

MEMO

TO: Richard Kennedy
FROM: Ryk Dunkelberg
DATE: February 4, 1998

In response to the e-mail message you forwarded to me summarizing some questions raised by members of the Part 150 Noise Study Update Citizen's Advisory Committee, the following outlines our best information at present.

The first issue concerned the schedule of committee meetings and their relationship to the tasks in the scope of work. As you recall, the final Scope of Work was distributed at the CAC meeting on November 18, 1997 along with the Public Involvement Plan listing the public meetings contemplated. Together these documents lay out the timing of CAC meetings in relation to the technical work products. In addition to these documents a project schedule has been produced which relates these activities to a preliminary calendar. This schedule is attached.

In summary the Scope of Work contemplates eight CAC/TAC meetings at the following points:

Meeting One occurred November 18, 1998

Meeting Two will occur on February 4, 1998 to determine the location of noise monitoring sites for the study.

Meeting Three will occur when the first working paper covering the inventory of existing conditions is prepared (Approximately May/June, 1998).

Meeting Four will occur when preliminary results of the noise monitoring program are available (Approximately July/August, 1998).

Meeting Five will occur when the current and future noise contours and accompanying noise data are prepared (Approximately February/March, 1999).

Meeting Six will occur when initial noise compatibility programs have been developed (Approximately May/June, 1999).

Meeting Seven will occur when initial land use compatibility alternatives have been developed (Approximately July/August, 1999).

Meeting Eight will occur when a noise compatibility plan has been developed (Approximately October/November, 1999).

In addition to these meetings, as the Public Involvement Plan indicates there will be three sub-committees of the CAC/TAC, which will meet periodically throughout the study.

For the broader public there will be:

- Four workshops (one has already been held in December, 1997)
- Ten special briefings
- Briefings to the Port Commissioners
- A Public Hearing
- Four newsletters (one was distributed in December, 1997)
- A project brochure
- An audio-visual presentation
- A web site containing noise data and other project information.

Part 161 Discussion

It is generally recognized that any regulation that restricts aircraft using an airport now requires an FAR Part 161 analysis. The general categories of regulation that would trigger such an analysis include restrictions by noise level, restrictions by time of day/night (curfews), restrictions based on cumulative noise levels (noise budgets or maximum contour programs) or other similar restrictions. The Part 161 requirements would apply to any amendments or changes to noise programs developed subsequent to October, 1990. Major elements of the Port's existing noise programs were in place before that date but would be reopened for reevaluation and possible rejection if a Part 161 study is undertaken.

The main concern with actions that could trigger the Part 161 analysis requirements is adverse impacts on the existing noise abatement programs. The Port does not want to do anything that may jeopardize the continuation of these programs. A Part 161 analysis and probable FAA approval (disapproval) process would reopen the existing program and could result in loss of its "grandfathered" status. At best, significant time and expense would be required just to maintain the existing programs. At worst, significant portions of the existing program could be lost. There have been no FAR Part 161 Studies successfully completed and approved by the FAA to date. Several airports have attempted them, but none have been approved and no new access restrictions have been implemented.

The Port of Seattle Policy concerning FAR Part 161 is three fold. First, alternatives which would clearly trigger a Part 161 analysis will not be evaluated in this study unless the Port believes that they can be successfully negotiated and voluntarily agreed to by all affected parties. Second, alternatives which could trigger a Part 161 analysis may be included in a package of actions for study after the formal Part 150 is completed. Third, alternatives which the Port and the Federal Aviation Administration may disagree on concerning Part 161 requirements will be discussed with the Federal Aviation Administration outside of the Part 150 process.

Approach Transition Area

The potential acquisition of residential property in the Approach Transition Areas (ATA) will be thoroughly examined during the Part 150 program. Among the factors to be addressed are whether property should be bought and, if so, when and with what program guidelines. The evaluation will involve direct participation by affected residents and the local governments. This work was identified in the environmental documents for the Master Plan Update, confirmed by the Port Commission, and incorporated in the FAA's Record of Decision. The Port has made no recommendation or decision against acquisition in the ATA. Funding was not included in a recent federal application because program details and cost estimates require further development through the Part 150 Study. If an ATA acquisition is approved, it is anticipated that federal funding support will be requested.

**NOISE OR ACCESS RESTRICTIONS WHICH COULD
TRIGGER FAR PART 161 IF IMPLEMENTED BY THE PORT**

SEA-TAC INTERNATIONAL AIRPORT FAR PART 150 STUDY

Action	Requires Part 161	May Trigger Part 161
Limit Aircraft by Noise Level	Yes	
Limit Aircraft by Stage 2/3	Yes	
Limit Aircraft by Time of Day	Yes	
Limit Aircraft by Number of Operations	Yes	
Limit Aircraft by Cumulative Noise Level	Yes	
Limit Training Activities	?	Yes
Limit Aircraft by Type	Yes	
Restrict Use of Runway	?	Yes
Limit Total Operations of Aircraft	Yes	
Lease Provisions Indirectly Affecting Noise	?	Yes