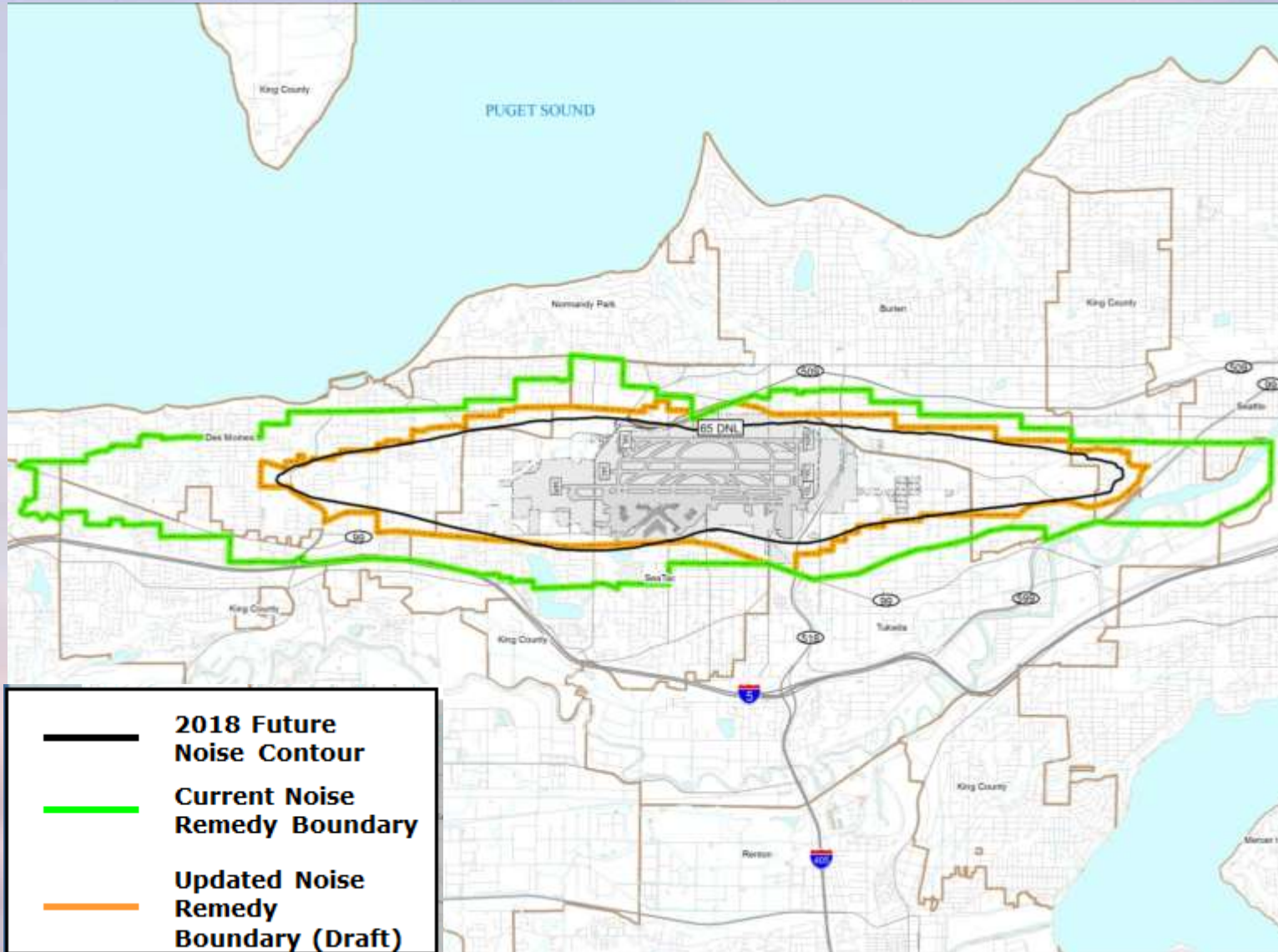


Seattle-Tacoma International Airport

Part 150 Update



Updated Noise Remedy Boundary



Continuing Programs With Some Modifications

- Single-family sound insulation within the **new** noise remedy boundary
- Multi-family owner occupied sound insulation within the **new** noise remedy boundary



Continuing Programs With Some Modifications

- Fly Quiet Program modifications
- Noise Monitoring and Flight Tracking System upgrades



Continuing Programs With Some Modifications

- Voluntary acquisition of residential homes within the South Approach Transition Zone (ATZ) for the 3rd runway.



South ATZ



Continuing Programs With Some Modifications

- Engine Testing Maintenance Run-Up Regulations – modify to include Ground Run-Up Enclosure (GRE) when built.



Continuing Programs with No Modifications

- Property Advisory Service: Provide residents and property owners with information concerning noise programs and options for mitigation.
- Local Government Remedy Support: Encourage the local jurisdictions to undertake projects, provide services, and adopt laws that reinforce neighborhoods and make them more compatible with airport operations.
- Funding for Land Use and Noise Compatibility Planning: Assist local public agencies with noise compatibility planning efforts.
- Prepare Cooperative Development Agreements: Continue to address development potentials within local jurisdictions.
- Explore Limited Rescheduling of Nighttime Flights: This measure involves the voluntary rescheduling of aircraft flight times of nighttime short haul flights.

Continuing Programs with No Modifications

- Use VOR Radials to Curb Aircraft Drifting from Noise Abatement Tracks: This measure uses navigational aids to improve noise abatement corridor compliance.
- Preferential Runway Use: This measure implemented a preferential runway system during the nighttime hours for operations through the north flow nighttime noise abatement corridor.
- Use of Flight Management System Procedures: This measure is designed to encourage the use of FMS procedures to improve noise abatement corridor compliance.
- Use of Ground Equipment: This measure recommends the installation of power and conditioned air in existing and newly constructed gates to minimize the use of aircraft auxiliary power units.

Continuing Programs with No Modifications

- Insulation of Schools: Continue the sound insulation program for schools that were previously identified as eligible in the Highline School District as well as Highline Community College, as funding permits.



- Multi-family tenant occupied insulation (apartments) - *pilot project*
- Purchase of aviation easements on individual parcels with mobile/manufactured homes - *pilot project*
- Churches and Places of Worship Sound Insulation - feasibility study
- Establish feasible locations for a Ground Run-up Enclosure (GRE)

Reviewed Locations for a GRE



Potential GRE Locations

Program Management Measures

- Replace and Upgrade Noise Monitoring and Flight Tracking System
- Periodically Review and if Necessary, Update the Noise Exposure Maps (NEM's) and the Noise Compatibility Program (NCP)
- Continue to Operate the Noise Programs Office

Public Hearing/Comment Period

- Published Draft Part 150 and SEPA documents and began 45 day comment period – April 15, 2013
- Public Hearing for Part 150 and SEPA – May 15, 2013
- Comment Period - April 15 through –May 30, 2013
- Received 70+ comments
 - General noise
 - Abatement
 - Land mitigation
 - Program management
 - Part 150 process
 - Environmental
 - Other
- Responses to comments are in the Final Part 150 document

Tentative Dates

- October 8, 2013 - Commission first reading of resolution
- October 22, 2013 - Commission second reading and adoption of resolution
- October 29, 2013 - Submit Final Part 150 to FAA for approval
- FAA may take up to 8 months to issue a Record of Approval

Project Implementation

- Projects are dependent on:
 - FAA approval of each proposed mitigation item
 - Port Commission approval of proposed mitigation items
 - FAA Airport Improvement Program (AIP) grant funding availability (up to 80% of eligible costs)
 - Port of Seattle (airport) 20% or more matching funds
- Project implementation can begin:
 - After the FAA issues the Record of Approval
 - Once an FAA grant is approved and received
 - Project specifics have been developed

Thank you



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Where a sustainable world is headed.™

