

SNOHOMISH COUNTY AIRPORT 2010 ANNUAL NOISE REPORT

PAINE FIELD 3220 100TH ST SW, EVERETT, WA 98204
NOISE HOTLINE: 425-353-2110x1

January – December 2010

INTRODUCTION TO SNOHOMISH COUNTY AIRPORT NOISE MONITORING SYSTEM

This report summarizes noise monitoring data collected in 2010 (January – December) at Snohomish County Airport-Paine Field. It includes comparisons with data collected in previous years where possible. The noise monitoring system produces a tremendous amount of data in a variety of formats.

The Snohomish County Airport Noise Monitoring System includes three central computers, digital voice recorder, three semi-permanent noise monitors, and one mobile noise monitor. Figure E on Page 4 shows the location of the semi-permanent monitors. Monitor One is located 9500 feet north of the airport in Mukilteo. Monitor Two is located 6500 feet west of the airport in Harbour Pointe. Monitor Three is located 8500 feet south of the airport near Lake Serene. Monitor Four, the mobile monitor, is mounted in the airport's noise monitoring trailer and is used for spot monitoring throughout the community.

Figure A, B, and C present noise calls received from residents during 2007-2010. Figure A presents the correlation between flight operations and flight related noise calls, figure B presents the correlation between engine testing and engine testing related noise calls and figure C presents the comparison of noise calls by aircraft type.

analysis can be found in Chapter C of the 1995 Paine Field FAR Part 150 Noise Study. This is available at local public libraries or from the Airport Office.

The most common noise measurements used by Paine Field are sound exposure levels (SEL) and cumulative noise levels.

Sound Exposure Level (SEL)

Noise levels generated by aircraft operations are expressed as Sound Exposure Level (SEL) events. The "A"-weighted SEL value represents the total sound level over a background noise threshold, thereby separating aircraft noise events from other noises. SEL accounts for the intensity and duration of the sound of each single event.

Airport staff correlates SEL data with noise calls from Airport neighbors and operations data from the Federal Aviation Administration (FAA) Air Traffic Control Tower. A database has been created with minimum, maximum, and average noise levels at each noise monitor for each aircraft type conducting different types of operations. Figure D presents average SEL noise levels in the database for large jet aircraft arrivals and departures at Monitors One and Three.

Cumulative Noise Levels

Cumulative noise levels include noise from various sources, including wind, animals, automobiles, and aircraft. The Airport's Noise Monitoring System computer analyzes the characteristics of each single event noise recorded. It distinguishes between aircraft and community noises and labels them accordingly. "A" weighted Day-Night Sound Level (DNL) is the standard sound metric used by the Environmental Protection Agency (EPA) and the FAA for determining cumulative noise exposure around airports. The DNL metric adds a 10 dBA penalty to all noises recorded between the hours of 10:00 PM and 7:00 AM to reflect the greater sensitivity individuals have to noise while sleeping. The DNL data generated by the noise monitoring equipment can be compared to annual DNL noise contours generated in the Part 150 Noise Study Update.

NOISE MEASUREMENTS

Noise is measured in decibels (dB) which is a logarithmic expression of sound pressure level. All data collected by the Airport's Noise Monitors are "A" weighted to more closely reflect the way people hear sounds. "A" weighting, written as dBA, discriminates against sounds that the human ear is less sensitive to which are sounds below 1,000 hertz (cycles per second) and above 6,000 hertz.

An extensive discussion of noise metrics and computer noise



2010 ANNUAL AIRCRAFT OPERATIONS AND NOISE COMPLAINTS

The Airport received 740 noise complaints during 2010. 688 of those calls were complaints regarding flight operations. We received 45 calls regarding engine testing. 3 people accounted for 245 calls or 33% of the total calls for the year. During 2010, the FAA Paine Field Air Traffic Control Tower recorded 110,794 flight operations. This is a 2% decrease in operations from 2009 which had 113,517 operations. The four-year average number of flight operations is 123,913. Total operations for 2010 were 11% below the four-year average.

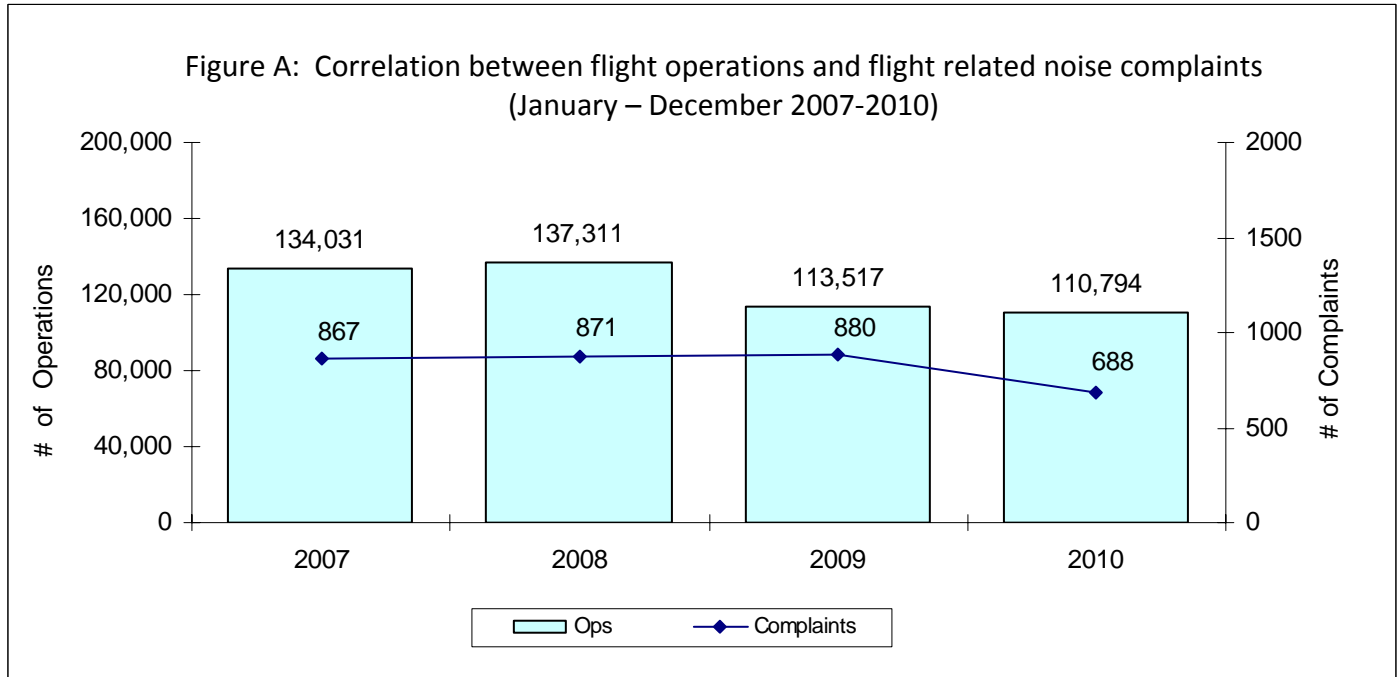
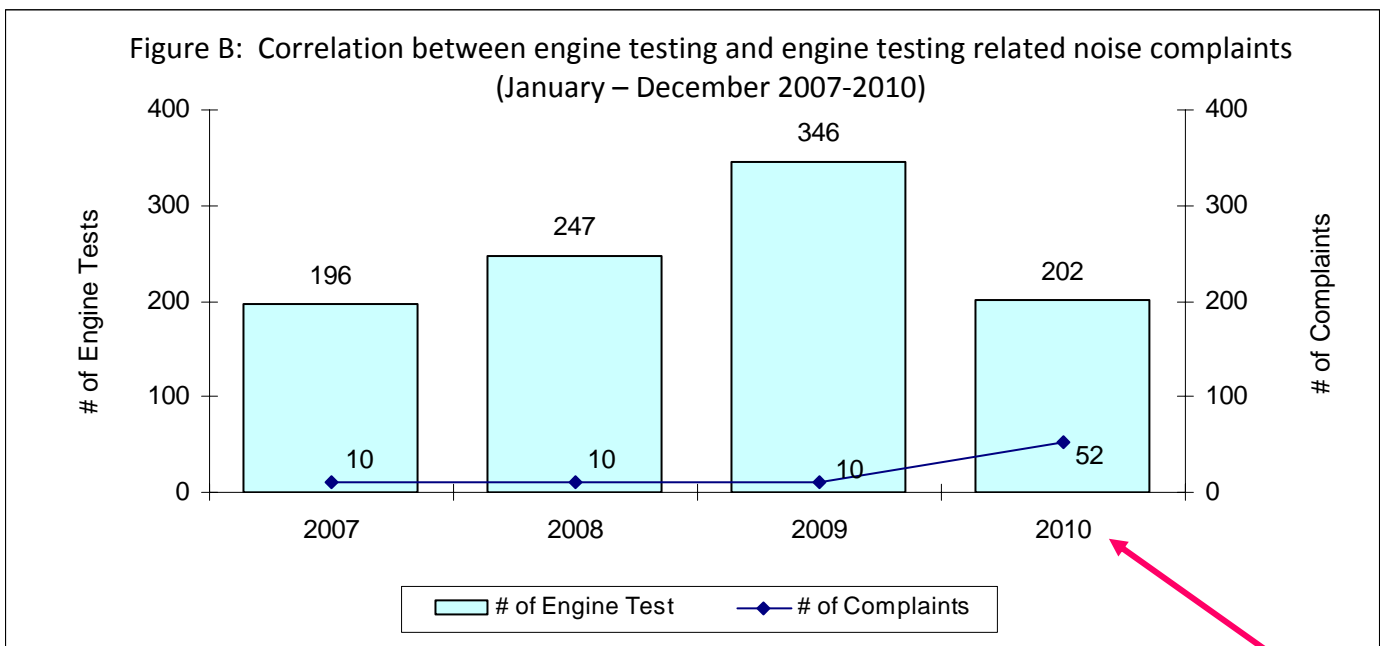


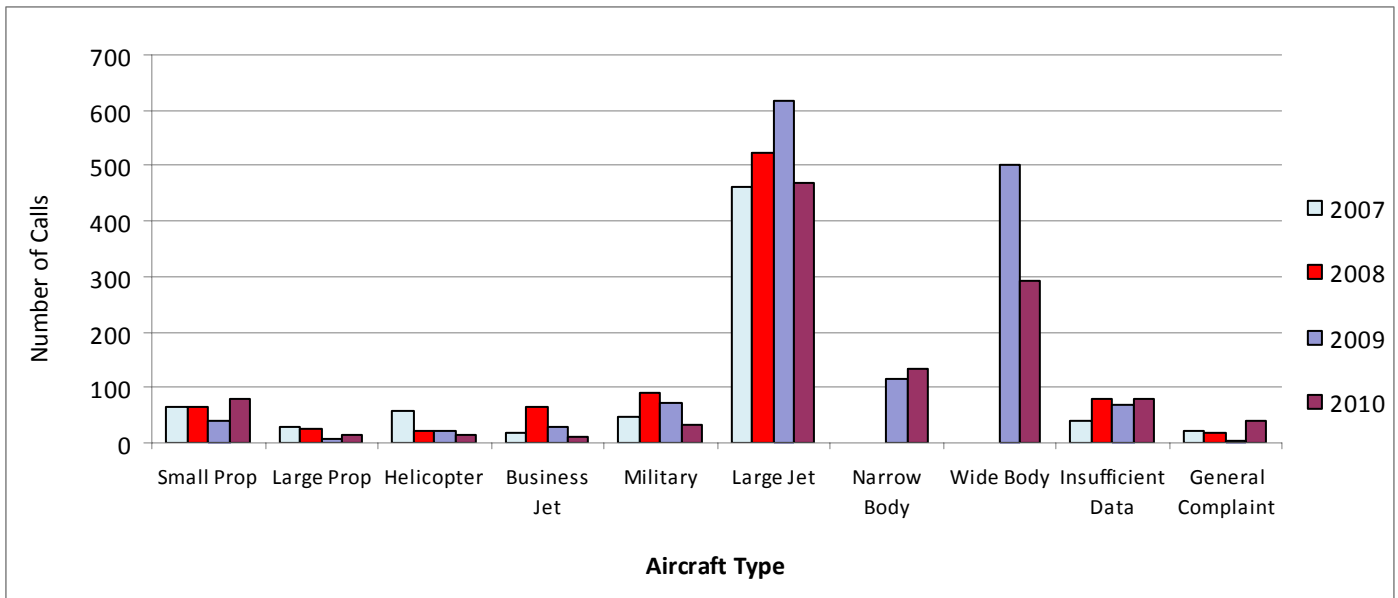
Figure B compares the number of noise complaints on engine testing with total engine tests conducted during the same period. Table one on page 3 indexes the number of noise calls received from each Paine Field Community Council subquadrant during 2010. The Community Council subquadrants are shown graphically on Figure E. Specific boundary delineation information is available at the Airport Office.



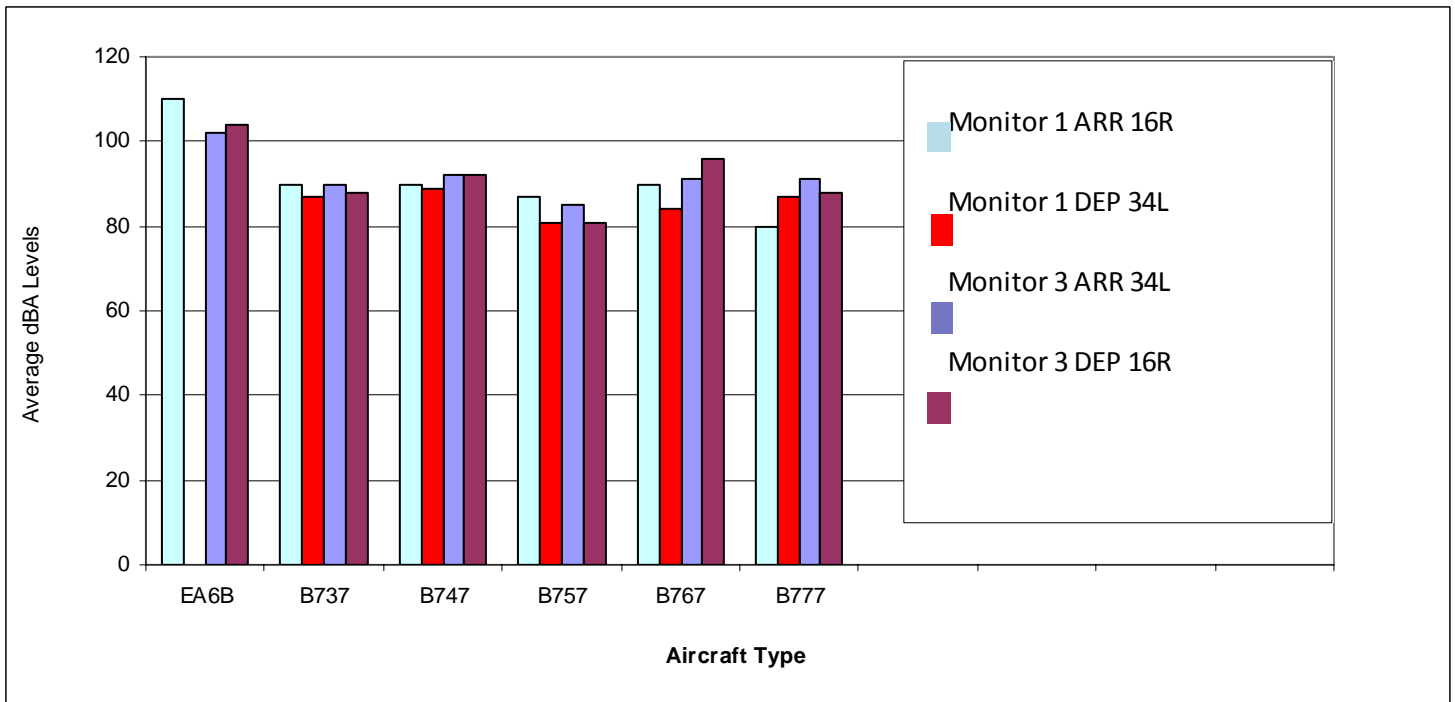
Number of complaints due to engine runs jumped this year due to the certification testing by the Boeing Company on the 787 and 747-8.

2007-2010 ANNUAL NOISE COMPLAINTS BY AIRCRAFT TYPE

Figure C: Comparison of Annual 2007-2010 Noise Calls for Flight Operations by Aircraft Type



AVERAGE NOISE LEVELS



NOISE COMPLAINTS – JANUARY – DECEMBER 2010

Table One: Noise Complaints by Paine Field Community Council Subquadrants: January – December 2010

NW1	NW2	NW3	NW4	NE1	NE2	NE3	NE4	SW1	SW2	SW3	SW4	SE1	SE2	SE3	SE4	Unk/Other	Total
126	0	33	215*	22	3	0	14	21	5	10	15	22	1	4	153**	96	740

* Indicates that 53% of the calls were made by one caller.

** Indicates that 86% of the calls were made by two callers

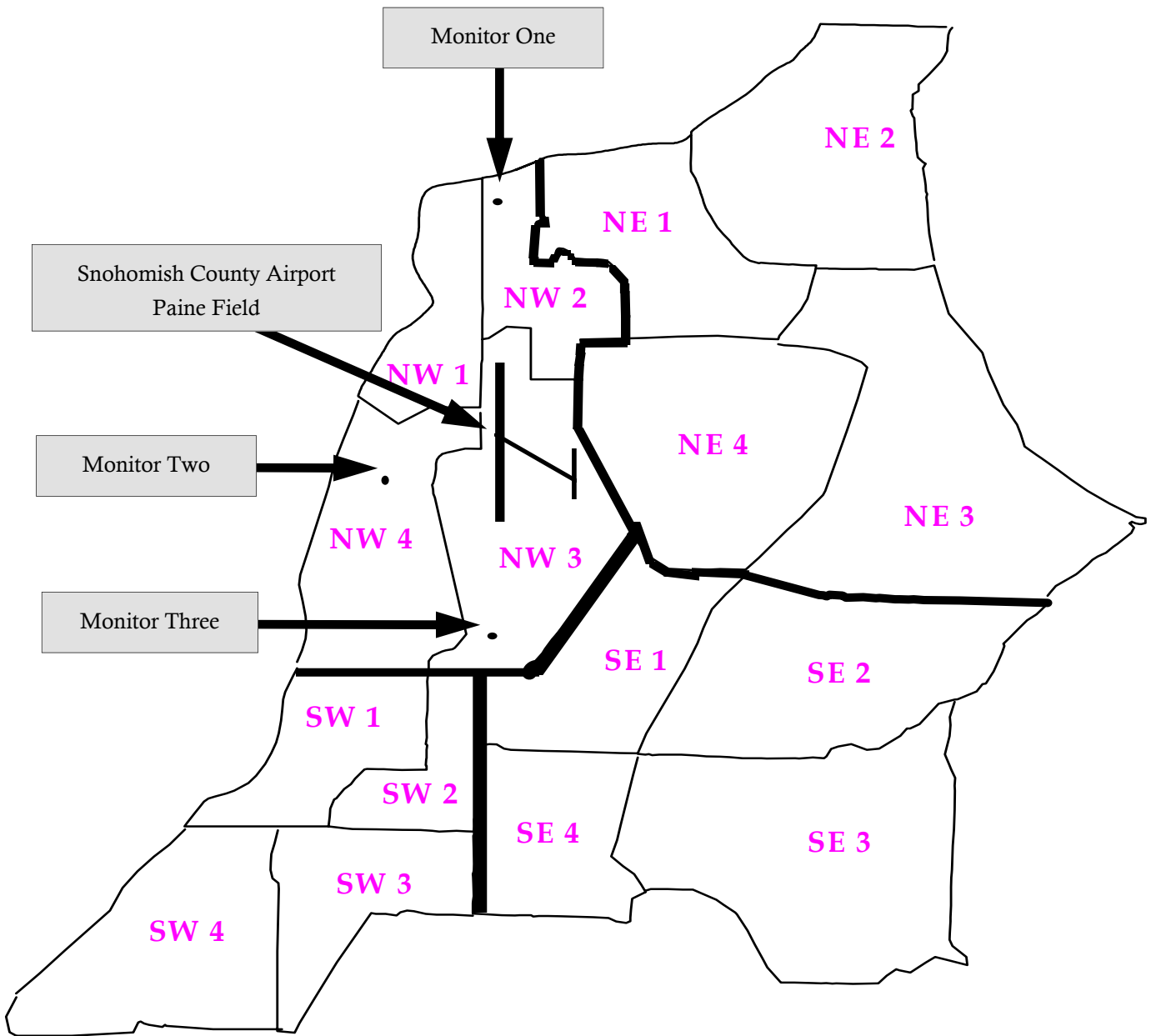


Figure E: Paine Field Community Council Subquadrants