

**Summary of Part 150 Study Data Review Session – July 29, 2010**  
**July 29, 2010**  
**12:30 P.M. - 2:00 P.M.**  
**Sea-Tac Airport Beijing Conference Room**

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Led by Vince Mestre, the Part 150's noise analyst task leader

The discussion began with an overview of how noise measurement data is processed. Noise monitors gather sound in one second increments. As the monitor begins to recognize a level of sound, it will then perform a series of determinations. The monitor will decide if it is a noise event caused by an airplane. It will then match that event with a flight track to determine what specific flight caused that noise event. These airplane noise events are placed in a virtual “airplane noise bucket” for later analysis. Each of the 25 permanent Sea-Tac noise monitors are specifically tuned to their individual ambient environments to ensure that community noise is not mistaken for airplane noise. Noise from aircraft that are not operating in to or out of Sea-Tac are included as airplane noise events but are separated out from Sea-Tac traffic.

DNL noise metric discussion: Night-time operations are penalized with an addition of 10dBs, A 10-dB increase will be perceived by most people as 2 times louder, or a doubling of noise. . DNL is the measure required by the FAA. In order to receive funding from the FAA for noise mitigation, a benefit must be demonstrated within the 65 DNL noise contour.

Noise modeling discussion: When actual measured data is compared with modeled data, the results are usually very close. Computer modeling can pinpoint an area on a map and find out how loud it is in specific measurements. The further away from the airport, the greater the uncertainty. Because of the varied terrain west of the airport, noise modeling will help explain how sound propagates in that area.

Questions asked by those in attendance:

- What happens with non-Sea-Tac noise? Is it included as an airplane noise event?
- How accurate is the Web Trak system?
- Are the 25 noise monitors going to be upgraded?
- What can the Port do to mitigate noise below 65 DNL without FAA assistance?
- Do the noise monitors capture ground run-ups?
- What is the relationship between the noise monitoring data and the integrated noise model?
- How are the over-lapping noise contours between Sea-Tac and Boeing Field being addressed?
- Is this Part 150 study going to look at issues that were studied in the previous Part 150?