

--Draft Agenda for Discussion Purposes Only--

**Seattle-Tacoma International Airport
Part 150 Noise and Land-Use Compatibility Study**

**Public Workshop #3
October 27, 2010
6:30 p.m.
Mt. Rainier High School
Meeting Agenda**

- 6:00 p.m. Doors Open**
- 6:30 p.m. Welcome – An Orientation to the Meeting**
--Margaret Norton-Arnold, Meeting Emcee
- 6:40 Welcome to Study Session #1**
- 7:15 Break**
- 7:20 Welcome to Study Session #2**
- 7:55 Break**
- 8:00 Welcome to Study Session #3**
- 8:35 General Public Feedback**
- 8:50 Next Steps and Adjourn**
--Rob Adams, Landrum & Brown

Be sure to sign in tonight. Everyone who attends all of the public workshops for the Part 150 Study will be invited on a special “insiders” tour of Sea-Tac Airport, including the control tower and the underground baggage tunnels. Good attendance will be rewarded!

Welcome to Tonight’s Public Workshop

This is our third workshop for the Part 150 Study. The noise monitoring and modeling have now been completed, and the forecasts for future airline operations at Sea-Tac Airport have also been completed and approved by the Federal Aviation Administration.

The noise modeling shows that the 65 DNL contour has not increased since the 2002 Part 150 Update. This is mostly due to quieter aircraft as airlines have replaced older, noisier jets with quieter ones.

That doesn't mean that more can't be done, however, to reduce the impacts of that noise on the surrounding community. FAA regulations specify that any noise remedies must benefit those impacted at the 65 DNL contour. This study is exploring the possibility of expanding the Port of Seattle's current programs to better protect those who live within these areas.

Tonight we want to share the information about the noise contours and forecasts for aviation activity. We want to provide you with the results of the temporary noise monitoring program. And, we want to begin a discussion of possible noise remedy alternatives.

Each of these sessions will be held in different "classrooms." You will rotate through the classrooms, and then we will open it up for general questions and comments at the end of the meeting.

Here's what you'll find in each of the classrooms tonight:

Classroom A – Noise Contours and Forecast of Aviation Activity

In this session you will learn about the noise contour that has been developed for the Part 150 Study. The contour shows where noise impacts are the most severe, providing a "noise footprint" for Sea-Tac Airport. You will also learn about the forecast of aviation activity.

Classroom B – Possible Noise Reduction Alternatives

Now that the 65 DNL noise contour has been determined, we can start to discuss the possible ways of reducing that noise. Two alternatives under consideration include a runway use plan for the third runway, and a "hush house" for airplane run-ups. We'll describe these alternatives and some other ideas, and will ask for your feedback on them in this session.

Classroom C – Temporary Noise Monitors

Temporary noise monitors were set up as part of the Part 150 noise measurement process, and were placed in locations suggested by the public. In this session, we will talk about the data produced from those noise monitors.

Listening Post – Air Quality and Health Issues

A number of people have asked about the air quality around the airport and about possible negative health impacts due to poor air quality. We will have an air quality expert from the Port on hand to talk about these concerns one-on-one with you.

General Public Feedback

We'll open up the microphone at for any general comments you might want to make about the Part 150 Study. Rob Adams will then close the meeting by describing the next steps in the Part 150 process.

Thank you for being here this evening. Your participation and feedback is greatly appreciated by the Port of Seattle.