# APPENDIX G
# FUTURE (2021) NOISE EXPOSURE MAP/ NOISE COMPATIBILITY PROGRAM

A Future (2021) noise exposure contour was prepared to understand potential noise impacts within the ten-year timeline for planning purposes. The Future (2021) Noise Exposure Map/Noise Compatibility Program (NEM/NCP) represents the anticipated noise levels for a typical day in 2021, with the implementation of all recommended noise abatement measures. The Future (2021) NEM/NCP was prepared using the Federal Aviation Administration's (FAA's) Integrated Noise Model (INM) Version 7.0b. Noise exposure contours were prepared at levels of 65, 70, and 75 Day-Night Average Sound Level (DNL). This appendix presents the methodology and input data used to prepare the Future (2021) NEM/NCP for Seattle-Tacoma International Airport (Sea-Tac Airport).

## G.1 NOISE MODELING METHODOLOGY

### Number of Operations and Fleet Mix

The number of operations included in the Future (2021) NEM/NCP is based on the Forecast of Aviation Activity prepared for this Part 150 Study. The forecast is based upon aviation industry trends and specific airline activity at Sea-Tac Airport. More information about this forecast is included in **Chapter Two, *Forecast***. The Future (2021) condition includes 419,597 annual operations or 1,149.58 average-annual day operations, a projected increase of 15.4 percent from the Future (2016) Baseline operating levels. **Table G-1, *Distribution of Average Day Operations by Aircraft Type Future (2021) NEM/NCP***, provides a summary of the average daily operations and fleet mix at Sea-Tac Airport, organized by aircraft type, operation type, and time of day that was modeled for Future (2021) conditions.

**Table G-1**
**DISTRIBUTION OF AVERAGE DAY OPERATIONS BY AIRCRAFT TYPE – FUTURE (2021) NEM/NCP**
**Seattle-Tacoma International Airport**

| AIRCRAFT TYPE | INM TYPE | ARRIVALS | | DEPARTURES | | TOTAL |
|---|---|---|---|---|---|---|
| | | DAY | NIGHT | DAY | NIGHT | |
| **LARGE JETS** | | | | | | |
| Boeing 747-200 | 747200 | 0.29 | 0.05 | 0.28 | 0.05 | 0.68 |
| Boeing 747-400 | 747400 | 6.06 | 1.07 | 6.06 | 1.07 | 14.25 |
| Boeing 767-300 | 767300 | 1.47 | 0.26 | 1.46 | 0.26 | 3.45 |
| Boeing 777-200 | 777200 | 3.22 | 0.57 | 3.21 | 0.57 | 7.56 |
| Boeing 777-300 | 777300 | 0.48 | 0.09 | 0.49 | 0.09 | 1.14 |
| Airbus A300B4-203 | A300B4-203 | 0.81 | 0.14 | 0.81 | 0.14 | 1.92 |
| Airbus A330-301 | A330-301 | 3.44 | 0.61 | 3.44 | 0.61 | 8.09 |
| Airbus A330-343 | A330-343 | 5.20 | 0.92 | 5.19 | 0.92 | 12.22 |
| Airbus A340-200 | A340-211 | 0.40 | 0.07 | 0.40 | 0.07 | 0.95 |
| Douglas DC10-10 | DC1010 | 2.64 | 0.47 | 2.64 | 0.47 | 6.22 |
| McDonnell Douglas MD-11 | MD11GE | 0.81 | 0.14 | 0.81 | 0.14 | 1.91 |
| Boeing 737-700 | 737700 | 65.63 | 11.58 | 65.63 | 11.58 | 154.43 |
| Boeing 737-800 | 737800 | 160.96 | 28.40 | 160.96 | 28.40 | 378.73 |
| Boeing 737 | 737QN | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 |
| Boeing 757-300 | 757300 | 9.32 | 1.64 | 9.32 | 1.64 | 21.92 |
| Boeing 757-200 | 757RR | 0.31 | 0.06 | 0.31 | 0.05 | 0.73 |
| Airbus A319 | A319-131 | 13.86 | 2.45 | 13.86 | 2.45 | 32.60 |
| Airbus A320-211 | A320-211 | 16.27 | 2.87 | 16.27 | 2.87 | 38.27 |
| Airbus A320-232 | A320-232 | 36.21 | 6.39 | 36.21 | 6.39 | 85.19 |
| Airbus A321-232 | A321-232 | 3.56 | 0.63 | 3.56 | 0.63 | 8.39 |
| *Sub-Total* | | *330.95* | *58.40* | *330.91* | *58.40* | *778.66* |
| **REGIONAL JETS** | | | | | | |
| Bombardier CRJ900 | CRJ9-ER | 24.41 | 1.56 | 24.41 | 1.56 | 51.94 |
| *Sub-Total* | | *24.41* | *1.56* | *24.41* | *1.56* | *51.94* |
| **BUSINESS JETS** | | | | | | |
| Twin Engine Regional Jet | CNA500 | 0.10 | 0.01 | 0.10 | 0.01 | 0.21 |
| Twin Engine Regional Jet | CNA750 | 0.20 | 0.01 | 0.20 | 0.02 | 0.42 |
| Twin Engine Regional Jet | GIV | 0.11 | 0.01 | 0.11 | 0.01 | 0.23 |
| Twin Engine Regional Jet | GV | 6.56 | 0.49 | 6.56 | 0.49 | 14.11 |
| Twin Engine Regional Jet | IA1125 | 0.25 | 0.02 | 0.25 | 0.02 | 0.54 |
| Twin Engine Regional Jet | LEAR35 | 0.44 | 0.03 | 0.44 | 0.03 | 0.95 |
| Twin Engine Regional Jet | MU3001 | 0.67 | 0.05 | 0.67 | 0.05 | 1.44 |
| Twin Engine Regional Jet | CIT3 | 0.12 | 0.01 | 0.12 | 0.01 | 0.25 |
| Twin Engine Regional Jet | CL600 | 0.65 | 0.05 | 0.65 | 0.05 | 1.39 |
| Twin Engine Regional Jet | CL601 | 2.98 | 0.22 | 2.98 | 0.22 | 6.41 |
| *Sub-Total* | | *12.07* | *0.91* | *12.08* | *0.91* | *25.98* |

**Table G-1, *Continued***
**DISTRIBUTION OF AVERAGE DAY OPERATIONS BY AIRCRAFT TYPE**
**FUTURE (2021) NEM/NCP**
**Seattle-Tacoma International Airport**

| AIRCRAFT TYPE | INM TYPE | ARRIVALS | | DEPARTURES | | TOTAL |
|---|---|---|---|---|---|---|
| | | DAY | NIGHT | DAY | NIGHT | |
| **COMMUTER PROPS** | | | | | | |
| Avions de Transport Regional ATR-42 | ATR42 | 0.27 | 0.03 | 0.27 | 0.03 | 0.59 |
| Avions de Transport Regional ATR-72 | ATR72 | 0.13 | 0.01 | 0.13 | 0.02 | 0.29 |
| Commuter Prop | DHC830 | 122.82 | 12.15 | 120.12 | 14.85 | 269.93 |
| Commuter Prop | CNA441 | 5.85 | 0.07 | 4.90 | 1.01 | 11.83 |
| *Sub-Total* | | *129.07* | *12.25* | *125.42* | *15.91* | *282.65* |
| **GENERAL AVIATION PROPS** | | | | | | |
| GA Prop | CNA172 | 0.36 | 0.00 | 0.30 | 0.07 | 0.72 |
| GA Prop | CNA208 | 4.64 | 0.00 | 3.81 | 0.84 | 9.29 |
| GA Prop | PA31 | 0.17 | 0.00 | 0.14 | 0.03 | 0.34 |
| *Sub-Total* | | *5.17* | *0.00* | *4.25* | *0.93* | *10.34* |
| **Grand Total** | | **501.67** | **73.12** | **497.07** | **77.71** | **1,149.58** |

Note: Day = 7:00 a.m. to 9:59 p.m., Night = 10:00 p.m. to 6:59 a.m.
Source: Forecast of Aviation Activity, Landrum & Brown, 2011.

## Runway End Utilization

Average-annual day runway end utilization for Future (2021) conditions at Sea-Tac Airport is expected to remain similar to the Existing (2011) conditions, with minor variation due to a slight change in fleet mix. The runway use percentages that were modeled for the Future (2021) NEM/NCP noise exposure contour are shown in **Table G-2, *Runway End Utilization – Future (2021) NEM/NCP***.

Aircraft are permitted to conduct departures on Runway 34R from the intersection at Taxiway Q. When performing this maneuver, aircraft begin their take-off roll from the intersection of Runway 34R and Taxiway Q. Approximately ten percent of departures from Runway 34R, excluding heavy jets, are expected to be conducted from the Taxiway Q intersection.

**Table G-2**
**RUNWAY END UTILIZATION – FUTURE (2021) NEM/NCP**
**Seattle-Tacoma International Airport**

| DAYTIME ARRIVALS | | | | | | |
|---|---|---|---|---|---|---|
| **AIRCRAFT CATEGORY** | **16C** | **16L** | **16R** | **34C** | **34L** | **34R** |
| Large Jets | 21.0% | 20.0% | 23.0% | 11.0% | 11.0% | 14.0% |
| Regional Jets | 23.7% | 17.4% | 24.9% | 12.7% | 9.9% | 11.4% |
| Business Jets | 14.3% | 7.4% | 41.2% | 6.2% | 23.6% | 7.4% |
| Turboprops | 25.1% | 16.8% | 23.7% | 12.1% | 11.7% | 10.5% |
| General Aviation Props | 27.0% | 19.0% | 12.0% | 18.0% | 15.0% | 9.0% |
| **DAYTIME DEPARTURES** | | | | | | |
| **AIRCRAFT CATEGORY** | **16C** | **16L** | **16R** | **34C** | **34L** | **34R** |
| Large Jets | 20.0% | 46.0% | 0.0% | 17.0% | 0.0% | 17.0% |
| Regional Jets | 23.9% | 41.7% | 0.0% | 18.0% | 0.1% | 16.3% |
| Business Jets | 26.2% | 22.1% | 15.1% | 27.3% | 4.0% | 5.4% |
| Turboprops | 19.0% | 43.7% | 1.0% | 18.7% | 2.3% | 15.3% |
| General Aviation Props | 14.0% | 11.0% | 0.0% | 27.0% | 0.0% | 48.0% |
| **NIGHTTIME ARRIVALS** | | | | | | |
| **AIRCRAFT CATEGORY** | **16C** | **16L** | **16R** | **34C** | **34L** | **34R** |
| Large Jets | 51.0% | 10.0% | 2.0% | 28.0% | 1.0% | 8.0% |
| Regional Jets | 56.3% | 8.3% | 0.9% | 25.0% | 0.0% | 9.5% |
| Business Jets | 66.9% | 0.0% | 33.1% | 0.0% | 0.0% | 0.0% |
| Turboprops | 56.5% | 7.6% | 5.3% | 25.0% | 0.5% | 5.1% |
| General Aviation Props | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| **NIGHTTIME DEPARTURES** | | | | | | |
| **AIRCRAFT CATEGORY** | **16C** | **16L** | **16R** | **34C** | **34L** | **34R** |
| Large Jets | 1.0% | 64.0% | 0.0% | 5.0% | 0.0% | 30.0% |
| Regional Jets | 1.4% | 71.2% | 0.0% | 8.7% | 0.0% | 18.7% |
| Business Jets | 52.0% | 13.0% | 0.0% | 35.0% | 0.0% | 0.0% |
| Turboprops | 9.7% | 56.9% | 0.4% | 7.2% | 1.3% | 24.4% |
| General Aviation Props | 25.0% | 75.0% | 0.0% | 0.0% | 0.0% | 0.0% |

Note: Day = 7:00 a.m. to 9:59 p.m., Night = 10:00 p.m. to 6:59 a.m.
Source: Seattle-Tacoma International Airport ANOMS Data, 2009; Landrum & Brown, 2011.

## Flight Tracks

There are two components to flight tracks used for noise modeling: flight track definition/location and percentage of use. Flight track definition and percent utilization was based on ANOMS radar data from calendar year 2009. Flight track locations are expected to remain the same for the Future (2021) NEM/NCP condition as shown on Exhibit 3-12 and Exhibit 3-13 in **Chapter Three, *Noise Analysis***. Flight track distribution percentages expected to remain similar to the Existing (2011) conditions, with minor variation due to a slight change in fleet mix. **Table G-3, *INM Arrival Flight Tracks – Future (2021) NEM/NCP*** shows the INM flight track distribution percentages for arrival flight tracks; and **Table G-4, *INM Departure Flight Tracks – Future (2021) NEM/NCP*** shows the INM flight track distribution percentages for departure flight tracks that were modeled for the Future (2021) NEM/NCP noise exposure contour.

**Table G-3**
**INM ARRIVAL FLIGHT TRACKS – FUTURE (2021) NEM/NCP**
**Seattle-Tacoma International Airport**

| RUNWAY | FLIGHT TRACK | LARGE JETS | REGIONAL JETS | BUSINESS JETS | TURBOPROPS | GA PROPS |
|---|---|---|---|---|---|---|
| 16C | 16CA2A | 1.0% | 1.0% | 0.7% | 1.1% | 1.0% |
| 16C | 16CA2A1 | 0.6% | 0.6% | 0.4% | 0.7% | 0.7% |
| 16C | 16CA2A2 | 0.6% | 0.6% | 0.4% | 0.7% | 0.7% |
| 16C | 16CA2A3 | 0.2% | 0.2% | 0.1% | 0.2% | 0.2% |
| 16C | 16CA2A4 | 0.2% | 0.2% | 0.1% | 0.2% | 0.2% |
| 16C | 16CA2B | 0.2% | 0.2% | 0.1% | 0.2% | 0.2% |
| 16C | 16CA2B1 | 0.1% | 0.1% | 0.1% | 0.1% | 0.1% |
| 16C | 16CA2B2 | 0.1% | 0.1% | 0.1% | 0.1% | 0.1% |
| 16C | 16CA2B3 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16C | 16CA2B4 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16C | 16CA2C | 0.1% | 0.1% | 0.1% | 0.1% | 0.1% |
| 16C | 16CA2C1 | 0.1% | 0.1% | 0.0% | 0.1% | 0.1% |
| 16C | 16CA2C2 | 0.1% | 0.1% | 0.0% | 0.1% | 0.1% |
| 16C | 16CA2C3 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16C | 16CA2C4 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16C | 16CA3A | 1.5% | 1.5% | 1.0% | 1.6% | 1.6% |
| 16C | 16CA3A1 | 0.9% | 0.9% | 0.7% | 1.0% | 1.0% |
| 16C | 16CA3A2 | 0.9% | 0.9% | 0.7% | 1.0% | 1.0% |
| 16C | 16CA3A3 | 0.2% | 0.2% | 0.2% | 0.3% | 0.3% |
| 16C | 16CA3A4 | 0.2% | 0.2% | 0.2% | 0.3% | 0.3% |
| 16C | 16CA3B | 1.2% | 1.2% | 0.8% | 1.3% | 1.3% |
| 16C | 16CA3B1 | 0.7% | 0.8% | 0.5% | 0.8% | 0.8% |
| 16C | 16CA3B2 | 0.7% | 0.8% | 0.5% | 0.8% | 0.8% |
| 16C | 16CA3B3 | 0.2% | 0.2% | 0.1% | 0.2% | 0.2% |
| 16C | 16CA3B4 | 0.2% | 0.2% | 0.1% | 0.2% | 0.2% |
| 16C | 16CA3C | 0.3% | 0.3% | 0.2% | 0.3% | 0.3% |
| 16C | 16CA3C1 | 0.2% | 0.2% | 0.1% | 0.2% | 0.2% |
| 16C | 16CA3C2 | 0.2% | 0.2% | 0.1% | 0.2% | 0.2% |
| 16C | 16CA3C3 | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% |
| 16C | 16CA3C4 | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% |
| 16C | 16CA4A | 1.7% | 1.7% | 1.2% | 1.9% | 1.8% |
| 16C | 16CA4A1 | 1.5% | 1.5% | 1.0% | 1.6% | 1.6% |
| 16C | 16CA4A2 | 1.5% | 1.5% | 1.0% | 1.6% | 1.6% |
| 16C | 16CA4A3 | 0.9% | 0.9% | 0.7% | 1.0% | 1.0% |
| 16C | 16CA4A4 | 0.9% | 0.9% | 0.7% | 1.0% | 1.0% |
| 16C | 16CA4A5 | 0.4% | 0.4% | 0.3% | 0.5% | 0.5% |
| 16C | 16CA4A6 | 0.4% | 0.4% | 0.3% | 0.5% | 0.5% |
| 16C | 16CA4A7 | 0.2% | 0.2% | 0.1% | 0.2% | 0.2% |
| 16C | 16CA4A8 | 0.2% | 0.2% | 0.1% | 0.2% | 0.2% |
| 16C | 16CA4B | 0.1% | 0.1% | 0.0% | 0.1% | 0.1% |
| 16C | 16CA4B1 | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% |
| 16C | 16CA4B2 | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% |
| 16C | 16CA4B3 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16C | 16CA4B4 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |

**Table G-3, *Continued***
**INM ARRIVAL FLIGHT TRACKS – FUTURE (2021) NEM/NCP**
**Seattle-Tacoma International Airport**

| RUNWAY | FLIGHT TRACK | LARGE JETS | REGIONAL JETS | BUSINESS JETS | TURBOPROPS | GA PROPS |
|---|---|---|---|---|---|---|
| 16C | 16CA4B5 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16C | 16CA4B6 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16C | 16CA4B7 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16C | 16CA4B8 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16C | 16CA5A | 1.4% | 1.4% | 1.0% | 1.5% | 1.5% |
| 16C | 16CA5A1 | 1.2% | 1.2% | 0.9% | 1.3% | 1.3% |
| 16C | 16CA5A2 | 1.2% | 1.2% | 0.9% | 1.3% | 1.3% |
| 16C | 16CA5A3 | 0.8% | 0.8% | 0.5% | 0.8% | 0.8% |
| 16C | 16CA5A4 | 0.8% | 0.8% | 0.5% | 0.8% | 0.8% |
| 16C | 16CA5A5 | 0.4% | 0.4% | 0.3% | 0.4% | 0.4% |
| 16C | 16CA5A6 | 0.4% | 0.4% | 0.3% | 0.4% | 0.4% |
| 16C | 16CA5A7 | 0.1% | 0.1% | 0.1% | 0.1% | 0.1% |
| 16C | 16CA5A8 | 0.1% | 0.1% | 0.1% | 0.1% | 0.1% |
| 16C | 16CA5B | 0.1% | 0.1% | 0.0% | 0.1% | 0.1% |
| 16C | 16CA5B1 | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% |
| 16C | 16CA5B2 | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% |
| 16C | 16CA5B3 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16C | 16CA5B4 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16C | 16CA5B5 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16C | 16CA5B6 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16C | 16CA5B7 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16C | 16CA5B8 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16L | 16LA2A | 0.7% | 0.7% | 0.3% | 0.6% | 0.7% |
| 16L | 16LA2A1 | 0.5% | 0.4% | 0.2% | 0.4% | 0.5% |
| 16L | 16LA2A2 | 0.5% | 0.4% | 0.2% | 0.4% | 0.5% |
| 16L | 16LA2A3 | 0.1% | 0.1% | 0.0% | 0.1% | 0.1% |
| 16L | 16LA2A4 | 0.1% | 0.1% | 0.0% | 0.1% | 0.1% |
| 16L | 16LA2B | 0.1% | 0.1% | 0.1% | 0.1% | 0.1% |
| 16L | 16LA2B1 | 0.1% | 0.1% | 0.0% | 0.1% | 0.1% |
| 16L | 16LA2B2 | 0.1% | 0.1% | 0.0% | 0.1% | 0.1% |
| 16L | 16LA2B3 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16L | 16LA2B4 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16L | 16LA2C | 0.1% | 0.1% | 0.0% | 0.1% | 0.1% |
| 16L | 16LA2C1 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16L | 16LA2C2 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16L | 16LA2C3 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16L | 16LA2C4 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16L | 16LA3A | 1.1% | 1.0% | 0.4% | 0.9% | 1.1% |
| 16L | 16LA3A1 | 0.7% | 0.6% | 0.3% | 0.6% | 0.7% |
| 16L | 16LA3A2 | 0.7% | 0.6% | 0.3% | 0.6% | 0.7% |
| 16L | 16LA3A3 | 0.2% | 0.2% | 0.1% | 0.2% | 0.2% |
| 16L | 16LA3A4 | 0.2% | 0.2% | 0.1% | 0.2% | 0.2% |
| 16L | 16LA3B | 0.9% | 0.8% | 0.3% | 0.7% | 0.9% |
| 16L | 16LA3B1 | 0.5% | 0.5% | 0.2% | 0.5% | 0.6% |

**Table G-3, *Continued***
**INM ARRIVAL FLIGHT TRACKS – FUTURE (2021) NEM/NCP**
**Seattle-Tacoma International Airport**

| RUNWAY | FLIGHT TRACK | LARGE JETS | REGIONAL JETS | BUSINESS JETS | TURBOPROPS | GA PROPS |
|---|---|---|---|---|---|---|
| 16L | 16LA3B2 | 0.5% | 0.5% | 0.2% | 0.5% | 0.6% |
| 16L | 16LA3B3 | 0.1% | 0.1% | 0.1% | 0.1% | 0.1% |
| 16L | 16LA3B4 | 0.1% | 0.1% | 0.1% | 0.1% | 0.1% |
| 16L | 16LA3C | 0.2% | 0.2% | 0.1% | 0.2% | 0.2% |
| 16L | 16LA3C1 | 0.1% | 0.1% | 0.0% | 0.1% | 0.1% |
| 16L | 16LA3C2 | 0.1% | 0.1% | 0.0% | 0.1% | 0.1% |
| 16L | 16LA3C3 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16L | 16LA3C4 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16L | 16LA4A | 1.2% | 1.1% | 0.5% | 1.1% | 1.3% |
| 16L | 16LA4A1 | 1.1% | 1.0% | 0.4% | 0.9% | 1.1% |
| 16L | 16LA4A2 | 1.1% | 1.0% | 0.4% | 0.9% | 1.1% |
| 16L | 16LA4A3 | 0.7% | 0.6% | 0.3% | 0.6% | 0.7% |
| 16L | 16LA4A4 | 0.7% | 0.6% | 0.3% | 0.6% | 0.7% |
| 16L | 16LA4A5 | 0.3% | 0.3% | 0.1% | 0.3% | 0.3% |
| 16L | 16LA4A6 | 0.3% | 0.3% | 0.1% | 0.3% | 0.3% |
| 16L | 16LA4A7 | 0.1% | 0.1% | 0.0% | 0.1% | 0.1% |
| 16L | 16LA4A8 | 0.1% | 0.1% | 0.0% | 0.1% | 0.1% |
| 16L | 16LA4B | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16L | 16LA4B1 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16L | 16LA4B2 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16L | 16LA4B3 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16L | 16LA4B4 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16L | 16LA4B5 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16L | 16LA4B6 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16L | 16LA4B7 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16L | 16LA4B8 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16L | 16LA5A | 1.0% | 0.9% | 0.4% | 0.9% | 1.1% |
| 16L | 16LA5A1 | 0.9% | 0.8% | 0.3% | 0.8% | 0.9% |
| 16L | 16LA5A2 | 0.9% | 0.8% | 0.3% | 0.8% | 0.9% |
| 16L | 16LA5A3 | 0.6% | 0.5% | 0.2% | 0.5% | 0.6% |
| 16L | 16LA5A4 | 0.6% | 0.5% | 0.2% | 0.5% | 0.6% |
| 16L | 16LA5A5 | 0.3% | 0.2% | 0.1% | 0.2% | 0.3% |
| 16L | 16LA5A6 | 0.3% | 0.2% | 0.1% | 0.2% | 0.3% |
| 16L | 16LA5A7 | 0.1% | 0.1% | 0.0% | 0.1% | 0.1% |
| 16L | 16LA5A8 | 0.1% | 0.1% | 0.0% | 0.1% | 0.1% |
| 16L | 16LA5B | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16L | 16LA5B1 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16L | 16LA5B2 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16L | 16LA5B3 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16L | 16LA5B4 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16L | 16LA5B5 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16L | 16LA5B6 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16L | 16LA5B7 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16L | 16LA5B8 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |

**Table G-3, *Continued***
**INM ARRIVAL FLIGHT TRACKS – FUTURE (2021) NEM/NCP**
**Seattle-Tacoma International Airport**

| RUNWAY | FLIGHT TRACK | LARGE JETS | REGIONAL JETS | BUSINESS JETS | TURBOPROPS | GA PROPS |
|---|---|---|---|---|---|---|
| 16R | 16RA2A | 0.8% | 0.9% | 1.6% | 0.9% | 0.5% |
| 16R | 16RA2A1 | 0.5% | 0.6% | 1.0% | 0.5% | 0.3% |
| 16R | 16RA2A2 | 0.5% | 0.6% | 1.0% | 0.5% | 0.3% |
| 16R | 16RA2A3 | 0.1% | 0.1% | 0.3% | 0.1% | 0.1% |
| 16R | 16RA2A4 | 0.1% | 0.1% | 0.3% | 0.1% | 0.1% |
| 16R | 16RA2B | 0.2% | 0.2% | 0.3% | 0.2% | 0.1% |
| 16R | 16RA2B1 | 0.1% | 0.1% | 0.2% | 0.1% | 0.1% |
| 16R | 16RA2B2 | 0.1% | 0.1% | 0.2% | 0.1% | 0.1% |
| 16R | 16RA2B3 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16R | 16RA2B4 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16R | 16RA2C | 0.1% | 0.1% | 0.2% | 0.1% | 0.0% |
| 16R | 16RA2C1 | 0.0% | 0.1% | 0.1% | 0.1% | 0.0% |
| 16R | 16RA2C2 | 0.0% | 0.1% | 0.1% | 0.1% | 0.0% |
| 16R | 16RA2C3 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16R | 16RA2C4 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16R | 16RA3A | 1.1% | 1.4% | 2.4% | 1.3% | 0.7% |
| 16R | 16RA3A1 | 0.7% | 0.9% | 1.5% | 0.8% | 0.4% |
| 16R | 16RA3A2 | 0.7% | 0.9% | 1.5% | 0.8% | 0.4% |
| 16R | 16RA3A3 | 0.2% | 0.2% | 0.4% | 0.2% | 0.1% |
| 16R | 16RA3A4 | 0.2% | 0.2% | 0.4% | 0.2% | 0.1% |
| 16R | 16RA3B | 0.9% | 1.1% | 1.9% | 1.0% | 0.6% |
| 16R | 16RA3B1 | 0.6% | 0.7% | 1.2% | 0.6% | 0.4% |
| 16R | 16RA3B2 | 0.6% | 0.7% | 1.2% | 0.6% | 0.4% |
| 16R | 16RA3B3 | 0.2% | 0.2% | 0.3% | 0.2% | 0.1% |
| 16R | 16RA3B4 | 0.2% | 0.2% | 0.3% | 0.2% | 0.1% |
| 16R | 16RA3C | 0.2% | 0.3% | 0.5% | 0.3% | 0.1% |
| 16R | 16RA3C1 | 0.1% | 0.2% | 0.3% | 0.2% | 0.1% |
| 16R | 16RA3C2 | 0.1% | 0.2% | 0.3% | 0.2% | 0.1% |
| 16R | 16RA3C3 | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% |
| 16R | 16RA3C4 | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% |
| 16R | 16RA4A | 1.3% | 1.6% | 2.7% | 1.5% | 0.8% |
| 16R | 16RA4A1 | 1.1% | 1.3% | 2.3% | 1.3% | 0.7% |
| 16R | 16RA4A2 | 1.1% | 1.3% | 2.3% | 1.3% | 0.7% |
| 16R | 16RA4A3 | 0.7% | 0.9% | 1.5% | 0.8% | 0.4% |
| 16R | 16RA4A4 | 0.7% | 0.9% | 1.5% | 0.8% | 0.4% |
| 16R | 16RA4A5 | 0.3% | 0.4% | 0.7% | 0.4% | 0.2% |
| 16R | 16RA4A6 | 0.3% | 0.4% | 0.7% | 0.4% | 0.2% |
| 16R | 16RA4A7 | 0.1% | 0.1% | 0.2% | 0.1% | 0.1% |
| 16R | 16RA4A8 | 0.1% | 0.1% | 0.2% | 0.1% | 0.1% |
| 16R | 16RA4B | 0.0% | 0.1% | 0.1% | 0.0% | 0.0% |
| 16R | 16RA4B1 | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% |
| 16R | 16RA4B2 | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% |
| 16R | 16RA4B3 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16R | 16RA4B4 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |

**Table G-3, *Continued***
**INM ARRIVAL FLIGHT TRACKS – FUTURE (2021) NEM/NCP**
**Seattle-Tacoma International Airport**

| RUNWAY | FLIGHT TRACK | LARGE JETS | REGIONAL JETS | BUSINESS JETS | TURBOPROPS | GA PROPS |
|---|---|---|---|---|---|---|
| 16R | 16RA4B5 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16R | 16RA4B6 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16R | 16RA4B7 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16R | 16RA4B8 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16R | 16RA5A | 1.1% | 1.3% | 2.3% | 1.2% | 0.7% |
| 16R | 16RA5A1 | 0.9% | 1.1% | 1.9% | 1.1% | 0.6% |
| 16R | 16RA5A2 | 0.9% | 1.1% | 1.9% | 1.1% | 0.6% |
| 16R | 16RA5A3 | 0.6% | 0.7% | 1.2% | 0.7% | 0.4% |
| 16R | 16RA5A4 | 0.6% | 0.7% | 1.2% | 0.7% | 0.4% |
| 16R | 16RA5A5 | 0.3% | 0.3% | 0.6% | 0.3% | 0.2% |
| 16R | 16RA5A6 | 0.3% | 0.3% | 0.6% | 0.3% | 0.2% |
| 16R | 16RA5A7 | 0.1% | 0.1% | 0.2% | 0.1% | 0.1% |
| 16R | 16RA5A8 | 0.1% | 0.1% | 0.2% | 0.1% | 0.1% |
| 16R | 16RA5B | 0.0% | 0.1% | 0.1% | 0.0% | 0.0% |
| 16R | 16RA5B1 | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% |
| 16R | 16RA5B2 | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% |
| 16R | 16RA5B3 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16R | 16RA5B4 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16R | 16RA5B5 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16R | 16RA5B6 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16R | 16RA5B7 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16R | 16RA5B8 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34C | 34CA2A | 0.4% | 0.4% | 0.2% | 0.4% | 0.6% |
| 34C | 34CA2A1 | 0.3% | 0.3% | 0.1% | 0.3% | 0.4% |
| 34C | 34CA2A2 | 0.3% | 0.3% | 0.1% | 0.3% | 0.4% |
| 34C | 34CA2A3 | 0.1% | 0.1% | 0.0% | 0.1% | 0.1% |
| 34C | 34CA2A4 | 0.1% | 0.1% | 0.0% | 0.1% | 0.1% |
| 34C | 34CA2B | 0.4% | 0.4% | 0.2% | 0.4% | 0.5% |
| 34C | 34CA2B1 | 0.2% | 0.2% | 0.1% | 0.2% | 0.3% |
| 34C | 34CA2B2 | 0.2% | 0.2% | 0.1% | 0.2% | 0.3% |
| 34C | 34CA2B3 | 0.1% | 0.1% | 0.0% | 0.1% | 0.1% |
| 34C | 34CA2B4 | 0.1% | 0.1% | 0.0% | 0.1% | 0.1% |
| 34C | 34CA2C | 0.1% | 0.1% | 0.0% | 0.1% | 0.1% |
| 34C | 34CA2C1 | 0.1% | 0.1% | 0.0% | 0.1% | 0.1% |
| 34C | 34CA2C2 | 0.1% | 0.1% | 0.0% | 0.1% | 0.1% |
| 34C | 34CA2C3 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34C | 34CA2C4 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34C | 34CA2D | 0.4% | 0.4% | 0.2% | 0.4% | 0.5% |
| 34C | 34CA2D1 | 0.2% | 0.2% | 0.1% | 0.2% | 0.3% |
| 34C | 34CA2D2 | 0.2% | 0.2% | 0.1% | 0.2% | 0.3% |
| 34C | 34CA2D3 | 0.1% | 0.1% | 0.0% | 0.1% | 0.1% |
| 34C | 34CA2D4 | 0.1% | 0.1% | 0.0% | 0.1% | 0.1% |
| 34C | 34CA3A | 0.9% | 0.9% | 0.4% | 0.9% | 1.3% |
| 34C | 34CA3A1 | 0.6% | 0.6% | 0.3% | 0.6% | 0.8% |

**Table G-3, *Continued***
**INM ARRIVAL FLIGHT TRACKS – FUTURE (2021) NEM/NCP**
**Seattle-Tacoma International Airport**

| RUNWAY | FLIGHT TRACK | LARGE JETS | REGIONAL JETS | BUSINESS JETS | TURBOPROPS | GA PROPS |
|---|---|---|---|---|---|---|
| 34C | 34CA3A2 | 0.6% | 0.6% | 0.3% | 0.6% | 0.8% |
| 34C | 34CA3A3 | 0.2% | 0.2% | 0.1% | 0.2% | 0.2% |
| 34C | 34CA3A4 | 0.2% | 0.2% | 0.1% | 0.2% | 0.2% |
| 34C | 34CA3B | 0.9% | 0.9% | 0.4% | 0.9% | 1.2% |
| 34C | 34CA3B1 | 0.6% | 0.6% | 0.2% | 0.6% | 0.7% |
| 34C | 34CA3B2 | 0.6% | 0.6% | 0.2% | 0.6% | 0.7% |
| 34C | 34CA3B3 | 0.1% | 0.1% | 0.1% | 0.1% | 0.2% |
| 34C | 34CA3B4 | 0.1% | 0.1% | 0.1% | 0.1% | 0.2% |
| 34C | 34CA3C | 0.1% | 0.1% | 0.0% | 0.1% | 0.1% |
| 34C | 34CA3C1 | 0.1% | 0.1% | 0.0% | 0.1% | 0.1% |
| 34C | 34CA3C2 | 0.1% | 0.1% | 0.0% | 0.1% | 0.1% |
| 34C | 34CA3C3 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34C | 34CA3C4 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34C | 34CA4A | 0.7% | 0.7% | 0.3% | 0.6% | 0.9% |
| 34C | 34CA4A1 | 0.6% | 0.6% | 0.3% | 0.6% | 0.8% |
| 34C | 34CA4A2 | 0.6% | 0.6% | 0.3% | 0.6% | 0.8% |
| 34C | 34CA4A3 | 0.4% | 0.4% | 0.2% | 0.4% | 0.5% |
| 34C | 34CA4A4 | 0.4% | 0.4% | 0.2% | 0.4% | 0.5% |
| 34C | 34CA4A5 | 0.2% | 0.2% | 0.1% | 0.2% | 0.2% |
| 34C | 34CA4A6 | 0.2% | 0.2% | 0.1% | 0.2% | 0.2% |
| 34C | 34CA4A7 | 0.1% | 0.1% | 0.0% | 0.1% | 0.1% |
| 34C | 34CA4A8 | 0.1% | 0.1% | 0.0% | 0.1% | 0.1% |
| 34C | 34CA5A | 0.5% | 0.4% | 0.2% | 0.4% | 0.6% |
| 34C | 34CA5A1 | 0.4% | 0.4% | 0.2% | 0.4% | 0.5% |
| 34C | 34CA5A2 | 0.4% | 0.4% | 0.2% | 0.4% | 0.5% |
| 34C | 34CA5A3 | 0.2% | 0.2% | 0.1% | 0.2% | 0.3% |
| 34C | 34CA5A4 | 0.2% | 0.2% | 0.1% | 0.2% | 0.3% |
| 34C | 34CA5A5 | 0.1% | 0.1% | 0.0% | 0.1% | 0.2% |
| 34C | 34CA5A6 | 0.1% | 0.1% | 0.0% | 0.1% | 0.2% |
| 34C | 34CA5A7 | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% |
| 34C | 34CA5A8 | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% |
| 34C | 34CA5B | 0.0% | 0.0% | 0.0% | 0.1% | 0.1% |
| 34C | 34CA5B1 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34C | 34CA5B2 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34C | 34CA5C | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34C | 34CA5C1 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34C | 34CA5C2 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34C | 34CA5C3 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34C | 34CA5C4 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34C | 34CA5C5 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34C | 34CA5C6 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34C | 34CA5C7 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34C | 34CA5C8 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34L | 34LA2A | 0.3% | 0.3% | 0.7% | 0.3% | 0.5% |

**Table G-3, *Continued***
**INM ARRIVAL FLIGHT TRACKS – FUTURE (2021) NEM/NCP**
**Seattle-Tacoma International Airport**

| RUNWAY | FLIGHT TRACK | LARGE JETS | REGIONAL JETS | BUSINESS JETS | TURBOPROPS | GA PROPS |
|---|---|---|---|---|---|---|
| 34L | 34LA2A1 | 0.2% | 0.2% | 0.4% | 0.2% | 0.3% |
| 34L | 34LA2A2 | 0.2% | 0.2% | 0.4% | 0.2% | 0.3% |
| 34L | 34LA2A3 | 0.0% | 0.0% | 0.1% | 0.1% | 0.1% |
| 34L | 34LA2A4 | 0.0% | 0.0% | 0.1% | 0.1% | 0.1% |
| 34L | 34LA2B | 0.3% | 0.3% | 0.6% | 0.3% | 0.4% |
| 34L | 34LA2B1 | 0.2% | 0.2% | 0.4% | 0.2% | 0.3% |
| 34L | 34LA2B2 | 0.2% | 0.2% | 0.4% | 0.2% | 0.3% |
| 34L | 34LA2B3 | 0.0% | 0.0% | 0.1% | 0.0% | 0.1% |
| 34L | 34LA2B4 | 0.0% | 0.0% | 0.1% | 0.0% | 0.1% |
| 34L | 34LA2C | 0.1% | 0.1% | 0.2% | 0.1% | 0.1% |
| 34L | 34LA2C1 | 0.0% | 0.0% | 0.1% | 0.1% | 0.1% |
| 34L | 34LA2C2 | 0.0% | 0.0% | 0.1% | 0.1% | 0.1% |
| 34L | 34LA2C3 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34L | 34LA2C4 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34L | 34LA2D | 0.3% | 0.3% | 0.6% | 0.3% | 0.4% |
| 34L | 34LA2D1 | 0.2% | 0.2% | 0.4% | 0.2% | 0.3% |
| 34L | 34LA2D2 | 0.2% | 0.2% | 0.4% | 0.2% | 0.3% |
| 34L | 34LA2D3 | 0.0% | 0.0% | 0.1% | 0.0% | 0.1% |
| 34L | 34LA2D4 | 0.0% | 0.0% | 0.1% | 0.0% | 0.1% |
| 34L | 34LA3A | 0.7% | 0.6% | 1.5% | 0.7% | 1.0% |
| 34L | 34LA3A1 | 0.4% | 0.4% | 1.0% | 0.5% | 0.7% |
| 34L | 34LA3A2 | 0.4% | 0.4% | 1.0% | 0.5% | 0.7% |
| 34L | 34LA3A3 | 0.1% | 0.1% | 0.2% | 0.1% | 0.2% |
| 34L | 34LA3A4 | 0.1% | 0.1% | 0.2% | 0.1% | 0.2% |
| 34L | 34LA3B | 0.6% | 0.6% | 1.4% | 0.7% | 1.0% |
| 34L | 34LA3B1 | 0.4% | 0.4% | 0.9% | 0.4% | 0.6% |
| 34L | 34LA3B2 | 0.4% | 0.4% | 0.9% | 0.4% | 0.6% |
| 34L | 34LA3B3 | 0.1% | 0.1% | 0.2% | 0.1% | 0.2% |
| 34L | 34LA3B4 | 0.1% | 0.1% | 0.2% | 0.1% | 0.2% |
| 34L | 34LA3C | 0.1% | 0.1% | 0.2% | 0.1% | 0.1% |
| 34L | 34LA3C1 | 0.0% | 0.0% | 0.1% | 0.1% | 0.1% |
| 34L | 34LA3C2 | 0.0% | 0.0% | 0.1% | 0.1% | 0.1% |
| 34L | 34LA3C3 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34L | 34LA3C4 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34L | 34LA4A | 0.5% | 0.5% | 1.1% | 0.5% | 0.7% |
| 34L | 34LA4A1 | 0.4% | 0.4% | 1.0% | 0.5% | 0.6% |
| 34L | 34LA4A2 | 0.4% | 0.4% | 1.0% | 0.5% | 0.6% |
| 34L | 34LA4A3 | 0.3% | 0.3% | 0.6% | 0.3% | 0.4% |
| 34L | 34LA4A4 | 0.3% | 0.3% | 0.6% | 0.3% | 0.4% |
| 34L | 34LA4A5 | 0.1% | 0.1% | 0.3% | 0.1% | 0.2% |
| 34L | 34LA4A6 | 0.1% | 0.1% | 0.3% | 0.1% | 0.2% |
| 34L | 34LA4A7 | 0.0% | 0.0% | 0.1% | 0.0% | 0.1% |
| 34L | 34LA4A8 | 0.0% | 0.0% | 0.1% | 0.0% | 0.1% |
| 34L | 34LA5A | 0.3% | 0.3% | 0.7% | 0.4% | 0.5% |

**Table G-3, *Continued***
**INM ARRIVAL FLIGHT TRACKS – FUTURE (2021) NEM/NCP**
**Seattle-Tacoma International Airport**

| RUNWAY | FLIGHT TRACK | LARGE JETS | REGIONAL JETS | BUSINESS JETS | TURBOPROPS | GA PROPS |
|---|---|---|---|---|---|---|
| 34L | 34LA5A1 | 0.3% | 0.3% | 0.6% | 0.3% | 0.4% |
| 34L | 34LA5A2 | 0.3% | 0.3% | 0.6% | 0.3% | 0.4% |
| 34L | 34LA5A3 | 0.2% | 0.2% | 0.4% | 0.2% | 0.3% |
| 34L | 34LA5A4 | 0.2% | 0.2% | 0.4% | 0.2% | 0.3% |
| 34L | 34LA5A5 | 0.1% | 0.1% | 0.2% | 0.1% | 0.1% |
| 34L | 34LA5A6 | 0.1% | 0.1% | 0.2% | 0.1% | 0.1% |
| 34L | 34LA5A7 | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% |
| 34L | 34LA5A8 | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% |
| 34L | 34LA5B | 0.0% | 0.0% | 0.0% | 0.1% | 0.1% |
| 34L | 34LA5B1 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34L | 34LA5B2 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34L | 34LA5C | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34L | 34LA5C1 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34L | 34LA5C2 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34L | 34LA5C3 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34L | 34LA5C4 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34L | 34LA5C5 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34L | 34LA5C6 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34L | 34LA5C7 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34L | 34LA5C8 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34R | 34RA2A | 0.4% | 0.3% | 0.2% | 0.3% | 0.3% |
| 34R | 34RA2A1 | 0.3% | 0.2% | 0.1% | 0.2% | 0.2% |
| 34R | 34RA2A2 | 0.3% | 0.2% | 0.1% | 0.2% | 0.2% |
| 34R | 34RA2A3 | 0.1% | 0.1% | 0.0% | 0.1% | 0.0% |
| 34R | 34RA2A4 | 0.1% | 0.1% | 0.0% | 0.1% | 0.0% |
| 34R | 34RA2B | 0.4% | 0.3% | 0.2% | 0.3% | 0.2% |
| 34R | 34RA2B1 | 0.2% | 0.2% | 0.1% | 0.2% | 0.2% |
| 34R | 34RA2B2 | 0.2% | 0.2% | 0.1% | 0.2% | 0.2% |
| 34R | 34RA2B3 | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34R | 34RA2B4 | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34R | 34RA2C | 0.1% | 0.1% | 0.1% | 0.1% | 0.1% |
| 34R | 34RA2C1 | 0.1% | 0.1% | 0.0% | 0.0% | 0.0% |
| 34R | 34RA2C2 | 0.1% | 0.1% | 0.0% | 0.0% | 0.0% |
| 34R | 34RA2C3 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34R | 34RA2C4 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34R | 34RA2D | 0.4% | 0.3% | 0.2% | 0.3% | 0.2% |
| 34R | 34RA2D1 | 0.2% | 0.2% | 0.1% | 0.2% | 0.2% |
| 34R | 34RA2D2 | 0.2% | 0.2% | 0.1% | 0.2% | 0.2% |
| 34R | 34RA2D3 | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34R | 34RA2D4 | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34R | 34RA3A | 0.9% | 0.8% | 0.5% | 0.7% | 0.6% |
| 34R | 34RA3A1 | 0.6% | 0.5% | 0.3% | 0.4% | 0.4% |
| 34R | 34RA3A2 | 0.6% | 0.5% | 0.3% | 0.4% | 0.4% |
| 34R | 34RA3A3 | 0.1% | 0.1% | 0.1% | 0.1% | 0.1% |

**Table G-3, *Continued***
**INM ARRIVAL FLIGHT TRACKS – FUTURE (2021) NEM/NCP**
**Seattle-Tacoma International Airport**

| RUNWAY | FLIGHT TRACK | LARGE JETS | REGIONAL JETS | BUSINESS JETS | TURBOPROPS | GA PROPS |
|---|---|---|---|---|---|---|
| 34R | 34RA3A4 | 0.1% | 0.1% | 0.1% | 0.1% | 0.1% |
| 34R | 34RA3B | 0.9% | 0.7% | 0.5% | 0.7% | 0.6% |
| 34R | 34RA3B1 | 0.5% | 0.5% | 0.3% | 0.4% | 0.4% |
| 34R | 34RA3B2 | 0.5% | 0.5% | 0.3% | 0.4% | 0.4% |
| 34R | 34RA3B3 | 0.1% | 0.1% | 0.1% | 0.1% | 0.1% |
| 34R | 34RA3B4 | 0.1% | 0.1% | 0.1% | 0.1% | 0.1% |
| 34R | 34RA3C | 0.1% | 0.1% | 0.1% | 0.1% | 0.1% |
| 34R | 34RA3C1 | 0.1% | 0.1% | 0.0% | 0.0% | 0.0% |
| 34R | 34RA3C2 | 0.1% | 0.1% | 0.0% | 0.0% | 0.0% |
| 34R | 34RA3C3 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34R | 34RA3C4 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34R | 34RA4A | 0.7% | 0.6% | 0.4% | 0.5% | 0.4% |
| 34R | 34RA4A1 | 0.6% | 0.5% | 0.3% | 0.4% | 0.4% |
| 34R | 34RA4A2 | 0.6% | 0.5% | 0.3% | 0.4% | 0.4% |
| 34R | 34RA4A3 | 0.4% | 0.3% | 0.2% | 0.3% | 0.2% |
| 34R | 34RA4A4 | 0.4% | 0.3% | 0.2% | 0.3% | 0.2% |
| 34R | 34RA4A5 | 0.2% | 0.1% | 0.1% | 0.1% | 0.1% |
| 34R | 34RA4A6 | 0.2% | 0.1% | 0.1% | 0.1% | 0.1% |
| 34R | 34RA4A7 | 0.1% | 0.1% | 0.0% | 0.0% | 0.0% |
| 34R | 34RA4A8 | 0.1% | 0.1% | 0.0% | 0.0% | 0.0% |
| 34R | 34RA5A | 0.4% | 0.4% | 0.2% | 0.3% | 0.3% |
| 34R | 34RA5A1 | 0.4% | 0.3% | 0.2% | 0.3% | 0.3% |
| 34R | 34RA5A2 | 0.4% | 0.3% | 0.2% | 0.3% | 0.3% |
| 34R | 34RA5A3 | 0.2% | 0.2% | 0.1% | 0.2% | 0.2% |
| 34R | 34RA5A4 | 0.2% | 0.2% | 0.1% | 0.2% | 0.2% |
| 34R | 34RA5A5 | 0.1% | 0.1% | 0.1% | 0.1% | 0.1% |
| 34R | 34RA5A6 | 0.1% | 0.1% | 0.1% | 0.1% | 0.1% |
| 34R | 34RA5A7 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34R | 34RA5A8 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34R | 34RA5B | 0.0% | 0.0% | 0.0% | 0.1% | 0.1% |
| 34R | 34RA5B1 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34R | 34RA5B2 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34R | 34RA5C | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34R | 34RA5C1 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34R | 34RA5C2 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34R | 34RA5C3 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34R | 34RA5C4 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34R | 34RA5C5 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34R | 34RA5C6 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34R | 34RA5C7 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34R | 34RA5C8 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |

Source: Seattle-Tacoma International Airport ANOMS Data, 2009; Landrum & Brown, 2011.

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**Table G-4**
**INM DEPARTURE FLIGHT TRACKS – FUTURE (2021) NEM/NCP**
**Seattle-Tacoma International Airport**

| RUNWAY | FLIGHT TRACK | LARGE JETS | REGIONAL JETS | BUSINESS JETS | TURBOPROPS | GA PROPS |
|---|---|---|---|---|---|---|
| 16C | 16CD1A | 2.1% | 2.8% | 3.5% | 0.0% | 0.0% |
| 16C | 16CD1A1 | 1.3% | 1.8% | 2.2% | 0.0% | 0.0% |
| 16C | 16CD1A2 | 1.3% | 1.8% | 2.2% | 0.0% | 0.0% |
| 16C | 16CD1A3 | 0.3% | 0.5% | 0.6% | 0.0% | 0.0% |
| 16C | 16CD1A4 | 0.3% | 0.5% | 0.6% | 0.0% | 0.0% |
| 16C | 16CD1B | 0.5% | 0.7% | 0.9% | 0.7% | 0.6% |
| 16C | 16CD1B1 | 0.3% | 0.4% | 0.5% | 0.4% | 0.4% |
| 16C | 16CD1B2 | 0.3% | 0.4% | 0.5% | 0.4% | 0.4% |
| 16C | 16CD1B3 | 0.1% | 0.1% | 0.1% | 0.1% | 0.1% |
| 16C | 16CD1B4 | 0.1% | 0.1% | 0.1% | 0.1% | 0.1% |
| 16C | 16CD1C | 0.0% | 0.0% | 0.0% | 0.3% | 0.3% |
| 16C | 16CD1C1 | 0.0% | 0.0% | 0.0% | 0.2% | 0.2% |
| 16C | 16CD1C2 | 0.0% | 0.0% | 0.0% | 0.2% | 0.2% |
| 16C | 16CD1C3 | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% |
| 16C | 16CD1C4 | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% |
| 16C | 16CD1D | 0.1% | 0.2% | 0.2% | 0.0% | 0.0% |
| 16C | 16CD1D1 | 0.1% | 0.1% | 0.1% | 0.0% | 0.0% |
| 16C | 16CD1D2 | 0.1% | 0.1% | 0.1% | 0.0% | 0.0% |
| 16C | 16CD1D3 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16C | 16CD1D4 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16C | 16CD2A | 0.3% | 0.4% | 0.5% | 0.0% | 0.0% |
| 16C | 16CD2A1 | 0.2% | 0.3% | 0.3% | 0.0% | 0.0% |
| 16C | 16CD2A2 | 0.2% | 0.3% | 0.3% | 0.0% | 0.0% |
| 16C | 16CD2A3 | 0.1% | 0.1% | 0.1% | 0.0% | 0.0% |
| 16C | 16CD2A4 | 0.1% | 0.1% | 0.1% | 0.0% | 0.0% |
| 16C | 16CD2B | 2.1% | 2.8% | 3.5% | 0.0% | 0.0% |
| 16C | 16CD2B1 | 1.3% | 1.8% | 2.2% | 0.0% | 0.0% |
| 16C | 16CD2B2 | 1.3% | 1.8% | 2.2% | 0.0% | 0.0% |
| 16C | 16CD2B3 | 0.3% | 0.5% | 0.6% | 0.0% | 0.0% |
| 16C | 16CD2B4 | 0.3% | 0.5% | 0.6% | 0.0% | 0.0% |
| 16C | 16CD3A | 1.0% | 1.3% | 1.6% | 0.0% | 0.0% |
| 16C | 16CD3A1 | 0.6% | 0.8% | 1.0% | 0.0% | 0.0% |
| 16C | 16CD3A2 | 0.6% | 0.8% | 1.0% | 0.0% | 0.0% |
| 16C | 16CD3A3 | 0.2% | 0.2% | 0.3% | 0.0% | 0.0% |
| 16C | 16CD3A4 | 0.2% | 0.2% | 0.3% | 0.0% | 0.0% |
| 16C | 16CD3B | 0.4% | 0.5% | 0.6% | 0.0% | 0.0% |
| 16C | 16CD3B1 | 0.3% | 0.3% | 0.4% | 0.0% | 0.0% |
| 16C | 16CD3B2 | 0.3% | 0.3% | 0.4% | 0.0% | 0.0% |
| 16C | 16CD3B3 | 0.1% | 0.1% | 0.1% | 0.0% | 0.0% |
| 16C | 16CD3B4 | 0.1% | 0.1% | 0.1% | 0.0% | 0.0% |
| 16C | 16CD4A | 0.0% | 0.0% | 0.0% | 1.7% | 1.5% |
| 16C | 16CD4A1 | 0.0% | 0.0% | 0.0% | 1.1% | 1.0% |
| 16C | 16CD4A2 | 0.0% | 0.0% | 0.0% | 1.1% | 1.0% |
| 16C | 16CD4A3 | 0.0% | 0.0% | 0.0% | 0.3% | 0.3% |

**Table G-4, *Continued***
**INM DEPARTURE FLIGHT TRACKS – FUTURE (2021) NEM/NCP**
**Seattle-Tacoma International Airport**

| RUNWAY | FLIGHT TRACK | LARGE JETS | REGIONAL JETS | BUSINESS JETS | TURBOPROPS | GA PROPS |
|---|---|---|---|---|---|---|
| 16C | 16CD4A4 | 0.0% | 0.0% | 0.0% | 0.3% | 0.3% |
| 16C | 16CD4B | 0.0% | 0.0% | 0.0% | 1.7% | 1.5% |
| 16C | 16CD4B1 | 0.0% | 0.0% | 0.0% | 1.1% | 1.0% |
| 16C | 16CD4B2 | 0.0% | 0.0% | 0.0% | 1.1% | 1.0% |
| 16C | 16CD4B3 | 0.0% | 0.0% | 0.0% | 0.3% | 0.3% |
| 16C | 16CD4B4 | 0.0% | 0.0% | 0.0% | 0.3% | 0.3% |
| 16C | 16CD4C | 0.0% | 0.0% | 0.0% | 0.3% | 0.3% |
| 16C | 16CD4C1 | 0.0% | 0.0% | 0.0% | 0.2% | 0.2% |
| 16C | 16CD4C2 | 0.0% | 0.0% | 0.0% | 0.2% | 0.2% |
| 16C | 16CD4C3 | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% |
| 16C | 16CD4C4 | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% |
| 16C | 16CD5A | 0.0% | 0.0% | 0.0% | 0.7% | 0.6% |
| 16C | 16CD5A1 | 0.0% | 0.0% | 0.0% | 0.4% | 0.4% |
| 16C | 16CD5A2 | 0.0% | 0.0% | 0.0% | 0.4% | 0.4% |
| 16C | 16CD5A3 | 0.0% | 0.0% | 0.0% | 0.1% | 0.1% |
| 16C | 16CD5A4 | 0.0% | 0.0% | 0.0% | 0.1% | 0.1% |
| 16C | 16CD5B | 0.0% | 0.0% | 0.0% | 0.7% | 0.6% |
| 16C | 16CD5B1 | 0.0% | 0.0% | 0.0% | 0.4% | 0.4% |
| 16C | 16CD5B2 | 0.0% | 0.0% | 0.0% | 0.4% | 0.4% |
| 16C | 16CD5B3 | 0.0% | 0.0% | 0.0% | 0.1% | 0.1% |
| 16C | 16CD5B4 | 0.0% | 0.0% | 0.0% | 0.1% | 0.1% |
| 16C | 16CD5C | 0.0% | 0.0% | 0.0% | 0.7% | 0.6% |
| 16C | 16CD5C1 | 0.0% | 0.0% | 0.0% | 0.4% | 0.4% |
| 16C | 16CD5C2 | 0.0% | 0.0% | 0.0% | 0.4% | 0.4% |
| 16C | 16CD5C3 | 0.0% | 0.0% | 0.0% | 0.1% | 0.1% |
| 16C | 16CD5C4 | 0.0% | 0.0% | 0.0% | 0.1% | 0.1% |
| 16L | 16LD1A | 6.0% | 5.4% | 2.6% | 0.0% | 0.0% |
| 16L | 16LD1A1 | 3.8% | 3.4% | 1.7% | 0.0% | 0.0% |
| 16L | 16LD1A2 | 3.8% | 3.4% | 1.7% | 0.0% | 0.0% |
| 16L | 16LD1A3 | 1.0% | 0.9% | 0.4% | 0.0% | 0.0% |
| 16L | 16LD1A4 | 1.0% | 0.9% | 0.4% | 0.0% | 0.0% |
| 16L | 16LD1B | 1.5% | 1.3% | 0.7% | 1.7% | 0.9% |
| 16L | 16LD1B1 | 1.0% | 0.8% | 0.4% | 1.1% | 0.5% |
| 16L | 16LD1B2 | 1.0% | 0.8% | 0.4% | 1.1% | 0.5% |
| 16L | 16LD1B3 | 0.2% | 0.2% | 0.1% | 0.3% | 0.1% |
| 16L | 16LD1B4 | 0.2% | 0.2% | 0.1% | 0.3% | 0.1% |
| 16L | 16LD1C | 0.0% | 0.0% | 0.0% | 0.9% | 0.4% |
| 16L | 16LD1C1 | 0.0% | 0.0% | 0.0% | 0.6% | 0.3% |
| 16L | 16LD1C2 | 0.0% | 0.0% | 0.0% | 0.6% | 0.3% |
| 16L | 16LD1C3 | 0.0% | 0.0% | 0.0% | 0.1% | 0.1% |
| 16L | 16LD1C4 | 0.0% | 0.0% | 0.0% | 0.1% | 0.1% |
| 16L | 16LD1D | 0.4% | 0.3% | 0.2% | 0.0% | 0.0% |
| 16L | 16LD1D1 | 0.2% | 0.2% | 0.1% | 0.0% | 0.0% |
| 16L | 16LD1D2 | 0.2% | 0.2% | 0.1% | 0.0% | 0.0% |

**Table G-4, *Continued***
**INM DEPARTURE FLIGHT TRACKS – FUTURE (2021) NEM/NCP**
**Seattle-Tacoma International Airport**

| RUNWAY | FLIGHT TRACK | LARGE JETS | REGIONAL JETS | BUSINESS JETS | TURBOPROPS | GA PROPS |
|---|---|---|---|---|---|---|
| 16L | 16LD1D3 | 0.1% | 0.1% | 0.0% | 0.0% | 0.0% |
| 16L | 16LD1D4 | 0.1% | 0.1% | 0.0% | 0.0% | 0.0% |
| 16L | 16LD2A | 0.9% | 0.8% | 0.4% | 0.0% | 0.0% |
| 16L | 16LD2A1 | 0.6% | 0.5% | 0.3% | 0.0% | 0.0% |
| 16L | 16LD2A2 | 0.6% | 0.5% | 0.3% | 0.0% | 0.0% |
| 16L | 16LD2A3 | 0.2% | 0.1% | 0.1% | 0.0% | 0.0% |
| 16L | 16LD2A4 | 0.2% | 0.1% | 0.1% | 0.0% | 0.0% |
| 16L | 16LD2B | 6.0% | 5.4% | 2.6% | 0.0% | 0.0% |
| 16L | 16LD2B1 | 3.8% | 3.4% | 1.7% | 0.0% | 0.0% |
| 16L | 16LD2B2 | 3.8% | 3.4% | 1.7% | 0.0% | 0.0% |
| 16L | 16LD2B3 | 1.0% | 0.9% | 0.4% | 0.0% | 0.0% |
| 16L | 16LD2B4 | 1.0% | 0.9% | 0.4% | 0.0% | 0.0% |
| 16L | 16LD3A | 2.8% | 2.5% | 1.2% | 0.0% | 0.0% |
| 16L | 16LD3A1 | 1.8% | 1.6% | 0.8% | 0.0% | 0.0% |
| 16L | 16LD3A2 | 1.8% | 1.6% | 0.8% | 0.0% | 0.0% |
| 16L | 16LD3A3 | 0.5% | 0.4% | 0.2% | 0.0% | 0.0% |
| 16L | 16LD3A4 | 0.5% | 0.4% | 0.2% | 0.0% | 0.0% |
| 16L | 16LD3B | 1.1% | 1.0% | 0.5% | 0.0% | 0.0% |
| 16L | 16LD3B1 | 0.7% | 0.6% | 0.3% | 0.0% | 0.0% |
| 16L | 16LD3B2 | 0.7% | 0.6% | 0.3% | 0.0% | 0.0% |
| 16L | 16LD3B3 | 0.2% | 0.2% | 0.1% | 0.0% | 0.0% |
| 16L | 16LD3B4 | 0.2% | 0.2% | 0.1% | 0.0% | 0.0% |
| 16L | 16LD4A | 0.0% | 0.0% | 0.0% | 4.4% | 2.2% |
| 16L | 16LD4A1 | 0.0% | 0.0% | 0.0% | 2.8% | 1.4% |
| 16L | 16LD4A2 | 0.0% | 0.0% | 0.0% | 2.8% | 1.4% |
| 16L | 16LD4A3 | 0.0% | 0.0% | 0.0% | 0.7% | 0.4% |
| 16L | 16LD4A4 | 0.0% | 0.0% | 0.0% | 0.7% | 0.4% |
| 16L | 16LD4B | 0.0% | 0.0% | 0.0% | 4.4% | 2.2% |
| 16L | 16LD4B1 | 0.0% | 0.0% | 0.0% | 2.8% | 1.4% |
| 16L | 16LD4B2 | 0.0% | 0.0% | 0.0% | 2.8% | 1.4% |
| 16L | 16LD4B3 | 0.0% | 0.0% | 0.0% | 0.7% | 0.4% |
| 16L | 16LD4B4 | 0.0% | 0.0% | 0.0% | 0.7% | 0.4% |
| 16L | 16LD4C | 0.0% | 0.0% | 0.0% | 0.9% | 0.4% |
| 16L | 16LD4C1 | 0.0% | 0.0% | 0.0% | 0.6% | 0.3% |
| 16L | 16LD4C2 | 0.0% | 0.0% | 0.0% | 0.6% | 0.3% |
| 16L | 16LD4C3 | 0.0% | 0.0% | 0.0% | 0.1% | 0.1% |
| 16L | 16LD4C4 | 0.0% | 0.0% | 0.0% | 0.1% | 0.1% |
| 16L | 16LD5A | 0.0% | 0.0% | 0.0% | 1.7% | 0.9% |
| 16L | 16LD5A1 | 0.0% | 0.0% | 0.0% | 1.1% | 0.5% |
| 16L | 16LD5A2 | 0.0% | 0.0% | 0.0% | 1.1% | 0.5% |
| 16L | 16LD5A3 | 0.0% | 0.0% | 0.0% | 0.3% | 0.1% |
| 16L | 16LD5A4 | 0.0% | 0.0% | 0.0% | 0.3% | 0.1% |
| 16L | 16LD5B | 0.0% | 0.0% | 0.0% | 1.7% | 0.9% |
| 16L | 16LD5B1 | 0.0% | 0.0% | 0.0% | 1.1% | 0.5% |

**Table G-4, *Continued***
**INM DEPARTURE FLIGHT TRACKS – FUTURE (2021) NEM/NCP**
**Seattle-Tacoma International Airport**

| RUNWAY | FLIGHT TRACK | LARGE JETS | REGIONAL JETS | BUSINESS JETS | TURBOPROPS | GA PROPS |
|---|---|---|---|---|---|---|
| 16L | 16LD5B2 | 0.0% | 0.0% | 0.0% | 1.1% | 0.5% |
| 16L | 16LD5B3 | 0.0% | 0.0% | 0.0% | 0.3% | 0.1% |
| 16L | 16LD5B4 | 0.0% | 0.0% | 0.0% | 0.3% | 0.1% |
| 16L | 16LD5C | 0.0% | 0.0% | 0.0% | 1.7% | 0.9% |
| 16L | 16LD5C1 | 0.0% | 0.0% | 0.0% | 1.1% | 0.5% |
| 16L | 16LD5C2 | 0.0% | 0.0% | 0.0% | 1.1% | 0.5% |
| 16L | 16LD5C3 | 0.0% | 0.0% | 0.0% | 0.3% | 0.1% |
| 16L | 16LD5C4 | 0.0% | 0.0% | 0.0% | 0.3% | 0.1% |
| 16R | 16RD1A | 0.0% | 0.0% | 1.7% | 0.0% | 0.0% |
| 16R | 16RD1A1 | 0.0% | 0.0% | 1.1% | 0.0% | 0.0% |
| 16R | 16RD1A2 | 0.0% | 0.0% | 1.1% | 0.0% | 0.0% |
| 16R | 16RD1A3 | 0.0% | 0.0% | 0.3% | 0.0% | 0.0% |
| 16R | 16RD1A4 | 0.0% | 0.0% | 0.3% | 0.0% | 0.0% |
| 16R | 16RD1B | 0.0% | 0.0% | 0.4% | 0.0% | 0.0% |
| 16R | 16RD1B1 | 0.0% | 0.0% | 0.3% | 0.0% | 0.0% |
| 16R | 16RD1B2 | 0.0% | 0.0% | 0.3% | 0.0% | 0.0% |
| 16R | 16RD1B3 | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% |
| 16R | 16RD1B4 | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% |
| 16R | 16RD1C | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16R | 16RD1C1 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16R | 16RD1C2 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16R | 16RD1C3 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16R | 16RD1C4 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16R | 16RD1D | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% |
| 16R | 16RD1D1 | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% |
| 16R | 16RD1D2 | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% |
| 16R | 16RD1D3 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16R | 16RD1D4 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16R | 16RD2A | 0.0% | 0.0% | 0.3% | 0.0% | 0.0% |
| 16R | 16RD2A1 | 0.0% | 0.0% | 0.2% | 0.0% | 0.0% |
| 16R | 16RD2A2 | 0.0% | 0.0% | 0.2% | 0.0% | 0.0% |
| 16R | 16RD2A3 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16R | 16RD2A4 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16R | 16RD2B | 0.0% | 0.0% | 1.7% | 0.0% | 0.0% |
| 16R | 16RD2B1 | 0.0% | 0.0% | 1.1% | 0.0% | 0.0% |
| 16R | 16RD2B2 | 0.0% | 0.0% | 1.1% | 0.0% | 0.0% |
| 16R | 16RD2B3 | 0.0% | 0.0% | 0.3% | 0.0% | 0.0% |
| 16R | 16RD2B4 | 0.0% | 0.0% | 0.3% | 0.0% | 0.0% |
| 16R | 16RD3A | 0.0% | 0.0% | 0.8% | 0.0% | 0.0% |
| 16R | 16RD3A1 | 0.0% | 0.0% | 0.5% | 0.0% | 0.0% |
| 16R | 16RD3A2 | 0.0% | 0.0% | 0.5% | 0.0% | 0.0% |
| 16R | 16RD3A3 | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% |
| 16R | 16RD3A4 | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% |
| 16R | 16RD3B | 0.0% | 0.0% | 0.3% | 0.0% | 0.0% |

**Table G-4, *Continued***
**INM DEPARTURE FLIGHT TRACKS – FUTURE (2021) NEM/NCP**
**Seattle-Tacoma International Airport**

| RUNWAY | FLIGHT TRACK | LARGE JETS | REGIONAL JETS | BUSINESS JETS | TURBOPROPS | GA PROPS |
|---|---|---|---|---|---|---|
| 16R | 16RD3B1 | 0.0% | 0.0% | 0.2% | 0.0% | 0.0% |
| 16R | 16RD3B2 | 0.0% | 0.0% | 0.2% | 0.0% | 0.0% |
| 16R | 16RD3B3 | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% |
| 16R | 16RD3B4 | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% |
| 16R | 16RD4A | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% |
| 16R | 16RD4A1 | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% |
| 16R | 16RD4A2 | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% |
| 16R | 16RD4A3 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16R | 16RD4A4 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16R | 16RD4B | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% |
| 16R | 16RD4B1 | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% |
| 16R | 16RD4B2 | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% |
| 16R | 16RD4B3 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16R | 16RD4B4 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16R | 16RD4C | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16R | 16RD4C1 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16R | 16RD4C2 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16R | 16RD4C3 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16R | 16RD4C4 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16R | 16RD5A | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16R | 16RD5A1 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16R | 16RD5A2 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16R | 16RD5A3 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16R | 16RD5A4 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16R | 16RD5B | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16R | 16RD5B1 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16R | 16RD5B2 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16R | 16RD5B3 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16R | 16RD5B4 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16R | 16RD5C | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16R | 16RD5C1 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16R | 16RD5C2 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16R | 16RD5C3 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 16R | 16RD5C4 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34C | 34CD1 | 1.2% | 1.3% | 2.1% | 0.0% | 0.0% |
| 34C | 34CD11 | 0.7% | 0.9% | 1.4% | 0.0% | 0.0% |
| 34C | 34CD12 | 0.7% | 0.9% | 1.4% | 0.0% | 0.0% |
| 34C | 34CD13 | 0.2% | 0.2% | 0.4% | 0.0% | 0.0% |
| 34C | 34CD14 | 0.2% | 0.2% | 0.4% | 0.0% | 0.0% |
| 34C | 34CD2A | 0.6% | 0.7% | 1.1% | 0.0% | 0.0% |
| 34C | 34CD2A1 | 0.4% | 0.4% | 0.7% | 0.0% | 0.0% |
| 34C | 34CD2A2 | 0.4% | 0.4% | 0.7% | 0.0% | 0.0% |
| 34C | 34CD2A3 | 0.1% | 0.1% | 0.2% | 0.0% | 0.0% |
| 34C | 34CD2A4 | 0.1% | 0.1% | 0.2% | 0.0% | 0.0% |

**Table G-4, *Continued***
**INM DEPARTURE FLIGHT TRACKS – FUTURE (2021) NEM/NCP**
**Seattle-Tacoma International Airport**

| RUNWAY | FLIGHT TRACK | LARGE JETS | REGIONAL JETS | BUSINESS JETS | TURBOPROPS | GA PROPS |
|---|---|---|---|---|---|---|
| 34C | 34CD2B | 0.4% | 0.4% | 0.6% | 0.0% | 0.0% |
| 34C | 34CD2B1 | 0.2% | 0.3% | 0.4% | 0.0% | 0.0% |
| 34C | 34CD2B2 | 0.2% | 0.3% | 0.4% | 0.0% | 0.0% |
| 34C | 34CD2B3 | 0.1% | 0.1% | 0.1% | 0.0% | 0.0% |
| 34C | 34CD2B4 | 0.1% | 0.1% | 0.1% | 0.0% | 0.0% |
| 34C | 34CD2C | 0.4% | 0.4% | 0.6% | 0.0% | 0.0% |
| 34C | 34CD2C1 | 0.2% | 0.3% | 0.4% | 0.0% | 0.0% |
| 34C | 34CD2C2 | 0.2% | 0.3% | 0.4% | 0.0% | 0.0% |
| 34C | 34CD2C3 | 0.1% | 0.1% | 0.1% | 0.0% | 0.0% |
| 34C | 34CD2C4 | 0.1% | 0.1% | 0.1% | 0.0% | 0.0% |
| 34C | 34CD2D | 0.5% | 0.5% | 0.9% | 0.0% | 0.0% |
| 34C | 34CD2D1 | 0.3% | 0.3% | 0.5% | 0.0% | 0.0% |
| 34C | 34CD2D2 | 0.3% | 0.3% | 0.5% | 0.0% | 0.0% |
| 34C | 34CD2D3 | 0.1% | 0.1% | 0.1% | 0.0% | 0.0% |
| 34C | 34CD2D4 | 0.1% | 0.1% | 0.1% | 0.0% | 0.0% |
| 34C | 34CD3A | 1.2% | 1.3% | 2.1% | 0.0% | 0.0% |
| 34C | 34CD3A1 | 0.7% | 0.9% | 1.4% | 0.0% | 0.0% |
| 34C | 34CD3A2 | 0.7% | 0.9% | 1.4% | 0.0% | 0.0% |
| 34C | 34CD3A3 | 0.2% | 0.2% | 0.4% | 0.0% | 0.0% |
| 34C | 34CD3A4 | 0.2% | 0.2% | 0.4% | 0.0% | 0.0% |
| 34C | 34CD3B | 0.7% | 0.8% | 1.3% | 0.0% | 0.0% |
| 34C | 34CD3B1 | 0.4% | 0.5% | 0.8% | 0.0% | 0.0% |
| 34C | 34CD3B2 | 0.4% | 0.5% | 0.8% | 0.0% | 0.0% |
| 34C | 34CD3B3 | 0.1% | 0.1% | 0.2% | 0.0% | 0.0% |
| 34C | 34CD3B4 | 0.1% | 0.1% | 0.2% | 0.0% | 0.0% |
| 34C | 34CD3C | 0.4% | 0.4% | 0.6% | 0.0% | 0.0% |
| 34C | 34CD3C1 | 0.2% | 0.3% | 0.4% | 0.0% | 0.0% |
| 34C | 34CD3C2 | 0.2% | 0.3% | 0.4% | 0.0% | 0.0% |
| 34C | 34CD3C3 | 0.1% | 0.1% | 0.1% | 0.0% | 0.0% |
| 34C | 34CD3C4 | 0.1% | 0.1% | 0.1% | 0.0% | 0.0% |
| 34C | 34CD3D | 0.3% | 0.3% | 0.5% | 0.0% | 0.0% |
| 34C | 34CD3D1 | 0.2% | 0.2% | 0.3% | 0.0% | 0.0% |
| 34C | 34CD3D2 | 0.2% | 0.2% | 0.3% | 0.0% | 0.0% |
| 34C | 34CD3D3 | 0.0% | 0.1% | 0.1% | 0.0% | 0.0% |
| 34C | 34CD3D4 | 0.0% | 0.1% | 0.1% | 0.0% | 0.0% |
| 34C | 34CD3E | 0.3% | 0.3% | 0.5% | 0.0% | 0.0% |
| 34C | 34CD3E1 | 0.2% | 0.2% | 0.3% | 0.0% | 0.0% |
| 34C | 34CD3E2 | 0.2% | 0.2% | 0.3% | 0.0% | 0.0% |
| 34C | 34CD3E3 | 0.0% | 0.1% | 0.1% | 0.0% | 0.0% |
| 34C | 34CD3E4 | 0.0% | 0.1% | 0.1% | 0.0% | 0.0% |
| 34C | 34CD3F | 0.1% | 0.1% | 0.2% | 0.0% | 0.0% |
| 34C | 34CD3F1 | 0.1% | 0.1% | 0.1% | 0.0% | 0.0% |
| 34C | 34CD3F2 | 0.1% | 0.1% | 0.1% | 0.0% | 0.0% |
| 34C | 34CD3F3 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |

**Table G-4, *Continued***
**INM DEPARTURE FLIGHT TRACKS – FUTURE (2021) NEM/NCP**
**Seattle-Tacoma International Airport**

| RUNWAY | FLIGHT TRACK | LARGE JETS | REGIONAL JETS | BUSINESS JETS | TURBOPROPS | GA PROPS |
|---|---|---|---|---|---|---|
| 34C | 34CD3F4 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34C | 34CD4A | 0.0% | 0.0% | 0.0% | 1.3% | 1.7% |
| 34C | 34CD4A1 | 0.0% | 0.0% | 0.0% | 0.8% | 1.1% |
| 34C | 34CD4A2 | 0.0% | 0.0% | 0.0% | 0.8% | 1.1% |
| 34C | 34CD4A3 | 0.0% | 0.0% | 0.0% | 0.2% | 0.3% |
| 34C | 34CD4A4 | 0.0% | 0.0% | 0.0% | 0.2% | 0.3% |
| 34C | 34CD4B | 0.0% | 0.0% | 0.0% | 1.0% | 1.3% |
| 34C | 34CD4B1 | 0.0% | 0.0% | 0.0% | 0.6% | 0.8% |
| 34C | 34CD4B2 | 0.0% | 0.0% | 0.0% | 0.6% | 0.8% |
| 34C | 34CD4B3 | 0.0% | 0.0% | 0.0% | 0.2% | 0.2% |
| 34C | 34CD4B4 | 0.0% | 0.0% | 0.0% | 0.2% | 0.2% |
| 34C | 34CD4C | 0.0% | 0.0% | 0.0% | 0.3% | 0.4% |
| 34C | 34CD4C1 | 0.0% | 0.0% | 0.0% | 0.2% | 0.3% |
| 34C | 34CD4C2 | 0.0% | 0.0% | 0.0% | 0.2% | 0.3% |
| 34C | 34CD4C3 | 0.0% | 0.0% | 0.0% | 0.1% | 0.1% |
| 34C | 34CD4C4 | 0.0% | 0.0% | 0.0% | 0.1% | 0.1% |
| 34C | 34CD5A | 0.0% | 0.0% | 0.0% | 2.4% | 3.0% |
| 34C | 34CD5A1 | 0.0% | 0.0% | 0.0% | 1.5% | 1.9% |
| 34C | 34CD5A2 | 0.0% | 0.0% | 0.0% | 1.5% | 1.9% |
| 34C | 34CD5A3 | 0.0% | 0.0% | 0.0% | 0.4% | 0.5% |
| 34C | 34CD5A4 | 0.0% | 0.0% | 0.0% | 0.4% | 0.5% |
| 34C | 34CD5B | 0.0% | 0.0% | 0.0% | 1.7% | 2.1% |
| 34C | 34CD5B1 | 0.0% | 0.0% | 0.0% | 1.1% | 1.4% |
| 34C | 34CD5B2 | 0.0% | 0.0% | 0.0% | 1.1% | 1.4% |
| 34C | 34CD5B3 | 0.0% | 0.0% | 0.0% | 0.3% | 0.3% |
| 34C | 34CD5B4 | 0.0% | 0.0% | 0.0% | 0.3% | 0.3% |
| 34L | 34LD1 | 0.0% | 0.0% | 0.3% | 0.0% | 0.0% |
| 34L | 34LD11 | 0.0% | 0.0% | 0.2% | 0.0% | 0.0% |
| 34L | 34LD12 | 0.0% | 0.0% | 0.2% | 0.0% | 0.0% |
| 34L | 34LD13 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34L | 34LD14 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34L | 34LD2A | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% |
| 34L | 34LD2A1 | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% |
| 34L | 34LD2A2 | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% |
| 34L | 34LD2A3 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34L | 34LD2A4 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34L | 34LD2B | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% |
| 34L | 34LD2B1 | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% |
| 34L | 34LD2B2 | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% |
| 34L | 34LD2B3 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34L | 34LD2B4 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34L | 34LD2C | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% |
| 34L | 34LD2C1 | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% |
| 34L | 34LD2C2 | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% |

**Table G-4, *Continued***
**INM DEPARTURE FLIGHT TRACKS – FUTURE (2021) NEM/NCP**
**Seattle-Tacoma International Airport**

| RUNWAY | FLIGHT TRACK | LARGE JETS | REGIONAL JETS | BUSINESS JETS | TURBOPROPS | GA PROPS |
|---|---|---|---|---|---|---|
| 34L | 34LD2C3 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34L | 34LD2C4 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34L | 34LD2D | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% |
| 34L | 34LD2D1 | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% |
| 34L | 34LD2D2 | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% |
| 34L | 34LD2D3 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34L | 34LD2D4 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34L | 34LD3A | 0.0% | 0.0% | 0.3% | 0.0% | 0.0% |
| 34L | 34LD3A1 | 0.0% | 0.0% | 0.2% | 0.0% | 0.0% |
| 34L | 34LD3A2 | 0.0% | 0.0% | 0.2% | 0.0% | 0.0% |
| 34L | 34LD3A3 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34L | 34LD3A4 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34L | 34LD3B | 0.0% | 0.0% | 0.2% | 0.0% | 0.0% |
| 34L | 34LD3B1 | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% |
| 34L | 34LD3B2 | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% |
| 34L | 34LD3B3 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34L | 34LD3B4 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34L | 34LD3C | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% |
| 34L | 34LD3C1 | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% |
| 34L | 34LD3C2 | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% |
| 34L | 34LD3C3 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34L | 34LD3C4 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34L | 34LD3D | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% |
| 34L | 34LD3D1 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34L | 34LD3D2 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34L | 34LD3D3 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34L | 34LD3D4 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34L | 34LD3E | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% |
| 34L | 34LD3E1 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34L | 34LD3E2 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34L | 34LD3E3 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34L | 34LD3E4 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34L | 34LD3F | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34L | 34LD3F1 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34L | 34LD3F2 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34L | 34LD3F3 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34L | 34LD3F4 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34L | 34LD4A | 0.0% | 0.0% | 0.0% | 0.2% | 0.0% |
| 34L | 34LD4A1 | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% |
| 34L | 34LD4A2 | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% |
| 34L | 34LD4A3 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34L | 34LD4A4 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34L | 34LD4B | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% |
| 34L | 34LD4B1 | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% |

**Table G-4, *Continued***
**INM DEPARTURE FLIGHT TRACKS – FUTURE (2021) NEM/NCP**
**Seattle-Tacoma International Airport**

| RUNWAY | FLIGHT TRACK | LARGE JETS | REGIONAL JETS | BUSINESS JETS | TURBOPROPS | GA PROPS |
|---|---|---|---|---|---|---|
| 34L | 34LD4B2 | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% |
| 34L | 34LD4B3 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34L | 34LD4B4 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34L | 34LD4C | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34L | 34LD4C1 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34L | 34LD4C2 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34L | 34LD4C3 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34L | 34LD4C4 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34L | 34LD5A | 0.0% | 0.0% | 0.0% | 0.3% | 0.0% |
| 34L | 34LD5A1 | 0.0% | 0.0% | 0.0% | 0.2% | 0.0% |
| 34L | 34LD5A2 | 0.0% | 0.0% | 0.0% | 0.2% | 0.0% |
| 34L | 34LD5A3 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34L | 34LD5A4 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34L | 34LD5B | 0.0% | 0.0% | 0.0% | 0.2% | 0.0% |
| 34L | 34LD5B1 | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% |
| 34L | 34LD5B2 | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% |
| 34L | 34LD5B3 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34L | 34LD5B4 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34R | 34RD1 | 1.5% | 1.3% | 0.4% | 0.0% | 0.0% |
| 34R | 34RD11 | 0.9% | 0.8% | 0.2% | 0.0% | 0.0% |
| 34R | 34RD12 | 0.9% | 0.8% | 0.2% | 0.0% | 0.0% |
| 34R | 34RD13 | 0.2% | 0.2% | 0.1% | 0.0% | 0.0% |
| 34R | 34RD14 | 0.2% | 0.2% | 0.1% | 0.0% | 0.0% |
| 34R | 34RD2A | 0.7% | 0.6% | 0.2% | 0.0% | 0.0% |
| 34R | 34RD2A1 | 0.5% | 0.4% | 0.1% | 0.0% | 0.0% |
| 34R | 34RD2A2 | 0.5% | 0.4% | 0.1% | 0.0% | 0.0% |
| 34R | 34RD2A3 | 0.1% | 0.1% | 0.0% | 0.0% | 0.0% |
| 34R | 34RD2A4 | 0.1% | 0.1% | 0.0% | 0.0% | 0.0% |
| 34R | 34RD2B | 0.4% | 0.4% | 0.1% | 0.0% | 0.0% |
| 34R | 34RD2B1 | 0.3% | 0.2% | 0.1% | 0.0% | 0.0% |
| 34R | 34RD2B2 | 0.3% | 0.2% | 0.1% | 0.0% | 0.0% |
| 34R | 34RD2B3 | 0.1% | 0.1% | 0.0% | 0.0% | 0.0% |
| 34R | 34RD2B4 | 0.1% | 0.1% | 0.0% | 0.0% | 0.0% |
| 34R | 34RD2C | 0.4% | 0.4% | 0.1% | 0.0% | 0.0% |
| 34R | 34RD2C1 | 0.3% | 0.2% | 0.1% | 0.0% | 0.0% |
| 34R | 34RD2C2 | 0.3% | 0.2% | 0.1% | 0.0% | 0.0% |
| 34R | 34RD2C3 | 0.1% | 0.1% | 0.0% | 0.0% | 0.0% |
| 34R | 34RD2C4 | 0.1% | 0.1% | 0.0% | 0.0% | 0.0% |
| 34R | 34RD2D | 0.6% | 0.5% | 0.2% | 0.0% | 0.0% |
| 34R | 34RD2D1 | 0.4% | 0.3% | 0.1% | 0.0% | 0.0% |
| 34R | 34RD2D2 | 0.4% | 0.3% | 0.1% | 0.0% | 0.0% |
| 34R | 34RD2D3 | 0.1% | 0.1% | 0.0% | 0.0% | 0.0% |
| 34R | 34RD2D4 | 0.1% | 0.1% | 0.0% | 0.0% | 0.0% |
| 34R | 34RD3A | 1.5% | 1.3% | 0.4% | 0.0% | 0.0% |

**Table G-4, *Continued***
**INM DEPARTURE FLIGHT TRACKS – FUTURE (2021) NEM/NCP**
**Seattle-Tacoma International Airport**

| RUNWAY | FLIGHT TRACK | LARGE JETS | REGIONAL JETS | BUSINESS JETS | TURBOPROPS | GA PROPS |
|---|---|---|---|---|---|---|
| 34R | 34RD3A1 | 0.9% | 0.8% | 0.2% | 0.0% | 0.0% |
| 34R | 34RD3A2 | 0.9% | 0.8% | 0.2% | 0.0% | 0.0% |
| 34R | 34RD3A3 | 0.2% | 0.2% | 0.1% | 0.0% | 0.0% |
| 34R | 34RD3A4 | 0.2% | 0.2% | 0.1% | 0.0% | 0.0% |
| 34R | 34RD3B | 0.9% | 0.8% | 0.2% | 0.0% | 0.0% |
| 34R | 34RD3B1 | 0.6% | 0.5% | 0.1% | 0.0% | 0.0% |
| 34R | 34RD3B2 | 0.6% | 0.5% | 0.1% | 0.0% | 0.0% |
| 34R | 34RD3B3 | 0.1% | 0.1% | 0.0% | 0.0% | 0.0% |
| 34R | 34RD3B4 | 0.1% | 0.1% | 0.0% | 0.0% | 0.0% |
| 34R | 34RD3C | 0.4% | 0.4% | 0.1% | 0.0% | 0.0% |
| 34R | 34RD3C1 | 0.3% | 0.2% | 0.1% | 0.0% | 0.0% |
| 34R | 34RD3C2 | 0.3% | 0.2% | 0.1% | 0.0% | 0.0% |
| 34R | 34RD3C3 | 0.1% | 0.1% | 0.0% | 0.0% | 0.0% |
| 34R | 34RD3C4 | 0.1% | 0.1% | 0.0% | 0.0% | 0.0% |
| 34R | 34RD3D | 0.4% | 0.3% | 0.1% | 0.0% | 0.0% |
| 34R | 34RD3D1 | 0.2% | 0.2% | 0.1% | 0.0% | 0.0% |
| 34R | 34RD3D2 | 0.2% | 0.2% | 0.1% | 0.0% | 0.0% |
| 34R | 34RD3D3 | 0.1% | 0.1% | 0.0% | 0.0% | 0.0% |
| 34R | 34RD3D4 | 0.1% | 0.1% | 0.0% | 0.0% | 0.0% |
| 34R | 34RD3E | 0.4% | 0.3% | 0.1% | 0.0% | 0.0% |
| 34R | 34RD3E1 | 0.2% | 0.2% | 0.1% | 0.0% | 0.0% |
| 34R | 34RD3E2 | 0.2% | 0.2% | 0.1% | 0.0% | 0.0% |
| 34R | 34RD3E3 | 0.1% | 0.1% | 0.0% | 0.0% | 0.0% |
| 34R | 34RD3E4 | 0.1% | 0.1% | 0.0% | 0.0% | 0.0% |
| 34R | 34RD3F | 0.1% | 0.1% | 0.0% | 0.0% | 0.0% |
| 34R | 34RD3F1 | 0.1% | 0.1% | 0.0% | 0.0% | 0.0% |
| 34R | 34RD3F2 | 0.1% | 0.1% | 0.0% | 0.0% | 0.0% |
| 34R | 34RD3F3 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34R | 34RD3F4 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 34R | 34RD4A | 0.0% | 0.0% | 0.0% | 1.3% | 3.0% |
| 34R | 34RD4A1 | 0.0% | 0.0% | 0.0% | 0.8% | 1.9% |
| 34R | 34RD4A2 | 0.0% | 0.0% | 0.0% | 0.8% | 1.9% |
| 34R | 34RD4A3 | 0.0% | 0.0% | 0.0% | 0.2% | 0.5% |
| 34R | 34RD4A4 | 0.0% | 0.0% | 0.0% | 0.2% | 0.5% |
| 34R | 34RD4B | 0.0% | 0.0% | 0.0% | 0.9% | 2.3% |
| 34R | 34RD4B1 | 0.0% | 0.0% | 0.0% | 0.6% | 1.4% |
| 34R | 34RD4B2 | 0.0% | 0.0% | 0.0% | 0.6% | 1.4% |
| 34R | 34RD4B3 | 0.0% | 0.0% | 0.0% | 0.2% | 0.4% |
| 34R | 34RD4B4 | 0.0% | 0.0% | 0.0% | 0.2% | 0.4% |
| 34R | 34RD4C | 0.0% | 0.0% | 0.0% | 0.3% | 0.8% |
| 34R | 34RD4C1 | 0.0% | 0.0% | 0.0% | 0.2% | 0.5% |
| 34R | 34RD4C2 | 0.0% | 0.0% | 0.0% | 0.2% | 0.5% |
| 34R | 34RD4C3 | 0.0% | 0.0% | 0.0% | 0.1% | 0.1% |
| 34R | 34RD4C4 | 0.0% | 0.0% | 0.0% | 0.1% | 0.1% |

**Table G-4**
**INM DEPARTURE FLIGHT TRACKS – FUTURE (2021) NEM/NCP**
**Seattle-Tacoma International Airport**

| RUNWAY | FLIGHT TRACK | LARGE JETS | REGIONAL JETS | BUSINESS JETS | TURBOPROPS | GA PROPS |
|---|---|---|---|---|---|---|
| 34R | 34RD5A | 0.0% | 0.0% | 0.0% | 2.2% | 5.3% |
| 34R | 34RD5A1 | 0.0% | 0.0% | 0.0% | 1.4% | 3.4% |
| 34R | 34RD5A2 | 0.0% | 0.0% | 0.0% | 1.4% | 3.4% |
| 34R | 34RD5A3 | 0.0% | 0.0% | 0.0% | 0.4% | 0.9% |
| 34R | 34RD5A4 | 0.0% | 0.0% | 0.0% | 0.4% | 0.9% |
| 34R | 34RD5B | 0.0% | 0.0% | 0.0% | 1.6% | 3.8% |
| 34R | 34RD5B1 | 0.0% | 0.0% | 0.0% | 1.0% | 2.4% |
| 34R | 34RD5B2 | 0.0% | 0.0% | 0.0% | 1.0% | 2.4% |
| 34R | 34RD5B3 | 0.0% | 0.0% | 0.0% | 0.3% | 0.6% |
| 34R | 34RD5B4 | 0.0% | 0.0% | 0.0% | 0.3% | 0.6% |

Source: Seattle-Tacoma International Airport ANOMS Data, 2009; Landrum & Brown, 2011.

## Aircraft Weight and Trip Length

Aircraft weight upon departure is a factor in the dispersion of noise because it impacts the rate at which an aircraft is able to climb. Generally, heavier aircraft have a slower rate of climb and a wider dispersion of noise along their flight routes. Where specific aircraft weights are unknown, the INM uses the distance flown to the first stop as a surrogate for the weight, by assuming that the weight has a direct relationship with the fuel load necessary to reach the first destination. The INM groups trip lengths into seven stage categories and assigns standard aircraft weights to each stage category. These categories are:

| Stage Category | Stage Length |
|---|---|
| 1 | 0-500 nautical miles |
| 2 | 500-1,000 nautical miles |
| 3 | 1,000-1,500 nautical miles |
| 4 | 1,500-2,500 nautical miles |
| 5 | 2,500-3,500 nautical miles |
| 6 | 3,500-4,500 nautical miles |
| 7 | 4,500+ nautical miles |

The departure trip lengths in 2021 are expected to remain similar to the Existing (2011) and Future (2016) Baseline conditions. The departure stage length percentages modeled for the Future (2021) NEM/NCP are shown in **Table G-5, *Departure Trip Length Distribution - Future (2021) NEM/NCP***.

**Table G-5**
**DEPARTURE TRIP LENGTH DISTRIBUTION – FUTURE (2021) NEM/NCP**
**Seattle-Tacoma International Airport**

| STAGE LENGTH | LARGE JETS | REGIONAL JETS | BUSINESS JETS | TURBO-PROPS | GA PROPS | TOTAL |
|---|---|---|---|---|---|---|
| 1 | 3.2% | 45.0% | 100.0% | 100.0% | 100.0% | 32.0% |
| 2 | 40.9% | 55.0% | 0.0% | 0.0% | 0.0% | 30.2% |
| 3 | 24.5% | 0.0% | 0.0% | 0.0% | 0.0% | 16.6% |
| 4 | 26.3% | 0.0% | 0.0% | 0.0% | 0.0% | 17.8% |
| 5 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| 6 | 3.4% | 0.0% | 0.0% | 0.0% | 0.0% | 2.3% |
| 7 | 1.6% | 0.0% | 0.0% | 0.0% | 0.0% | 1.1% |

Source: Landrum & Brown, 2011.

Approximately 32.0 percent of all departures were modeled with a stage length of one (0-500 nautical miles). Typical destinations within these distances from Sea-Tac Airport include Boise, Idaho; Portland, Oregon; and Vancouver, British Columbia. Another 30.2 percent of all departures were modeled with a stage length of two (500-1,000 nautical miles). Typical destinations within these distances from Sea-Tac Airport include Denver, Colorado; Las Vegas, Nevada; and Los Angeles, California. Approximately 16.6 percent of all departures were modeled with a stage length of three (1,000-1,500 nautical miles). Typical destinations within these distances from Sea-Tac Airport include Chicago, Illinois; Dallas, Texas; and Minneapolis-St. Paul, Minnesota. Approximately 17.8 percent of all departures were modeled with a stage length of four (1,500-2,500 nautical miles). Typical destinations within these distances from Sea-Tac Airport include Atlanta, Georgia; New York City; and Toronto, Ontario. The remaining 3.4 percent of departures operated to destinations with a stage length of six or greater (3,500 or more nautical miles), which include destinations to Asia and Europe.

## Ground Run-Up Noise

Engine run-ups are typically performed in two locations on the airfield at Sea-Tac Airport, on Taxiway B between Taxiways D and E, and on the hold pad east of the end of Runway 34R. According to data collected by the Port of Seattle (Port) on run-up activity, approximately 10-11 run-ups are conducted per week at Sea-Tac Airport, including approximately 8-9 per week during daytime hours (7:00 a.m. to 9:59 p.m.) and 1-2 per week during nighttime hours (10:00 p.m. to 6:59 a.m.) Information on the number and types of run-ups that were modeled for the Future (2021) NEM/NCP noise exposure contours is shown in **Table G-6, *Ground Run-Up Activity – Future (2021) NEM/NCP*.**

**Table G-6**
**GROUND RUN-UP ACTIVITY – FUTURE (2021) NEM/NCP**
**Seattle-Tacoma International Airport**

| INM ID | RUN-UP LOCATION | AIRCRAFT HEADING (DEGREES) | AVERAGE WEEKLY RUN-UPS | | AVERAGE DURATION (MINUTES) | POWER (THRUST) SETTING |
|---|---|---|---|---|---|---|
| | | | DAYTIME | NIGHTTIME | | |
| 737700 | Taxiway B | 340 | 2.11 | 0.38 | 10 | 24,000 lbs. |
| 737700 | 34R Hold Pad | 160 | 3.87 | 0.56 | 10 | 24,000 lbs. |
| 767300 | Taxiway B | 340 | 0.09 | 0.02 | 10 | 60,000 lbs. |
| 767300 | 34R Hold Pad | 160 | 0.19 | 0.03 | 10 | 60,000 lbs. |
| CL601 | Taxiway B | 340 | 0.19 | 0.04 | 10 | 9,220 lbs. |
| CL601 | 34R Hold Pad | 160 | 0.22 | 0.03 | 10 | 9,220 lbs. |
| DHC830 | Taxiway B | 340 | 0.65 | 0.12 | 10 | 100 percent |
| DHC830 | 34R Hold Pad | 160 | 1.36 | 0.20 | 10 | 100 percent |
| **TOTAL** | | | **8.68** | **1.38** | **n/a** | **n/a** |

Note: Daytime = 7:00 a.m. to 9:59 p.m., Nighttime = 10:00 p.m. to 6:59 a.m.
Source: Port of Seattle, 2011

# G.2 NOISE MODELING RESULTS

The number of operations, runway use, flight track, and trip length data presented in the previous sections are used as input to the INM computer model for the calculation of noise exposure in the airport environs. **Exhibit G-1, *Future (2021) NEM\NCP Noise Exposure Contour,*** reflects the average annual noise exposure pattern expected at Sea-Tac Airport for the Future (2021) NEM/NCP conditions. **Table G-7, *Areas Within Future (2021) NEM/NCP – Noise Exposure Contour***, summarizes the area within each noise contour level within airport property and the surrounding jurisdictions.

The noise contour does not represent the noise levels present on any specific day, but, rather, represents the energy-average of all 365 days of operation during the year. The noise contour pattern extends from the airport along each extended runway centerline, reflective of the flight tracks used by all aircraft. The relative distance of the contour from the airport along each route is a function of the frequency of use of each runway end for total arrivals and departures, as well as its use at night (10:00 p.m. to 6:59 a.m.), and the type of aircraft assigned to each runway and flight route.

The size and shape of the noise exposure contours for Sea-Tac Airport are primarily a function of the combination of flight tracks and runway use. Wind direction is a primary factor in determining runway use. Sea-Tac Airport is expected to continue to operate in south flow approximately 65 percent of the time, and in north flow approximately 35 percent of the time. The Future (2021) NEM/NCP noise exposure contours are slightly longer and wider to the south of Sea-Tac Airport, which is

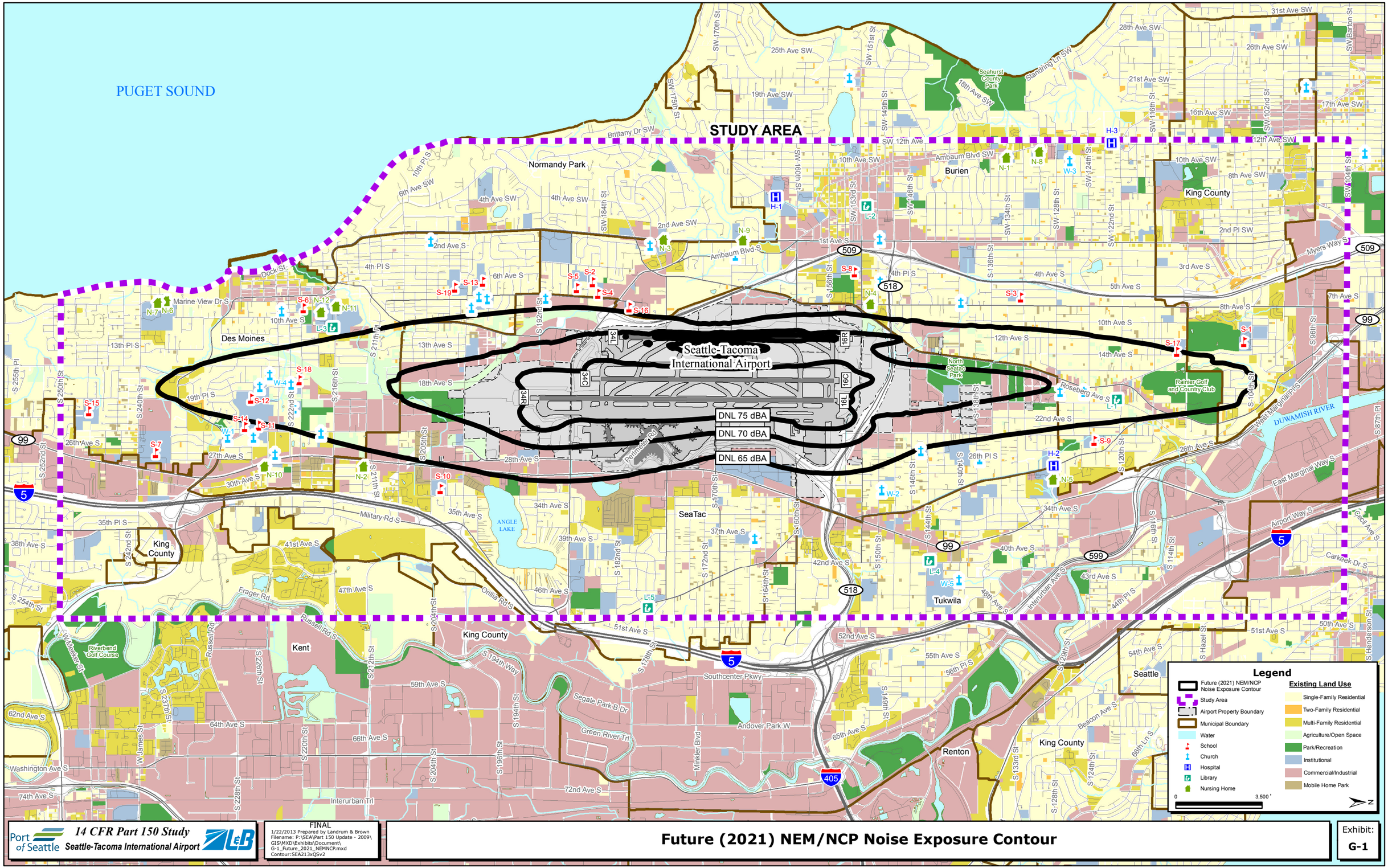
indicative of the greater number of departures to south. The noise exposure contours are slightly shorter and thinner to the north of Sea-Tac Airport, which is indicative of the greater number of arrivals from the north.

Due to the minimal spacing between the three parallel runways, the noise exposure pattern appears as one contiguous shape ending in single points to the north and south of the Airport, rather than three distinct shapes, as would be the case if the runways had greater separation.

To the south of Sea-Tac Airport, the 65 DNL of the Future (2021) NEM/NCP noise exposure contour extends approximately 2.9 miles beyond the south end of Runway 16L/34R, approximately 3.3 miles beyond the south end of Runway 16C/34C and approximately 2.1 miles beyond the south end of Runway 16R/34L. This area comprises a mix of single-family residential, multi-family residential, commercial, and industrial land uses.

To the north of Sea-Tac Airport, the 65 DNL of the Future (2021) NEM/NCP noise exposure contour extends approximately 3.1 miles beyond the north end of Runway 16L/34R, approximately 3.2 miles beyond the north end of Runway 16C/34C, and approximately 2.2 miles beyond the north end of Runway 16R/34L. Like the area to the south of Sea-Tac Airport, the area to the north within the 65 DNL of the Future (2021) NEM/NCP noise exposure contour is comprised of a mix of single-family residential, multi-family residential, commercial, and industrial land uses.

The 65 DNL of the Future (2021) NEM/NCP noise exposure contour is completely contained within the current Noise Remedy Boundary that was established in the 1985 NCP.




Port of Seattle — *14 CFR Part 150 Study* — *Seattle-Tacoma International Airport* — LEB

FINAL
1/22/2013 Prepared by Landrum & Brown
Filename: P:\SEA\Part 150 Update - 2009\GIS\MXD\Exhibits\Document\G-1_Future_2021_NEMNCP.mxd
Contour:SEA213xQSv2

# Future (2021) NEM/NCP Noise Exposure Contour

Exhibit: **G-1**

**Table G-7**
**AREA WITHIN FUTURE (2021) NEM/NCP – NOISE EXPOSURE CONTOUR (IN SQUARE MILES)**
**Seattle-Tacoma International Airport**

| CONTOUR RANGE | FUTURE (2021) NEM/NCP |
|---|---|
| **AIRPORT PROPERTY** | |
| 65-70 DNL | 0.7 |
| 70-75 DNL | 1.3 |
| 75 + DNL | 1.1 |
| 65 + DNL | 3.1 |
| **BURIEN** | |
| 65-70 DNL | 1.0 |
| 70-75 DNL | 0.0 |
| 75 + DNL | 0.0 |
| 65 + DNL | 1.0 |
| **DES MOINES** | |
| 65-70 DNL | 1.1 |
| 70-75 DNL | 0.0 |
| 75 + DNL | 0.0 |
| 65 + DNL | 1.1 |
| **SEATAC** | |
| 65-70 DNL | 1.5 |
| 70-75 DNL | 0.6 |
| 75 + DNL | 0.0 |
| 65 + DNL | 2.1 |
| **KING COUNTY** | |
| 65-70 DNL | 0.1 |
| 70-75 DNL | 0.0 |
| 75 + DNL | 0.0 |
| 65 + DNL | 0.1 |
| **ALL AREAS** | |
| 65-70 DNL | 4.4 |
| 70-75 DNL | 1.9 |
| 75 + DNL | 1.1 |
| 65 + DNL | 7.4 |

Contour: SEA213xQSv2Noise-Contours
Source: Landrum & Brown, 2011.

## G.2.1 FUTURE (2021) NEM/NCP NOISE CONTOUR INCOMPATIBILITIES

A summary of the housing units, estimated population, and noise-sensitive facilities affected by noise levels exceeding 65 DNL for the Future (2021) NEM/NCP noise exposure contour is provided in **Table G-8, *Future (2021) NEM/NCP Land Use Incompatibilities***. There are 4,045 total housing units and an estimated 10,429 residents located within the 65+ DNL of the Future (2021) NEM/NCP noise exposure contour. Of those 4,045 housing units, 2,637 units (2,395 single-family units; 110 two-, three-, or four-family units; and 132 condominiums) have received sound insulation, and therefore are not eligible for additional treatment. Another 991 housing units are potentially eligible for sound insulation in this 2011 NCP update. These include single-, two-, three-, or four-family units and condominiums that were previously eligible but the property owners have not responded to previous offers for sound insulation made by the Port, condominiums that were outside the 1998 70 DNL noise exposure contour, and approximately 661 apartments that were not previously eligible but are recommended to be sound insulated in this 2011 NCP update.[1]The remaining 417 housing units are not eligible for sound insulation because they were constructed after the date of a previously published noise exposure contour or the structure cannot be effectively sound insulated. There are no housing units located within the 70+ DNL of the Future (2021) NEM/NCP noise exposure contour.

There are three schools, Mt. Rainier High School (which has been sound insulated), Southern Heights Elementary (which is scheduled to receive sound insulation provided funding is available), and St. Philomena Primary School (which has been sound insulated) located within the 65+ DNL of the Future (2021) NEM/NCP noise exposure contour. There are seven places of worship, the Apostolic Bible Church, Boulevard Park Presbyterian, First Baptist Church, Highline Seventh Day Adventist Church, Lifepoint Foursquare Church, Primera Iglesia Bautista, and St. Philomena Church; located within the 65+ DNL of the Future (2021) NEM/NCP noise contour (of which St. Philomena Church has been sound insulated). There is one library, Boulevard Public Library, located within the 65+ DNL of the Future (2021) NEM/NCP noise exposure contour. There are no hospitals or nursing homes located within the 65+ DNL of the Future (2021) NEM/NCP noise exposure contour. There are no noise-sensitive public facilities located within the 70+ DNL of the Future (2021) NEM/NCP noise exposure contour.

The land use incompatibilities discussed above represent potential impacts if no changes to land use occur by 2021. It is expected that through the continued implementation of the Noise Remedy Program by the Port, additional housing units will be mitigated or acquired, thus reducing the overall number of impacted, unmitigated properties.

[1] Previously-approved Abatement Measure M-2c recommended sound insulation of condominiums that were within the 70 DNL of the 1998 noise exposure contour from the 2002 Part 150 Study update. Measures M-14 and M-15 from this 2011 NCP update recommend that condominiums and apartments within the modified Noise Remedy Boundary be sound insulated based on the results of a pilot program and the availability of funding.

## Table G-8
## FUTURE (2021) NEM/NCP LAND USE INCOMPATIBILITIES
## Seattle-Tacoma International Airport

| MITIGATION STATUS / LAND USE | NOISE CONTOUR BAND | | |
|---|---|---|---|
| | 65 - 70 DNL | 70+ DNL | 65+ DNL |
| **HOUSING UNITS** | | | |
| **CITY OF BURIEN** | | | |
| **Sound Insulation Completed** | | | |
| Single-Family | 997 | 0 | 997 |
| Two-, Three-, or Four-Family Unit | 72 | 0 | 72 |
| Condominium | 75 | 0 | 75 |
| Apartment | 0 | 0 | 0 |
| Mobile Home | 0 | 0 | 0 |
| **Potentially eligible but not sound insulated** | | | |
| Single-Family | 59 | 0 | 59 |
| Two-, Three-, or Four-Family Unit | 0 | 0 | 0 |
| Condominium | 36 | 0 | 36 |
| Apartment | 215 | 0 | 215 |
| Mobile Home | 0 | 0 | 0 |
| **Not Eligible** | | | |
| Single-Family | 45 | 0 | 45 |
| Two-, Three-, or Four-Family Unit | 4 | 0 | 4 |
| Condominium | 0 | 0 | 0 |
| Apartment | 0 | 0 | 0 |
| Mobile Home | 33 | 0 | 33 |
| **CITY OF DES MOINES** | | | |
| **Sound Insulation Completed** | | | |
| Single-Family | 607 | 0 | 607 |
| Two-, Three-, or Four-Family Unit | 26 | 0 | 26 |
| Condominium | 52 | 0 | 52 |
| Apartment | 0 | 0 | 0 |
| Mobile Home | 0 | 0 | 0 |
| **Potentially eligible but not sound insulated** | | | |
| Single-Family | 35 | 0 | 35 |
| Two-, Three-, or Four-Family Unit | 0 | 0 | 0 |
| Condominium | 147 | 0 | 147 |
| Apartment | 424 | 0 | 424 |
| Mobile Home | 0 | 0 | 0 |
| **Not Eligible** | | | |
| Single-Family | 88 | 0 | 88 |
| Two-, Three-, or Four-Family Unit | 0 | 0 | 0 |
| Condominium | 25 | 0 | 25 |
| Apartment | 118 | 0 | 118 |
| Mobile Home | 5 | 0 | 5 |

**Table G-8, *Continued***
**FUTURE (2021) NEM/NCP LAND USE INCOMPATIBILITIES**
**Seattle-Tacoma International Airport**

| MITIGATION STATUS / LAND USE | NOISE CONTOUR BAND | | |
|---|---|---|---|
| | 65 - 70 DNL | 70+ DNL | 65+ DNL |
| **HOUSING UNITS** | | | |
| **CITY OF SEATAC** | | | |
| **Sound Insulation Completed** | | | |
| Single-Family | 661 | 0 | 661 |
| Two-, Three-, or Four-Family Unit | 10 | 0 | 10 |
| Condominium | 5 | 0 | 5 |
| Apartment | 0 | 0 | 0 |
| Mobile Home | 0 | 0 | 0 |
| **Potentially eligible but not sound insulated** | | | |
| Single-Family | 47 | 0 | 47 |
| Two-, Three-, or Four-Family Unit | 0 | 0 | 0 |
| Condominium | 0 | 0 | 0 |
| Apartment | 22 | 0 | 22 |
| Mobile Home | 0 | 0 | 0 |
| **Not Eligible** | | | |
| Single-Family | 61 | 0 | 61 |
| Two-, Three-, or Four-Family Unit | 0 | 0 | 0 |
| Condominium | 0 | 0 | 0 |
| Apartment | 5 | 0 | 5 |
| Mobile Home | 31 | 0 | 31 |
| **KING COUNTY** | | | |
| **Sound Insulation Completed** | | | |
| Single-Family | 130 | 0 | 130 |
| Two-, Three-, or Four-Family Unit | 2 | 0 | 2 |
| Condominium | 0 | 0 | 0 |
| Apartment | 0 | 0 | 0 |
| Mobile Home | 0 | 0 | 0 |
| **Potentially eligible but not sound insulated** | | | |
| Single-Family | 6 | 0 | 6 |
| Two-, Three-, or Four-Family Unit | 0 | 0 | 0 |
| Condominium | 0 | 0 | 0 |
| Apartment | 0 | 0 | 0 |
| Mobile Home | 0 | 0 | 0 |
| **Not Eligible** | | | |
| Single-Family | 0 | 0 | 0 |
| Two-, Three-, or Four-Family Unit | 0 | 0 | 0 |
| Condominium | 0 | 0 | 0 |
| Apartment | 0 | 0 | 0 |
| Mobile Home | 2 | 0 | 2 |

## Table G-8, *Continued*
## FUTURE (2021) NEM/NCP LAND USE INCOMPATIBILITIES
## Seattle-Tacoma International Airport

| MITIGATION STATUS / LAND USE | NOISE CONTOUR BAND | | |
|---|---|---|---|
| | 65 - 70 DNL | 70+ DNL | 65+ DNL |
| **TOTAL - ALL JURISDICTIONS** | | | |
| **Sound Insulation Completed** | | | |
| Single-Family | 2,395 | 0 | 2,395 |
| Two-, Three-, or Four-Family Unit | 110 | 0 | 110 |
| Condominium | 132 | 0 | 132 |
| Apartment | 0 | 0 | 0 |
| Mobile Home | 0 | 0 | 0 |
| **Potentially eligible but not sound insulated** | | | |
| Single-Family | 147 | 0 | 147 |
| Two-, Three-, or Four-Family Unit | 0 | 0 | 0 |
| Condominium | 183 | 0 | 183 |
| Apartment | 661 | 0 | 661 |
| Mobile Home | 0 | 0 | 0 |
| **Not Eligible** | | | |
| Single-Family | 194 | 0 | 194 |
| Two-, Three-, or Four-Family Unit | 4 | 0 | 4 |
| Condominium | 25 | 0 | 25 |
| Apartment | 123 | 0 | 123 |
| Mobile Home | 71 | 0 | 71 |
| **TOTAL HOUSING UNITS** | 4,045 | 0 | 4,045 |
| **ESTIMATED POPULATION** | | | |
| **TOTAL ESTIMATED POPULATION** | 10,429 | 0 | 10,429 |
| **NOISE-SENSITIVE PUBLIC FACILITIES** | | | |
| Schools | 3 | 0 | 3 |
| Churches / Places of Worship | 7 | 0 | 7 |
| Libraries | 1 | 0 | 1 |
| Hospitals | 0 | 0 | 0 |
| Nursing Homes | 0 | 0 | 0 |

Notes: Estimated population based on average household size by U.S. Census tract data. Eligibility for mitigation programs will be determined as program implementation moves forward.

Sources: King County Geographic Information System data; Port of Seattle Noise Remedy Program records; U.S. Census Bureau; Landrum & Brown analysis, 2011.

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