

SHARYN PARKER <sparkerward@comcast.net>

7/17/2020 1:58 PM

Request for a Temporary Noise Monitor

To Nancy Tosta <nancyt@burienwa.gov> •
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Lori Fleming <lorif@burienwa.gov> •
Brian Wilson <brianw@burienwa.gov>

Dear BAC members,

The Port of Seattle's Sea-Tac Airport (Airport) has requested that City of Burien (City) and the Burien Airport Committee (BAC) determine whether or not it wants to accept the Airport's offer to have a portable noise monitor sited in the City.

This is a positive offer since there is no noise monitor in the vicinity of the "New Route" that was examined in FAA's April 2019 CATEX report, yet there continues to be Q400 turbo prop and jet aircraft flying westbound during north-flow flight conditions.

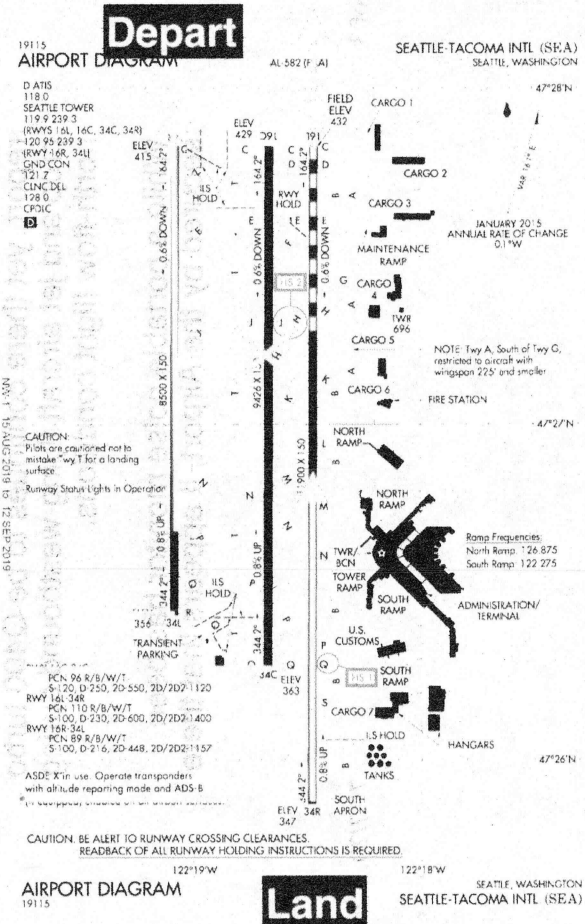
While a portable noise monitor has been secured by the Airport, it appears that there

5-8-5 b. When parallel runway thresholds are staggered and:

1. The arriving aircraft is approaching the nearer runway: the centerlines are at least 1,000 feet apart and the landing thresholds are staggered at least 500 feet for each 100 feet less than 2,500 the centerlines are separated.
(See FIG 5-8-11 and FIG 5-8-12.)

PROBLEMS:

1. Noise abatement course is ~340 degrees while the missed approach course RWY 34R is ~340 degrees. No 30 degrees divergence.
2. This authorization requires arriving aircraft (RED) to land on the "nearer" runway, RWY 34R. Currently RWY 34R is used for departures.



could be competition for siting one in the City despite the City's ongoing and persistent concern about "new" noise (not included in the Port's 2018 Future Noise Exposure Map (NEM)) associated with flights NOT modeled in the Airport's latest 2013-2018 Part 150 Noise Compatibility Study.

Based upon my experience siting and moving permanent noise monitors for King County International Airport (KCIA), site selection and approval is not a quick process because of multi-jurisdictional issues. (It took two years to site two new noise monitors and four years to move one permanent noise monitor at KCIA). Also, it is important that the chosen site not be surrounded by trees that buffer the impact of aircraft noise, nor in a busy commercial location that includes multiple trucks, buses, and garbage haulers; and that the area "above" the temporary noise monitor be clear of any obstructions (i.e. tall buildings) that would shield noise.

Another complication is to find a site that accommodates the necessary 120-volt power source that a portable noise monitor requires. These criteria means a concerted effort is required to find a suitable location; so I'm hopeful that a simple "yes" to the idea of a portable noise monitor located in Burien is all that is required by Friday, July 24, 2020. If that is the final deadline, I believe Burien should request an extension in order to focus on one or two suitable sites.

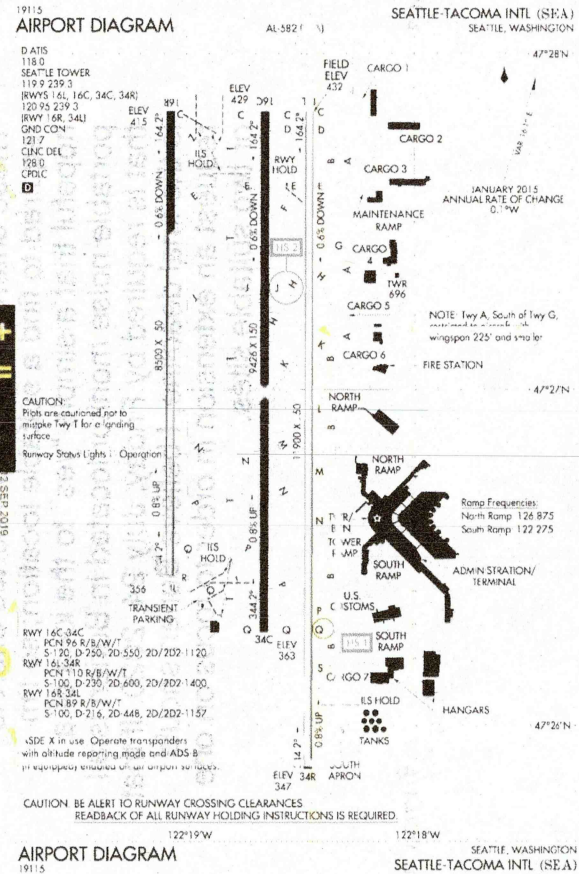
5-8-5 b. When parallel runway thresholds are staggered and:

2. The arriving aircraft is approaching the farther runway: the runway centerlines separation exceeds 2,500 feet by at least 100 feet for each 500 feet the landing thresholds are staggered. (See FIG 5-8-13.)

PROBLEM:

1. Runways must be separated by 2500 feet plus 500 feet for each 500 feet the landing thresholds are staggered. The stagger requires a separation of 3100 feet.

2500+
600
=
3100
Rq'd



In order to capture the "new noise" from the "New Route," it seems appropriate to concentrate a search for the location of a temporary noise monitor in the vicinity of SW 146-148th St., west of Ambaum Avenue. There is currently no Airport permanent noise monitor proximate to this diverse residential area, and it includes homeowners of varying income levels and ethnicity, one elementary school, and several playgrounds.

Furthermore, to ensure an "adequate sampling of data", it would be preferable that a portable noise monitor be confirmed for a time period exceeding two months during summer months when north-flow westbound flights are more prevalent. Obviously, data collected for only a few days under north-flow conditions during other seasons of the year would not constitute an "adequate sampling of data."

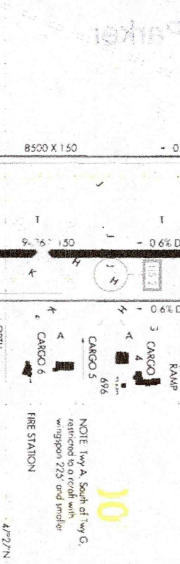
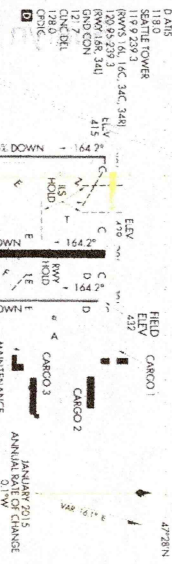
For all these reasons and rationale, I believe the BAC should recommend to the City Council that a temporary noise monitor be requested and a site selected in the vicinity of and under the flight paths or the "New Route."

Sharyn Parker

1915
AIRPORT DIAGRAM

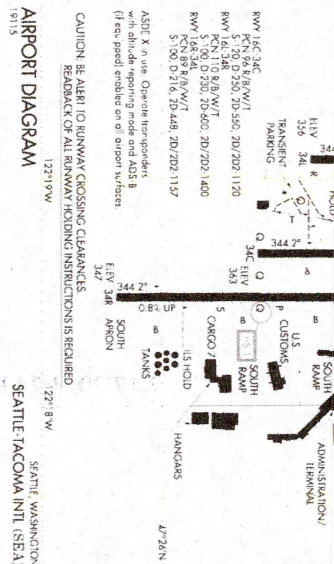
A1387 (P.04)

SEATTLE-TACOMA INTL (SEA)
SEATTLE WASHINGTON
47°28'N



CAUTION
Flare out and read train
Runway Status Light in Operation
Runway Status Light in Operation

Runway	Length	Width	Surface	ASPH	CONC	DIR	CRCL	GRS	WIND	WAVE	WAVE
Rwy 16C	3400	150	ASPH	0	0	0	0	0	160	15	15
Rwy 16	3400	150	ASPH	0	0	0	0	0	160	15	15
Rwy 15	3400	150	ASPH	0	0	0	0	0	160	15	15
Rwy 14	3400	150	ASPH	0	0	0	0	0	160	15	15
Rwy 13	3400	150	ASPH	0	0	0	0	0	160	15	15
Rwy 12	3400	150	ASPH	0	0	0	0	0	160	15	15
Rwy 11	3400	150	ASPH	0	0	0	0	0	160	15	15
Rwy 10	3400	150	ASPH	0	0	0	0	0	160	15	15
Rwy 9	3400	150	ASPH	0	0	0	0	0	160	15	15
Rwy 8	3400	150	ASPH	0	0	0	0	0	160	15	15
Rwy 7	3400	150	ASPH	0	0	0	0	0	160	15	15
Rwy 6	3400	150	ASPH	0	0	0	0	0	160	15	15
Rwy 5	3400	150	ASPH	0	0	0	0	0	160	15	15
Rwy 4	3400	150	ASPH	0	0	0	0	0	160	15	15
Rwy 3	3400	150	ASPH	0	0	0	0	0	160	15	15
Rwy 2	3400	150	ASPH	0	0	0	0	0	160	15	15
Rwy 1	3400	150	ASPH	0	0	0	0	0	160	15	15



SEATTLE WASHINGTON
SEATTLE-TACOMA INTL (SEA)
1915

5-8-5-a. When parallel runway thresholds are even, the runway centerlines are at least 2,500 feet apart. (See FIG 5-8-9 and FIG 5-8-10.)

There is currently no A-501 permanent noise monitor proximate to the runway centerlines area and it includes various levels of varying income levels and several schools, and several...

Furthermore to ensure that the noise monitoring program is effective, it is recommended that the BAC should recommend to the City Council that a temporary noise monitor be requested and a site selected in the vicinity of and under the flight path on the "New Route".

For all these reasons, it is the belief of the BAC that a temporary noise monitor be requested and a site selected in the vicinity of and under the flight path on the "New Route".

lighter are more prevalent. Obviously, data collected for only a few years under north-south conditions during the seasons of the year would not constitute adequate sampling of data.

Lori Fleming

From: Lori Fleming
Sent: Monday, July 06, 2020 4:51 PM
To: Brian Wilson; Debi Wagner (BAC); Javier Tordable; Jeff Harbaugh; Jimmy Matta; Larry Cripe ; Nancy Tosta; Nekya Johnson; Sharyn Parker; Sofia Aragon
Subject: FW: CORRECTION: Temporary Noise Monitor

Greetings Burien Airport Committee!

See e-mail below regarding interest in having a temporary portable noise monitor in the City of Burien. Response due date to Port of Seattle is July 24th.

Lori Fleming
Management Analyst

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Burienwa.gov

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From: Brian Wilson
Sent: Monday, July 06, 2020 4:15 PM
To: Nancy Tosta <nancyt@burienwa.gov>; Jimmy Matta <jimmym@burienwa.gov>; Sofia Aragon <SofiaA@burienwa.gov>
Cc: DL - Council Members <DL-Councilmembers@burienwa.gov>; Lori Fleming <LORIF@burienwa.gov>; Garmon Newsom II <GarmonN@burienwa.gov>
Subject: FW: CORRECTION: Temporary Noise Monitor

Airport Committee Councilmembers:

I received this e-mail from the Port of Seattle this afternoon regarding the interest of Burien in having a portable noise monitor(s) located in the City of Burien. The criteria and specifics are listed below. The due date for a response back to the Port of Seattle is July 24, 2020 at 5:00 pm.

An Airport Committee Meeting is scheduled for Tuesday, July 21st. I recommend this opportunity as an agenda item for discussion including recommended locations for placement.

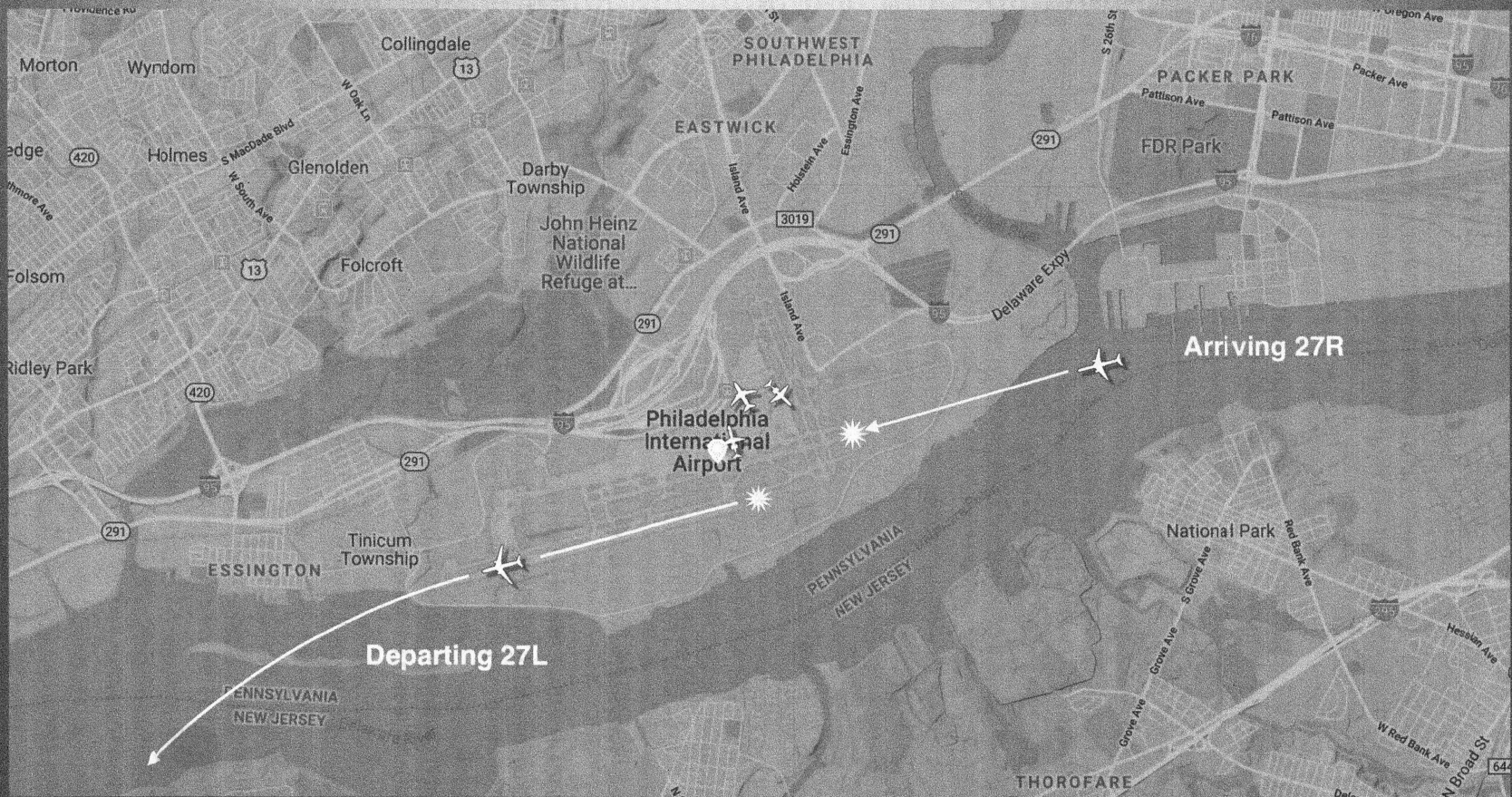
A copy of this e-mail will be forwarded to Airport Committee members.

Brian J. Wilson
City Manager

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BrianW@burienwa.gov
Burienwa.gov

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KPHL



From: Kaplan, Dave <Kaplan.D@portseattle.org>
Sent: Monday, July 6, 2020 4:01 PM
Subject: CORRECTION: Temporary Noise Monitor

CAUTION: This email originated from outside of the City of Burien. Do not click links or open attachments unless you recognize the sender and have verified the contents are safe.

[CORRECTION: Please note the date change at the bottom for responding. There will be a short presentation on this at the Highline Forum on July 22nd.]

Dear Highline Community Partners,

In November 2019 the Seattle Port Commission voted to authorize the acquisition of up to five portable noise monitors for temporary placement in surrounding communities. One of the monitors must be placed on Vashon Island.

Due to budgetary constraints resulting from the COVID response and recovery efforts, we were only able to acquire two monitors at the present time. We are starting with a partial program rollout, focused on the six Highline Forum cities, and we'll be siting the first monitor soon.

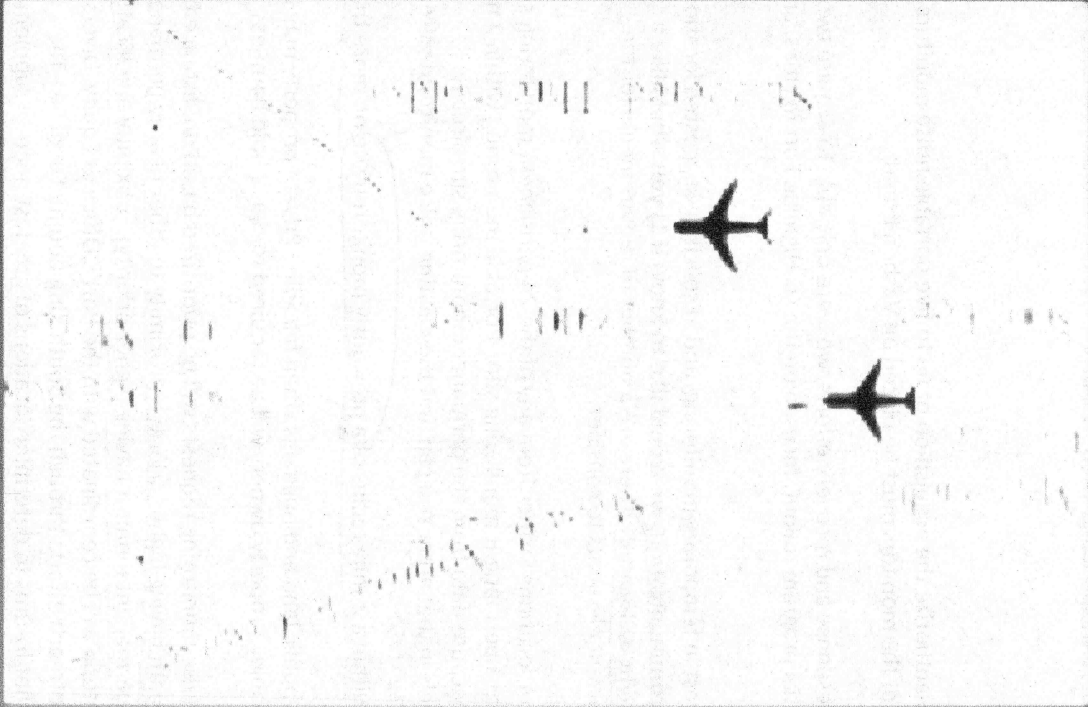
We are compiling a list of jurisdictions that have an interest in temporary monitoring, and in soliciting suggested locations. **With your City Manager or Mayor as the focal point of communication, we would like to know if 1) you would like a temporary monitor in your city, and 2) if so, where it might be located.** There are a number of requirements for the placement of these temporary monitors, and some important elements to consider.

- ✓ Portable/temporary noise monitoring requests for locations farther from any of the 24 permanent monitoring sites will be ranked more highly than requests closer to a permanent monitoring site. Portable monitoring within 2 miles of a permanent monitoring site is not as useful because data from the permanent monitoring site already adequately capture the aircraft related noise levels in that area. **You can find the existing noise monitoring sites HERE.**
- Temporary noise monitoring will be performed for how long? within a 2-mile radius of a previously monitored site no more than once within a 12-month period.
- Placement of portable noise monitors will be on public land and buildings when feasible. Private property may be considered when no public alternatives are available. Property owners will be required to sign a hold harmless agreement with the Port.
- In an effort to be fair to communities, portable noise monitoring requests will be prioritized based on distance from the airport (with those closer and under a flight path having higher priority), proximity to other nearby permanent noise monitors (with those more distant from a permanent monitor having higher priority), proximity and location under flight paths, and equity. Equity-related criteria will be coordinated with the Port's Office of Equity, Diversity and Inclusion. The Port may utilize community outreach efforts through the South King County Fund, Sea-Tac Stakeholder Advisory Roundtable (StART) and other forums to determine locations of greatest need to supplement any data sets within the local areas.
- There may be reasons that measurements may not be able to be accomplished at some locations. These reasons may include security of the measurement instrumentation, a loud community noise source, destructive or loud pets and safety of staff. A 120-volt power source at the chosen location is required.
- To try to serve as many neighborhoods as possible, for the initial startup of the program, temporary noise monitoring will be sited for no more than a two-month period. *2 months only - choose wisely in No flow!*
- Duration of portable noise monitoring will ensure that an adequate sampling of data is obtained that contains typical aircraft types, altitudes and runway flows. A representative data set can typically be accomplished within two weeks. Durations will be evaluated based on seasonal air traffic flows, requests by other communities and availability of equipment. After the initial rollout period and additional monitors are acquired, portable noise

Paragraphs 5. b, 2

“and provided one of the following conditions are met:”

- b. When parallel runway thresholds are staggered and:
 - 2. The arriving aircraft is approaching the farther runway: the runway centerlines separation exceeds 2,500 feet by at least 100 feet for each 500 feet the landing thresholds are staggered. (See FIG 5-8-13.)



monitoring will not be conducted in a location for more than 12 consecutive months. An agreed upon timeframe will be established with the requester before noise monitoring commences.

- The Noise Programs Office cannot guarantee monitoring will take place during a specific time frame.
- Portable/temporary noise monitoring will not be used to determine noise remedy qualification. The noise remedy program is based on the airport's FAA-approved Part 150 Noise Compatibility Program, which uses modeled DNL contours.

Please get back to me with your City's interest in having a portable/temporary noise monitor, and suggested sites that meet the outline above no later than 5:00pm, Friday, July 24th. Our Noise Program Office will compile the list and begin to evaluate locations after that.

As always, if you have questions, please don't hesitate to contact me.

Dave Kaplan
Local Government Relations
Port of Seattle
206.787.4368
206.265.9179 cell
Pronouns: He/Him

19171
AIRPORT DIAGRAM

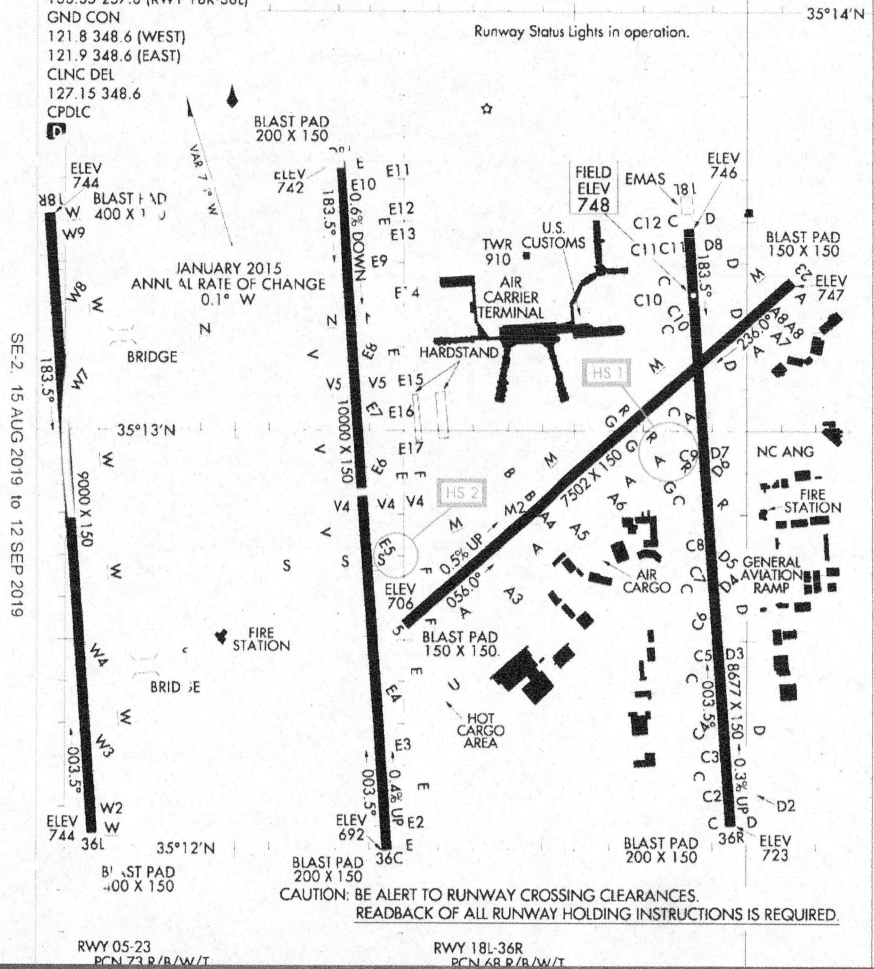
AL 78 (FAA)

CHARLOTTE/DOUGLAS INTL (CLT)
 CHARLOTTE, NORTH CAROLINA

D-ATIS ARR 121.15
 DEP 132.1
 CHARLOTTE TOWER
 118.1 257.8 (RWYS 18L-36R, 05-23)
 126.4 257.8 (RWY 18C-36C)
 133.35 257.8 (RWY 18R-36L)
 GND CON
 121.8 348.6 (WEST)
 121.9 348.6 (EAST)
 CLNC DEL
 127.15 348.6
 CPDLC

ASDE-X in use. Operate transponders
 with altitude reporting mode and ADS-B
 (if equipped) enabled on all airport surfaces.

Runway Status Lights in operation.



SE-2: 15 AUG 2019 to 12 SEP 2019

SE-2: 15 AUG 2019 to 12 SEP 2019

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
 READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

RWY 05-23
 PCN 73 R/B/W/T

RWY 18L-36R
 PCN 48 R/B/W/T