

Item number: 9 Supp

Date of Meeting: February 23, 2010



Federal Aviation Regulation Part 150 Aircraft Noise and Land Use Compatibility Study Update

Stan Shepherd, Manager Airport Noise Programs

Diane Summerhays, Director of Community Development

Federal Aviation Regulation -- Part 150

Airport noise study

- *Quantify noise impacts to sensitive land uses*
- *Bring partners together to develop recommendations for mitigating the impact of noise*
- *Voluntary, typically every 5 years*
- *Due to 3rd Runway FAA Record of Decision study required*

Noise Mitigation History

- 1970's – *Sea-Tac Communities Plan*
- 1985 – *First Part 150*
- 1990 – *Noise Mediation Agreement*
- 1993 – *Part 150 Update*
- 2002 – *Part 150 Update*

Products of a Part 150

Noise exposure maps

- *Day Night Level (DNL) is a mandatory metric per FAA regulations*

Noise Compatibility Plan



Sound Insulation

- *Over 9,300 single family homes*
 - *Including 87 homes to mitigate for 3rd runway noise*
- *An additional 236 condominium units were insulated*
- *Highline School District -- \$100M funding plan for sound insulation and related work*
- *Seven schools of 15 have been completed*

Current Part 150 Consulting Team

- Landrum & Brown: *Completed over 100 Part 150 Studies*
- Synergy Consultants: *National leader in aviation environmental studies*
- Norton-Arnold & Company: *Public involvement firm with over 14 years experience in the Northwest*

Schedule

2009

- *Data collection*
- *Project kickoff*

2010

- *Consultant contract signed*
- *Technical analysis*
- *Public participation*

2011

- *Develop recommendations*
- *Public Hearing on draft document*
- *Submit draft documents to FAA to begin 180 day review*

Part 150 Scope of Work

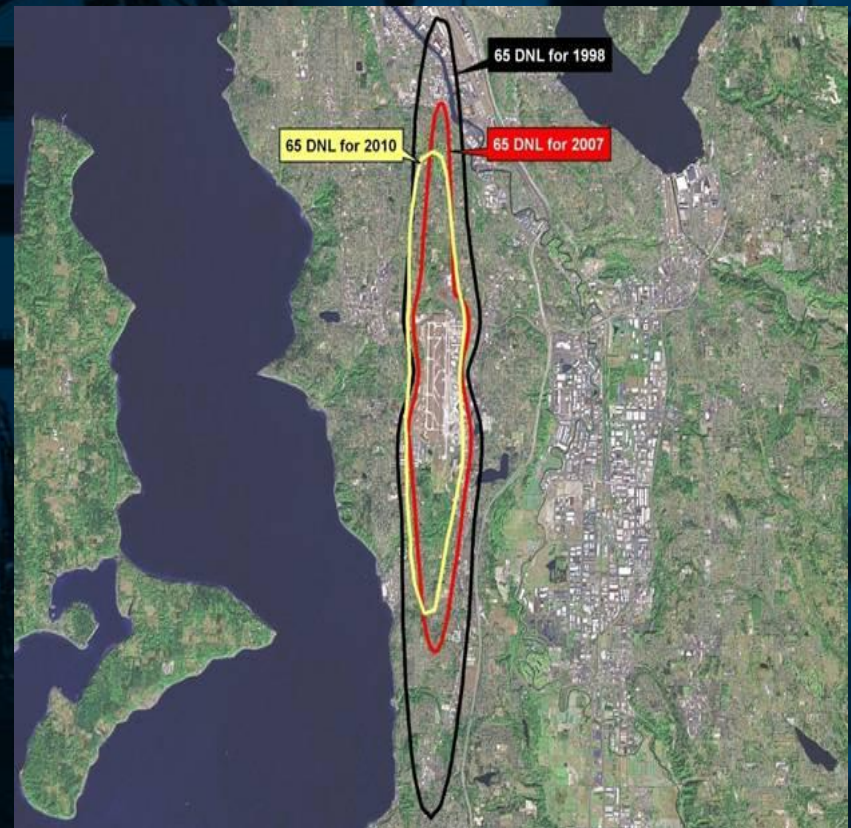
Allows flexibility to include evaluation of all reasonable noise reduction possibilities:

- *Outcomes of public meetings will drive the direction of the scope*
- *Process and study elements can be modified if needed*

Recommendations responsive to public concerns & based on data

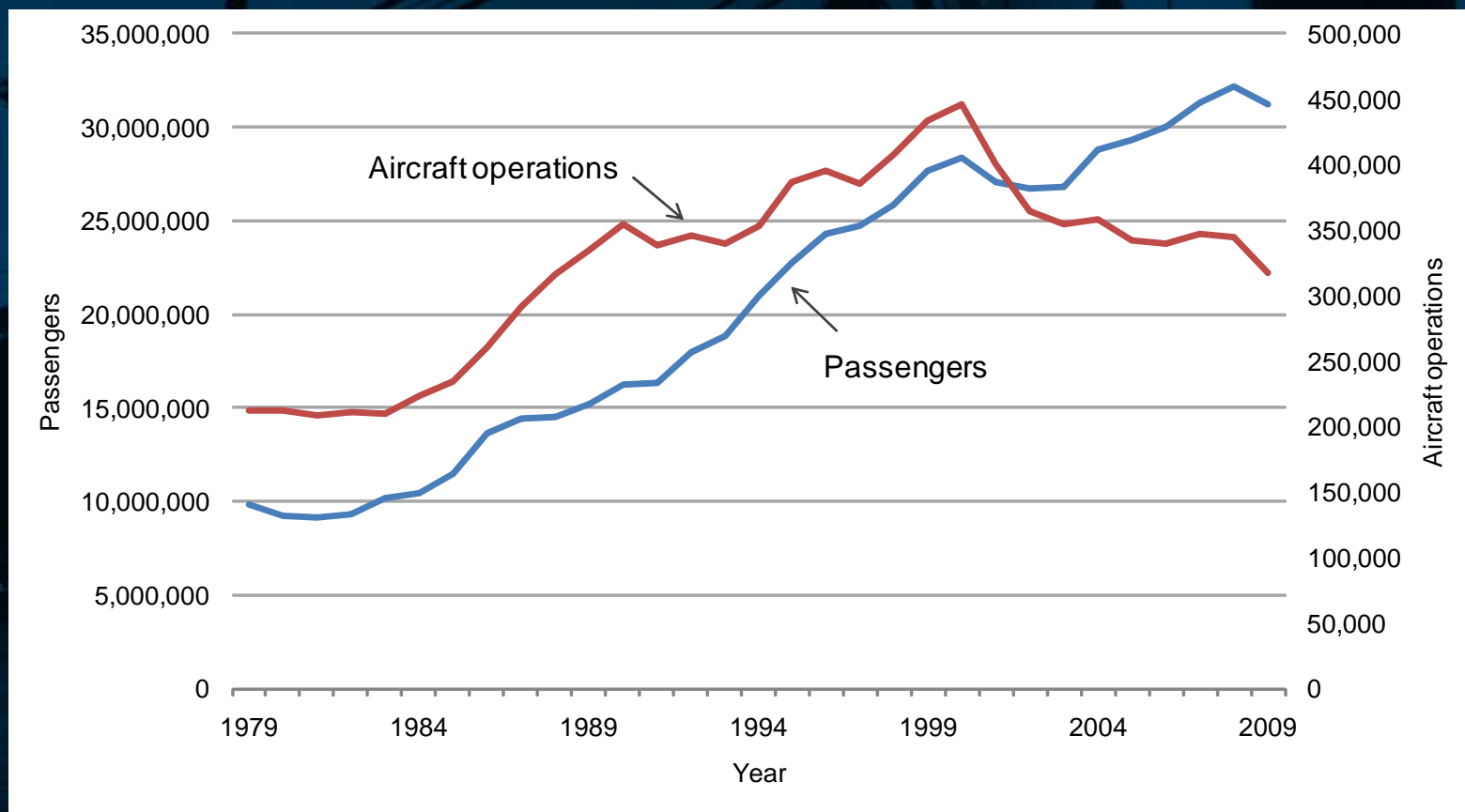
Noise Perception Versus Data

- *Data often presents a different picture than perceptions*
- *Noise Contours may be smaller than forecast in runway EIS*



Expectations related to Noise Contours

- *EIS data versus current data*



Engaging Stakeholders

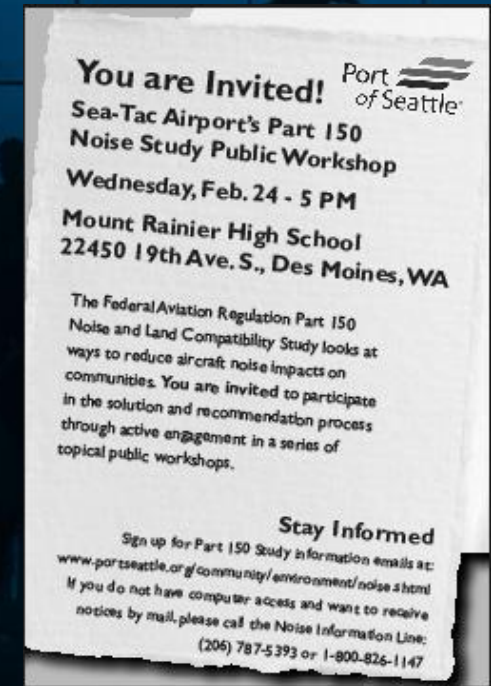
There are multiple vehicles planned to engage our stakeholders:

- *Public Workshops*
- *Technical Review Committee*
- *Highline Forum*
- *Special Briefings and Presentations*
- *Dedicated Website*
- *Commission Briefings*
- *Public Hearings*

Public Notification

- *Air Mail*
- *Seattle Times*
- *Highline Times*
- *Constant Contact - e-mail notifications*
- *Highline Forum*
- *Media Advisories*
- *Noise Information Line*
- *Various Community E-mails*
- *Website (*Internal and External)*
- *Blog postings*

**Consultants estimate 800 visits*



Public Workshops

- *Hosting up to six public workshops focused on major elements of the study.*
- *Our first workshop is scheduled to be held Wednesday, February 24, 2009, from 5:00 to 7:00 P.M. at Mount Rainier High School*
- *Presentations followed by small group breakout sessions for public evaluation of problems & solutions*
- *Open to all*

Technical Review Committee

- *Federal Aviation Administration*
- *Airline Pilot Representatives*
- *Puget Sound Regional Council*
- *WSDOT Aviation Division*
- *Boeing Field*
- *Land Use Planners from local communities*
- *Port of Seattle*

Flight Tracks

Federal Aviation Administration

- *Only entity with authority to change flight procedures*

Extensively studied in the 2002 Part 150

- *No viable alternatives without shifting tracks to another community*

Recommendations

- *Determine if proposal is within 65 DNL. If yes, screen for inclusion in the study*
- *FAA generally does not approve proposals in the Part 150 for flight track changes that do not reduce noise within the 65 DNL contour*
- *If issue is related to non-compliance of a noise abatement procedure, staff will raise the issue immediately with the FAA*