

**FINAL PACKAGE
OF MEDIATED NOISE
ABATEMENT ACTIONS
FOR
SEATTLE-TACOMA INTERNATIONAL AIRPORT
AGREED TO BY THE
MEDIATION COMMITTEE
ON MARCH 31, 1990**

**PREPARED BY THE
PORT OF SEATTLE
AND
MESTRE GREVE ASSOCIATES
ON BEHALF OF THE
MEDIATION COMMITTEE**

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According to the technical consultant, this agreement represents the most comprehensive noise control program of any major international airport in the country. Full implementation of all these agreements could result in an overall noise reduction of approximately 50% in terms of the Ldn noise levels in the communities surrounding the airport.

NOTES:

Italics indicate changes to the Draft Package resulting from the Mediation Committee meeting on 3/31/90.

Symbol "R" on pages eight and nine indicate that some language was modified after March 31, 1990 as the result of comments received from the Mediator, based upon the Mediator's notes.

SECTION I: NOISE BUDGET

GOAL

The goal of a noise budget is to reduce the overall amount of noise at Seattle-Tacoma International Airport by encouraging an increased percentage of Stage 3 aircraft at Sea-Tac and the acquisition of Stage 3 aircraft system wide. Appendix A presents the framework for this draft noise budget.

- AGREEMENT 1:** The Average Noise Energy Level (ANEL), as defined in Appendix A, will be established as the formula to be used in the noise budget.
- AGREEMENT 2:** The noise reference data used in the formula is based upon the *most up to date version of the Integrated Noise Model (INM)* data base as presented in Appendix A.
- AGREEMENT 3:** The year 2001 will be the target year for reaching the noise reduction goal.
- AGREEMENT 4:** The base period will be developed relative to the average daily operations for the month of August, 1989.
- AGREEMENT 5:** The Noise Bank will be 10% to 15% of the August, 1989 *allocated* base level and is subject to the same reduction formula consistent with Proposal 8.
- AGREEMENT 6:** Airlines whose operations generate less than 55 TCNEL (as defined in Appendix 1) and international operations will be considered non-allocated and not factored into the equation. *Note: A TCNEL noise level of 55 is equivalent to four landing and takeoff cycles of the B727-200/D15QN aircraft during the daytime hours and represents approximately 1% of the total noise as measured in ANEL. Over time, efforts will be made to reduce the 55 TCNEL limit.*
- AGREEMENT 7:** An individual airline will not require a noise certificate if its operations at Sea-Tac exceed a specified level of Stage 3 aircraft. Initially, this level will be set between 60% and 80% and will increase 2.5% every year to the ultimate percentage of 95%.
- AGREEMENT 8:** The year 2001 annual ANEL noise energy will be reduced by more than 50% from the base reference ANEL. * *As illustrated in Appendix A, interim goals for maximum permissible ANEL will be established.*
- AGREEMENT 9:** A finalized draft agreement will be presented to the airlines by April 21, 1990.
- AGREEMENT 10:** The development of administrative and implementation details will be completed by October 1, 1990.
- AGREEMENT 11:** *If the noise reduction goal is not met for two consecutive enforcement periods, new procedures will be examined to achieve the 2001 noise reduction goal.*

IMPLEMENTING AUTHORITY: Port of Seattle

* (Note: This represents a commitment to at least 35% to 45% reduction from the 1988 annual ANEL.)

SECTION II: NIGHTTIME LIMITATIONS

GOAL

The goal of the nighttime limitations program is to reduce the noise levels from nighttime turbojet operations by phasing out the operations of Stage 2 aircraft as set forth in Appendix B.

AGREEMENT 1: The initial hours of the nighttime limitation program will be set from midnight to 6:00 a.m. with further expansion of these hours over time until the ultimate goal is reached of 10:00 p.m. to 7 a.m. *It is the intent of this agreement to provide for shifts of aircraft operations from nighttime to daytime that are meaningful and made in good faith.*

AGREEMENT 2: A grandfather period will allow existing Stage 2 operations for the first two years of the program.* *The grandfather period will commence on the date the nighttime limitations agreement becomes effective.*

AGREEMENT 3: Operations with aircraft for which there are no Stage 3 equivalent or retrofits available can receive a variance until such aircraft or retrofits become available. *The Noise Abatement Committee will conduct periodic and regular examination of the availability of retrofits.*

AGREEMENT 4: The development of administrative and implementation details will be completed by October 1, 1990.

AGREEMENT 5: *This agreement will become effective on or before October 1, 1990.*

AGREEMENT 6: *Reducing nighttime noise is a high priority. Efforts to reduce nighttime noise will continue as possible.*

IMPLEMENTING AUTHORITY: Port of Seattle

SECTION III: NOISE REMEDY/MITIGATION PROGRAM

GOAL

This program will increase the efficiency and availability of the noise insulation program so that it will better serve the needs of a greater number of homeowners within the Part 150 Noise Remedy Program area. It will not reduce noise, but rather will provide additional efforts to mitigate the effects of noise on the community by providing for a more usable indoor living environment. Success of this program is therefore measured in terms of reduced population adversely affected by aircraft noise.

Note - All costs of the Noise Remedy Program will be shared 80/20 by the Federal Aviation Administration and the Port of Seattle, respectively.

*Grandfather operations are defined as Stage 2 flights that have been operated on a regular schedule during a time period between March 31, 1989 and March 31, 1990.

A. INCREASE IN ANNUAL RATE OF INSULATION

AGREEMENT 1: Contingent upon continued FAA funding of the program, increase the rate of home insulation from the present 175 per year to 350 per year. This will require hiring approximately six additional staff. With completion of the acquisition program in 1992, the Port of Seattle will consider phasing in a higher rate of insulation and staffing.

IMPLEMENTING AUTHORITY: Port of Seattle, Federal Aviation Administration

B. AUDIT PROCEDURE

BACKGROUND

High program costs and the lengthy processing time for noise audits currently limit the availability of the Noise Remedy Program. Current FAA policy requires that each house in the program be noise audited both before and after the house has been insulated. Each audit costs \$250 and requires not only appropriate weather conditions, but also homeowner availability. Each audit process takes about two months to complete. Currently, approximately fifteen audits are being completed each month. A reasonably accurate measure of noise intrusion can be estimated using a representative audit sample and a computer simulation model.

AGREEMENT 1: The Port of Seattle and the Federal Aviation Administration will work together to reduce the number of audits in the Noise Remedy Program area by approximately two-thirds. Accuracy of noise attenuation measures will be ensured using a computer model that simulates the actual audit.

AGREEMENT 2: If the method for computer simulated audits described in *Agreement 1* is found to be accurate and successful, the Port of Seattle will explore reducing the percentage of homes audited further, with an ultimate goal of ten percent. [Any funds saved as a result of this audit procedure would revert directly back to the Noise Remedy Program.]

IMPLEMENTING AUTHORITY: Port of Seattle, Federal Aviation Administration

C. ENHANCE NOISE REMEDY "COST SHARE" PROGRAM AREA

BACKGROUND

Citizens are reluctant to pay half the costs for a program designed to mitigate a problem they did not directly cause; there is, therefore little community interest in the noise remedy Cost-Share program.

AGREEMENT 1: Implement standardized insulation package for all houses in the Cost Share area.

IMPLEMENTING AUTHORITY: Port of Seattle, Federal Aviation Administration

AGREEMENT 2: Contingent on standardization of the insulation package (see *Agreement 1*), the Port of Seattle will pay all of the insulation costs in the current Cost Share Noise Remedy Program area. (Currently a homeowner is responsible for providing half of the funds.)

IMPLEMENTING AUTHORITY: Port of Seattle, Federal Aviation Administration

D. MOBILE HOMES

BACKGROUND

Residents within the Part 150 area who live in mobile homes experience extreme amounts of aircraft noise. A 1985 Demonstration Program of the Port's Noise Remedy Program tested the effectiveness of acoustical insulation on mobile homes, and found that it is neither a physically nor aesthetically acceptable method of mitigating the noise problem.

AGREEMENT 1: During the next year the Port of Seattle will continue to explore ways to deal effectively with mobile homes, especially in cooperation with other governmental entities, and will produce a report on possible mitigation actions.

IMPLEMENTING AUTHORITY: Port of Seattle and other governmental agencies

E. HARDSHIP COMMITTEE

AGREEMENT 1: A hardship committee will be initiated for the insulation program. This committee will evaluate requests from applicants for special consideration due to hardship (medical, financial, etc.). This committee will decide priority issues only (including criteria), and will not address policy or budgeting. Cases will be evaluated individually. The committee will be comprised of both citizens from the Noise Remedy area and Port staff.

IMPLEMENTING AUTHORITY: Port of Seattle, citizen committee

F. PRIORITY LISTING

BACKGROUND

The current priority system, initiated in 1985 based on recommendations of a citizen advisory committee, gives priority to applicants in the noisiest areas and those who have owned their homes the longest. Additional consideration is given to owners of homes that are adjacent to clear-zone or acquisition areas.

Applicants have complained that *the continually evolving insulation schedule, based on the current priority system, makes home improvement planning difficult.*

AGREEMENT 1: The Port will amend the current priority system in conjunction with other Noise Remedy

improvements to minimize the homeowner's sense of uncertainty concerning when the applicant will be accepted. Consideration will be given to the homeowners' date of application to the program. *Care will be taken to ensure that homeowners who are already on the application list for Noise Remedy will not be dropped from the list as a result of any modifications to the priority system.*

IMPLEMENTING AUTHORITY: Port of Seattle

G. TRANSACTION ASSISTANCE

AGREEMENT 1: Develop a limited program for enhanced transaction assistance for homeowners who live adjacent* to buy-out areas. The Port of Seattle will purchase, insulate, and then resell these homes. If successful, the program may be expanded.

IMPLEMENTING AUTHORITY: Port of Seattle, Federal Aviation Administration

H. PUBLIC BUILDINGS

BACKGROUND

Current FAA regulations and the language in the FAA's Part 150 document limit public building eligibility for insulation to public schools and hospitals.

AGREEMENT 1: Expand existing program to provide insulation for additional types of public buildings (eg. auditoriums, private schools, churches, day care centers, libraries, etc.). Pursue amendment to current Part 150 document. *Port of Seattle will inventory and examine the feasibility of noise monitoring public buildings that border on the 65 Ldn contour, and will investigate the possibility of insulating these buildings if noise levels so warrant.*

IMPLEMENTING AUTHORITY: Port of Seattle, Federal Aviation Administration, citizen advisory group

SECTION IV: IMPROVE DUWAMISH/ELLIOTT BAY CORRIDOR NOISE ABATEMENT PROCEDURES

GOAL

The goal of this action is to minimize jet overflight noise for residential areas adjacent to the Duwamish /Elliott Bay Corridor.

**For the purposes of this program a house is adjacent if the property line abuts or is directly across the street from any Sea-Tac Airport property or property owned (or to be acquired by) the Port of Seattle. See Noise Remedy Program Procedural Guidelines for diagrammatic example.*

A. DUWAMISH/ELLIOTT BAY CORRIDOR PROCEDURES

BACKGROUND

The Duwamish/Elliott Bay Corridor is an essential noise mitigation measure for north flow departure procedures. Currently, the air traffic controllers provide departure instructions to a pilot and, in most cases, observe the aircraft on radar to ensure they remain on assigned paths. Controllers frequently provide radar vectors for separation of departures. The following actions will improve the Duwamish/Elliott Bay procedures.

AGREEMENT 1: To provide controllers with *better* means of guidance, *the outlines of Elliott Bay, Bainbridge and Vashon Islands will be depicted on the Seattle TRACON video map.*

AGREEMENT 2: *FAA tower directives will direct the controller to vector north departures over Boeing Field and Elliott Bay to the maximum extent possible consistent with workload and safety.*

AGREEMENT 3: During periods of low activity, special procedures will be in place for aircraft using the Duwamish Corridor. See SECTION V: NIGHTTIME FLIGHT CORRIDORS.

AGREEMENT 4: Accuracy in the use of the Duwamish/Elliott Bay Corridor will be monitored by the improved Noise Management System. See SECTION VII: NOISE MANAGEMENT SYSTEM.

IMPLEMENTING AUTHORITY: The Federal Aviation Administration will implement *agreements 1 - 3.* The Port of Seattle in cooperation with the Federal Aviation Administration will implement the Noise Management System. See SECTION VII: NOISE MANAGEMENT SYSTEM.

B. MICROWAVE LANDING SYSTEM

BACKGROUND

Existing navigational technology cannot provide more accurate use of the Duwamish/Elliott Bay Corridor. A Microwave Landing System (MLS) can offer possibilities for noise relief measures, especially in regard to the Duwamish/Elliott Bay Corridor. The MLS is so precise and flexible that pilots and controllers would be able to contain flight tracks within the Duwamish/Elliott Bay Corridor virtually all the time.

At this time, the FAA plans to transition from the Instrument Landing System (ILS) to the international standard MLS by January 1, 1998. In order for the MLS to operate, instrumentation will need to be installed in each aircraft.

AGREEMENT 1: Request that the FAA designate Sea-Tac as a demonstration project for the Microwave Landing System.

AGREEMENT 2: When federal progress on this issue occurs, the Port will work with the FAA to establish a program and target dates for phase-in. The program would include a schedule for phase-in of navigational aids and air traffic control procedures. The Port will consider a program of incentives to carriers that accelerate implementation.

IMPLEMENTING AUTHORITY: Port of Seattle and Federal Aviation Administration

SECTION V: NIGHTTIME FLIGHT CORRIDORS

GOAL

The goal of these actions is to minimize the noise impacts from aircraft operations during the most noise sensitive periods (nighttime) by optimizing the use of areas of less noise sensitive land use. Specifically, the goal is to reduce the single-event disturbances from nighttime operations in the communities north of Boeing Field and surrounding Elliott Bay.

It is the intent of this section to sharpen departure tracks through the Duwamish Corridor during nighttime hours. Any changes made are conditional upon assurance that the goal of reducing noise can be achieved. This section is not intended to address the nighttime curfew on north flow east turn departures.

BACKGROUND

This program of actions consists of specific nighttime procedures that can be implemented due to the low traffic volumes from Boeing Field at night. The **NOISE MANAGEMENT SYSTEM** as described in **SECTION VII**, will be used to monitor compliance with these procedures.

AGREEMENT 1: During those nighttime hours when traffic is light enough to permit (currently 10 PM to 6 AM) aircraft using the Duwamish Corridor and Elliott Bay will be turned at Boeing Field. Traffic using Boeing Field during these nighttime hours is minimal and can be more easily coordinated with Sea-Tac to ensure a safe and efficient operation.

- AGREEMENT 2:** During those nighttime hours when traffic is light enough to permit, turbojet aircraft depart north through Elliott Bay and proceed on course utilizing the following routes out of the terminal area. Note, these represent approximate tracks, as different aircraft will reach 10,000 feet at different distances from the airport.
- a. Eastbound and Canada destination aircraft shall proceed westbound over Elliott Bay then northbound over Puget Sound until reaching 10,000 feet or the SEA 20 NM DME Fix / SEA 320 radial, whichever comes first, then turn eastbound or continue north on course.
 - b. Aircraft proceeding to Alaska or the Pacific Rim, shall proceed westbound over Elliott Bay then northbound over Puget Sound until reaching the SEA 20 NM DME Fix / SEA 320 radial at or above 10,000 feet before being turned westbound to cross the shoreline on course.
 - c. Aircraft with south or southeast bound destinations shall proceed westbound over Elliott Bay then southbound over Puget Sound until crossing the SEA 12 NM DME Fix / SEA 220 radial at or above 10,000 feet before being turned eastbound to cross the shoreline on course.

Note - the SEA 20 NM DME Fix / 320 radial and the SEA 12 NM DME Fix / 220 radial are approximate reference points and could change slightly when final flight track charting is completed.

IMPLEMENTING AUTHORITY: Federal Aviation Administration

SECTION VI:

CONTROL OF GROUND NOISE

GOAL

The goal of this noise abatement action is to control and reduce the amount of ground noise from the airport both in terms of peak sound levels as well as the duration of the noise events. Although the focus of this action is to control nighttime ground noise there will also be some benefits in reducing ground noise during the daytime hours.

BACKGROUND

This noise abatement goal will be accomplished through implementation of a variety of measures that address the different sources of ground based noise. The potential change in noise from this action will be most effective in the close-in areas, although during certain meteorological conditions these changes will be noticed at more distant locations. The Ldn noise levels at the close-in areas are estimated to be reduced by 0.5 to 2 dBA as a result of these actions. Although the most significant improvements are anticipated to be in terms of reductions in the occasional single event disturbances, these occurrences during nighttime hours can be considerably annoying.

AGREEMENT 1: Prohibit the use of powerback procedures from the gates. Only American Airlines and TWA currently conduct powerback procedures. This would be implemented through a voluntary agreement or, if necessary, by amending the airport's rules and regulations to prohibit powerback procedures.

IMPLEMENTING AUTHORITY: Port of Seattle

AGREEMENT 2: Turbojet engine maintenance run-up restrictions will be enhanced by developing a mechanism for identifying violators of current rules and regulations governing this activity. This will also include a program of penalties to be applied against violators in a scaled format that will range from a letter of reprimand to fines for continued violations within a specified period of time.

IMPLEMENTING AUTHORITY: Port of Seattle, Airlines

AGREEMENT 3: If any additional maintenance base is developed at the airport it will require the provision of an engine "hushing" facility or hush house. The hush house would provide the capacity to abate the noise of the engine maintenance run-ups.

IMPLEMENTING AUTHORITY: Port of Seattle

AGREEMENT 4: Evaluate the effectiveness of reduced use of thrust reversers in conjunction with the development of additional exit taxiways under consideration in the on-going FAA sponsored study on airfield improvements. Additionally, in conjunction with efforts to examine the possibility of such exit taxiways, minimize the noise impacts of thrust reversers for braking of turbojet aircraft by publishing and distributing an ALPA pilot briefing sheet which provides guidance to pilots for minimizing use of thrust reversals.

IMPLEMENTING AUTHORITY: Port of Seattle

AGREEMENT 5: Limit the use of auxiliary power units (APU) particularly during the nighttime hours. Many operators currently have fixed power systems available at their gates. This action addresses those operators who do not have these systems. The Port will negotiate with the operators for installation of fixed power systems or use of ground power units. In the interim, operators will be asked to limit use of APUs to a minimum during the hours between 2400 and 0600.

IMPLEMENTING AUTHORITY: Port of Seattle

AGREEMENT 6: At this time it is not practical or feasible to install sound berms or barriers due to the unique meteorological conditions of Seattle, the topography of the local area, the cost effectiveness of this action, as well as the lack of space available on airport property. The Port will continue monitoring advances in this technology to determine if any future action would provide meaningful noise reduction benefits to adjacent communities.

SECTION VII: NOISE MANAGEMENT SYSTEM

GOAL

Implementation of a noise management system will make it possible to monitor the effectiveness of and compliance with the noise abatement actions that are developed through mediation, and to produce objective data for use as the airlines, FAA and Port officials work to resolve issues of noncompliance.

BACKGROUND

Sea-Tac's current flight tracking system was one of the first in the country and does not have the capabilities to be used on a constant basis to track all individual aircraft. The large amounts of flight track data necessary to do this cannot be provided by the existing computer hardware and software system.

The new noise management system will be tailored to meet the requirements of programs that are unique to Seattle. For example, improving the Duwamish Corridor noise abatement procedures can be validated by an updated airport flight track and noise monitoring system and the aircraft identification system can be used to monitor compliance with the Noise Budget or Nighttime Limitations. Because of the long lead times necessary for designing and procuring a fully developed, multi-component system, Tier 1 is presented as an interim monitoring program. Tier 2 is a much more complex, entirely new system that will fully meet the monitoring needs of the noise abatement actions and programs developed through mediation. Work can begin on Tier 2 while Tier 1 is being implemented and used.

The Noise Management System might eventually include the following components: enhanced noise monitoring, enhanced flight tracking, aircraft identification, monitoring of FAA air traffic Tower tapes, and modified noise complaint processing.

AGREEMENT 1: TIER 1: EXPAND EXISTING FLIGHT TRACK MONITORING SYSTEM

After gaining agreement with the FAA for use of the ARTS IIIA data on disk packs, use an outside service to transfer the ARTS data from the disk packs to 9-track tapes that are directly readable by the Port of Seattle computer. This data is then analysed using the Port's existing software.

The program goal is to monitor one 24-hour period (randomly selected) of flight track data, per week. The time estimate for completing processing of a 24-hour sample is two to three weeks.

When the capabilities of the system have been determined, additional days may be added. The maximum amount of data that can be processed with this system is estimated to be 3 days per week.

After testing, the Tier 1 system will be implemented. This program includes:

- a. Establishing criteria for monitoring compliance with procedures included in this agreement.
- b. Develop a regular report on compliance. Distribute reports to the FAA and to each airline.
- c. If an on-going compliance problem is identified for a particular airline, the chief pilot will be contacted directly.
- d. A summary of flight track monitoring results will be published quarterly in the Sea-Tac Forum newsletter and reported to the Noise Abatement Committee.

IMPLEMENTING AUTHORITY: The primary responsibility belongs to the Port of Seattle. The FAA's responsibility is to provide prompt transfer of the necessary data and cooperation in system integration and use. Airlines.

AGREEMENT 2: TIER 2: DEVELOP NEW COMPREHENSIVE NOISE MANAGEMENT SYSTEM

Evaluate systems available for reading and processing ARTS data on a daily basis. These systems generally include a disk pack reader, dedicated computer and software programs for tape translation, ARTS processing and compliance reports. In addition, the system must be able to provide information concerning (1) aircraft flight track maps on a daily basis; (2) flight track data for individual aircraft; (3) altitude profile analysis; (4) determine level of aircraft operations by type and airline; and (5) integration of tower voice tapes to determine instructions given to the pilot for actions under investigation. Finally, a system requirement will be expandable capabilities to correlate noise monitoring data.

Identify and implement the new flight track monitoring program. This will include the following:

- a. Prompt evaluation of Hotline complaints regarding compliance problems with noise abatement procedures included in this agreement. Integrate flight track data with noise monitoring and taped Tower instructions.
- b. Short reports will be developed for each incident and accompanied by supporting data. If a problem is discovered, the airline or the FAA will be contacted and the data supplied to the responsible party. Reports and follow-up information will be supplied to the caller.
- c. Publish monthly summary of noncomplying incidents and responsible parties in the Sea-Tac Forum Newsletter and release summaries in the form of a quarterly news release.

IMPLEMENTING AUTHORITY: Port of Seattle has the primary responsibility. The FAA's responsibility is to provide on-going support of this program through an agreement to use the ARTS data and to provide prompt transfer of the data.

AGREEMENT 3: TIER 3: INTEGRATE NOISE AND FLIGHT TRACK MONITORING

BACKGROUND

The Port's current noise monitoring system has been in operation since 1979. It consists of 11 remote sites within the Part 150 area. It's primary capability is to measure daily Ldn noise levels.

In this action, the noise monitoring system will be evaluated for expansion and software will be obtained to correlate single event noise level data with individual aircraft operations related to specific flight procedures.

- AGREEMENT 3A:** Relocate the noise monitoring central processing information center to a more public area of the airport to provide public viewing.
- AGREEMENT 3B:** Publish reports of the noise monitoring data on regular basis.
- AGREEMENT 3C:** Evaluate integration of the noise monitoring data with flight track data.
- AGREEMENT 3D:** Evaluate the capability of the current system to be expanded for remote sites noted in Tier1.
- AGREEMENT 3E:** Upgrade or replace the noise monitoring system based on results of *Agreements 3C & 3D*.
- AGREEMENT 3F:** Generate annual contour report using the Integrated Noise Model.

IMPLEMENTING AUTHORITY: Port of Seattle

SECTION VIII: FLIGHT TRACK MANAGEMENT

The Mediation Committee or its designees will have until April 30, 1990 to reach agreement on east turn flight track modifications. If there is agreement on modifications, the Port will seek the concurrence of affected local jurisdictions within 30 days.

All members of the community caucus will have the opportunity to participate in the discussions and to concur in any agreement. The agreement will be forwarded to the Noise Abatement Committee.

The Port and FAA will assist in the discussions and the Port will seek to provide necessary technical assistance.

If there is no such agreement or if such concurrence is not forthcoming, the remainder of this package agreement shall stand and the following statement shall be appended to the "Statement Regarding Flight Tracks".

Whereas certain of the participants including the airlines industry and some communities favor new multiple flight tracks and others favor maintaining existing flight tracks; and,

It is understood that the FAA has the legal authority to initiate such changes as it deems appropriate. However, their agreement will be sought to ensure the implementation of any agreed upon modifications

STATEMENT REGARDING FLIGHT TRACKS

Whereas the Mediation Committee has considered the impacts of existing and proposed flight tracks within the context of noise abatement, differential impacts on communities, efficiency and safety; and,

Whereas certain of the interests, including the airlines industry, favor and anticipate implementation of the FAA's airspace enhancement plan, and other interests, including certain communities do not favor its implementation; and,

Whereas despite their best efforts, participants in the mediation process have been unable to agree upon changes in flight tracks that are acceptable to all participants; and,

Whereas it is understood that the FAA has the legal authority to make such changes as it may deem appropriate,

Therefore no changes to flight tracks are endorsed by this mediation process and it is further understood that these recommendations stand in the absence of such an agreement.

SECTION IX: CONTROL NOISE FROM MOST ANNOYING OPERATIONS

GOAL

This action is meant to control or eliminate particular single event operations that occur on a continuing basis and that are the object of community complaints. While the Port will be the implementing party, success of this action will depend on the cooperation of both the FAA and the airlines.

The Sea-Tac Aircraft Noise Hotline will be the primary tool for use in identifying which operations are most annoying to the community.

AGREEMENT 1: The Hotline complaint form and computer program will be modified to enable staff to crosscheck or sort complaints in a way that will help in associating apparently unrelated complaints with one specific operation or event.

AGREEMENT 2: The Noise Management System will be used to assist in identifying the object of the complaint or assistance will be requested from the FAA.

AGREEMENT 3: When the airline has been identified, the Port will contact it or the FAA to make the parties aware of the specific noise concern and to attempt to reach a solution.

IMPLEMENTING AUTHORITY: The Port of Seattle has the primary responsibility for implementing this measure. Assistance for *Agreement 2* may be required from the FAA if identification is not possible during Tier 1 of the flight track monitoring program. The success of this program depends on the cooperation of the airlines and the FAA in trying to reach solutions.

SECTION X: INITIATE NOISE ABATEMENT COMMITTEE

GOAL

The goal of an on-going committee is to insure that implementation of mediated programs is progressing as expected. *It is the intent that this Committee be formed to adequately represent the interests to this agreement in a balanced manner.*

AGREEMENT 1: A committee designated by the mediation committee will meet at regularly scheduled intervals to review and comment on reports related to mediated noise abatement programs. Initially, meetings will focus on implementation progress, with the committee advising on the resolution of unanticipated implementation problems. After all programs are successfully implemented, meetings will focus on results of the various airport use regulations such as the noise budget and nighttime limitations and on the results of the monitoring activities. The committee will be considered a standing committee. Original committee members will determine the rules under which the committee will operate. *The purpose, procedures and groundrules for the Noise Abatement Committee are outlined in Appendix C.*

IMPLEMENT AUTHORITY: Port of Seattle

SECTION XI: CHANGES IN PRESENT CONDITIONS

For most parties to this mediation agreement there are one or more issues of fundamental importance which constitute the basis for moving ahead with this overall package. Any significant change in such an issue of fundamental importance to any party to this agreement from the manner in which this issue is treated in these recommendations or in the environment within which these agreements were reached would permit the affected party to reconsider its support for the package and relieve itself from the commitments undertaken in this agreement.

Should a party affected by this agreement believe that such significant change has occurred, they shall so inform the Noise Abatement Committee. The Committee shall have 30 days in which to address and seek to resolve this issue.

SECTION XII: PROCESS

Airport staff, with the assistance of members of the Options Subcommittee, the technical consultants and the mediators shall prepare a final draft of the recommendations by April 21, 1990. That draft shall be within the spirit of and any specific provisions contained in these draft recommendations.

The Airport staff shall prepare, in discussion with appropriate parties and authorities, procedures and agreements to implement and administer this agreement by the dates specified in these recommendations (ie. noise budget and nighttime limitations by October 1, 1990).

The Noise Abatement Committee (NAC) shall be established immediately and shall initially be composed of members of the Options Subcommittee. (Procedures and groundrules for the NAC including the change of membership etc. will be included in the April 21 recommendations.) An initial responsibility of the Noise Abatement Committee shall be to focus on the progress in developing the implementation and administrative agreements.

APPENDIX C:

Sea-Tac Noise Abatement Committee

PURPOSE

The purpose of the Sea-Tac Noise Abatement Committee (SNAC) is to provide advice, oversight and continuity during the development, implementation, and duration of the Noise Abatement actions agreed to by the Mediation Committee on March 31, 1990.

PROCEDURES

Meetings: Meetings will initially be held on every two months, and will be facilitated by Port of Seattle staff. Revisions to the meeting schedule may be requested by the Sea-Tac Noise Abatement Committee. Participation in the discussions will be limited to members of SNAC, although meetings will be open to the public. Meetings will be held at Sea-Tac International Airport unless otherwise stated. Staff support, including provision of agendas and minutes, will be provided by the Port of Seattle.

GROUND RULES

Membership:

Membership is to be established and maintained in such a manner as to ensure adequate and balanced representation of the Mediation Committee interests. Initially, membership will be composed of members of the Options Subcommittee of the Mediation Committee, who will be appointed by the Port Commission to serve a term not to exceed two years.

As a member's term expires, or in the event that a member needs to be replaced before the conclusion of his or her term, a replacement will be selected based on procedures determined by the full Noise Abatement Committee. Nominations will be confirmed by the Port of Seattle Commission.

Establishment of further ground rules:

The first priority of the Airport Noise Abatement Committee will be to establish the ground rules under which the committee will operate. These ground rules will address such issues as procedures for meeting conduct, membership requirements, etc.

Agenda:

Initial agendas will focus on establishment of ground rules and implementation progress, with the committee advising on the resolution of unanticipated implementation problems. After all programs are successfully implemented, meetings will focus on results of the various airport use regulations such as the noise budget and nighttime limitations, and on the results of the monitoring activities. The committee will provide continued review and comment on reports related to mediated noise abatement programs.