

## RESOLUTION NO. 3683

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**A RESOLUTION** of the Port Commission of the Port of Seattle, concluding the 2013 Federal Aviation Regulation (FAR) Part 150 Noise and Land Use Compatibility Study Update for Seattle-Tacoma International Airport.

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**WHEREAS**, Seattle-Tacoma International Airport is an essential regional economic contributor and transportation facility and the Port of Seattle Commission recognizes that responsible stewardship of this facility must include effective programs, strategies, and technologies to reduce noise impacts resulting from aircraft operations; and

**WHEREAS**, in 1985, the Federal Aviation Administration (FAA) approved the Airport's Part 150 Noise and Land Use Compatibility Study (Part 150 Study) established by Resolution No. 2943, as amended; and

**WHEREAS**, in 1993, the Commission adopted Resolution No. 3144, setting forth amendments to the Part 150 Study following a substantial public process review, and the FAA subsequently approved those amendments; and

**WHEREAS**, in 2000, the Commission adopted Resolution No. 3443 setting forth amendments to the Part 150 Study following substantial public process review and the FAA subsequently approved those amendments; and

**WHEREAS**, in 2009, the Port engaged in an update to the Part 150 Study, culminating with this Resolution; and

**WHEREAS**, in 2009, the Port formed a Technical Review Committee (TRC), consisting of land use planners from local jurisdictions, the FAA and other aviation-related professionals to assist in the Part 150 Study's review; and

**WHEREAS**, citizens of the region were provided multiple opportunities to participate in the Part 150 Study process, express concerns regarding noise impacts

resulting from operations at Sea-Tac Airport and offer suggestions on how to reduce those impacts; and

**WHEREAS**, the Part 150 Study document includes review and analysis of alternatives and suggestions provided by the general public; and

**WHEREAS**, the results of all analyses have been made available to the public; and

**WHEREAS**, a public comment period for the Part 150 document and the related State Environmental Policy Act (SEPA) review occurred from April 15, 2013, to May 30, 2013; and

**WHEREAS**, a formal public hearing on the Part 150 Study recommendations and proposed SEPA Determination of Non-Significance was held on May 15, 2013; and

**WHEREAS**, a SEPA Determination of Non-Significance was issued on August 30, 2013; and

**WHEREAS**, the Port Commission at its Regular Commission Meeting on September 24, 2013, received a briefing from Port staff on the final recommendations;

**NOW, THEREFORE, BE IT RESOLVED** by the Port Commission of the Port of Seattle as follows:

**Section 1.** The Part 150 Study prepared updated Noise Exposure Maps for Seattle-Tacoma International Airport for Existing (2013) and Future (2018) conditions. Port staff is directed to submit the updated Noise Exposure Maps to the FAA for final review and acceptance.

**Section 2.** The Part 150 Study is hereby amended to include Continuing Measures from previous Part 150 Studies and new Abatement, Mitigation and Program Management Alternatives set forth herein. Port staff is directed to submit these Alternatives to the FAA for final review and approval and, upon FAA approval, to implement the directives in this Resolution, subject to Port and FAA funding and all other required Port Commission approvals.

**Section 3.** Continuing Measures:

- a) Insulation of Schools: As required Port, Federal Aviation Administration (FAA), and State funding permits, continue the sound insulation program for Highline Community College buildings and schools in the Highline School District that were previously identified as eligible.
- b) Property Advisory Service: Provide residents and property owners within the nearby communities access to timely and factual information concerning noise programs and options for mitigation.
- c) 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.
- d) Funding for Land Use and Noise Compatibility Planning: Assist local public agencies having planning authority within the 65 DNL Noise Contour with application for reimbursable funding for specific off-airport land use and noise compatibility planning efforts that are consistent with the Part 150 guidelines and the Port's noise compatibility goals.
- e) Prepare Cooperative Development Agreements: Continue to address development potential within local jurisdictions for areas included within the modified Noise Remedy Boundary.
- f) Explore Limited Rescheduling of Nighttime Flights: This measure involves the voluntary rescheduling of aircraft flight times for nighttime short-haul flights.
- g) Use VOR Radials to Curb Aircraft Drifting from Noise Abatement Tracks: This measure uses very high frequency (VHF) Omnidirectional range radials (VOR) to curb departing aircraft from drifting off the runway heading tracks as specified in the FAA Tower Order.
- h) Preferential Runway Use: This measure implements a preferential runway system during the nighttime hours for operations through the north flow nighttime noise abatement corridor.
- i) Use of Flight Management System (FMS) Procedures: This measure is designed to encourage the use of FMS procedures to improve noise abatement corridor compliance.
- j) 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.

**Section 4.** Abatement Alternatives:

- a) Ground Run-up Enclosure (GRE): GREs can provide significant noise reduction during aircraft engine maintenance testing. The Part 150's GRE Siting Study identified three feasible locations that would provide a quantifiable noise reduction impact for the surrounding communities during engine testing. The Port shall determine an exact location for a GRE on the airfield through the ongoing Sustainable Airport Master Planning process.
- b) Maintenance Run-Up Regulations: Continue with existing measures and modify these measures to include the use of the Ground Run-Up Enclosure (GRE) if constructed.
- c) Expand the Fly Quiet Program: The Port established a Fly Quiet Program following the recommendation from the 2000 Part 150 Study Update. This measure would modify the program to include:
  - a. Use of Air Traffic Control Tower reporting of operational modes for comparison to runway use goals
  - b. Provisions for the use of a GRE once it's constructed
  - c. Different categories of airline operations

**Section 5.** Mitigation Alternatives:

- a) Noise Contours: The Port shall adopt the 2018 65 DNL noise contour as the basis for the Port Noise Compatibility Program and all related programs.
- b) Single Family Sound Insulation: The Port shall provide for the installation of sound insulation in single-family residential units within the modified Noise Remedy Boundary based on the 2018 65 DNL Contour.
- c) Owner-Occupied Multi-family (Condominiums) Insulation: The Port shall provide for the installation of sound insulation in owner-occupied multi-family units within the modified Noise Remedy Boundary based on the 2018 65 DNL Contour.
- d) Tenant-Occupied Multi-family (Apartments) Insulation: The Port shall conduct a pilot program to sound insulate tenant-occupied units within the modified Noise Remedy Boundary based on the 2018 65 DNL Contour.
- e) Avigation Easements for Owners of Mobile Homes on Private Lots: The Port shall develop a program to offer compensation to owners of mobile homes on individual lots in return for removing the mobile homes and/or providing avigation easements for air rights. This would be offered as a pilot program to eligible property owners within the modified Noise Remedy Boundary based on the 2018 65 DNL Contour.
- f) Churches and Places of Worship Sound Insulation: The Port shall initiate a formal study to evaluate the noise levels at various churches/places of


worship within the modified Noise Remedy Boundary based on the 2018 65 DNL Contour.

- g) Property Advisory Service: The Port shall provide residents and property owners within the nearby communities access to timely and factual information concerning (1) eligibility for noise mitigation programs; (2) assistance with making decisions on different options; (3) information regarding the mitigation programs; and (4) assurances that the programs are intended to improve the living, working, and leisure-time environment.
- h) Local Government Remedy Support: The Port will encourage local jurisdictions to undertake projects, provide services, and adopt laws that reinforce neighborhoods and make them compatible with the airport operations.
- i) Funding for Land Use and Noise Compatibility Planning: Port staff shall assist public agencies having planning authority within the 65 DNL Noise Contour with application for reimbursable funding for specific off-airport land use/noise compatibility planning efforts that are consistent with the Title 14 CFR Part 150 guidelines and the Port's noise compatibility goals.
- j) Approach Transition Zone Acquisition: Port Staff shall acquire on a voluntary basis residential properties experiencing noise levels of 65 DNL or greater, located within the South Approach Transition Zone.
- k) Prepare Cooperative Development Agreements: Port staff shall continue to address development potential with local jurisdictions for areas included within the modified Noise Remedy Boundary.

**Section 6.** Program Management Alternatives:

- a) Evaluate Noise Monitoring and Flight Tracking System: The Port shall evaluate the permanent noise monitoring and flight tracking system software and hardware to determine alternatives for newer, more reliable and cost effective systems.
- b) Periodically Review and, if Necessary, Update the Noise Exposure Maps (NEMs) and the Noise Compatibility Program (NCP): Port staff shall periodically review the NEMs and NCP to determine if any significant changes have occurred to the noise environment in accordance with the FAA's guidelines.
- c) Continue to operate the Noise Office: The Port shall adequately staff and operate the Noise Office to carry out provisions of the Part 150 Study and provide noise-related community programs.

**ADOPTED** by the Port Commission of the Port of Seattle at a duly noticed meeting thereof, held this 22<sup>nd</sup> day of October, and duly authenticated in open session by the signatures of the Commissioners voting in favor thereof and the seal of the Port Commission.

  
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Port Commission