

**Highline Forum – FINAL Minutes**  
**Wednesday, September 22, 2010**  
**2:30 P.M. - 4:30 P.M.**  
**City of Des Moines Activity Center**  
**2045 South 216th Street, Des Moines**

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**Attendees:** **Burien:** Rose Clark; **SeaTac:** Todd Cutts; **Normandy Park:** Shawn McEvoy; **Des Moines:** Bob Sheckler, Tony Piasecki; **Highline Public Schools:** Geri Fain; **Port of Seattle:** Mark Reis, Stan Shepherd, Marlys St. Laurent, Kym Sulman

**Presenters:** Rob Adams, Landrum & Brown; Holly Moore, Highline Schools Foundation for Excellence

**In Audience:** **State Legislature:** Mary Solderlind (Rep. Tina Orwall's office), John Elder (Senator Karen Keiser's Office)

**Part 150 Noise Study Update**

Rob Adams, with Landrum & Brown and the lead consultant on the Part 150 Study, provided the Forum members with a status update on the Part 150 Study. Rob started with an explanation of the baseline 2009 noise contours – both the actual conditions and the extrapolated conditions that would have occurred if all three runways were in operation for the entire year. A comparison of the 2009 noise contours to what was projected for 2010 in the last Part 150 Study showed a noticeable reduction in the size of the contours.

Rob then ran through the aviation forecast for Sea-Tac Airport – the basis for the 2016 noise contours. The 2016 contours are expected to be slightly larger than the 2009 contours due to the forecasted increase in aircraft operations. Overall the 2016 and the 2009 contours are smaller than contours produced in the last Part 150 study because of fewer operations and quieter aircraft. Both set of contours are wholly contained within the Port's original noise remedy boundary.

Rob next discussed what type of noise abatement alternatives are being considered now that that contours have been established. A review of the eligibility of homes within the 65 DNL that have not received insulation will be conducted along with the consideration of other programs that could be offered within the 65 DNL, such as insulation for multi-family dwellings and air conditioning. Examples of other alternatives being considered:

- A Ground Run-up Enclosure
- Looking at ways to improve aircraft adherence to the Fly Quiet Program
- Possible new locations for noise monitors
- Evaluate ways to improve communication between airport's neighbors and the Port regarding airport noise programs.

Rob updated the members of the Forum on the work that continues on the Runway Use Program which will state clearly how and when each of the runways is expected to be used by the FAA. Stan Shepherd, the Manager of Noise Programs, provided the group with a summary of how the current Fly Quiet Program operates. Rob ended with a

reminder of the upcoming Part 150 Public Workshop on October 27 and the limited-English outreach that's being done in conjunction with the workshop.

Questions/comments that arose during Rob's update and after he was finished presenting:

- There was interest in the 1985 noise contours and the subsequent noise remedy boundaries based on the 1985 contours. Port's current noise remedy boundaries are still based on the '85 noise contours.
- Are there any residences left within the 70 DNL? *The 2009 actual contour has 22 falling within the 70 DNL.*
- What independent data did Landrum & Brown use to build the aviation forecast? *Rob referenced the different criteria used to generate the forecast, including interviews of airlines, aircraft lease/acquisition data, and socio-economic data for the region.*
- The decision by the Port to provide a 20 year forecast was discussed and how it would help inform the local communities in terms of long-term land-use planning.
- The reasons for higher load factors on aircraft and why airlines are offering fewer flights were discussed. Higher load factors do not mean noisier aircraft.
- Where most of the third runway complaints were coming from (north and south of the runways) was referenced.
- With the 65 DNL entirely contained within the current noise remedy boundary, new neighborhoods won't be qualifying for insulation. However, other noise mitigation program possibilities were detailed.
- Information discussed at the July 29 Noise Data Review Session with Vince Mestre was quickly summarized.
- It was stressed by a member of the Forum that it is important to help people understand where their houses are in relation to the noise contours. It would help clear up a lot of the confusion that currently exists in the community.
- One member of the public accused the Port of being nearly finished with the Part 150 Study and with no plans to come up with any noise reduction recommendations. The Port responded that we are only about a third of the way through the process and with the data collection phase nearly completed, work can now begin on analyzing noise mitigation options.