

# Project Kick-Off Meeting

## Public Workshop 1

### Seattle Tacoma International Airport

# Agenda

- ❑ **Welcome and Introductions**
- ❑ **Overview of a Part 150 Study**
- ❑ **Expectations for this Part 150 Study**
- ❑ **Key Elements of the Part 150 Scope**
- ❑ **Opportunities for Your Input in the Study**
- ❑ **Breakout Session: Assist in Scoping the Study**

# Welcome and Introductions

## □ Port of Seattle

- Owns and operates the airport
- Sponsor of the Part 150 Study
- Main contact: **Stan Shepherd**

## □ Consultant Team

- Landrum & Brown will lead the Part 150 Study
  - 60 years of aviation planning
  - Experts in aircraft noise and land use planning
- Margaret Norton-Arnold and Synergy Consulting will support L&B
- Main contact: **Rob Adams**

# Overview of a Part 150

## □ Part 150 Studies are Planning Studies

- The focus of Part 150 is to address *noise* and *land use* incompatibilities
- Identify noise and land use impacts that exist today and in the future
- Develop solutions that may reduce noise impacts
- Educate the public about the airport and activity that occurs at the airport

## □ Part 150 Studies must Follow FAA Guidelines

- FAA has established Part 150 guidelines
- Airports must follow those guidelines to obtain funding for the study and implementation of the study's recommendations

***What most concerns you about aircraft noise at Sea-Tac Airport?***

# Overview of a Part 150

## □ Part 150 Studies can:

- Recommend operational changes that have community benefits without shifting noise, such as runway use procedures and use of navigation technology
- Recommend constructing noise berms/wall or hush houses
- Make the Port eligible for Federal grant money to implement recommendations
  - Funding is not guaranteed
  - Limited to areas within the 65 DNL noise contour

## □ Part 150 Studies cannot:

- Recommend closing an airport or runway, or implementing mandatory restrictions on aircraft
- Recommend levying fines for not following procedures
- Limit access to the airport based on size, type, or noise created by aircraft

# Overview of a Part 150

## Important Facts about Part 150 Studies

- ❑ Part 150 Studies are required to use the Day–Night Average Sound Level (DNL)
  - 24-Hour average
  - Penalty for nighttime (10 p.m.–6:59 a.m.) flights (x10)
- ❑ National standard for Federal agencies addressing transportation noise
- ❑ FAA uses 65 DNL to identify areas impacted by aircraft noise
- ❑ FAA will only implement procedures that show a meaningful benefit for areas within 65 DNL
- ❑ FAA will not fund mitigation outside 65 DNL

# Overview of a Part 150

## Important Facts about Part 150 Studies

- ❑ FAA has established land use compatibility guidelines for identifying aircraft noise impacts
- ❑ Below 65 DNL is compatible with all uses
- ❑ Noise-sensitive uses are considered non-compatible at or above 65 DNL
  - Residential
  - Schools
  - Churches
  - Hospitals
  - Nursing homes
  - Daycare facilities where licensed education occurs

# Expectations for this Part 150

## Previous Part 150 Studies at Sea-Tac

- ❑ Last study completed in 2002 (3<sup>rd</sup> for Sea-Tac)

<b>Recommendation</b>	<b>Status</b>
Change ground run-up regulations	<i>Increased fines up to \$8,000</i>
Develop a Fly Quiet program	<i>Completed</i>
Continue School Insulation program	<i>Underway</i>
Additional sound insulation 70 DNL	<i>Completed</i>
Mobile home park acquisition 70 DNL	<i>Completed</i>
Acquire residential parcels at the ends of 3rd runway	<i>Completed</i>
Prepare Hush House feasibility siting study	<i>Initial study completed</i>

# Expectations for this Part 150

## Goals for this Part 150 Study

- ❑ Look forward not back
  - Focus the Part 150 on issues related to the 3<sup>rd</sup> runway
  - Look for opportunities that have not been thought of or new technology will allow
  - Engage the public in a new way
- ❑ Conduct the Study in an open and engaging way
  - Communicate often with the public about the Study
  - Be upfront and honest about what can and cannot be addressed in the Part 150 Study
  - Develop better ways to gather and communicate information about the Part 150 Study
- ❑ Complete the Part 150 Study in two years (2011)

# Key Elements of the Part 150 Scope

- ❑ **Noise Exposure Maps (NEMs)**
- ❑ **Alternative Operating Procedures**
- ❑ **Public Involvement**

# Key Elements of the Part 150 Scope

## Developing Noise Exposure Maps

- ❑ Noise Exposure Maps are the official noise map for the airport
- ❑ Required to prepare existing (2010) and five-year future (2016)
- ❑ Required to show noise using DNL contours and 65 DNL as the threshold for impacts
  - We are able to use other ways of showing noise exposure (*supplemental metrics*)
  - The FAA will not change flight procedures or fund mitigation based on supplemental metrics

***What other ways of describing noise would be helpful to you?***

# Key Elements of the Part 150 Scope

## Developing Noise Exposure Maps (NEMs)

- Required to use the Integrated Noise Model
  - We will use the Port's 25 permanent noise monitoring terminals to help explain or understand conditions
  - Short-term measurements will be taken at a few additional locations
    - Purpose will be to gather specific information for locations not already covered by one of the 25 sites
  - The FAA will not allow measured data to be substituted for INM contours when developing NEMs
  - The FAA will not change flight procedures or fund mitigation based on measured data

***What areas should noise monitoring be conducted and for what conditions?***

# Key Elements of the Part 150 Scope

## Developing Noise Exposure Maps (NEMs)

- ❑ The Part 150 Study will collect and create a tremendous amount of information
  - Input data – activity statistics by aircraft types, engine types, time of day, peak hour, by runway, etc.
  - Output data – noise levels at specific locations, use of loudest aircraft, number of flights over certain areas, etc.

***What data would you find useful and be most interested in seeing?***

# Key Elements of the Part 150 Scope

## Developing Alternate Operating Procedures

- ❑ We will look at the following
  - Where aircraft fly when landing/taking off
  - Which runway aircraft use when landing/taking off
  - Procedures/technology pilots can use to more accurately fly the existing procedures
  - Procedures for ground activity such as taxiing, engine run-ups, etc.
  - Construction of noise berms/walls and hush houses

***What suggestions do you have for reducing noise in your community?***

# Key Elements of the Part 150 Scope

## Opportunities for Your Input into the Study

- The Part 150 Study will offer the following:
  - Six Public Workshops with breakout sessions and Public Hearing after the Draft Part 150
  - Periodic updates to the Highline Forum
  - Special Presentations – The Port and the consultant team will attend other community group meetings
  - Project Website – [www.airportsites.net/sea-part150](http://www.airportsites.net/sea-part150)
  - Air Mail newsletter will include Part 150 Study updates
  - Port's Constant Contact email service - *Part 150 topic*
  - Comments can be sent anytime during the study to: [SEApartment150-comments@landrum-brown.com](mailto:SEApartment150-comments@landrum-brown.com)

***What is the best way to communicate with you about the Part 150 Study?***

# Breakout Sessions

## Assist in Scoping the Study

- Provide input on the following:
  1. What are your specific concerns about aircraft noise at Sea-Tac Airport?
  2. What ways of describing noise would be most useful for you?
  3. What areas should noise monitoring be conducted and for what conditions?
  4. What types of data would you find most useful?
  5. What suggestions do you have for reducing noise in your community?
  6. What is the best way to communicate with you about the Part 150 Study?

# Next Steps

- ❑ Begin data collection for activity at the airport
- ❑ Review all of the suggestions made at tonight's meeting for inclusion in the Part 150 Study
- ❑ Next Public Workshop
  - May/June 2010
  - Report back on how we will incorporate your suggestions into the Part 150 Study
  - Discuss the data collection process
  - Continue to seek your direct input

# Questions/Answers