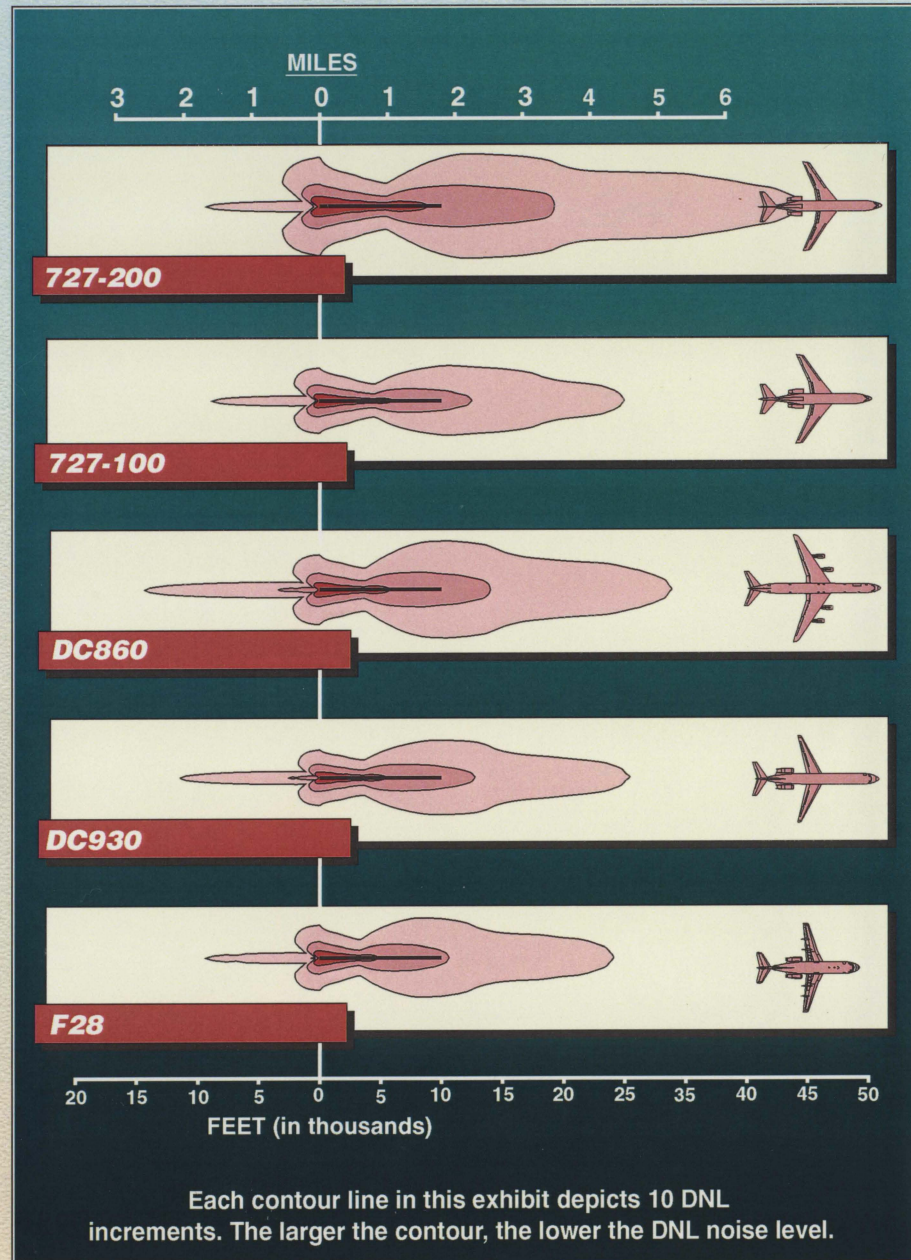
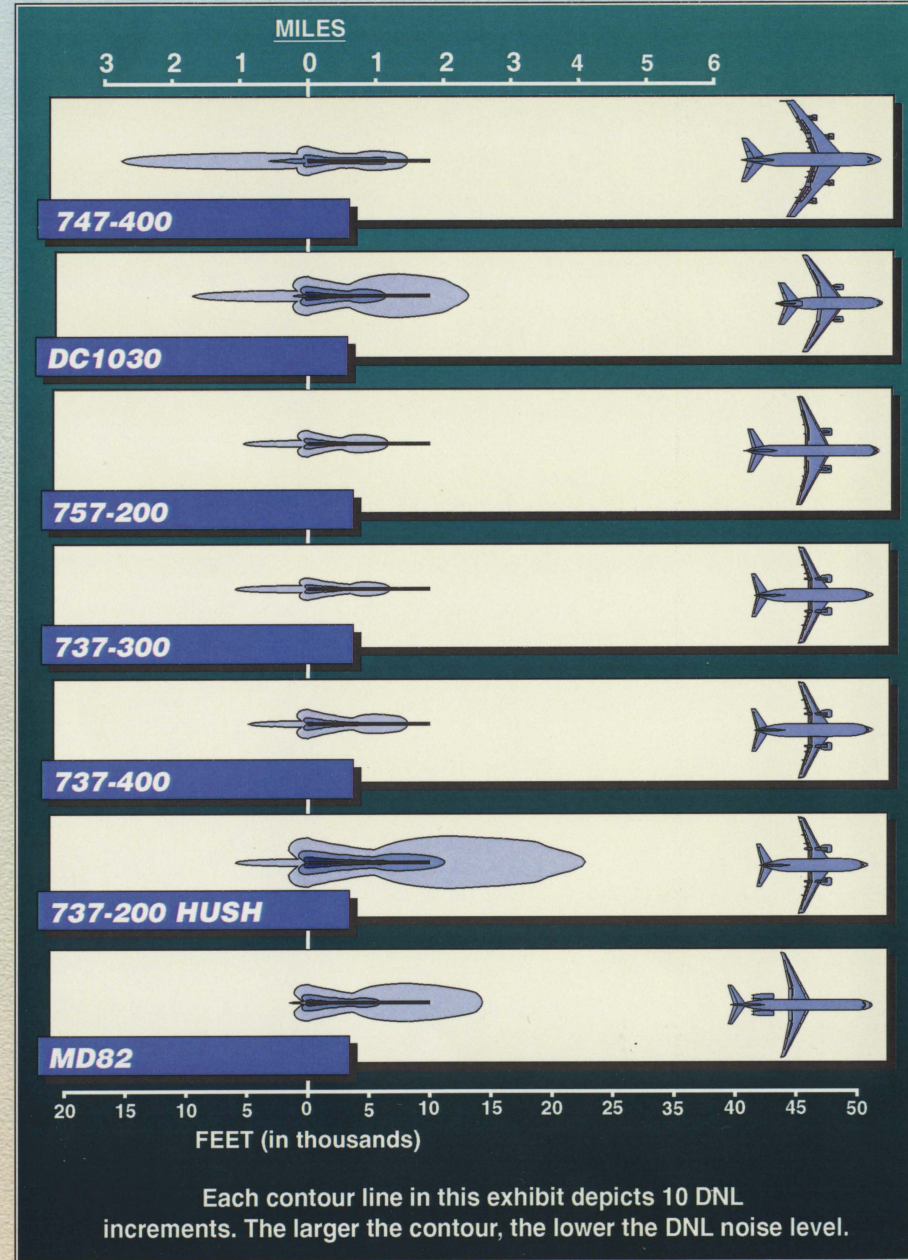


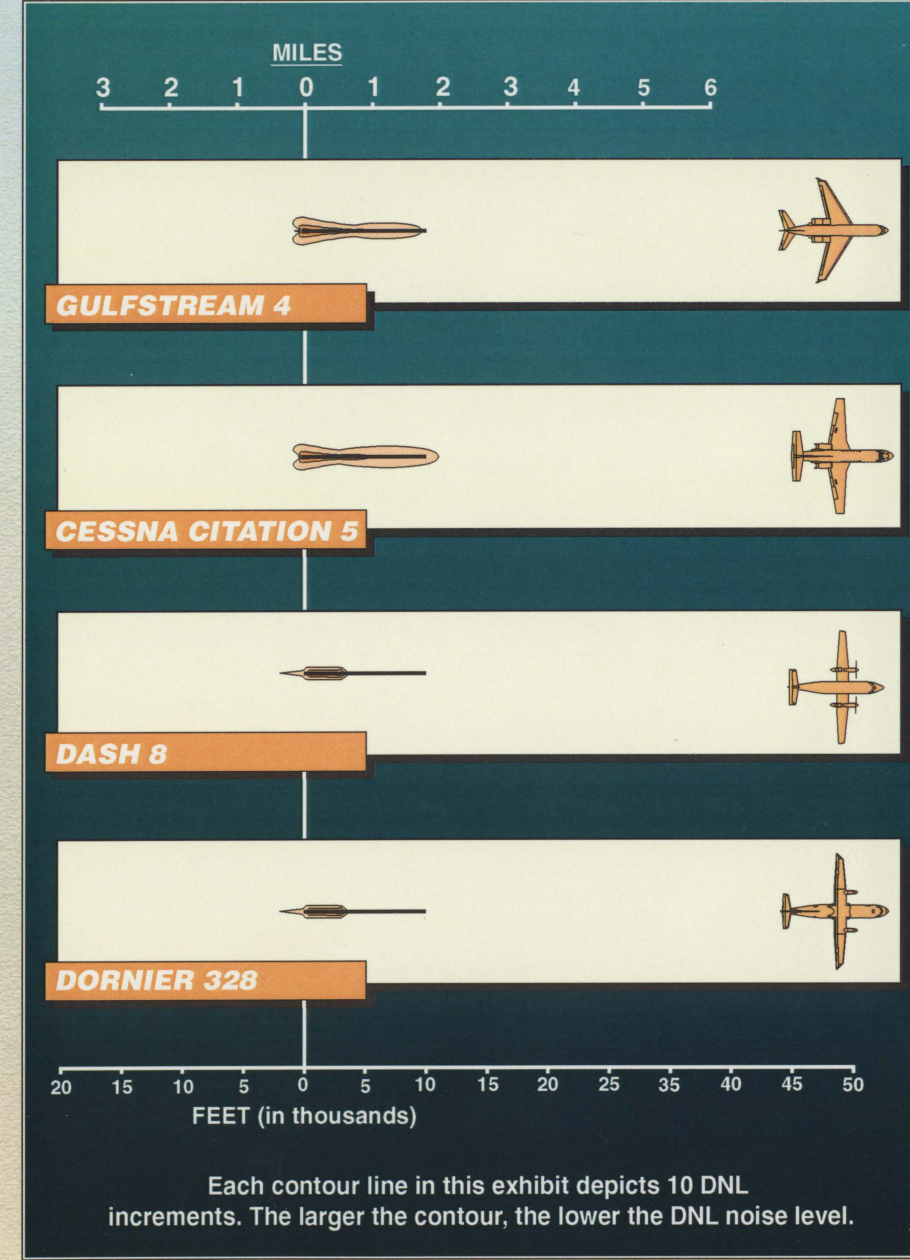
STAGE II JET AIRCRAFT NOISE FOOTPRINT COMPARISON



STAGE III JET AIRCRAFT NOISE FOOTPRINT COMPARISON



GENERAL AVIATION & COMMUTER AIRCRAFT NOISE FOOTPRINT COMPARISON



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



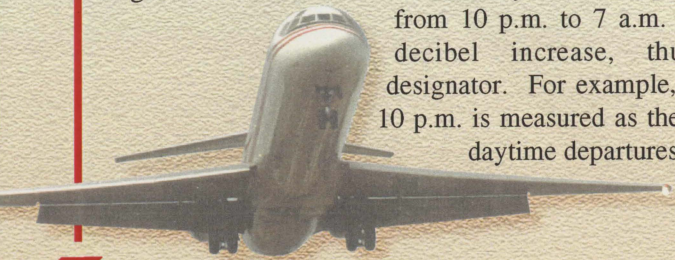
area, the Port of Seattle recognizes its responsibility to address noise problems caused by Sea-Tac's aircraft operations. For this reason, Sea-Tac maintains a progressive aircraft noise abatement program that contains a number of features. Most significant, however, is the measurable noise relief that 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:



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SEA-TAC INTERNATIONAL AIRPORT

Commercial Aircraft Noise Footprint Comparison

