

Part 150 Presentation

Highline Forum

March 24, 2010

Seattle Tacoma International Airport

Agenda

- ❑ **Welcome and Introductions**
- ❑ **Overview of a Part 150 Study**
- ❑ **Outreach During the Study**
- ❑ **Review of February 24th Workshop**
- ❑ **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
- Main contact: **Rob Adams**

Overview of Part 150 Study

□ Part 150 Studies are Planning Studies

- The focus of a Part 150 is to address *noise* and *land use* incompatibilities
- Develop solutions that help reduce noise impacts

□ 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
- Noise is expressed using DNL metric which is a 24-hour average of noise with a 10x penalty for nighttime events
- FAA guidelines use 65 DNL as the threshold for significant impacts
- Part 150 recommendations must show benefits within the 65 DNL

Overview of Part 150 Study

Goals for this Part 150 Study

- ❑ Look forward
 - Identify noise issues related to the 3rd runway
 - Look for opportunities that have not been thought of or that 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 up front 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)

Outreach During the Part 150 Study

- Opportunities for public involvement:
 - 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
 - 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

Outreach During the Part 150 Study

□ Technical Review Committee

- Made up of:
 - Land use planners from Federal Way, SeaTac, Tukwila, Burien, and Des Moines
 - King County
 - Puget Sound Regional Council
 - Alaska Airlines
 - Horizon Air
 - Boeing Field
 - WSDOT Aviation
 - FAA Airports and Air Traffic Division
 - Port of Seattle
- Non-voting body
- Not tasked with developing recommendations or making decisions about recommendations
- Provide technical feedback to the team (land use planning and aviation safety and airspace planning)
- Provide local land use data to the team

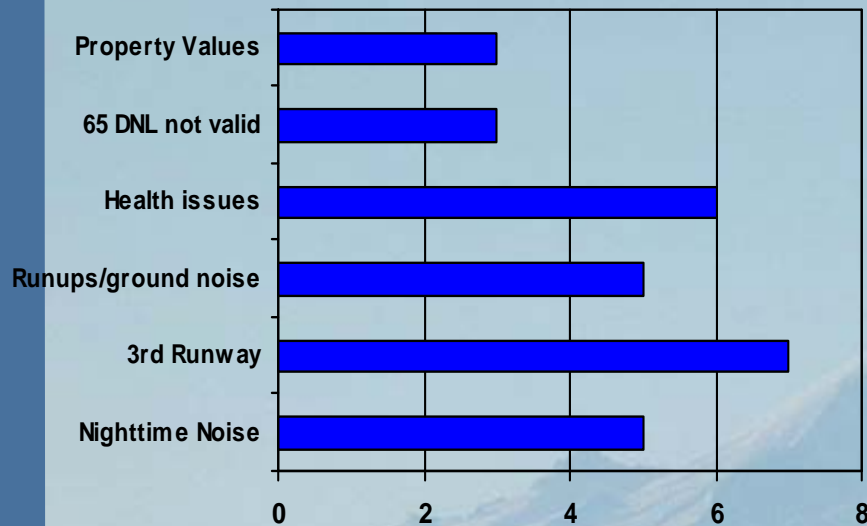
Review of February 24th Workshop

- ❑ Held at Mt. Rainier High School in Des Moines
 - Approximately 150 people attended
 - Began with a presentation on Part 150
 - 15 Breakout stations where people were invited to provide direct input to assist in refining the scope
 - Breakout summary provided instant feedback
 - Ended with a Q&A session



Breakout Session Summary

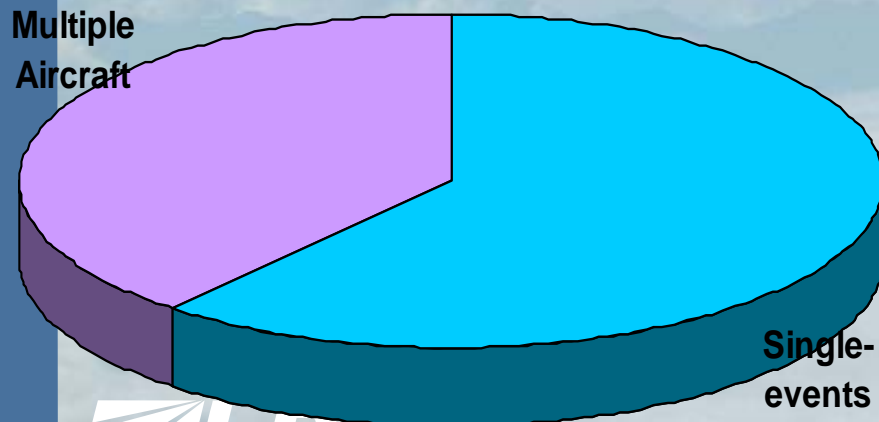
Most people were concerned about...



Ways to Reduce Noise

- Limits on Cargo
- Deal with Runups
- New ways to fund mitigation outside 65 DNL
- Better community planning effort
- Increase altitudes on arrival
- Curfews on flights
- Noise Berms/vegetation
- Buyout or sales assistance
- Sound insulation
- Move airport
- Implement noise abatement
- Insulation by homeowners
- Quieter aircraft at night
- Hush house
- Home improvements the Port can make
- Share more information about new technology
- New monitors for 3rd runway
- Transparency about 3rd runway
- Flight scheduling during nighttime
- Better advertising of outreach events
- Place tax on nighttime passengers
- Look at taxiway exits
- Allowing data collected to be shared with Port/airlines
- Insulating to 55 DNL

Single event noise vs. multiple aircraft...



Review of February 24th Workshop

❑ Feedback on Main Concerns

- What concerns people
- What information they want to come from the Study
- Suggestions on ways to reduce noise
- Ways to better communicate with them

❑ Action Items

- Developing a Meeting Summary
- Reviewing the input to determine what can or can't be implemented and reporting back to the public
- Publish both on the website and discuss at the next workshop (June 9th)

❑ Feedback on Meeting Format

- Overwhelmingly positive
- Later start time and increase advertising/notification

Brainstorming Session

□ 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
- Recommend land use mitigation programs
 - 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

Brainstorming Session

- Provide input on the following:
 1. Suggestions for reducing noise?
 2. Suggestions for improving the outreach?

Next Steps

- ❑ Continue airport activity data collection
- ❑ Review all of the suggestions made for inclusion in the Part 150 Study
- ❑ Next Public Workshop
 - June 9, 2010
 - Report back on how we will incorporate suggestions into the Part 150 Study
 - Discuss the data collection process
 - Continue to seek direct input

Questions/Answers