



**Seattle-Tacoma International Airport
Part 150 Noise Compatibility Study
Update**



Public Involvement Program

March 2010

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INTRODUCTION TO THE PART 150 PROCESS

The Port of Seattle is participating in a Federal Aviation Regulation Part 150 Aircraft Noise and Land Use Compatibility Study. The goal of Sea-Tac Airport's Part 150 Study is to determine *where* noise impacts from the airport are experienced the most, as well as the *type* of noise people experience from the airport. Once these noise impacts have been analyzed and documented, the Part 150 Study goes on to develop and recommend actions that can lessen the effects of aircraft noise. Typical actions could include measures such as:

- Identification of technology that may help to improve aircraft noise reduction during landings and approaches.
- Improvements on the airfield itself that reduce noise (such as a "hush house" for engine maintenance run-ups).
- Sound insulation for residents in close proximity to the airport.
- Land use zoning that encourages compatible uses next to the airport.
- Property acquisitions that provide a buffer between the airport and the surrounding community.

This is the fourth Part 150 Study the Port of Seattle has engaged in; the first was conducted in 1985. As a result of previous Part 150 studies, the Port has invested some \$500 million in sound mitigation programs. Sea-Tac Airport is recognized today as having one of the most comprehensive aircraft noise reduction programs in the nation.

This Part 150 study represents the first time that the noise impacts from the new third runway, which opened for operation in late 2008, will be analyzed using actual data.

ELEMENTS OF THE PART 150 STUDY

The Part 150 Study can best be understood through six "key steps" in the study process. The public will be involved in all of these study elements.

- 1) **First, data is collected on airport operations.** This includes statistics on the number of flights, flight tracks, existing land uses around the airport, economic data and zoning. Data will also be collected from 25 permanent noise monitors that have been installed in and around the airport, as well as temporary monitors that may be installed for the Part 150 Study. This data is used in a way to ensure that the input data used in the noise model is as accurate as possible.
- 2) **Next, noise exposure maps are created.** These maps show where aircraft noise has the greatest impact, and how that noise is distributed in areas in close proximity to the airport. Maps are created of the aircraft noise generated today, as well as the noise levels that can be anticipated five years out and ten years out. The maps are based on forecasts of both economic growth and accompanying growth in operations at Sea-Tac Airport. Per FAA regulations, these maps must be produced in the annual Day Night Level (DNL) noise metric.
- 3) **In step three, work begins on possible noise abatement alternatives** to address the impacts of aircraft noise. These measures are designed to reduce noise at the

source; examples include flight track analysis, engine run-up guidelines, and improved flight procedures.

- 4) Also based on the noise exposure maps, work will begin on possible **land use strategies** to address airport noise. These measures are designed to prevent or correct land use incompatibilities in close proximity to the airport. Examples include zoning or building code changes, sound insulation, and land acquisitions.
- 5) Together, the land use and noise abatement measures are assembled into a **Noise Compatibility Program**. Once this evaluation is complete, the Part 150 Study, which includes all of the data, the noise exposure maps, and the noise compatibility program, is ready to move on for review and approval by the Port of Seattle Commission and the Federal Aviation Administration.
- 6) A **draft version of the Part 150 Study Document** is then created. The Draft Part 150 document, which includes all of the technical analysis, noise compatibility program, and documentation from the public involvement program, is subject to a formal public hearing. After this public hearing, the draft is finalized. The final Part 150 document is then submitted to the FAA for approval. Once approved, the FAA may provide federal funding to the Port of Seattle for noise mitigation measures.

ROLES AND RESPONSIBILITIES

The **Port of Seattle** is the sponsor of the Part 150 Study. In this role, the Port manages the process of the study, including the public involvement program. The Port is responsible for ensuring that the noise exposure maps are accurate, and will actively contribute to the development of the noise compatibility program. The Port will officially submit the Part 150 Study document to the FAA for review and approval. Once the Part 150 has been approved by the FAA, the Port of Seattle is responsible for implementing the noise compatibility recommendations included in the study.

The **Federal Aviation Administration (FAA)** is providing guidance and the majority of funding for the Part 150 Study. Air traffic managers will actively participate in providing information on flight tracks and the use of existing airspace, and will ultimately be responsible for implementing noise abatement procedures related to air traffic. The FAA must review and approve both the noise exposure maps and the noise compatibility program.

Landrum & Brown is the aviation consulting firm that has been hired by the Port of Seattle to perform all of the technical and other work associated with the Part 150 Study. This includes noise modeling, land use analysis, and the development of the noise compatibility program. Landrum & Brown is also responsible for the implementation of this public involvement program.

PUBLIC INVOLVEMENT IN THE PART 150 STUDY PROCESS

Public participation is crucial to the success of the Part 150 study process. Public participation is mandated in the FAA's Part 150 regulation, but it is also *fundamentally the right thing to do*. The Port of Seattle is strongly committed to ensuring that the public has

the opportunity to shape and influence the outcome of the study process. Specifically, airport neighbors will:

- 1) Offer their ideas for the scope of the Part 150 Study, including the type of aircraft noise to be studied, the geographic areas to be studied, and the types of noise remedies that should be analyzed in the process.
- 2) Review and comment on the noise analysis and noise exposure maps generated as part of the study process.
- 3) Review and comment on the draft and final noise remedies developed and recommended through the Part 150 Study.

Goals for the Public Involvement Program

This plan is intended to meet the following goals:

- Ensure that as many people as possible are fully aware of, and informed about, the Part 150 Study.
- Manage the Part 150 Study in a manner that is fully transparent and accessible to the greater public.
- Offer numerous opportunities for a wide variety of audiences to directly influence and shape the Part 150 study.

Key Audiences

Any member of the public is certainly welcome and invited to participate in the Part 150 process. However, most of the time, a Part 150 Study is of most interest to those who live and work in close proximity to the airport. Six cities are viewed as “neighboring cities” to Sea-Tac Airport, and include Burien, Des Moines, Normandy Park, Tukwila, Federal Way, and SeaTac. And, some areas close to the airport are also in unincorporated King County. Special effort is being made to ensure that the elected officials from these cities are closely informed about, and involved in the Part 150 process. And, while advertising for the public workshops and other events will be placed in regional publications, close attention is also being made to the outreach efforts that most effectively serve the residents of these six cities and the nearby sections of unincorporated King County. A list of the neighboring city council contacts, as well as other local stakeholder groups, is included in the appendix to this plan.

For More Information

The best point of contact for information related to the Part 150 Study’s public involvement program is Marco Milanese, community relations manager for Sea-Tac Airport. Marco can be reached at 206/787-7734, or Milanese.M@portseattle.org All information about the Part 150 is also posted on the project website: www.airportsites.net/sea-part150.

CORE ELEMENTS OF THE PUBLIC INVOLVEMENT PROGRAM

The public involvement program has been designed to offer a spectrum of opportunities for information about, and direct involvement in, the Part 150 Study. Some people may just want to consult the project website from time to time, for example, to get updated information about the study. Others may be interested in attending all of the public

workshops related to the Part 150 Study. The program offers multiple opportunities to be informed and engaged depending on a person's level of interest.

1) Technical Review Committee

A Technical Review Committee (TRC) has been formed to assist the Port by actively contributing to, and reviewing, the technical products that are generated by the Landrum & Brown consulting team. The TRC is made up of planning staff from the six cities that surround the airport, in addition to representatives from King County, Washington State Department of Transportation, Boeing Field, the FAA, the Puget Sound Regional Council and representatives from the airlines. Port of Seattle staff also sit on the committee. The TRC will not make policy decisions, but rather will provide technical review and input regarding the analysis prepared for the study.

A roster of committee members can be found in the appendix to this plan, and also on the project website. All TRC meeting agendas and reports are also posted on the project website. TRC meetings generally take place in the afternoons at Sea-Tac Airport. The TRC will meet a total of eight times between 2010-2011. Tentative meeting dates are outlined below; this schedule may shift somewhat in response to study needs.

Meeting 1: January 2010. The TRC met for the first time on January 19. Members received an orientation to the Part 150 process, and provided their advice on the ways in which the Part 150 Study could be carried out "as effectively as possible."

Meeting 2: April 2010. The TRC will review and comment on the data that has been collected to date for the Part 150, and will take an early look at the preliminary noise analysis data.

Meeting 3: May 2010. The TRC will review and comment on the draft Noise Exposure Maps.

Meeting 4: July 2010. The TRC will begin to review the possible noise abatement alternatives that could be developed through the Part 150 process.

Meeting 5: September 2010. The TRC will continue to discuss possible noise abatement measures, and will also actively contribute their ideas for land use mitigation alternatives that might be considered for implementation.

Meeting 6: November 2010. The TRC will be actively engaged in reviewing the draft noise compatibility program.

Meeting 7: April 2011. The TRC will begin its review of the draft Part 150 document.

Meeting 8: August 2011. The TRC will finalize its review of the final Part 150 before it is submitted to the FAA.

2) Public Workshops

Six public workshops are planned over the course of the Part 150 Study. The workshops will be designed to be interactive. In general, they will begin with a presentation from a member of the consulting team about a specific element of the study. This presentation will

be followed by workshop-oriented discussions with those attending the meeting. Facilitators will work with small groups of meeting participants, in order to ensure that everyone can participate in the discussion to the maximum extent possible.

The public workshops will be advertised in local news sources, via the Port's web-based email notification list, through the *AirMail* newsletter (the airport's community newsletter), and on the project website. The agenda for every meeting, as well as the materials shared, will be posted on the website. People who cannot attend the public workshops will be invited to comment on the discussion via email.

Tentative public workshop dates are outlined below; this schedule may shift somewhat in response to study needs.

Workshop 1: February 24, 2010. At this first workshop, meeting attendees will learn about the Part 150 process: areas to be studied; required elements; study products. Participants will then divide into discussion groups to contribute to the "scope" of the Part 150 Study, specifically offering ideas on the types of noise that should be studied, where that noise occurs, and on ways to possibly reduce, or lessen the impacts of, that noise. Information gathered at this workshop will be used to guide the work of the Part 150 Consultant Team.

Workshop 2: May 2010. At this workshop, meeting participants will review and comment on the noise exposure maps that have been created for the study. Once these maps have been commented on by the public and agreed to by the Port and the FAA, they become the baseline for the analysis of any and all noise mitigation measures. This meeting will be used to develop a common understanding between the Port and the public, defining where noise is having a significant impact, and how that noise is forecasted to increase or decrease over time.

Workshop 3: October 2010. Attendees will have a first look at the noise abatement and land use mitigation strategies that are under analysis through the Part 150 Study. Participants will have the opportunity to comment on, and offer their suggestions regarding these alternatives – how could they be improved? Are some of them better than others? Which ones are likely to be most effective over the long term?

Workshop 4: January 2011. At this point the alternatives that have been under study will have been assembled into a draft noise compatibility program. At this workshop, people will have the opportunity to review and discuss the draft program. These public comments will be used to further edit and refine the program.

Workshop 5: May 2011. Participants will have the opportunity to learn about, discuss, and add their suggestions to the draft Part 150 document. This is a time when all of the pieces of the Part 150 Study will have been assembled into one consolidated document. The discussions from the public at this workshop will be used to further edit and refine the draft.

Workshop 6/Public Hearing: September 2011. Before the Part 150 Study can be approved by the FAA, a formal public hearing must be held. This public hearing will be conducted to be in compliance with the State Environmental Policy Act (SEPA) evaluation that has been performed as an element of the Part 150 process.

3) Highline Forum Meetings

The Highline Forum is made up of elected officials from the cities that are in close proximity to the airport, as well as representatives from the Highline School District and the Port of Seattle. The group meets every other month. Port staff will regularly brief, and gather feedback from, the Forum throughout the 150 Study.

4) Briefings with City Councils and Other Stakeholder Groups

The city councils of the Port's neighboring cities, as well as other interested business, civic, and special interest groups may find it helpful to receive information about, and discuss, the Part 150 Study. Port staff is available to make presentations to these groups whenever invited to do so.

5) Port Commission Briefings

The Port of Seattle is governed by five elected port commissioners, who oversee the management of both the airport and seaport. These elected officials will be briefed every quarter on the work underway in the Part 150 Study. All commission meetings are open to the public and are advertised on the Port's website. Public testimony is included in every port commission meeting.

6) Website

A special website dedicated to the Part 150 Study is in place and regularly updated throughout the course of the project. The public is invited to access the website for project documents, reports, schedules, and other information. The website address is: www.airportsites.net/sea-part150.

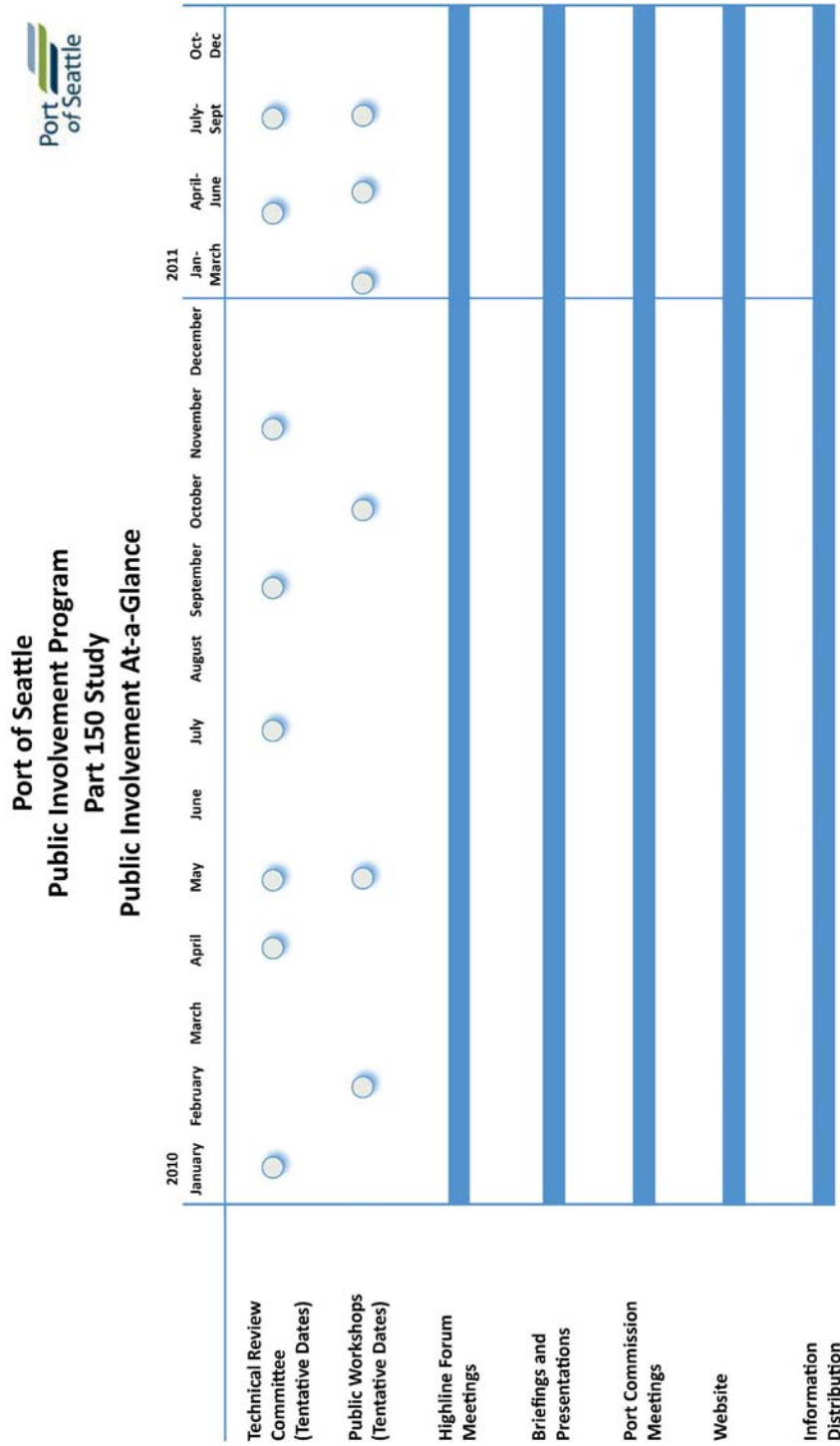
7) Information Distribution

The Port's *AirMail* newsletter is distributed on a regular basis to some 66,000 addresses. During the course of the Part 150 Study, *AirMail* will be sent out in conjunction with upcoming public workshops. *AirMail* will include regular updates about the work underway, and will also serve as an advertising vehicle for the public workshops.


The Port also maintains an email listserv for those who want to receive quick information over the internet. "Constant Contact" is easy to sign up for by visiting <http://visitor.constantcontact.com/manage/optin>. Press releases, features stories, and newspaper advertising will also be used to keep the public up to date and informed about the progress of the Part 150 Study.

TIMELINES


Public Involvement At-a-Glance



Public Workshops



Port of Seattle
Public Workshops At-a-Glance
 (Tentative Dates)
Part 150 Study

February 2010	May 2010	October 2010	January 2011	May 2011	September 2011
Step One Collect Data and Determine Scope Public Workshop 1	Step Two Noise Exposure Maps Public Workshop 2	Step Three Noise Abatement & Land Use Mitigation Alternatives Public Workshop 3	Step Four Noise Compatibility Program Public Workshop 4	Step Five Draft 150 Document Public Workshop 5	Step Six Public Hearing Public Workshop 6
 We are here					

APPENDIX A

Roster of Technical Review Committee Members

- Isaac Conlen, Planner, City of Federal Way
- Lynae Craig, Manager, Air Traffic Operations, Alaska Airlines
- Chip Davis, Planner, City of Burien
- Ron Fincher, District Manager, Seattle District, Air Traffic Control, FAA – NW Mountain Region
- JD Hood, ATC Liaison Pilot, Q400 Captain, Horizon Air
- Tom Hooper, Aviation Planner, Aviation Planning, Port of Seattle
- Stephen Kiehl, Principal Planner, PSRC
- Rob Kikillus, Development Manager, Airfield, Aviation Operations Planning, Port of Seattle
- Denise Lathrop, Planning Manager, City of Des Moines
- Stacy MacGregor, Assistant Planner, City of Tukwila
- Cayla Morgan, Environmental Protection Specialist, FAA
- Sharyn Parker, Noise Officer - King County International Airport, King County Dept of Transportation
- Steve Rybolt, Environmental Management Specialist, Aviation Environmental Programs, Port of Seattle
- John Sibold, Aviation Director, WSDOT
- Al Torrico, Senior Planner, City of SeaTac
- Oscar Vela, Technical Pilot, Alaska Airlines
- Karen Wolf, Senior Planner, King County, Office of Strategic Planning and Performance Management

Local City Contacts

City of Burien

- Deputy Mayor Rose Clark
- Councilmember Gordon Shaw

City of Normandy Park

- Mayor George Hadley
- Councilmember Shawn McEvoy

City of Des Moines

- Mayor Bob Sheckler

City of SeaTac

- Mayor Terry Anderson

City of Tukwila

- Mayor Jim Haggerton
- Councilmember Joan Hernandez

City of Federal Way

- Mayor Linda Kochmar

Highline School District

- School Board President Bernie Dorsey

Individuals and Stakeholder Groups that have Expressed an Interest in the Part 150 Study

- City of Burien
- City of Normandy Park
- City of Des Moines
- City of Medina
- City of SeaTac
- City of Tukwila
- City of Federal Way
- Highline School District
- County Councilmember Julia Patterson
- Senator Karen Keiser
- Representative Dave Upthegrove
- Representative Tina Orwall
- Citizens Against SeaTac Expansion (CASE)
- Regional Commission on Airport Affairs (RCAA)
- South Park Community Group (a neighborhood group)
- Greater Duwamish District Council
- Squire Park Community Group (a neighborhood group)