



## **DEPARTMENT OF TRANSPORTATION**

### **Federal Aviation Administration**

#### **Noise Compatibility Program for King County International Airport – Boeing Field, King County, Washington**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Acceptance of King County International Airport – Boeing Field noise exposure map.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its determination that the noise exposure map submitted by King County for King County International Airport – Boeing Field is compliant with applicable statutory and regulatory requirements.

**DATES:** The effective date of the FAA’s determination on the noise exposure map is June 6, 2025.

**FOR FURTHER INFORMATION CONTACT:** Sky M. Laron, 2200 S. 216<sup>th</sup> Street, Des Moines, WA 98198, (206) 231-4136.

**SUPPLEMENTARY INFORMATION:** The FAA determined the noise exposure map submitted by King County for King County International Airport – Boeing Field, is in compliance with applicable statutory and regulatory requirements, effective June 6, 2025. Under title 49, United States Code (U.S.C.) section 47503, an airport operator may submit to the FAA noise exposure maps depicting non-compatible uses as of the date such map is submitted, a description of estimated aircraft operations during a forecast period that is at least five years in the future and how those operations will affect the map. A noise exposure map must be prepared in accordance with title 14, Code of Federal Regulations (CFR) part 150, the regulations promulgated pursuant to 49 U.S.C. 47502, and developed in consultation with public agencies and planning authorities in the

area surrounding the airport, state and Federal agencies, interested and affected parties in the local community, and aeronautical users of the airport. In addition, an airport operator that submitted a noise exposure map, which the FAA determined is compliant with statutory and regulatory requirements, may submit a noise compatibility program for FAA approval that sets forth measures the operator has taken or proposes to take to reduce existing non-compatible uses and prevent the introduction of additional non-compatible uses.

The FAA completed its review of the noise exposure map and supporting documentation submitted by King County and determined the noise exposure map and accompanying documentation are compliant with applicable requirements. The documentation that constitutes the Noise Exposure Map includes: current and forecast NEM graphics (2023 Existing Condition Noise Exposure Map and 2030 Future Condition Noise Exposure Map), plus all other narrative, graphic, or tabular representations of the data required by 14 CFR 150.101 and 49 U.S.C 47503 and 47506. This determination is effective on June 6, 2025. FAA's determination on an airport's noise exposure map is limited to a finding that the noise exposure map was developed in accordance with the 49 U.S.C 47503 and 47506 and procedures contained in 14 CFR part 150, appendix A. FAA's acceptance of an NEM does not constitute approval of the applicant's data, information or plans, or a commitment to approve a noise compatibility program or to fund the implementation of that program. If questions arise concerning the precise relationship of specific properties within noise exposure contours depicted on a noise exposure map, it should be noted that the FAA is not involved in any way in determining the relative locations of specific properties with regard to the depicted noise contours or in interpreting the noise exposure maps to resolve questions concerning, for example, which properties should be covered by the provisions of 49 U.S.C. 47506. These functions are inseparable from the ultimate land use control and planning responsibilities of local government. These local

responsibilities are not changed in any way under 14 CFR part 150 or through FAA review and acceptance of a noise exposure map. Therefore, the responsibility for the detailed overlaying of noise exposure contours onto the map depicting properties on the surface rests exclusively with the airport operator that submitted a noise exposure map or with those public and planning agencies with which consultation is required under 49 U.S.C. 47503. The FAA relied on the certification by the airport operator, under 14 CFR 150.21, that the required consultations and opportunity for public review has been accomplished during the development of the noise exposure maps. Copies of the noise exposure map and supporting documentation and the FAA's evaluation of the noise exposure maps are available for examination at the following locations:

Federal Aviation Administration  
Northwest Mountain Region Airports Division  
2200 S. 216th Street, Des Moines, WA 98198

King County International Airport – Boeing Field  
7277 Perimeter Rd. S.  
Seattle, WA 98108

Questions may be directed to the individual listed in the “For Further Information Contact” section of this notice.

Issued in Des Moines, Washington on June 6, 2025.

**William C. Garrison,**

*Director, Airports Division, Northwest Mountain Region.*

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