

sound information

An informational newsletter published by the Port of Seattle • Summer 1998

Port of Seattle Commission

Jack Block

Patricia Davis

Gary Grant

Paige Miller

Clare Nordquist

Executive Director

M.R. Dinsmore

Director, Aviation

Gina Marie Lindsey

IMPORTANT TELEPHONE

NUMBERS

Sea-Tac Noise Information and
Complaint Line (206) 433-5393
or 1-800-826-1147

Noise Abatement Office Staff

Stephanie Shadle 431-4091

Ron Seymour 248-6863

Lynae Jacobson 248-6891

Stan Shepherd 431-4095

Noise Remedy Office 431-5913

Jazzi Richardson 431-4037

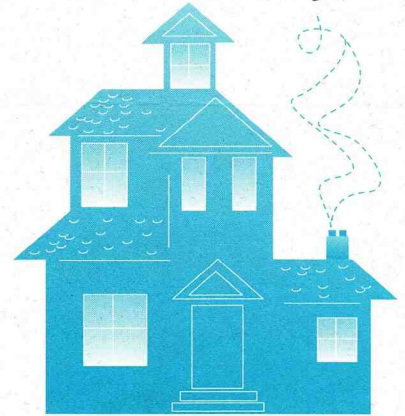
Community Relations 433-4645

Rachel Garson 248-6851

Noise Remedy/Home Sound Insulation Program Boundry:

One of the frequent questions we hear comes from citizens who are interested in learning how the Noise Remedy Program Boundary was established. This is the program that defines which homes qualify for sound insulation. The Noise Remedy Program was created in 1985, based on the year 2000 forecasted noise levels. A nationally standardized computer program generates a contour map showing the areas impacted by 65 DNL or more. The 65 DNL refers to the 24 hour "Day Night Level" sound average. This average includes a 10-decibel (dB) penalty for nighttime noise. This 10-dB penalty means that one nighttime sound event is equivalent to 10 daytime events of the same level. Federal guidelines allow the Port to use federal funding for sound insulation of those homes exposed to 65 DNL or higher.

When analyzing the noise contour to determine the outer boundaries of the program, the noise measurement at the center of a 40-acre grid was used. If the center reading of the 40-acre grid was above 65 DNL all the homes within that grid qualified for insulation. If the contour



line crossed a grid where the center reading was less than 65 DNL, then homes within half of the grid qualified for insulation. Features such as roads or bodies of water were taken into account when possible.

Over the years, measured noise levels have decreased as a result of Sea-Tac's Noise Abatement Programs phasing out the older, louder aircraft. The noise impact areas are re-evaluated on a regular basis. If the Noise Remedy Program boundary were created today, based on current noise levels, the area eligible for home insulation would be smaller than the original program boundary. Even though noise levels have decreased, the Port of Seattle has remained committed to insulating all 10,000 homes originally identified for this program. If, at some point in the future, the 65 DNL contour expands beyond the existing boundary, then an expansion of the program would be considered. If you would like to find out if your home is eligible for sound insulation, call 206-431-5913. ■

Upcoming Event

Sea-Tac Noise Advisory Committee:
September 17th, 6:30 p.m.

Part 150 Open House:
July 23, 4:00 p.m. to 8:00 p.m. at Tye
High School

Upcoming Airshows

During the summer, if you hear or see an unusual aircraft event, there is a good chance it is related to one of the airshows happening in our region. The following lists a schedule of upcoming airshow events, with contact names and phone numbers.

July 4th, 1998: Boeing Field is hosting FLYERWORKS. The contact person for this event is Michael Rice. His number is 206-768-7121.

July 4th, 1998: Tacoma's Freedom Fair includes an airshow over Commencement Bay from 3:00 p.m. to 6:30 p.m. The Freedom Fair coordinator can be reached at 206-759-2941.

August 6 - 9th, 1998: Seattle's annual SEAFair event includes performances by the Blue Angels. Seafair's aircraft noise complaint line is 206-728-0123 ext. 7122. Their practice and performance schedule is as follows:

August 6:
Practice 10:45 a.m. to 2:15 p.m. The I-90 Bridge will be closed from approximately 12:15 p.m. to 12:45 p.m. and 1:15 p.m. to 2:15 p.m.

August 7: Practice 11:45 a.m. to 2:00 p.m. with the I-90 bridge possibly closed during the entire practice time.

August 8 and 9th: Blue Angels performance will occur between 11:45 a.m. and 2:00 p.m. with the I-90 bridge closed during this timeframe. ■

Quarterly Report Summary

1st Quarter 1998

Fleet Mix – 85.4 percent Stage 3 aircraft, for jets over 75,000 pounds the fleet mix is 95.3 percent stage 3 aircraft.

Noise Budget – All airlines allocated a noise “budget” operated under their noise allocation.

Nighttime Limitations – An average of less than one Stage 2 aircraft was flown per night during the first quarter. Of the 13,366 flights monitored during the restricted hours, 99.95 percent were Stage 3. On occasion, a Stage 2 will operate at night due to weather or mechanical delays. During the 1st quarter 2 flights were in violation of the program and were sent letters of admonition.

Flight Procedures – Initial Departure procedure monitoring showed success rates of 97.2 percent for north flow and 95.8 percent for south flow.

Noise Remedy – 221 homes were insulated during the 1st quarter for a program total of 6,375. At the end of the 1st quarter, there have been 7,878 homeowners initiated into the program.

Noise Information and Complaint Line – There were 917 calls by 452 individuals. The most calls for the 1st quarter came from Burien, Normandy Park, Riverton Heights, Des Moines, and Beacon Hill.

Ground Noise – There were 151 engine maintenance run-ups during the 1st quarter. Of those, 12 were conducted during the nighttime hours of 10:00 p.m. to 7:00 a.m. There were five violations to the run-up regulations this quarter. Three airlines were sent letters of admonition and two airlines were fined.

Do Flight Patterns Change?

Sea-Tac's runways are oriented north and south. Depending on wind and weather conditions, aircraft either take off or land pointing north (north flow) or pointing south (south flow). Wind direction is the driving force behind the decision to operate to the north or south, because aircraft need to takeoff and land into the wind for safety and operational reasons.

The Puget Sound region has distinctive weather patterns for each season. In the warmer months, weather is typically fair – with winds coming from the north. When this occurs, the Airport primarily operates to the north. This means aircraft depart to the north toward downtown Seattle. The opposite is true for the winter months. Typically winter weather is cloudy – with winds coming from the south, dictating that the Airport primarily operate to the south. About 65 to 70 percent of the year, the Airport operates in a south flow condition.

These seasonal shifts in operating

flow lead many people to believe that a change in the flight patterns has occurred. The Airport commonly receives more calls when the wind shifts causing a change in the directions of traffic flow.

Aircraft tracks over the ground also vary from day-to-day within the flight corridors themselves, just as cars on the freeway may be in the center lane, the left lane, or the right lane. This will depend on a number of factors such as traffic conditions, weather and pilot technique. The safe and efficient handling of air traffic requires that procedures remain stable, but also flexible enough for pilots and air traffic controllers to respond to changing conditions. Sometimes it is necessary for air traffic control to direct an aircraft outside its normal pattern due to unusual circumstances. The Noise Abatement Office often receives calls on such occurrences and seeks information from the airlines or Federal Aviation Administration (FAA) in order to respond to questions. ■

Part 150 Noise Study

The Part 150 Noise Study for Sea-Tac is gaining momentum as we head into summer. At present the inventory of existing conditions and monitoring of existing noise levels are underway. The results of these efforts will be presented to the public at an open house planned for July 23, 1998. The Open House will be between the hours of 4:00 p.m. and 8:00 p.m. at Tyee High School located at 4424 S 188th Street. The drop-in format of the Open House will allow citizens to come by the workshop as their schedules permit. The consultants will be available to discuss the findings of the work completed to date and to listen to and discuss noise concerns with citizens.

If someone is not able to come to the Open House, there are other ways to keep informed on the progress of the Study. For those individuals with a

computer, a web site has been established that will post information on the site, as it becomes available. The address for the site is <http://www.airportnetwork.com/sea/>. For those individuals that do not have access to a computer, we are working with the King County, City of Seattle, and City of Tacoma library systems to establish a way to keep information at local libraries. We anticipate this to be available in July.

Following the Open House in July, the consultants will be working on the operations forecast and developing the baseline noise exposure maps. The results of this work will be presented to the public at an open house that we anticipate taking place in late September or early October. Please call Ron Seymour at (206) 248-6863 if you have any questions regarding the Part 150 Study. ■

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Noise Abatement Office
Sea-Tac International Airport
P.O. Box 68727
Seattle, WA 98168-0727

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CHAS TALBOT
3930 SOUTH FERDINAND
SEATTLE, WA 98118