6:58 am and was EXTREMELY LOUD , this happens most mornings when planes take off to the South and Turn West ,why can't these aircraft get higher before turning to west

Dear Mike Peterson (WEB-11)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific response that applies to your comments.

- 2-5: General Noise Comment

Submitted by:

Nicholas Honner nickhonner@yahoo.com

Date Created

09-17-2025 11:12 PM

Submission Type *

After selecting a Submission Type above, select any section of text in the below text correspondence to bracket for comment.

We hold a community running event from Volunteer Park every Wednesday at 6:30pm and are regularly interrupted by flights directly overhead which drown out the voice of anyone trying to speak (actually, shouting). There are other community events in the park including an outdoor theater which are similarly disrupted by excessive noise. The flight paths should not cross Capitol Hill.

Dear Nicholas Honner (WEB-12)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific responses that apply to your comments.

- 1-6: Flight Tracks
- 1-10: NCP Recommendations
- 2-5: General Noise Comment

Submitted by:

Richard Shugerman rpshug@msn.com

Date Created

09-30-2025 03:14 AM

Submission Type *



After selecting a Submission Type above, select any section of text in the below text correspondence to bracket for comment.

Hello. I live in the Ravenna neighborhood just north of the University of Washington. Over the 40 years that I have lived here, we have had a large increase in the number of low flying aircraft making their final approach to SeaTac. The resulting increase in noise has been quite disturbing to our family and to so many of our neighbors. We would appreciate the FAA consider moving some of these flights over Elliott Bay to lessen the impact on our neighborhood and our health. I know that we all must do our part in accepting some percentage of incoming flight traffic but the amount directly over our heads is quite dramatic. Thank you for considering this request.

Dear Richard Sugerman (WEB-13)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific response that applies to your comments.

- 1-10: NCP Recommendations

Submitted by:

Sara Early sara_early@yahoo.com

Date Created

01-16-2026 04:39 PM

Submission Type *

After selecting a Submission Type above, select any section of text in the below text correspondence to bracket for comment.

To the Part 150 Study team: I live in the Ravenna neighborhood in North Seattle under the flight path to the airport. A neighbor has been in touch with Tom Fagerstrom, the port's Noise Program Manager, who provided her maps indicating how heavily traveled the airspace is above us and explained that we are at the spot where airplanes are beginning their final approaches to the airport. The maps indicate how heavily impacted our neighborhood is by airplane noise. I understand that the city is growing and so are the number of flights. I ask only that the Port consider the alternate route over Elliott Bay in this study to relieve some of the noise that our neighborhood and those to the south are experiencing. All my best, Sara Early

Dear Sara Early, (WEB-14)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific response that applies to your comments.

- 1-10: NCP Recommendations

Submitted by:

Susan Samuelson suesam@duck.com

Date Created

02-10-2026 08:48 PM

Submission Type *

After selecting a Submission Type above, select any section of text in the below text correspondence to bracket for comment.

It's time to give NE Seattle a break from the very loud noise problem from the commercial aircraft flight pattern that goes right over our house – at times every few minutes as they are lining up for landing. We have to pause conversations if we are outside because it's too loud to hear each other. Please consider moving the flight path over the water where fewer people are impacted. Thank you.

Dear Susan Samuelson, (WEB-15)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific response that applies to your comments.

- 1-10: NCP Recommendations

Submitted by:

Thien Nguyen Phu2121997@gmail.com

Date Created

03-22-2026 04:17 AM

Submission Type *

After selecting a Submission Type above, select any section of text in the below text correspondence to bracket for comment.

I am writing to formally request that the SEA Part 150 Study re-evaluate the 65 DNL contour boundary for the southern corridor. My home (built 1963) at S 257th St experiences severe aircraft noise and structural vibrations that are not reflected in current 2014 models. Although my home was insulated in 2001, these 25-year-old products are now failing and inadequate. My Requests: 1. Expand the 65 DNL Boundary: Use actual noise monitoring near 257th St to reflect real-world noise levels in the new Noise Exposure Map. 2. Update SIRRPP Eligibility: Expand the repair program to include homes insulated after 1993, as many 2000-era installations have reached the end of their service life. 3. Vibration Mitigation: Include measures for homes experiencing structural shaking from low-altitude flight paths. Please address these impacts in the upcoming Draft Noise Exposure Map Report.

Dear Thien Nguyen, (WEB-16)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific responses that apply to your comments.

- 1-3: Noise Measurements Rather than DNL/Modeling
- 1-10: NCP Recommendations
- 2-12: SEA Sound Insulation Program
- 3-5: Vibration

G-5 Comments Received from the Part 150 Study E-mail

From: Kevin Steffa <kevinsteffa@gmail.com>
Sent: Friday, September 26, 2025 11:47 AM
To: P150 <P150@portseattle.org>
Subject: [EXTERNAL] noise review context area?

Hi, I would like to comment on the noise review open house process.

However, I can see in your documents, the upcoming open houses are only focused on the immediate area around seatac. In the 'documents section', there is an overlay of expected noise, but it only covers a few short miles immediately north and south of the airport.

I would like to point out that during 'south flow operations', noise from approaching aircraft covers a much more extensive range. The impact range extends northward throughout the entire urbanized 'spine' of seattle. Capitol Hill, UW, the U-district, and Ravenna are particularly hard hit, where just 10 years ago, noise was not an issue here.

Increased number of flights, larger body jets, lowered and more concentrated flight paths, have all contributed to this issue. For anyone who spends any amount of time outside in the urbanized 'spine' of Seattle, the noise is inescapable! I used to volunteer regularly outside in our parks, because they were a lifeline for restoration. However now I am beginning to wonder why bother investing time here anymore?

Please inform me how this process can possibly lead to an improvement to the current status quo. I have made repeated suggestions already, but it feels like I am just talking to a wall. What I would really like to hear is YOUR feedback to MY feedback.

At a minimum, try this:

- balance airport operations more evenly between 'north flow' and 'south flow'. It would make a huge improvement just to use 'north flow' operations during periods of light winds, where currently you default to 'south flow'. South flow is the hardest condition to bear, because all the planes are currently concentrated over the area without any pause, even at night!

- Currently South Flow is used 80% of the time, even though weather conditions only

demand it closer to 50%. There is some wiggle room to adjust when the airs are light.

For more details, do this:

- disperse the overall impacts of noise by re-aligning 'south flow' flight paths over water, or spread them out more to avoid concentration over THE MOST DENSLEY POPULATED AREA!

- revert back to higher altitude and steeper approach paths. Most of the time the planes are just cruising at a constant 4000' over our area, with the engines revving to maintain a shallow landing gradient. These 'low gradient' approaches are not working out for those below them.

- send the cargo planes or 'heavies' to a different port. These are simply the worst. At 5:00 am, I am frequently being woken out of a deep sleep by these rumblers. Air Cargo should be phased out of seatac, and dispersed to other airports with more industrial land use around their approaches.

I would like to hear back from you-

Kevin

p.s. I have spent my entire life in NE Seattle, and attended UW in the 90's. There was very little noise impact on campus then. The changes brought on by concentrated air traffic here have been most notable within the past 5-8 years.

Dear Kevin Steffa, (EMAIL-1)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific responses that apply to your comments.

- 1-2: DNL (Use of the DNL Metric)
- 1-10: NCP Recommendations
- 2-3: North Flow
- 2-4: South Flow
- 2-6: Frequency of Operations
- 2-9: Aircraft Altitudes

From: Sherrie Miller <desmillers@comcast.net>
Sent: Saturday, October 18, 2025 4:45 PM
To: P150 <P150@portseattle.org>
Subject: [EXTERNAL] Comments P150 Workshop

You don't often get email from desmillers@comcast.net. [Learn why this is important](#)

WARNING: External email. Links or attachments may be unsafe.

Hello,

I attended the P150 workshop at Parkside Elementary.

- Most significant concerns I would like the SEA Part 150 Study to address?
 - Departures
 - Arrivals
 - Frequency of Operations
- Where do you live in relation to SEA?
 - South

Comments:

The number and timing of flights (departure and arrival) should be equitable for all areas under the flight path. No area (especially the center of the flight path) should experience significantly more traffic and noise than the other portions of the flight path. The noise and traffic should be consistently spread over the entire flight path, not predominantly over the center portion of the flight path. When two runways are being used for arrivals, the noise would be reduced significantly if the planes were not so close together.

The number of cargo and passenger flights should be limited for old, heavy, noisy aircraft. If the Port is unable to limit noisy planes for regulatory reasons, the Port should identify ways to incentivize the companies to modernize their fleets to more efficient, quieter planes.

The Port should partner with the impacted cities (Des Moines, SeaTac, Tukwila, Normandy Park, Seattle, etc) to increase the green space (trees) under the flight path to reduce the impact of the significant noise pollution. The continual paving over and warehouse construction, including the added vehicle traffic, increases the impact of SEA noise pollution.

Thank you,

Sherrie Miller
1648 S 246 Pl
Des Moines WA

Dear Sherrie Miller, (EMAIL-2)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific responses that apply to your comments.

- 1-10: NCP Recommendations
- 2-1: Arrival Flight Paths
- 2-2: Departure Flight Paths
- 2-6: Frequency of Operations
- 2-13: Stakeholder Roles and Responsibilities

From: Matt Osborn <m.osborn@rocketmail.com>
Sent: Monday, October 20, 2025 4:46 PM
To: P150 <P150@portseattle.org>
Subject: [EXTERNAL] Concern Regarding Aircraft Noise Impact on Summit Trail Middle School Ravensdale Students

You don't often get email from m.osborn@rocketmail.com. [Learn why this is important](#)

WARNING: External email. Links or attachments may be unsafe.

Dear SeaTac Part 150 Study Team,

I hope this message finds you well. I am writing to express my concern about the frequent aircraft overflights and the associated noise impacts near Summit Trail Middle School in Ravensdale, WA. Although my children do not yet attend this school, I am deeply worried about the potential effects this noise exposure may have on their learning and well-being when they are old enough to attend.

Numerous scientific studies have documented that chronic exposure to aircraft noise in school environments can significantly disrupt children's cognitive functioning, including reading ability, attention, and memory. For example:

- A German study of primary school children found that a 20 dB increase in aircraft noise exposure was associated with an approximate two-month delay in reading performance.
- Research near London's Heathrow Airport demonstrated that children exposed to higher aircraft noise levels showed poorer reading comprehension and sustained attention.
- The international RANCH study revealed a clear relationship between aircraft noise exposure and reduced reading skills, independent of socioeconomic factors.

These findings underscore the risk that frequent aircraft noise disruptions pose to the learning environment at Summit Trail Middle School. Disruptions during instructional time can adversely affect not only students' academic achievement but also their overall quality of life.

Given this evidence, I respectfully request that the SeaTac Part 150 Study Team carefully assess noise exposure levels affecting Summit Trail Middle School during school hours and consider this school in any mitigation and sound-insulation programs under the Part 150 noise compatibility process. Furthermore, I urge the team to collaborate with the Federal Aviation Administration (FAA) and Seattle—

Tacoma International Airport authorities to explore the possibility of rerouting flight paths to alleviate the current congestion of air traffic directly over the school. Such operational changes could substantially reduce noise impacts during critical learning times.

Ensuring a quiet and supportive learning environment for Summit Trail students—present and future, including my own children—is vitally important. I appreciate your attention to this matter and welcome any updates on steps being taken to address noise impacts on this community.

Thank you for your consideration.

Best regards,
Matt Osborn

Dear Matt Osborn (EMAIL-3)

Thank you for submitting your comments regarding the Seattle-Tacoma International Airport Part 150 Study.

Please see the following topic specific responses that apply to your comments.

- 1-10: NCP Recommendations
- 3-1: Health Effects of Noise
- 3-2: Quality of Life Community Concerns