

Part 150 Noise and Land Use Compatibility Study Update

Highline Forum
September 23, 2026



Part 150 Study Update Topics

Part 150 Noise Study Basics

Review of work done to date

Noise Compatibility Program work underway

Schedule and next steps



Part 150 Study Basics

- Code of Federal Regulations 14 (CFR 14) Part 150 – FAA established study guidelines
- Airports must follow those guidelines to obtain FAA Airport Improvement Program (AIP) grant funding for sound insulation and noise abatement projects
- Part 150s focus on airport noise and land use incompatibilities within the 65 dB Day/Night Level (DNL) contour
- Updated 65 DNL noise contours are a required outcome of a Part 150
- FAA-approved mitigation measures become eligible for AIP funding at approximately 80%

Part 150 Study Basics (continued)

- Initial Part 150 at SEA completed in 1985 with updates in 1992, 2002 and 2014
 - Current study began in 2024 with series of Public Workshops
 - Environmental Science Associates (ESA) is the consultant leading the Study
 - Technical Review Committee formed with local city, FAA and airline staff along with StART community members
 - Plan to have FAA-approved final Part 150 document in 2028
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Phases of this multi-year Study

Two main phases of a Part 150:

- Noise Exposure Maps (NEM) – base and future year noise impacts
Includes flight path data, aircraft fleet mix, air traffic forecast
Local land-use inventory
- Noise Compatibility Plan (NCP) – what measures can the airport take within federal regulation to address impacts?
Noise abatement, land use and programmatic measures
FAA Record of Approval

Both phases include extensive public outreach and engagement

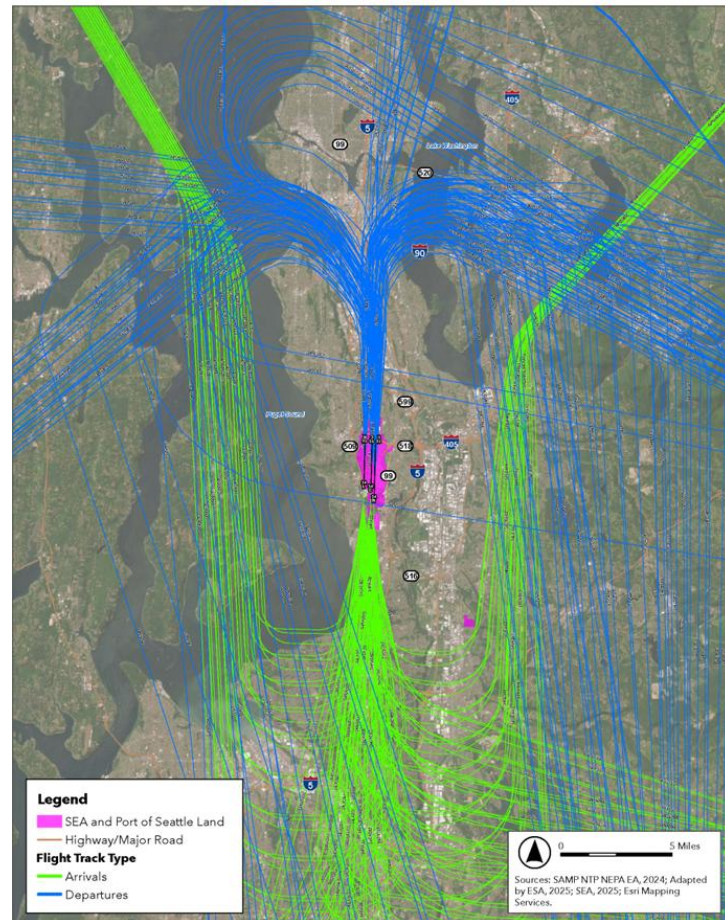
Noise Exposure Maps (NEM) Report

- Completed in May 2026 and available at the study website: seapart150.com

Report includes:

- Detailed base and future year 65 DNL noise contour maps
- Aircraft operational data used in the noise model
- Preliminary land use data within the noise contours
- Review of public outreach efforts to date
- Public comments and responses to date

Noise Modeling Input Examples



Flight track inputs

Figure 4-1. Stage Length Comparison for Boeing 737-800

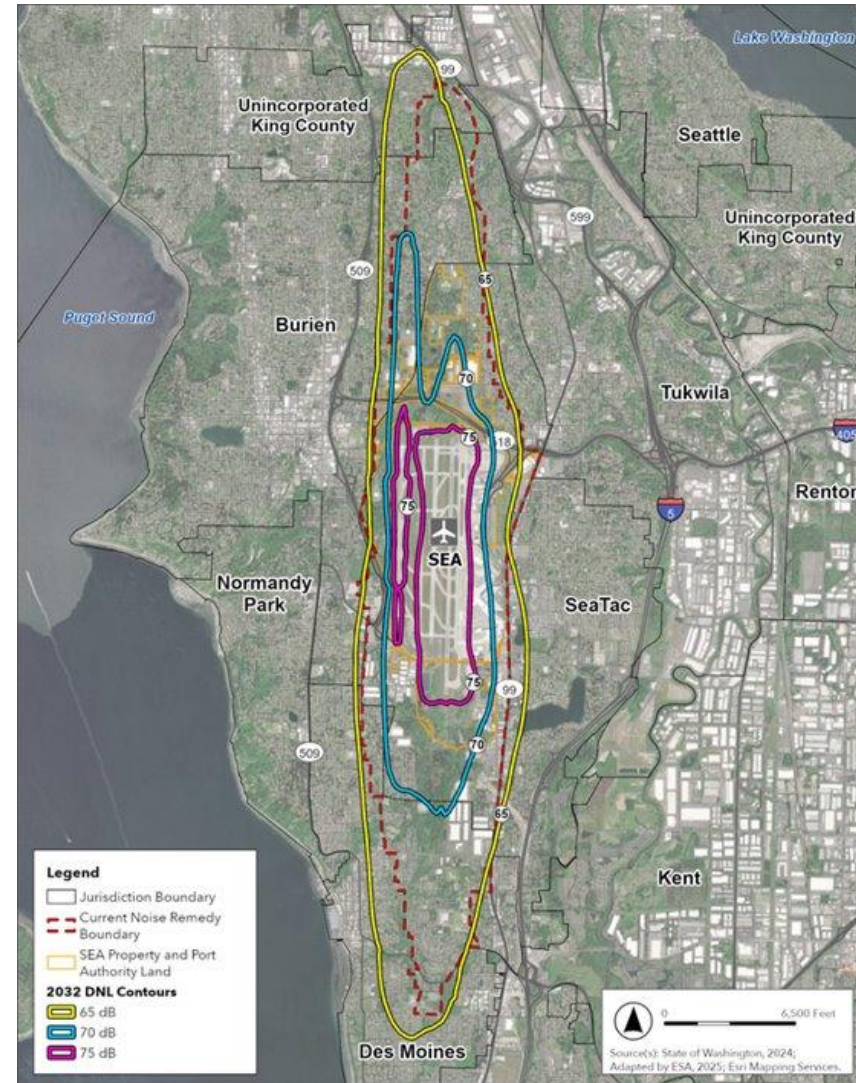


SOURCES: ESA, 2025; AEDT, 2025.

Aircraft take-off weight input

2032 DNL Noise Contour & Current NRB

- Day Night Level (DNL) – annual average of noise from aircraft operating at SEA – with a weighted nighttime penalty.
- Contours must be produced using the FAA-required Aircraft Environmental Design Tool (AEDT)
- 2032 DNL contour will be the basis for future Noise Remedy Boundary



Example of Preliminary Land Use Data

Table 5-5. Noise-Sensitive Sites Exposed to DNL 65 and Above – 2032

DNL Range	Total Area (Acres)	Housing Units ^a	Population ^a	Religious ^b	Schools ^b	Hospitals ^b	Historic Resources ^c	Libraries ^b	Nursing Homes ^b
65–70	4,053.8	9,300	24,584	23	13	2	0	2	42
70–75	1,568.1	618	1,656	0	0	0	0	0	1
75+	938.2	0	0	0	0	0	0	0	0
Total^d	6,560.2	9,918	26,240	23	13	2	0	2	43

SOURCES: SAMP NTP NEPA EA, 2025; Washington State Geospatial Portal, 2025; King County GIS Center, 2025; U.S. Census Bureau, 2025; ESA, 2025.

NOTES:

- a. Housing units and population estimates derived from 2020 Census block level data and ACS 5-year Estimates Detailed Tables 2023.
- b. Noise-sensitive site data obtained from King County GIS Center.
- c. Information published by the National Park Service regarding the National Register of Historic Places (NRHP) was referenced.
- d. Totals may not sum due to rounding.

Data will be refined further in Final Part 150 Report – including potentially eligible properties

Noise Compatibility Plan (NCP)

Measures proposed with the goal of lessening noise exposure

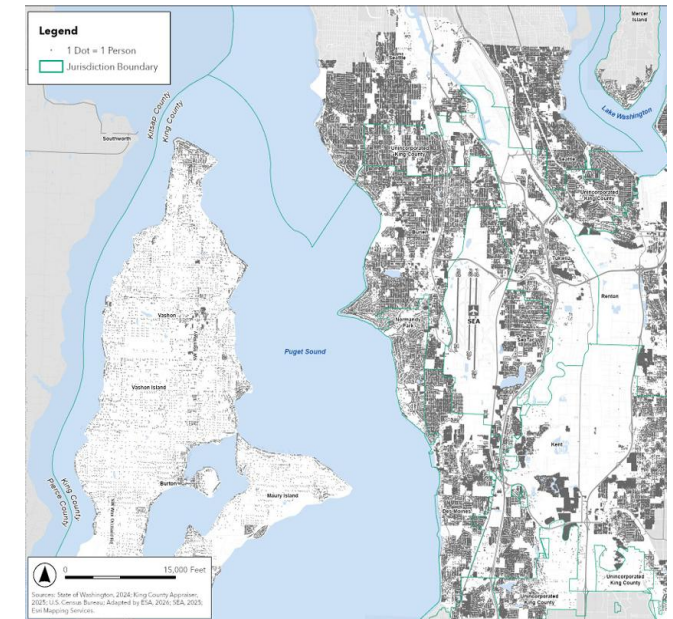
Consists of three components:

- Noise Abatement Measures – limiting noise at the source
- Land Use Measures – increasing noise compatibility
- Programmatic Measures – improving the initiatives and tools used by the airport

Possible Noise Abatement Measures

- **Goal: Lessening noise at the source**
 - Higher approach angle for arriving aircraft
 - Preferred runway usage at night
 - Offset approach path
 - Increased usage of Elliott Bay path
 - Population density maps used as evaluation tool

All proposed noise abatement measures require analysis and approval from FAA



Possible Land Use Measures

– Goal: Increasing Noise Compatibility

- Continuation of single-family and multi-family sound insulation
- Long-term transient lodging insulation
- Encourage improvements to King County noise coding online information
- Encourage noise zoning amendments
- Encourage real estate disclosures

New Noise Remedy Boundary will be developed from 2032 contour using block-rounding and requires FAA approval

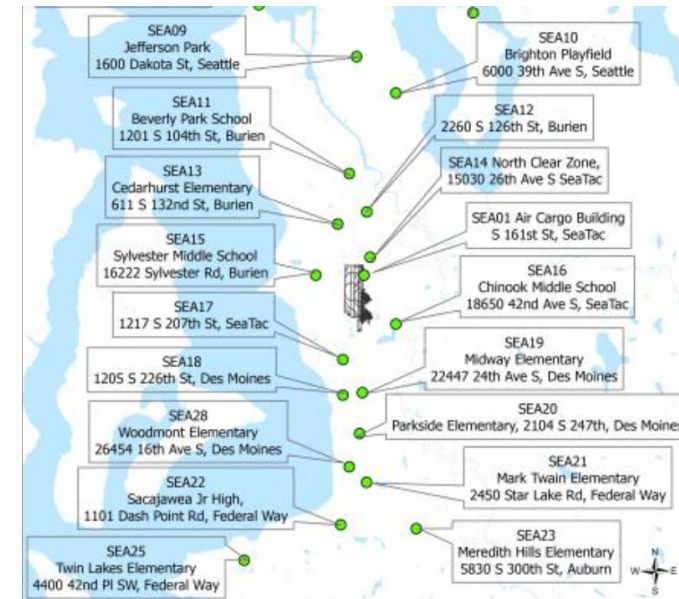


Possible Programmatic Measures

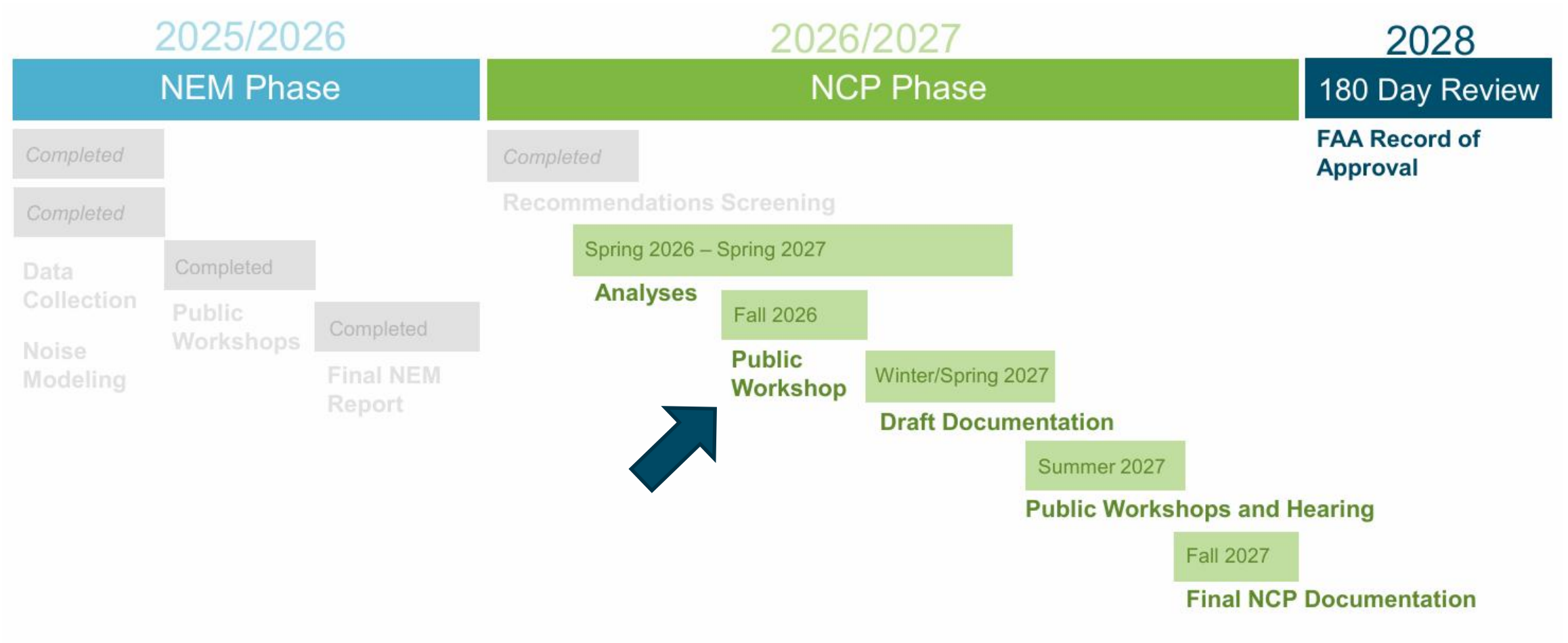
– Goal: Improve the tools used by airport

- Updated/improved Fly Quiet Program
- Improve tools that the community can utilize online
- Analysis of noise monitor locations
- Active Noise Control System
- Continuing to operate the Noise Office

Many programmatic measures are considered voluntary and generally do not require FAA approval



Part 150 Study Schedule



Continuing Study Engagement

- Previous Public Workshops in 2024 and 2025
- Study briefings and informational meetings continuing for the duration of the Study
- Part 150 Technical Review Committee meetings
- Study website: seapart150.com
- Port email address for Study questions: p150@portseattle.org
- Comments to the Study team are welcome anytime

Part 150 Study NCP Public Workshops

- October 17, 10am to 12pm at Cedarhurst Elem School in Burien
- October 19, 6 to 8pm at McMicken Heights Elem School in SeaTac
- October 20, 6 to 8pm at Midway Elem School in Des Moines

Events will be in an open house format with interactive stations covering a range of study-related topics. Port staff and consultant team will be on hand to provide information and answer questions.

Discussion/Questions

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