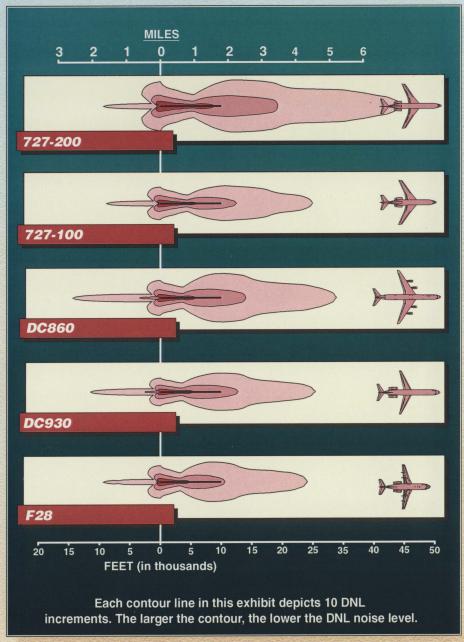
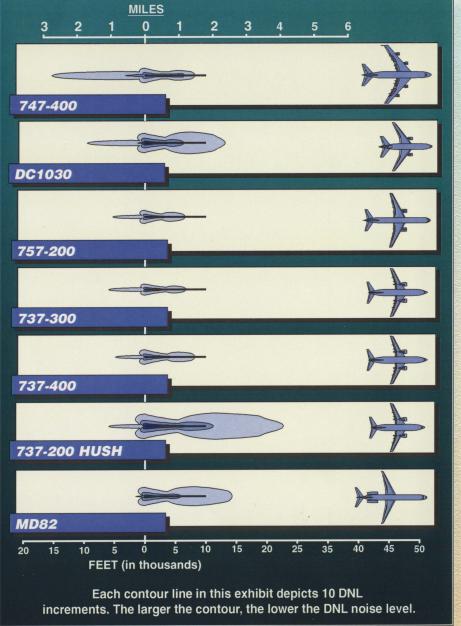
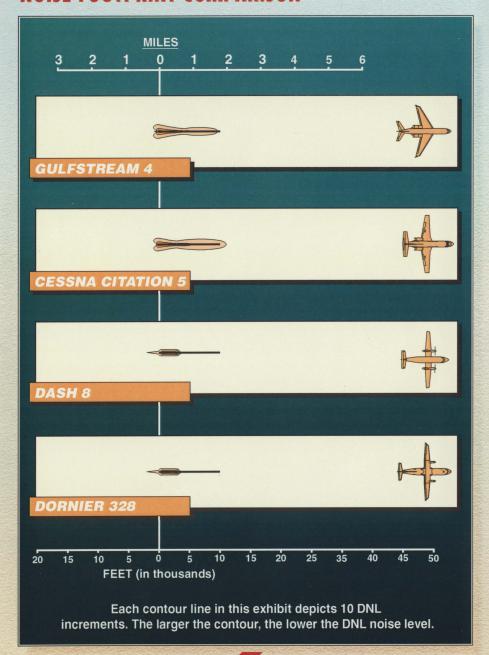
## STAGE II JET AIRCRAFT NOISE FOOTPRINT COMPARISON



## STAGE III JET AIRCRAFT NOISE FOOTPRINT COMPARISON



## GENERAL AVIATION & COMMUTER AIRCRAFT NOISE FOOTPRINT COMPARISON



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In its continuing effort to provide a high level of aviation service to the Seattle-Tacoma

area, the Port of Seattle recognizes its responsibility to address noise problems caused by Sea-Tac's aircraft operations. For this reason, Sea-Tac maintains a progressive aircraft noise abatement program that contains a number of features. Most significant, however, is the measurable noise relief that will come with decreased use of the Stage II aircraft. With this brochure, we would like to provide residents with an understanding of noise impacts associated with different types of aircraft using Sea-Tac Airport. The graphics illustrate the noise difference between Stage II and Stage III aircraft, as well as provide information on common commuter aircraft used at Sea-Tac.

#### **EXPLANATION OF THE NOISE FOOTPRINT GRAPHICS**

The footprints in this brochure show the noise difference between types of aircraft and the difference between daytime and nighttime operations. In the illustrations, each interior contour line depicts a 10 DNL increase in noise over the outer contour with the outer contour depicting 65 DNL for a single nighttime operation, or 55 DNL for a single daytime operation.

### WHAT IS DNL?

"DNL" (Day-Night Average Sound Level) is the primary metric used by most Federal agencies and airports in assessing aircraft noise exposure. It is based on sound levels measured in decibels. A decibel is a unit of measurement expressing the relative intensity of sound. The higher the decibel level, the louder the sound. DNL shows the cumulative effect of single noise events over a twenty-four hour period. Nighttime noise

from 10 p.m. to 7 a.m. has a penalty of a 10 decibel increase, thus the "day-night" designator. For example, a 757 taking off after 10 p.m. is measured as the equivalent of ten 757 daytime departures.

#### THE FUTURE

In the coming years, more Stage III aircraft will operate at Sea-Tac, with a corresponding reduction in the number of Stage II aircraft operations. This will contribute to an improved noise environment, further improving the quality of life in areas surrounding the airport. Stage III aircraft will make a difference.

#### **INFORMATION**

For specific information on aircraft noise at Sea-Tac Airport, please contact:

The Port of Seattle Sea-Tac International Airport Noise Abatement Office P. O. Box 68727 Seattle, Washington 98168

Brochure Prepared By:



Preparation Date: Summer 1998

# SEA-TAC INTERNATIONAL AIRPORT

Commercial Aircraft Noise Footprint Comparison





Thank you for contacting the Seattle-Tacoma International Airport Noise Programs Office on 217/10 at 152 pm. 8th pm. 8th pm. 8th pm.

The Airport Noise Programs Office appreciates hearing from our neighbors, and is committed to addressing the impact of aircraft noise on the community.

\_\_\_\_\_\_We recorded your information and sent a copy to the Federal Aviation Administration.

\_\_\_\_We are researching your inquiry and will mail your requested information to you as soon as data becomes available.

The Port is currently engaged in a Part 150 Study, a voluntary planning effort designed to address and mitigate the effects of aircraft noise within the community. To keep up-to-date throughout the Part 150 process and to learn the latest about Sea-Tac's noise reduction programs, sign up to receive email updates by visiting www.portseattle.org/community/environment/noise.shtml

Please be aware that any information submitted to our office is subject to public disclosure laws.



Comment Card

Port

of Seattle

SEATTLE-JACOMA INTERNATIONAL AIRPORT

PUBLIC HEARING
7 p.m., Wednesday, November 3rd
Performing Arts Center, Foster High School
4242 South 144<sup>th</sup> Street
Tukwila

It is a priority of the newly formed South King County Sierra Club Group of the Cascade Chapter, to preserve our wetlands and water resources. The proposed Sea-Tac Airport 3<sup>rd</sup> Runway project will destroy wetlands and essential aquatic habitat. Plan on attending the Army Corps of Engineers/State of Washington Department of Ecology public hearing concerning the granting of water quality (Section 401) and wetland fill (Section 404) permits to the Port of Seattle.

Regards,

Larry Corvari
Chairperson, South King County Group

Port of Seattle Your Comments are Welcome

Dear Sierra Club Member

Email: seapart150comments@landrum-brown.com
Website: www.airportsites.net/sea-part150
Email notifications about the Study:
portseattle.org/community/environment/noise.shtml
Seattle-Tacoma International Airport
Part 150 Noise Compatibility Study