

PORT OF SEATTLE

SEA-TAC INTERNATIONAL AIRPORT
P.O. BOX 68727 / SEATTLE, WASHINGTON 98188

AVIATION DEPT. DATE
DIRECTOR
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July 9, 1984

Captain M. E. Volz
Vice President
Flight Safety and Industry Affairs
United Airlines
P.O. Box 66100
Chicago, Illinois 60666

Dear Captain Volz:

I applaud your efforts to centralize information on airport noise abatement procedures within United for use by your pilots. Continued efforts, such as these, indicate a commitment by airlines toward improving the noise environment around airports.

For your survey, here are the noise abatement procedures used at Sea-Tac International Airport.

*Federal Aviation Administration's SEA TWR 7110.071C (10/7/80) Noise Abatement Procedures (copy attached)

Standard Instrument Departure (SIDs) for south flow departures from Sea-Tac have been recently published which incorporate use of the Seattle VOR 158 radial for noise abatement purposes. New SIDs for north flow departures which will incorporate use of the VOR 338 radial for noise abatement purposes will be published shortly. A brief explanation of the background of these procedures is presented in the attached memo to the Seattle Airport Affairs Committee.

Further instructions on the Visual Bay Approach for south flow arrivals are available as a published chartered visual flight procedure. (See attached Jeppesen Approach chart)

*Port of Seattle's Run-Up Curfew and Designated Locations as per Section 7, Paragraph D of Sea-Tac's Schedule of Rules and Regulations No. 4 (copy attached).

Noise sensitive areas surround the Airport. The most significant noise impacted areas are located within the 65 Ldn noise contour. The Port's noise remedy efforts in these areas include land acquisition and the proposed programs of purchase assurance and sound insulation. A map of noise contours and proposed noise remedy program boundaries is attached. The noise abatement procedures most affecting these areas are the use of the VOR 158 radial and 338 radial.