Hello, everyone,

Below is a comment I gave to the PoS Commissioner’s meeting on March 9, 2009:

On Feb 23-26, I attended the virtual presentation of the Aviation Noise & Emissions Symposium 2021. The first presentation was on dispersion of flight departures as a way to reduce the constant noise created by overhead flights. In the presentation an example dispersion of flight tracks at Charlotte Douglas Int airport was shown in before and after dispersion pictures. The dispersion effected about 308 flights, with the before flight path about 1.6 miles across widening to 2.5 miles, and further out the width went from 3.2 miles across to 6 miles across. See the attached before (2014) and after (2019) pictures. The before picture reminded me of the picture of the departure flight paths going over noise monitor 22 that I included in my written public comment on Feb. 23. See attached 3rd picture.

The similarities in the two different before pictures is striking, in that the flight paths were well defined in the before picture. The after picture shows much more spread out flight paths so that you do not have single lane flight paths. This made me wonder if you have ever considered asking the FAA to disperse the departing flight paths. The FAA authorization of 2018, Section 175, gives airports the right to make such a request for departing flight paths. Note that the dispersion does not apply to flight approaches. Below is a copy of the slide from the FAA presentation listing the 3 conditions needed to request dispersion of the departure flight paths.

Next page has the 3 pictures.
Charlotte Douglas International Airport – before and after dispersion

SeaTac South Flow Departures over two noise monitors 22 and A002 in Federal Way