



**King County**  
**International Airport**  
Boeing Field

Register to testify:

- In person: Register at the check-in table.

# Welcome to the Part 150 Study Draft Noise Compatibility Program Public Hearing

January 22, 2026

- Presentation will begin at 5:45 p.m.
- Public testimony will begin following the presentation.
- Register to testify in person at the check-in table.
- Comments will be recorded and maintained as public records.
- This meeting is being recorded.



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# Study team

Register to testify:

- In person: Register at the check-in table.
- Zoom participant: Type your first and last name in the chat and indicate if you wish to speak.

## KCIA staff

- *John Parrott, Airport Director*
- *David Decoteau, Deputy Airport Director*
- *Matt Sykora, Airport Business Manager*
- Brian Bartley, Project Representative
- Cameron Satterfield, King County Communications
- Troy Chen, Airport Community Engagement
- Nada Ramadan, Airport Community Engagement

## Consultant team

- *Dave Full, Part 150 Study Lead Planner (RS&H)*
- *Evan Pfahler, Project Team Lead (RS&H)*
- *Lauren Wheeler, Community Outreach Lead (PRR)*
- Adam Novak, Vision 2045 Lead Planner (RS&H)
- Alex Philipson, Part 150 Study Planner (RS&H)
- Lauren Penning, Community Outreach (PRR)
- Kate Shannon, Community Outreach (PRR)



# Public hearing purpose

Register to testify:

- In person: Register at the check-in table.
- Zoom participant: Type your first and last name in the chat and indicate if you wish to speak.

- Learn about the Federal Aviation Administration Part 150 Study process.
- Review the draft NCP which identifies actions to reduce the effects of airport noise and promote compatible land use near KCIA.
- Provide comments on the draft NCP. KCIA will only accept comments that specifically address the Part 150 Study and the NCP. Comments outside of these topics will not be accepted.

# Format

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# How to share input

Submit comments on the draft NCP via public testimony, written comment, by email, or online through Friday, Feb. 22, 2026.

1. Fill out a comment card and leave it in the comment box or team member.
2. Email comments to [KCICommunityoutreach@kingcounty.gov](mailto:KCICommunityoutreach@kingcounty.gov).
3. Submit online at [KCIPlanning.com](http://KCIPlanning.com).
4. Send U.S. mail addressed to:  
Matt Sykora  
King County International Airport  
7277 Perimeter Road South  
Seattle, WA 98108



*Scan to view and share input at:  
[KCIPlanning.com](http://KCIPlanning.com)*

# Part 150 Study

NOISE AND LAND USE COMPATIBILITY STUDY

## Part 150 Study

Register to testify:

- In person: Register at the check-in table.
- Zoom participant: Type your first and last name in the chat and indicate if you wish to speak.

# What a Part 150 Study is:

- A Part 150 Study is a program an airport can voluntarily undertake to address noise and land use compatibility.
- The Federal Aviation Regulation (FAR) Part 150 Study is the rule that implements the *Aviation Safety and Noise Abatement Act of 1979*.
- Study recommendations approved by the Federal Aviation Administration (FAA) become eligible for federal funding and implementation.

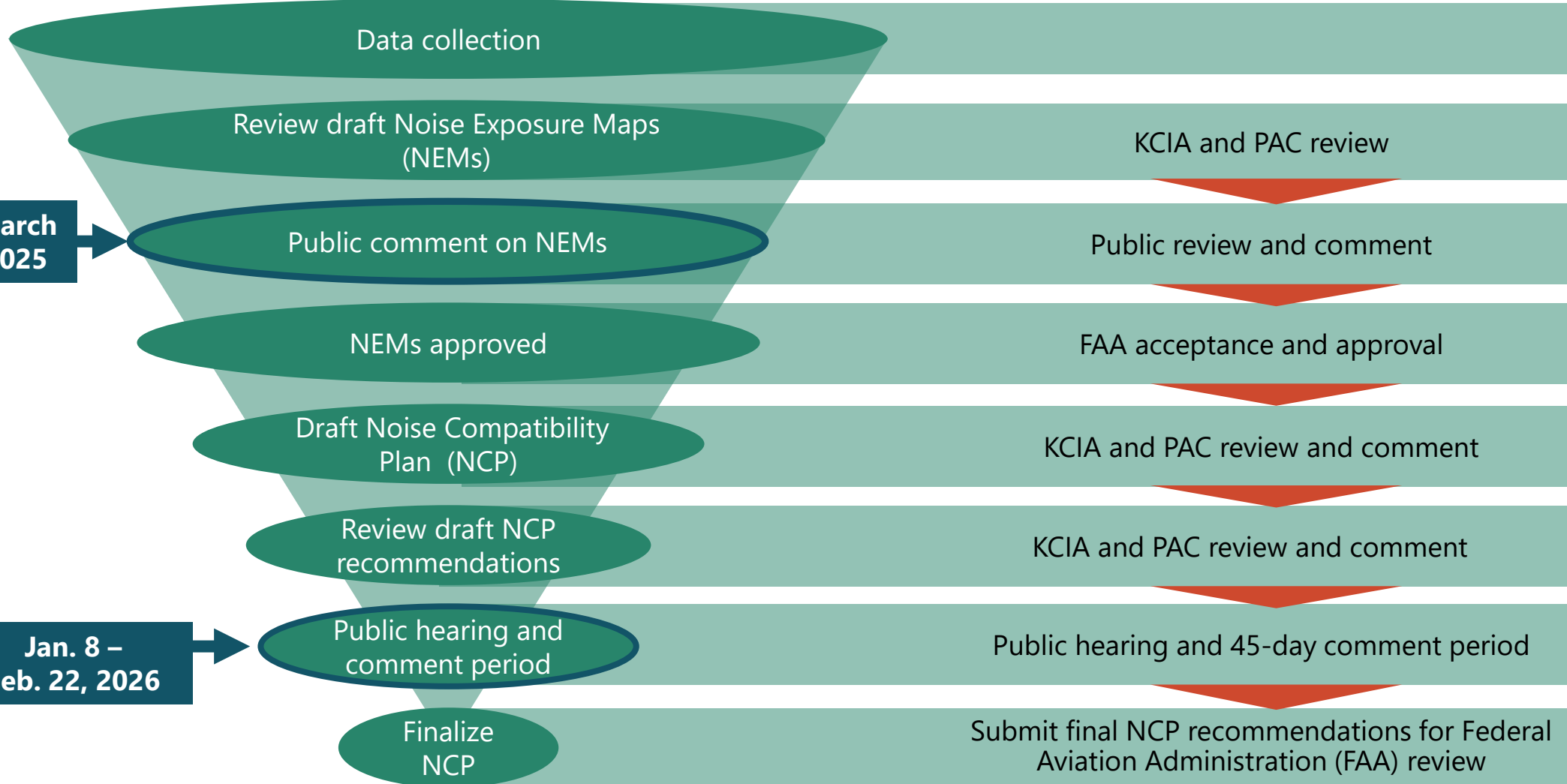
The FAA establishes the elements of a Part 150 Study:

- Evaluate existing conditions
- Evaluate existing noise environment
- Evaluate future noise environment
- Evaluate noise abatement alternatives
- Evaluate land use alternatives
- Make recommendations

# What a Part 150 Study is NOT:

- **An airport master plan, environmental review document or safety study:** This is a noise and land use compatibility study prepared in compliance with federal regulations.
- **An opportunity to close the airport:** The Part 150 Study assumes an operating airport with future development plans reflected in the future-year noise contours.
- **A forum to explore non-airport options:** The Part 150 Study focuses on noise and land use related to KCIA.

# Part 150 Study public input opportunities



# Part 150 Study

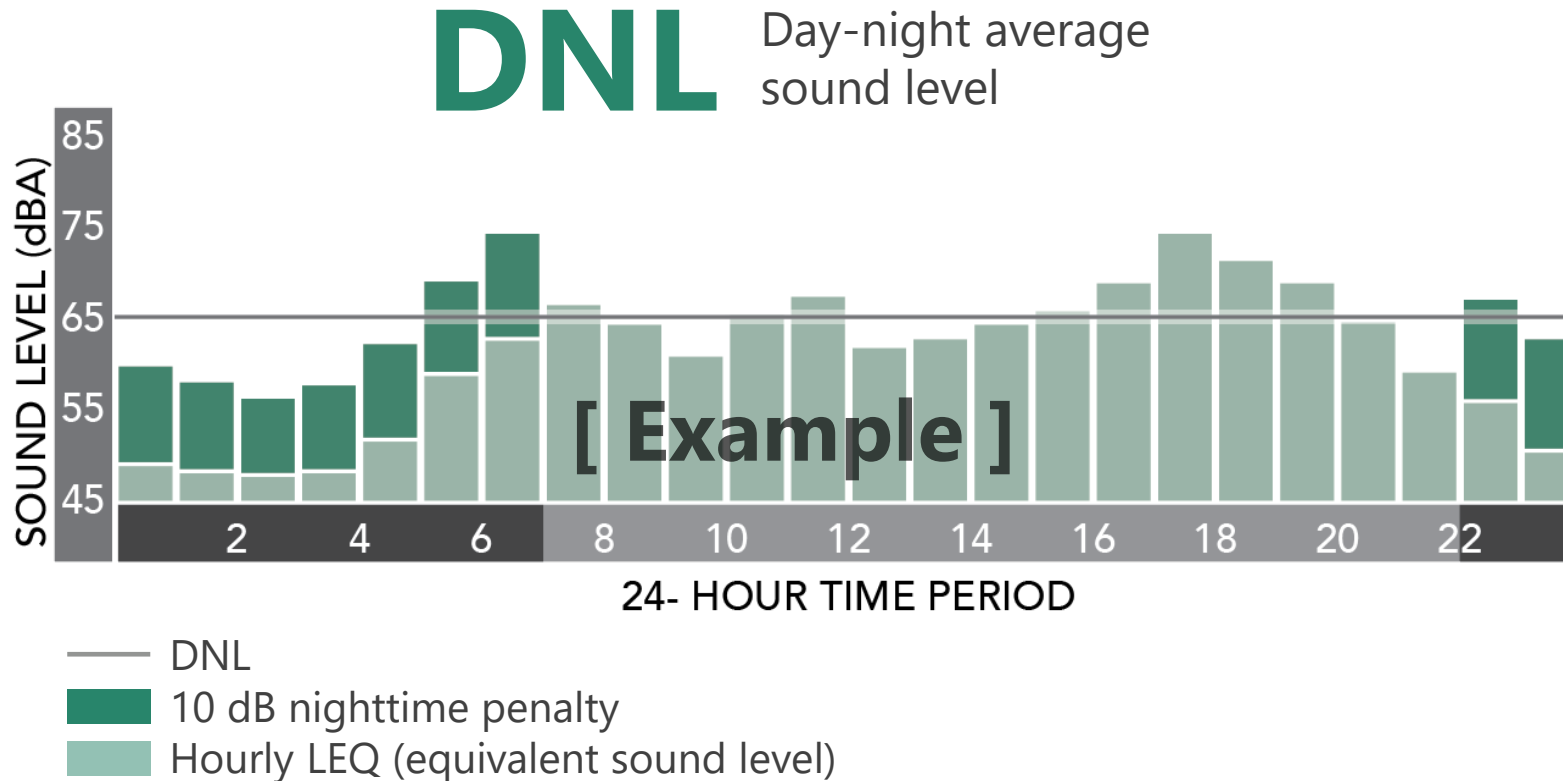
NOISE AND LAND USE COMPATIBILITY STUDY

## Noise Exposure Maps (NEMs)

Register to testify:

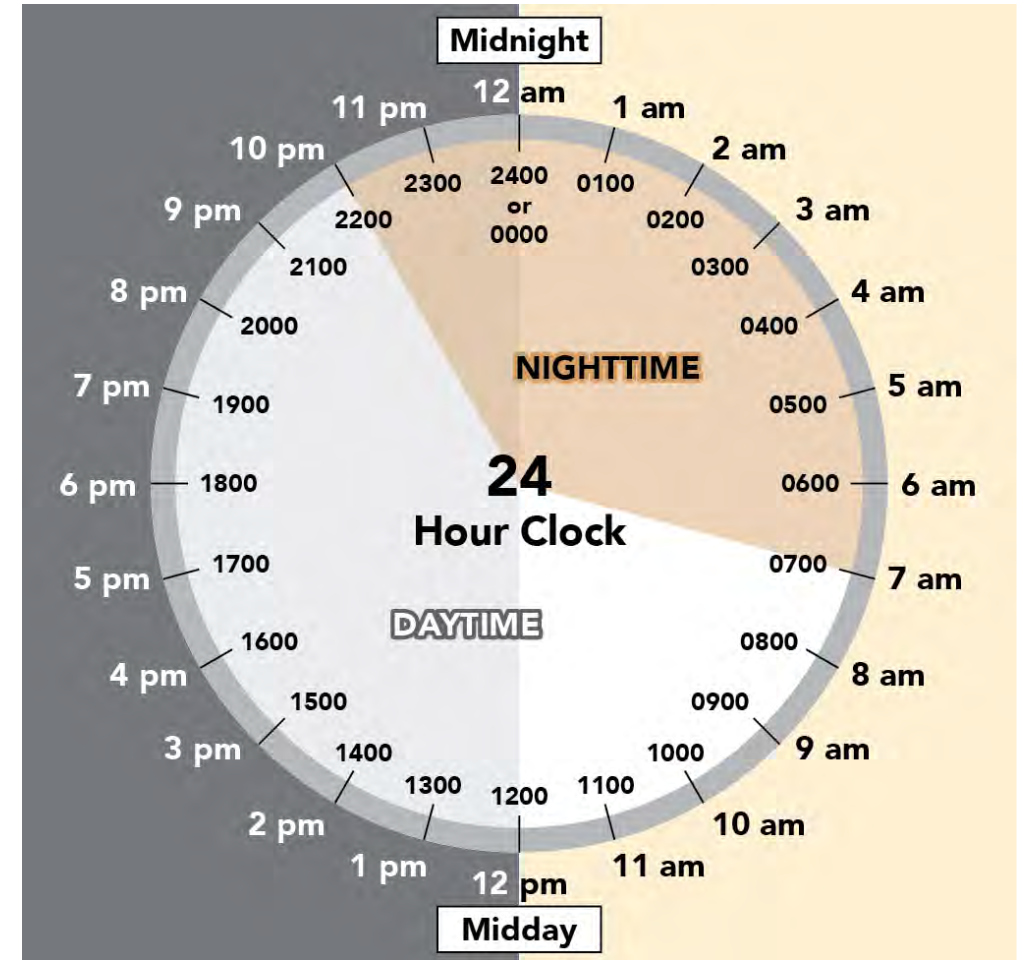
- In person: Register at the check-in table.
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# Day-night average sound level (DNL)



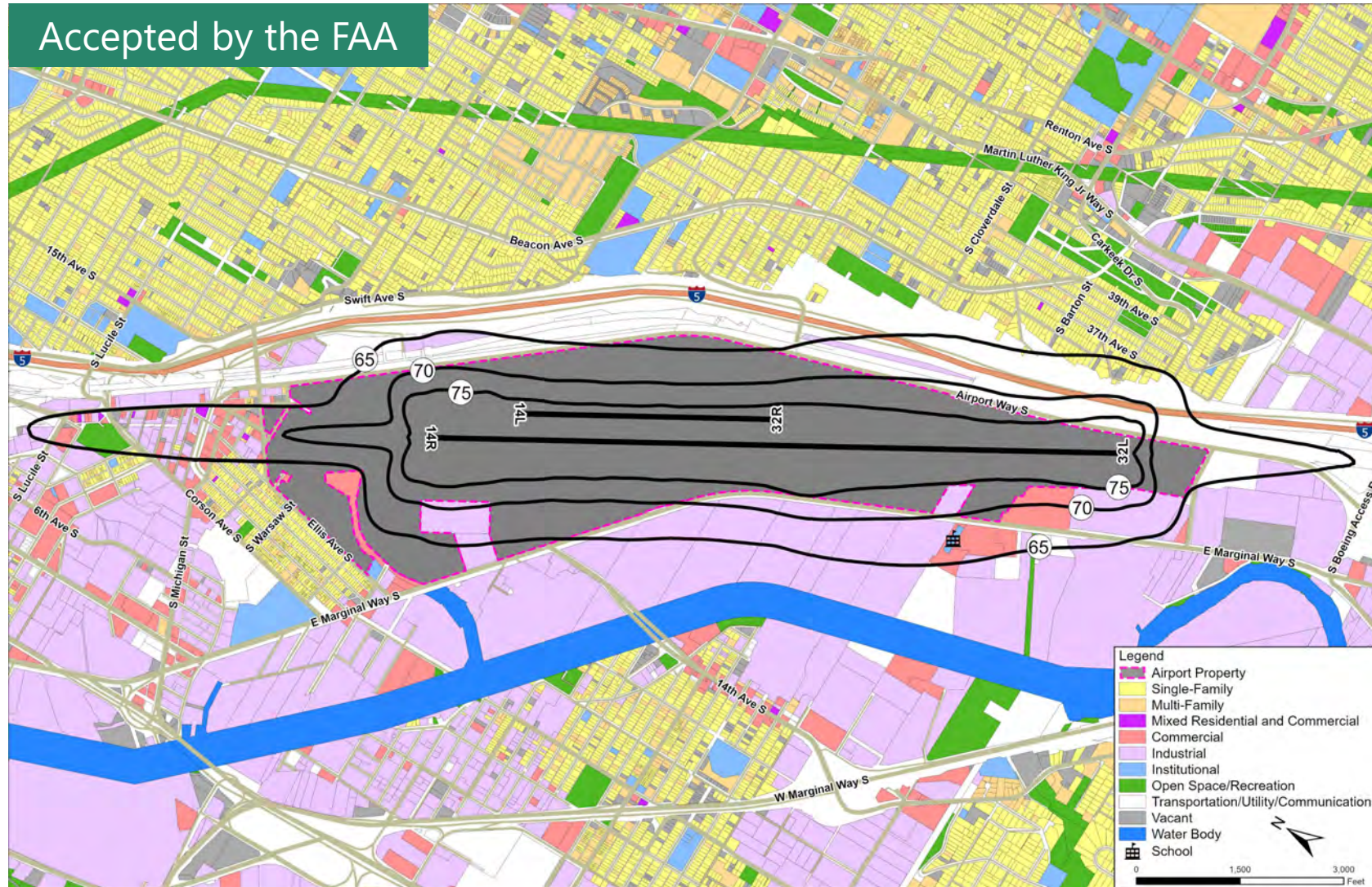
# Time of day operations

- Daytime is 7:00 a.m. to 9:59 p.m.
- Nighttime is 10:00 p.m. to 6:59 a.m.
- The team includes an additional weight of 10 decibels (dB) to nighttime operations when calculating the DNL
- Operations at KCIA are 93.1% daytime and 6.9% nighttime



# 2030 DNL Contours

Accepted by the FAA



**DNL** Day-Night average sound Level

## Legend

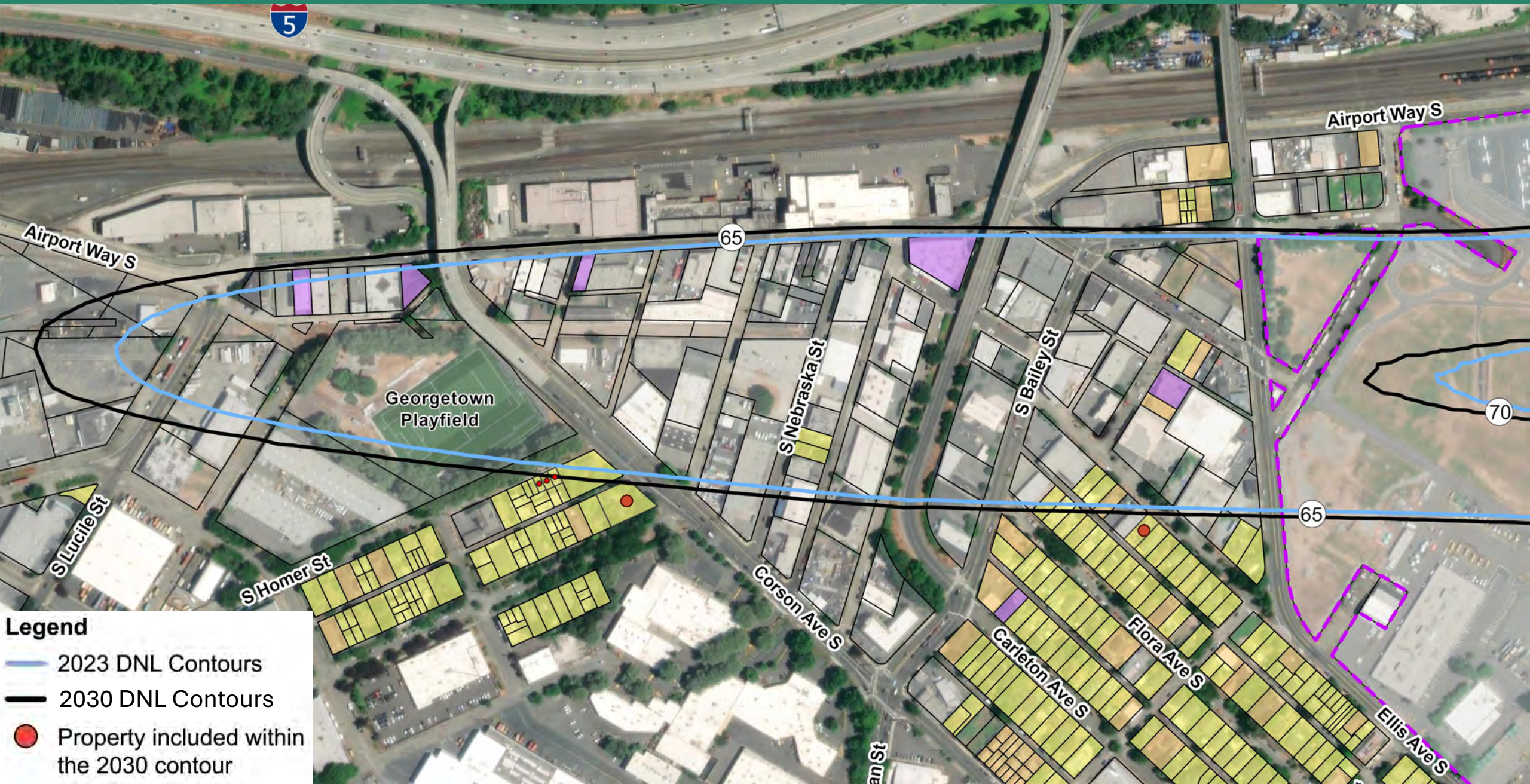
- |                              |                                  |
|------------------------------|----------------------------------|
| Airport Property             | Institutional                    |
| Single Family                | Open Space/Recreation            |
| Multi-Family                 | Transport/Utility Communications |
| Mixed Residential/Commercial | Vacant                           |
| Commercial                   | Water Body                       |
| Industrial                   |                                  |

## Part 150 Study

NOISE AND LAND USE COMPATIBILITY STUDY

# Close-up of 2030 DNL contours, north end of KCIA

Red dots show five properties that will be included within the new contours.

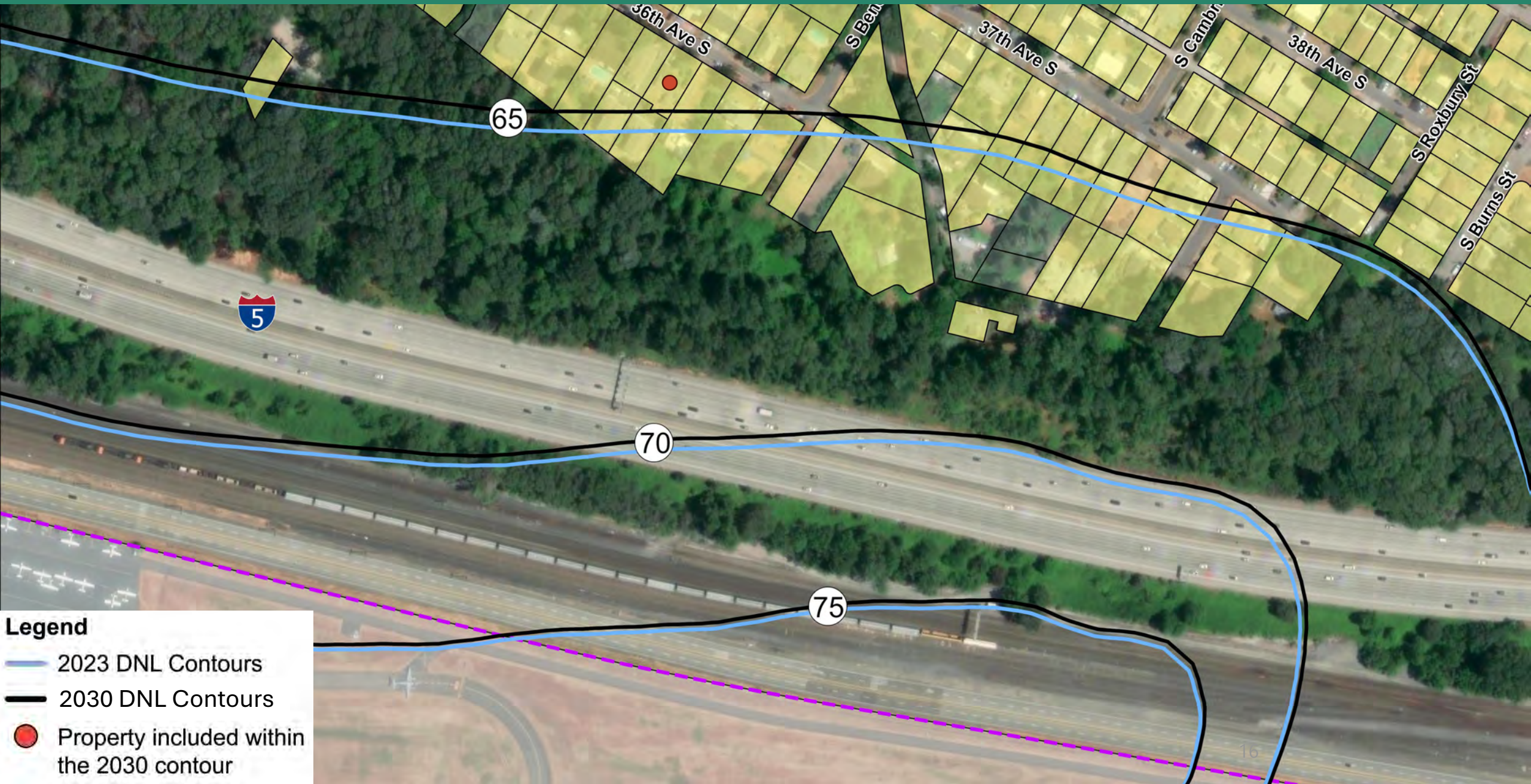


## Legend

- 2023 DNL Contours
- 2030 DNL Contours
- Property included within the 2030 contour

# Close-up of 2030 DNL contours, south end of KCIA

Red dot shows one property will be included within the new contours.

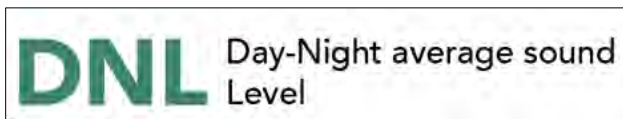


# Residential land use changes exposed to 65 DNL and higher (2023 - 2030)

DNL is the yearly average of day and night cumulative noise exposure.

| Land use category                | 65-70 DNL  | 70-75 DNL  | 75+ DNL    | Total      |
|----------------------------------|------------|------------|------------|------------|
|                                  | Acres      | Acres      | Acres      | Acres      |
| Single-family residential        | 1.1        | -          | -          | 1.1        |
| Multi-family residential         | 0.1        | -          | -          | 0.1        |
| Mixed residential and commercial | 0.1        | -          | -          | 0.1        |
| <b>Total</b>                     | <b>1.3</b> | <b>0.0</b> | <b>0.0</b> | <b>1.3</b> |

Source: RS&H, 2024

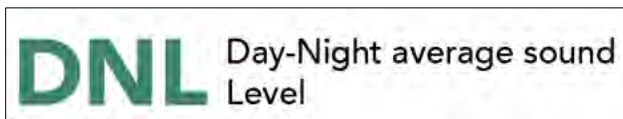


# Change in housing and population within noise contours (2023 and 2030)

DNL is the yearly average of day and night cumulative noise exposure.

| DNL Contour range | Single-family housing units | Multi-family housing units | Mixed residential and commercial housing units | Total housing units | Estimated population |
|-------------------|-----------------------------|----------------------------|------------------------------------------------|---------------------|----------------------|
| 65-70             | 6                           | 0                          | 0                                              | 6                   | 13                   |
| 70-74             | -                           | -                          | -                                              | -                   | -                    |
| 75+               | -                           | -                          | -                                              | -                   | -                    |
| <b>Total</b>      | <b>6</b>                    | <b>0</b>                   | <b>0</b>                                       | <b>6</b>            | <b>13</b>            |

Source: RS&H, 2024



# Part 150 Study

NOISE AND LAND USE COMPATIBILITY STUDY

## Noise Compatibility Program (NCP)

Register to testify:

- In person: Register at the check-in table.
- Zoom participant: Type your first and last name in the chat and indicate if you wish to speak.

# NCP program development

In accordance with 14 CFR Part 150, the NCP develops a program which:

---

Reduces existing noncompatible uses and prevents or reduces the probability of the establishment of additional noncompatible uses

---

Does not impose undue burden on interstate and foreign commerce

---

Provides for revision in accordance with §150.23 of this part

---

Is not unjustly discriminatory

---

Does not derogate safety or adversely affect the safe and efficient use of airspace

---

To the extent practicable, meets both local needs and needs of the national air transportation system, considering tradeoffs between economic benefits derived from the airport and the noise impact

---

Can be implemented in a manner consistent with all of the powers and duties of the Administrator of Federal Aviation Administration

---

# Part 150 Study

NOISE AND LAND USE COMPATIBILITY STUDY

The FAA requires the study team to consider the following recommended strategies

## **In accordance with 14 CFR Part 150, the following types of strategies must be considered during the preparation of the NCP:**

---

Acquisition of land and interests therein

---

Construction of barriers and acoustical shielding, including the soundproofing of public and private buildings

---

Implementation of a preferential runway use program

---

Implementation of restrictions on the use of the airport by any type or class of aircraft based on the noise characteristics of those aircraft

---

The use of flight procedures (including the modifications of flight tracks) to control the operation of aircraft to reduce exposure of individuals (or specific noise-sensitive areas) to noise in the area around the airport

---

Other actions or combinations of actions that would have a beneficial noise control or abatement impact on the public

---

Other actions recommended for analysis by the FAA for the airport

# Part 150 Study

NOISE AND LAND USE COMPATIBILITY STUDY

## NCP Noise abatement procedures

Register to testify:

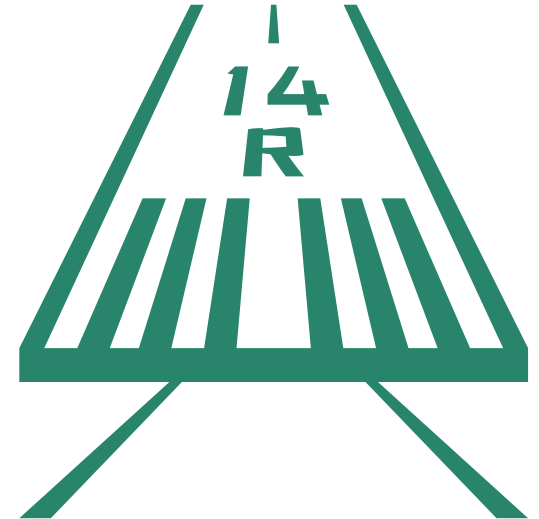
- In person: Register at the check-in table.
- Zoom participant: Type your first and last name in the chat and indicate if you wish to speak.

# NCP Noise abatement procedures – preferential runway use program

## Implementation of a preferential runway use program (required for consideration)

Designating a preferred runway for noise abatement at KCIA requires careful consideration of several key factors:

- **Wind and weather:** The FAA requires use of the runway most aligned with the wind. This is the top priority.
- **SEA airspace:** KCIA is under SEA's Class B airspace. A preferred KCIA runway system may create conflicts with SEA's existing arrival and departure routes.
- **Runway capabilities:** The larger, noisier jets need the longer main runway. The secondary runway is too short. KCIA would need to continue using the large runway as the “preferred runway.”



**Not recommended**

# NCP Noise abatement procedures – flight procedures

## **Use of flight procedures (including the modifications of flight tracks) to control the operation of aircraft (required for consideration)**

- Modifying the arrival and departure flight tracks into and out of KCIA would be a complex and highly involved process.
- It would require extensive planning, coordination, and approval from the FAA.
- The primary challenge stems from KCIA's shared, overlapping airspace with SEA.



# NCP Noise abatement procedures – flight procedures, cont.

## Use of flight procedures (including the modifications of flight tracks) to control the operation of aircraft (required for consideration)

The study team's comprehensive analysis focused on the following:

### Shared airspace

- KCIA operates within the lateral boundaries of SEA's Class B Airspace.
- Any change is a complex airspace redesign requiring FAA approval and coordination.
- Modifying one sector creates cascading changes to adjacent SEA procedures to maintain safety.

### Vertical and lateral separation

- New KCIA flight tracks must rigidly adhere to FAA-mandated separation minimums from all SEA traffic flows.

### Procedural interdependency

- If KCIA were to modify flight tracks, SEA would also have to completely re-evaluate its arrival and departure procedures.



**Not recommended**



# NCP Noise abatement procedures - barriers

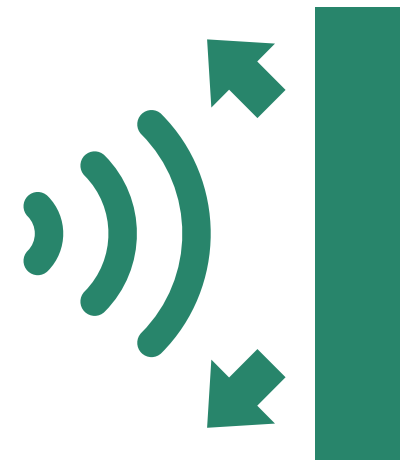
## Construction of barriers and acoustical shielding (required for consideration)

Noise walls and barriers are ineffective at airports because:

- Walls cannot block noise from aircraft that are airborne. Sound passes above the barrier.
- FAA regulations prohibit the construction of tall structures near runways and taxiways for safety reasons.
- To be effective, the barrier must be very close to the source or receiver.



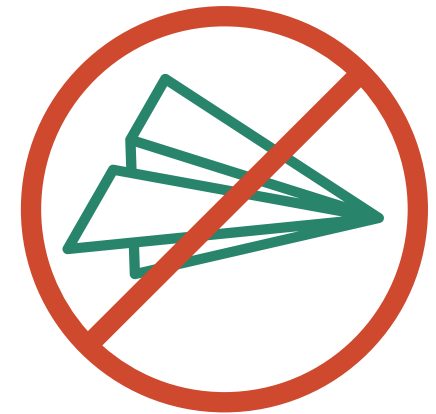
**Not recommended**



# NCP Noise abatement procedures – restrictions by type or class of aircraft

Implementation of restrictions on the use of the airport by any type or class of aircraft based on the noise characteristics of those aircraft (required for consideration)

Federal law generally prohibits implementation of restrictions on aircraft use based on noise characteristics due to the Airport Noise and Capacity Act of 1990 (ANCA). ANCA gives the FAA exclusive authority over aircraft noise and access restrictions.

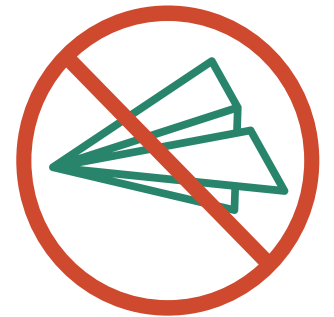


# NCP Noise abatement procedures – restrictions, cont.

## Implementation of restrictions on the use of the airport (required for consideration)

Here is a breakdown of why this type of local restriction is not permitted:

- **Federal preemption:** The FAA has sole authority over aircraft noise restrictions; federal law overrides local/state rules. This maintains a consistent national air traffic system and prevents a "patchwork" of local rules.
- **New restrictions require FAA approval:** Any new restrictions must follow the Part 161 approval process.
- **Federal focus:** Noise reduction efforts focus on making quieter aircraft.

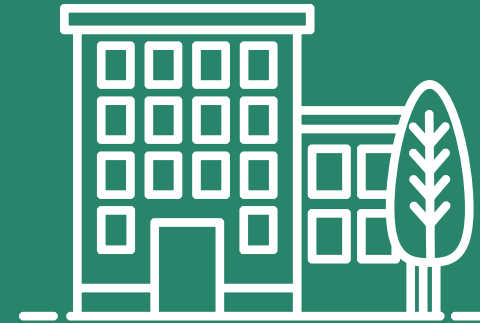


**Not recommended**

# Part 150 Study

NOISE AND LAND USE COMPATIBILITY STUDY

## NCP Land use measures



# NCP Land use measures – land use and zoning

## Land use and zoning with neighboring cities, county

- Work with jurisdictions with land use authority (City of Seattle, City of Tukwila, King County) to implement compatible land use zoning in the vicinity of KCIA.



**Recommended for implementation – Land use measure 1**

# NCP Land use measures – acquisition of land

## Acquisition of land and interests therein (required for consideration)

Property acquisition grants the airport operator sole authority to convert incompatible land uses.

This means that after purchase, the airport could:

- Demolish structures and leave the property empty
- Resell the property with covenants to restrict future uses to noise-compatible purposes

Reasons why the study team recommends this:

- KCIA would only acquire properties or aviation easements that are for sale that would further land use compatibility goals



**Recommended for implementation – Land use measure 2**

# NCP Land use measures - insulation



## **Residential sound insulation program (required for consideration)**

KCIA implemented a sound insulation program to reduce interior noise levels for residences within the DNL 65 dB and higher noise contour areas. The program:

- Provides new windows and doors to insulate eligible structures from aircraft noise
- Reduces interior noise levels in habitable areas
- Directly links priorities, boundaries, and treatment options to Noise Exposure Maps (NEMs) and land use compatibility

# NCP Land use measures – insulation cont.

## Residential sound insulation program (required for consideration)

KCIA program success:

- Target: Residences in the DNL 65 dB and higher noise contour
- Total participation: 549 residential parcels already treated



Recommended for continued implementation – Land use measure 3

# Part 150 Study

NOISE AND LAND USE COMPATIBILITY STUDY

## NCP administrative measures



# NCP Administrative measures – flight tracking portal

## Maintain public flight tracking portal

KCIA's public flight tracking portal, PublicVue by PASSER Aerospace, Inc., is an internet-based system that allows the public to view aircraft movements over the greater Seattle metropolitan area. The Airport's flight tracking system has two main functions:

- **Noise monitoring and data collection:** The system uses six permanent noise monitors located near KCIA to collect noise monitoring data.
- **Public flight tracking and information:** The flight tracking element allows the public to watch aircraft movements and view noise levels in the vicinity of KCIA.

For each tracked aircraft, the system provides specific details, including: aircraft type, altitude, origin/destination airports, flight identification



**Recommended for continued implementation – Administrative measure 1**

# NCP Administrative measures – noise complaint management system

## Maintain noise complaint management system

KCIA uses a system called PlaneNoise® to collect, manage, and track noise complaints from the public. There are two primary ways to file a noise complaint:

- Online form: Complete and submit the form on the Airport's website: <https://www.planenoise.com/kbfi/>
- Noise hotline: Leave a voicemail on the noise hotline at 206-316-2515

Complaints submitted via the internet or voicemail are then:

- Entered into the management system
- Efficiently verified for accuracy
- Used to support associated analysis



**Recommended for continued implementation – Administrative measure 2**

# NCP Administrative measures – noise website

## Maintain noise website

The noise website acts as a single point of entry to all airport noise management programs. From this site, users can access:

- Noise complaint submission
- Public flight tracking
- Noise monitoring data

Website link: [kingcounty.gov/en/dept/executive-services/transit-transportation-roads/airport/report-noise](https://kingcounty.gov/en/dept/executive-services/transit-transportation-roads/airport/report-noise)



**Recommended for continued implementation – Administrative measure 3**

## Part 150 Study

NOISE AND LAND USE COMPATIBILITY STUDY

# NCP Administrative measures – Fly Quiet Program



## Maintain KCLIA's current Fly Quiet Program

1. Maintain FAA-advised altitude (2,000 AGL) over noise-sensitive residential neighborhoods. (Reference VFR procedures for noise-sensitive areas in FAA A/C 91-36D.)
2. Use alternative approach over Elliott Bay, when feasible.
3. For safety and noise purposes, east/west night-time flights over West Seattle are discouraged.
4. Use FAA-advised close-in flight procedure for north flow flights. (Reference standard close-in flight procedure by aircraft type in FAA A/C 91-53A.)
5. Honor voluntary curfew of nighttime engine maintenance run-ups.
6. No "touch and go" landings and take-offs between 10:00 p.m. and 7:00 a.m.



**Recommended for continued implementation – Administrative measure 4**

# NCP Administrative measures – NEM updates

## Update the Noise Exposure Maps (NEMs)

NEMs must accurately reflect both current and reasonably projected airport operating conditions. Consistent with Part 150 requirements, KCIA will evaluate changes in the noise environment. It will prepare an updated NEM for FAA acceptance if a change in airport operations creates either of the following conditions:

- A substantial, new noncompatible use
- A significant reduction in noise over existing noncompatible uses



**Recommended for continued implementation – Administrative measure 5**

# NCP Administrative measures – NCP updates

## Update the Noise Compatibility Program (NCP)

Update the NCP only when additional measures and/or modified measures are available to reduce noncompatible land uses.

NCP update is not required with each NEM update.



**Recommended for continued implementation – Administrative measure 6**

# Part 150 Study

NOISE AND LAND USE COMPATIBILITY STUDY

## Summary of NCP measures

Register to testify:

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# NCP Recommended measures - summary



## Recommended for continued implementation

- Land use measure 3: Maintain sound insulation program
- Administrative measure 1: Maintain public flight tracking portal
- Administrative measure 2: Maintain noise complaint management system
- Administrative measure 3: Maintain noise website
- Administrative measure 4: Maintain current Fly Quiet Program
- Administrative measure 5: Update the NEMs
- Administrative measure 6: Update NCP



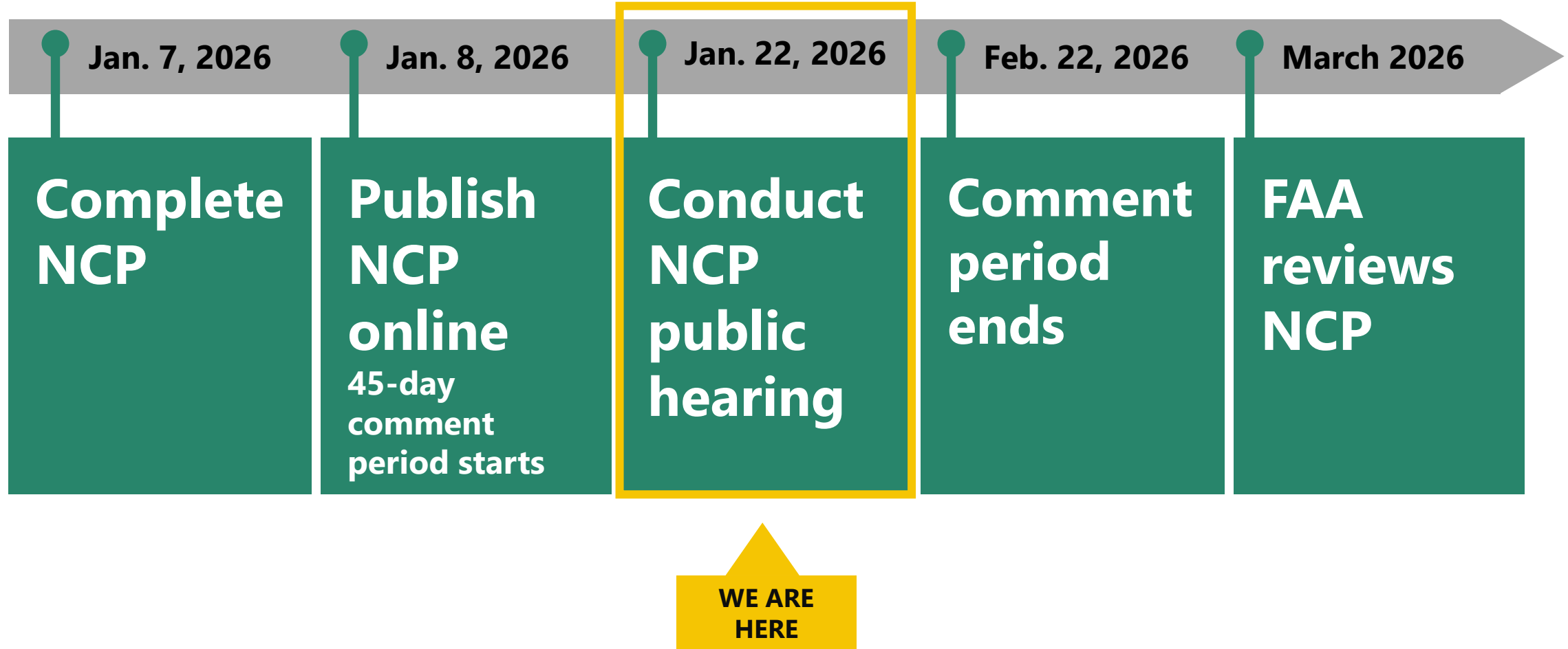
## Recommended for implementation

- Land use measure 1: Work with jurisdictions with land use authority on land use planning and zoning to promote compatible land uses in vicinity of KCIA
- Land use measure 2: Acquisition of land and interests therein

# Summary of recommendations for strategies that must be considered during the preparation of the NCP:

|                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                    |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Acquisition of land and interests therein                                                                                                                                                                                      |  <b>Recommended for implementation</b>                                                                                                                                          |
| Construction of barriers and acoustical shielding, including the soundproofing of public and private buildings                                                                                                                 |  <b>Barriers not recommended</b><br> <b>Continuing residential noise program recommended</b> |
| Implementation of a preferential runway use program                                                                                                                                                                            |  <b>Not recommended</b>                                                                                                                                                         |
| Implementation of restrictions on the use of the airport by any type or class of aircraft based on the noise characteristics of those aircraft                                                                                 |  <b>Not recommended</b>                                                                                                                                                         |
| The use of flight procedures (including the modifications of flight tracks) to control the operation of aircraft to reduce exposure of individuals (or specific noise-sensitive areas) to noise in the area around the airport |  <b>Not recommended</b>                                                                                                                                                         |
| Other actions or combinations of actions that would have a beneficial noise control or abatement impact on the public                                                                                                          |  <b>None identified</b>                                                                                                                                                        |
| Other actions recommended for analysis by the FAA for the airport                                                                                                                                                              |  <b>None identified</b>                                                                                                                                                       |

# Next steps



# How to share input

Submit comments on the draft NCP via public testimony, written comment, by email, or online through Friday, Feb. 22, 2026.

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Matt Sykora  
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7277 Perimeter Road South  
Seattle, WA 98108



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# Part 150 Study

NOISE AND LAND USE COMPATIBILITY STUDY

## Public testimony

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# Written comments

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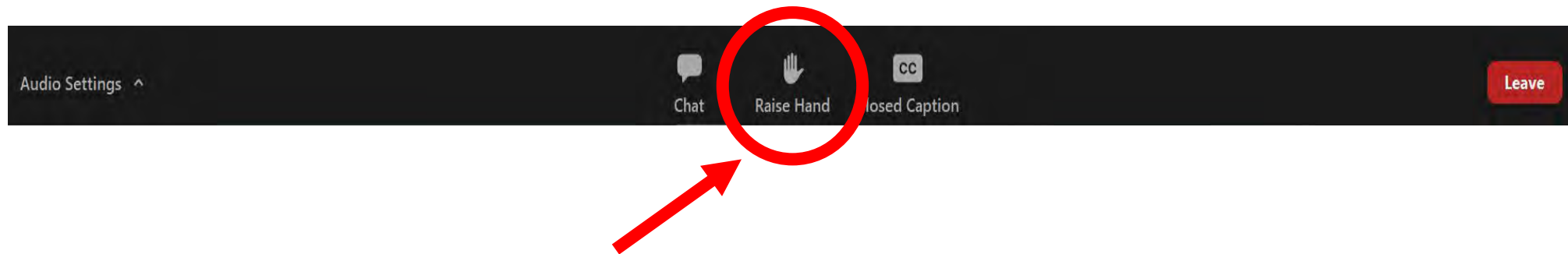
Note: Testimony received in the chat will be documented and not read aloud. Comments submitted will go directly to the study team and will not be viewable at this public hearing.



# Oral comments

**In person:** Use the speaker sign-up card and give the card to staff at the welcome table.

**On Zoom:** Use the Raise Hand function to indicate that you want to provide comments or type your first and last name in the chat. If using a phone, dial \*9 to "raise hand". Your first and last name will be required to give testimony.



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- Testimony should focus on airport noise, the Part 150 process, and the draft NCP.
- All comments received will be documented as public record.

# When testifying

- The public hearing officer will call your name, and the names of the next two people who will speak after you.
- Listen for your name so you are ready when called.
- Share and spell your first and last name before you testify.
- After you share and spell your name, a timer will begin and you will have **2 minutes** to testify, or up to **4 minutes** if using a translator.
- Testimony will be accepted until all registered speakers have had an opportunity to speak.

# Thank you for participating

Submit comments on the draft NCP by 5 p.m. Pacific Standard Time on Friday, Feb. 22, 2026, by the following methods.

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