

| Concerns Related to Noise  |   |
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| COMMUNITY CONCERN  | POTENTIAL ACTION ITEMS  |
| <p><b>General Concerns</b><br/>Participants have experienced loss of sleep, inability to have “peace and quiet” in their homes at any time in the day or night, have had to keep their windows closed during the summer, and can no longer enjoy being outside. Some reported that they wanted air conditioning so that it would be more comfortable leaving windows closed.</p>   | <ul style="list-style-type: none"> <li>- Identify noise metrics that relate to sleep awakening for use in the Part 150 Study</li> <li>- Explore the possibility for mitigation actions that result in the ability to keep windows closed year round (air conditioning or other options).</li> <li>- Actively discourage flights during sensitive times through the fly-quiet program or other airline interaction.</li> <li>- Provide interested citizens with reports/charts that show the heaviest operating periods at the airport, paying particular attention to the early morning, evening, and overnight periods, as well as weekends.</li> <li>- Continue to make Port staff available through the Airport Noise Program office to listen and discuss noise issues with the public.</li> </ul>  |
| <p><b>Health Effects</b><br/>Participants are concerned about the impacts of noise on their physical and mental health. Concerns include loss of hearing and other health effects of noise and air pollutants, jet fuel smells, concerns about aircraft dumping fuel, and soot collection in yards.</p>  | <ul style="list-style-type: none"> <li>- Provide the public with any known information about the links between aircraft and health effects.</li> <li>- Prepare a report on which aircraft operating at Sea-Tac have the ability to dump fuel. Request airline representatives to present circumstances under which they may dump fuel and how often it is done.</li> <li>- Identify noise metrics that may correlate to health effects (sleep awakening) for use in the Part 150 Study as a way to encourage fewer nighttime flights.</li> </ul>  |
| <p><b>Nighttime Noise</b><br/>Participants frequently mentioned being disrupted by late night engine run-ups and by late night flights. They said that the late night flights are large, older cargo planes that are very loud; these flights takeoff at regular intervals throughout the night and early morning and are very hard to sleep through. This results in being awakened regularly throughout the night.</p> | <ul style="list-style-type: none"> <li>- Identify noise metrics that relate to sleep awakening for use in the Part 150 Study.</li> <li>- Identify noise metrics that relate to increased sensitivity during evening and other times for use in the Part 150 Study.</li> <li>- Consider alternatives in the Part 150 Study that minimize overflights during the nighttime periods.</li> <li>- Consider alternatives that voluntarily limit/discourage nighttime run ups.</li> <li>- Consider alternatives which encourage airlines to reduce use of reverse thrust to the minimum allowed for safe operations.</li> <li>- Consider alternatives that limit/reduce ground power or taxi power application during nighttime hours.</li> <li>- Consider alternatives that encourage cargo operators to voluntarily schedule their quietest aircraft for nighttime operations.</li> <li>- Actively discourage flights during sensitive times through the fly-quiet program or other airline interaction.</li> <li>- Provide interested citizens with reports/charts that show the heaviest operating periods at the airport, paying particular attention to the early morning, evening, and overnight periods, as well as weekends.</li> <li>- Continue to make Port staff available through the Airport Noise Program office to listen and discuss noise issues with the public.</li> </ul> |

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| <p><b>Ground Noise</b><br/>Participants frequently mentioned being disrupted by engine run-ups, taxiway noise, and reverse thrust noise. The areas closest to the airport and in particular to the south and west mentioned this as a concern.</p>  | <ul style="list-style-type: none"> <li>- Identify noise metrics that relate to ground noise for use in the Part 150 Study.</li> <li>- Develop hush house.</li> <li>- Develop feasibility study for ground noise berms / barriers (in particular on west side of airport)</li> <li>- Consider alternatives that voluntarily limit/discourage nighttime run ups.</li> <li>- Consider alternatives that manage power settings during taxi-in after landing on the third runway.</li> <li>- Encourage the minimal use of reverse thrust during landing, particularly on the third runway, as currently noted in Jeppesen Charts. Remind airlines about these procedures.</li> <li>- Discourage run ups and other types of activity on the airfield during the nighttime through the fly-quiet program or other airline interaction</li> </ul> |
| <p><b>Property Values</b><br/>Participants were concerned that noise from the third runway has negatively affected their property values and that they would either not be able to sell their homes or would have to sell them for a price far less than what they could have sold them before the third runway. They also mentioned physical impacts from vibration, such as cracking foundations and windows.</p> | <p>A detailed evaluation of property values is not feasible within the scope or budget of a Part 150 Project.</p> <ul style="list-style-type: none"> <li>- Sales assistance programs that provide assistance to citizens that wish to sell their home but are not able to do so.</li> </ul>   |
| <p><b>Boundaries of Programs</b><br/>Participants said that the boundaries used for offering sound insulation and other programs were arbitrary and did not take into account neighborhood boundaries. Several participants noted that neighbors had received insulation while they did not.</p>  | <p>The Port will aggressively look for ways within FAA guidelines to avoid division of neighborhoods when developing any new areas to include in a noise mitigation program.</p>  |
| <p><b>Previous Mitigation</b><br/>Some participants expressed concern with the quality of the previous mitigation packages. They reported that the whole house was not completed and that the windows are now failing due to age.</p>   | <p>The FAA's process does not fund replacement of prior sound insulation treatments. The Port Will:</p> <ul style="list-style-type: none"> <li>- Re-advertise programs that complete homes that have half-house insulation treatments.</li> <li>- Advocate and participate in research through Airports Council International (ACI) / Airport Cooperative research Program (ACRP) to evaluate the loss of effectiveness of sound insulation materials and techniques over time.</li> </ul>  |

**Requested Information for Part 150 Process**

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| <p><b>Procedures</b><br/>Participants said that they wanted more information about Sea-Tac’s procedures for flight paths, night time operations, and run-up activity, what are allowed and when, and if there are fines for violating those procedures.</p>   | <ul style="list-style-type: none"> <li>- Continue to provide the information that currently exists and point people to the website or the noise hotline.</li> <li>- Work with the FAA ATCT/TRACON to formalize the procedures that are in place today.</li> <li>- Focus a public workshop on describing the existing procedures.</li> <li>- Develop a brochure that describes the procedures in place today.</li> <li>- Include a clear and easily understood description of the existing program in the Part 150 Study and on the project website.</li> <li>- Provide Sea-Tac Noise 101 sessions that give an overview of the history of noise issues and mitigation planning at Sea-Tac.</li> <li>- Update the noise kiosk with a new video located at the airport and consider creating a portable version to place in community centers and libraries.</li> <li>- Include an actual demonstration of the Port website and the tools/reports which are currently available in a future public workshop. Get direct feedback from public on what they would like to be able to do with the website.</li> </ul> |
| <p><b>Noise Modeling Process</b><br/>Participants said they wanted to know the procedures for developing the noise contour levels and how modeling and “real” noise were used to develop those levels. In addition, they would like to know where exactly the monitors are located, if they can get real-time noise information, and how locations are chosen. They also wanted to know if portable monitors could be used to measure third runway noise.</p> | <ul style="list-style-type: none"> <li>- Provide the public with the standard noise modeling and measurement technical reports.</li> <li>- Focus a future public workshop in Part on describing the process of modeling and measurements.</li> <li>- Review with the public what they would like to see in terms of noise measurement data.</li> <li>- Conduct temporary noise measurements and Develop reports at sites to be chosen through input from the public.</li> <li>- Apply for funding to upgrade existing Port noise monitors to allow real-time noise measurement data at each permanent monitoring location.</li> </ul>  |
| <p><b>65 DNL</b><br/>Participants said they would like more basic information about what the 65 DNL level means and how it is generated.</p>  | <ul style="list-style-type: none"> <li>- Provide the public with links to information on the FAA’s website for DNL and 65 DNL.</li> <li>- Develop and distribute literature and/or media with clear presentations of what DNL is and what 65 DNL means.</li> <li>- Provide Sea-Tac Noise 101 sessions that give an overview of the history of noise issues and mitigation planning at Sea-Tac.</li> </ul>  |
| <p><b>Third Runway Operations</b><br/>Participants wanted more information about third runway operations, specifically about when it is used, how many flights use it, and how decisions are made about when to use it. They also wanted to know what types of planes use the runway.</p>   | <ul style="list-style-type: none"> <li>- Formalize an agreement with the FAA about the intended use of the third runway and all runways.</li> <li>- Develop a clear and easily understood statement about the use of the third runway (and all runways). This will include various conditions that are generally recognizable for people that live near the airport.</li> <li>- Develop a clear statement about when the third runway (and all runways) will be used in a manner that is not consistent with the typical conditions.</li> <li>- Focus a workshop in part on describing the use of the third runway.</li> <li>- Continue to publicize anticipated runway closures that will cause the runway’s to be used in any manner that is “atypical”.</li> </ul>  |

**Feedback on Individual Aircraft or Multiple Aircraft Event Noise**

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| <p><b>Individual Events</b><br/>A number of participants felt that single nighttime events were of greater concern than average noise levels, because being woken up in the middle of the night is an immediate impact.</p> | <ul style="list-style-type: none"> <li>- Employ noise metrics such as Number of Events Above a noise level to help explain people's concerns about their experiences.</li> <li>- Use sleep awakening metrics and data to describe the current and future conditions.</li> <li>- Use the Airport Noise and Operations Monitoring System (ANOMS) data to show actual noise levels at locations as a way to help understand peoples' experiences.</li> </ul> |
| <p><b>Multiple Events</b><br/>A number of participants felt that single nighttime events were of greater concern than average noise levels, because being woken up in the middle of the night is an immediate impact.</p>   | <ul style="list-style-type: none"> <li>-Employ noise metrics such as Number of Events Above a noise level to help explain people's concerns about their experiences.</li> <li>-Use sleep awakening metrics and data to describe the current and future conditions.</li> <li>-Use the Airport Noise and Operations Monitoring System (ANOMS) data to show actual noise levels at locations as a way to help understand peoples' experiences.</li> </ul>    |

**Ideas for Communication during Part 150**

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| <p><b>Notices of Meetings</b><br/>Participants said that they would like to be informed about opportunities to participate through more grassroots notices at grocery stores and libraries. They also suggested radio and TV, advertising in Highline Times and other local newspapers, the B-Town Blog, and through the Port web site an email.</p> | <ul style="list-style-type: none"> <li>- Develop and distribute flyers to local businesses, libraries, senior centers, churches, and community centers about the meetings.</li> <li>- Incorporate the B-Town Blog into the notification system of meetings.</li> <li>- Actively advertise the constant contact and the project website and encourage people to sign up throughout the study.</li> </ul> <p>Incorporate non-English advertising.</p>   |
| <p><b>Participation at Meetings</b><br/>Participants said that they would like to have FAA and Port staff be more accessible during the meetings and in the small group sessions.</p>  | <p>The Port will format public meetings in a way that allows for the Port staff and FAA to have a more active role in small group discussions. If the groups are organized around a topic, then topics that are best handled by FAA or Port staff may be staffed that way.</p>  |
| <p><b>Feedback from Meeting</b><br/>Participants said that they would like to have their comments responded to on-line prior to upcoming meetings.</p>   | <ul style="list-style-type: none"> <li>-Update the Frequently Asked Questions (FAQ) section of the Part 150 website with those main questions and responses.</li> <li>-Prepare a document that shows how the work plan is refined based on the comments heard.</li> <li>-Distribute materials at the next public meeting which summarize the comments received, and the actions that are being taken to address them.</li> <li>-Dedicate a portion of the next public meeting to a recap of the comments received, and the actions that are being taken to address them.</li> </ul> |