



Seattle-Tacoma International Airport Part 150 Noise Compatibility Study Update

Technical Review Committee

Meeting Report

March 24, 2011

10:00 a.m. – 12:00 p.m.

Committee Members

Lynae Craig, Alaska Airlines
Rob Kikillus, Port of Seattle
Stacy MacGregor, City of Tukwila
Cayla Morgan, FAA
Sharyn Parker, King County International Airport
Steve Rybolt, Port of Seattle
John Shambaugh, WSDOT
Al Torrico, City of SeaTac
Karen Wolf, King County -- Office of Strategic Planning and Performance Management
Chip Davis, City of Burien
Tom Hooper, Port of Seattle
Mark Coates, Port of Seattle
Janelle Cass, FAA

Port of Seattle Staff

Tom Fagerstrom, Part 150 Project Team
Karen Kalanick, Part 150 Project Team
Stan Shepherd, Part 150 Project Manager
Marco Milanese, Community Relations Manager

Consulting Team

Rob Adams, Landrum & Brown, Consultant Project Manager
Margaret Norton-Arnold, Norton-Arnold & Company, Facilitator
Fala Frazier, Norton-Arnold & Company, Committee Administrator

Meeting Goal

Margaret welcomed members to the meeting; the primary goal of this meeting was to get feedback from the Technical Review Committee on the preliminary noise remedy ideas under consideration by the consulting team and the Port of Seattle.

Rob Adams Presentation

Rob reminded members that noise remedy programs are strictly limited by the Federal Aviation Administration (FAA), and can only be applied in areas within the 65 DNL. The noise remedy boundary will be updated to reflect the 2016 65 DNL contour. The new proposed noise remedy boundary is smaller than the current boundary, implemented in 1985, due to both a decrease in operations and the transition to quieter aircraft.

In the past, the Port of Seattle has purchased some homes that were highly impacted by noise within the boundary. Additionally, there were five mobile home parks purchased within the 70 DNL and those tenants were relocated. Sixty-nine homes were also purchased within the north Approach Transition Zone due to a combination of low flying aircraft and noise. The Port has also worked cooperatively with the communities surrounding the airport to rezone and redevelop properties in a way that is compatible with airport use.

Historically, the Port has offered sound insulation to all eligible single family homes within the current boundary. Through an outreach program, the Port will soon be extending a final insulation offer to all homeowners within the current boundary.

Additional Ideas for Consideration in the Part 150

These items are preliminary in nature and are subject to further consideration and approval by the Port and the FAA.

- The Port may offer sound insulation to some owner-occupied multi-family units located within the updated noise remedy boundary that were built prior to 1986-87.
- The Port may also consider sound insulation for multi-family tenant-occupied buildings, although, historically, the FAA has not typically funded sound insulation for tenant-occupied units. The consultant/Port team estimates there may be up to 470 eligible apartments within the updated noise remedy boundary.
- The Port may purchase aviation easements for about 75 mobile homes on private land within the updated noise remedy boundary.
- Residential properties within the south Approach Transition Zone (approximately 16 total) may be purchased. This purchase will be entirely voluntary, and the home sellers will be offered relocation assistance.
- The Port may also offer air conditioning to homeowners who participate in the new insulation program within the updated noise remedy boundary.
- The Port and surrounding communities have been engaged over the past decade in joint development agreements and collaborative land use planning. Both sides are committed to continuing this collaboration into the future.

- A Ground Run-up Enclosure, or “Hush House” is also under consideration.

Committee Reactions to Proposed Ideas

Committee members had a number of reactions to the proposed ideas. Several members felt strongly that sound insulation should be provided in apartment buildings, with this protection extending to tenant occupied units, not just to owner occupied units.

One member noted that due to the poor economy, more people are moving into older apartment buildings, and noise protection for them is a real issue. Others said this was a social justice/equity issue. They did not believe it was acceptable to offer sound insulation to owner-occupied units without providing it to tenant-occupied units.

Members generally felt the avigation easements made sense, but had a number of questions about how the value for this easement would be determined – is it based on tax assessments or fair market property values? Port staff said they have not yet determined what the price offer will be.

Members agreed that cooperative development agreements and continued collaboration on land use planning between the Port and surrounding airport cities made sense.

Members had concerns with the proposal to offer air conditioning only to those homes that have not yet been insulated, noting that those homeowners who had received the insulation in previous years were likely to be angry to find themselves disqualified for air conditioning under the new program. One member suggested further that small air conditioning units are relatively cheap to purchase, and would not be a huge expense for the Port.

Members wanted to make sure that the home purchases within the south Approach Transition Zone would be based on fair market value. There were concerns about equity: *can the Port purchase these properties and then sell them for a greatly inflated price?* The Port responded that this is not allowed under FAA regulations. The Port must sell or lease any acquired properties as quickly as possible and according to fair market value. Money from any property sales is either returned to the FAA or rolled back into the airport’s noise remedy program; it cannot be used for any other purpose.

Members had a number of comments regarding the proposed hush house. Although some members conceptually agreed with the benefits of a hush house, they also thought that perhaps the projected costs had been underestimated: *Was the cost of land acquisition fully considered? Were the construction costs adequately estimated, given the necessary level of site preparation and other considerations?* They noted that airline operational costs will go up as well, given the extra taxiing time required to get to and from the hush house.

Supplemental Noise Metrics

Although not required through the Part 150 process, several members of the public had asked for supplemental noise metrics as part of the process. Supplemental noise metrics are only for informational purposes to help explain a limited number of events. The FAA requires the use of DNL for the evaluation of sound insulation programs. One example of these

supplemental noise metrics is “Sound Exposure Level” – which measures a single aircraft noise event. Rob asked for advice from the committee on how best to explain these measurements to the public at the April 9 community open house.

Committee members thought it might be useful to also include the time of day when the noisiest airplanes fly, and to also associate the level of noise to the type of aircraft. This would demonstrate that a high percentage of the planes at Sea-Tac are quieter aircraft, and would also help to verify when people are typically hearing the noisier planes.

Next Steps

All Technical Review Committee members are invited to the public open house scheduled for April 9 at the airport. The open house will include various “information stations” and tours of the airport will also be offered. The next TRC meeting will be held during the summer. A public hearing on the draft Part 150 Report will likely be scheduled in an August 2011 timeframe.