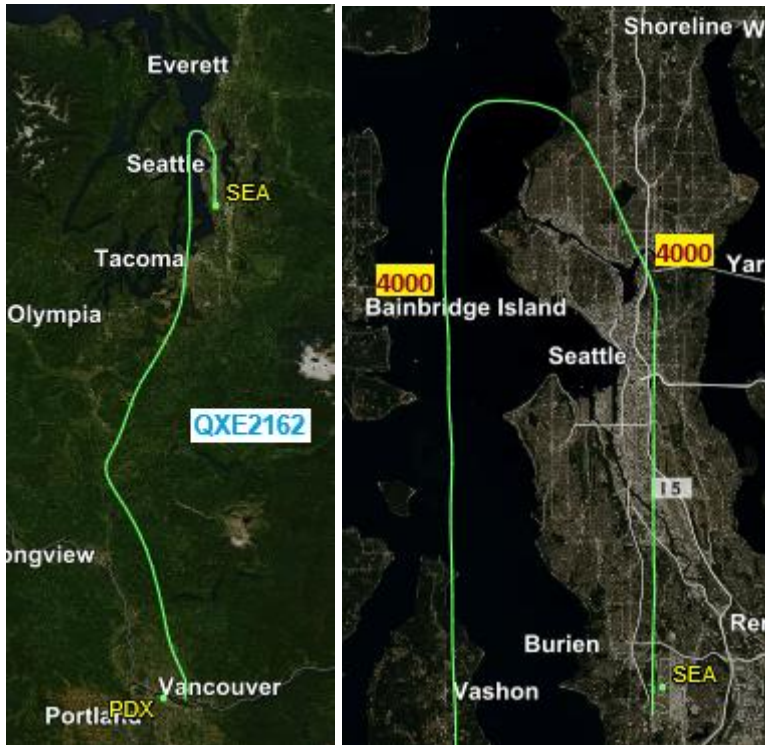


**Horizon 2052, arriving from Portland** at 7:21PM on 12/29/2016. ATC and the flight crew took advantage of the fact there was no other arrival traffic, and they did a good job using Elliott Bay to minimize impacts.

Key impact areas include:

1. **Vashon Island:** the repetitive concentrated NextGen arrival route descending to approximately 6,000ft at the north end of the island.
2. **Beacon Hill:** FAA utilized Elliott Bay but failed to further mitigate noise by flying from Elliott Bay toward Boeing Field, staying over the Duwamish industrial area and away from residential areas on the ridge areas.

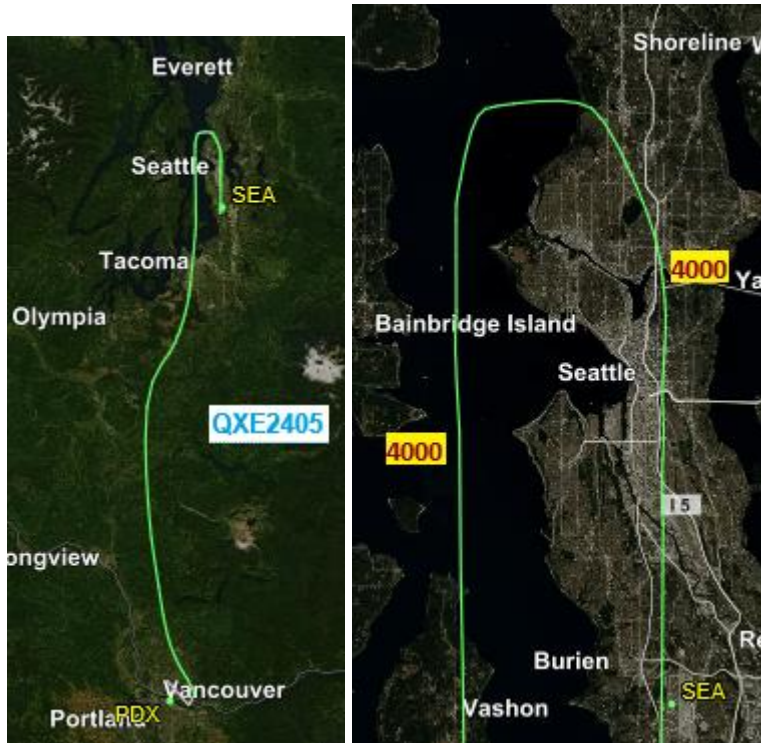


**Horizon 2162, arriving from Portland** at 6:22PM on 12/29/2016.

Due to other arrival traffic, ATC cleared the flight to level off at 4,000 feet and issued vectors for a route that proceeded almost as far north as Shoreline. Final was intercepted in the Eastlake area, while beginning descent out of 4,000ft. Note the enroute delay, a widened turn to the west, just north of Longview. Note also this was one of two Horizon arrivals from KPDX just three minutes apart.

Key impact areas include:

1. **Vashon Island:** the repetitive concentrated NextGen arrival route descending to approximately 6,000ft at the north end of the island.
2. **Northwest Seattle:** FAA's failure to manage arrival capacity resulted in an extended downwind leg and level-off at 4,000ft, thus necessitating a low/slow feed back to the final approach course.
3. **Beacon Hill:** FAA's inability to utilize Elliott Bay also eliminated the opportunity to set up further noise mitigation away over the Duwamish industrial area, flying from Elliott Bay toward Boeing Field and away from residential areas.

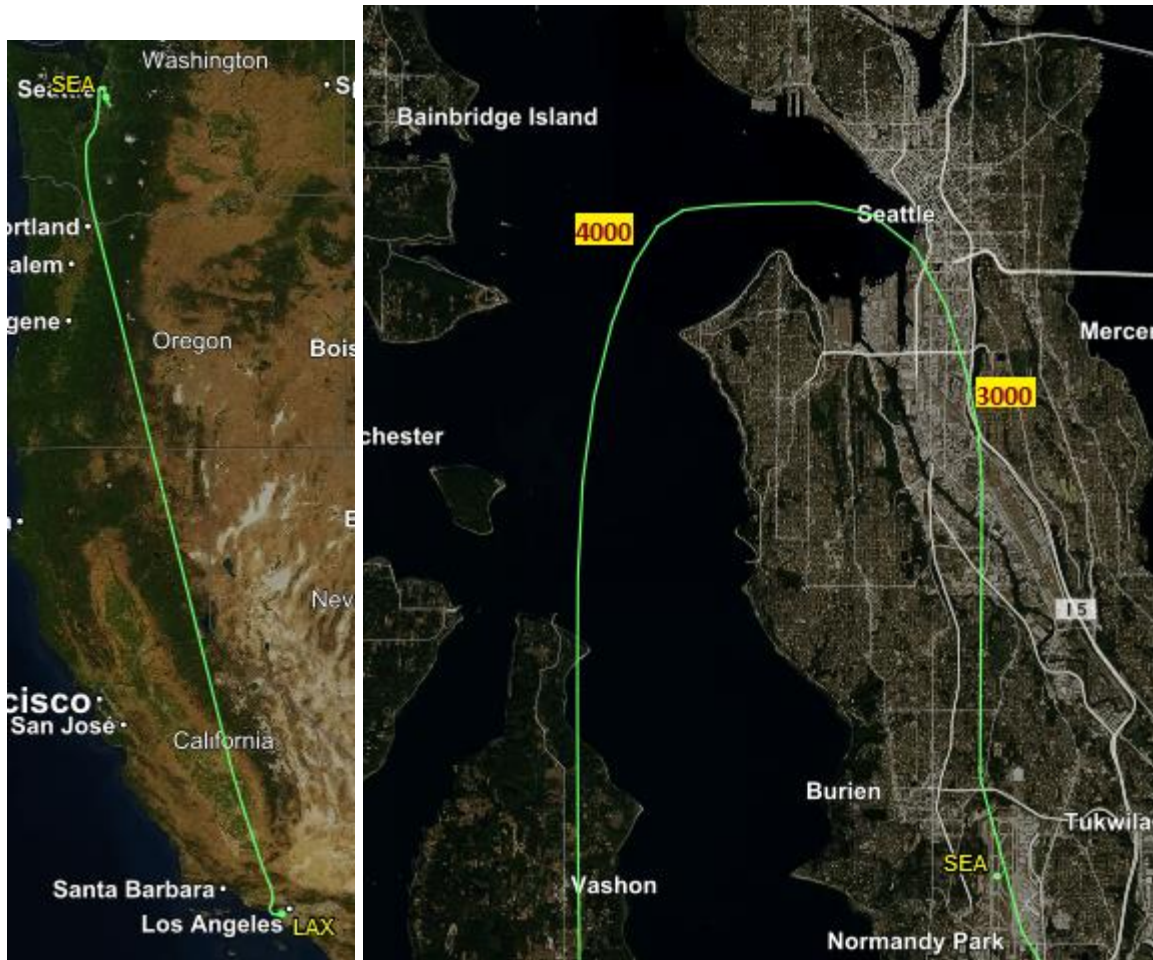


**Horizon 2405, arriving from Portland** at 6:19PM on 12/29/2016. Due to other arrival traffic, ATC cleared the flight to level off at 4,000 feet and issued vectors for a route that proceeded almost as far north as Shoreline. Final was intercepted near the University Bridge, while beginning descent out of 4,000ft.

Key impact areas include:

1. **Vashon Island:** the repetitive concentrated NextGen arrival route descending to approximately 6,000ft at the north end of the island.
2. **Northwest Seattle:** FAA's failure to manage arrival capacity resulted in an extended downwind leg and level-off at 4,000ft, thus necessitating a low/slow feed back to the final approach course.
3. **Beacon Hill:** FAA's inability to utilize Elliott Bay also eliminated the opportunity to set up further noise mitigation away over the Duwamish industrial area, flying from Elliott Bay toward Boeing Field and away from residential areas.





**Alaska 449**, arriving from Los Angeles at 7:02PM on 12/29/2016. ATC and the flight crew took advantage of the fact there was no other arrival traffic, and they did a good job using Elliott Bay to minimize impacts. Their slight diagonal course to join final late, near Jefferson Park Golf Course, also reduced impacts on North Beacon Hill residents.

Key impact areas include:

1. **Vashon Island:** the repetitive concentrated NextGen arrival route descending to approximately 6,000ft at the north end of the island.
2. **Beacon Hill:** if FAA would use NextGen to route arrivals even further west, flying from Elliott Bay toward Boeing Field and intercepting final at or south of Georgetown, more Beacon Hill residents would get relief from noise impacts.



**Alaska 479, arriving from Los Angeles** at 6:17PM on 12/29/2016. Due to other arrival traffic, ATC cleared the flight to level off at 3,800 feet and issued vectors for a route that proceeded almost as far north as Shoreline. Final was intercepted near Volunteer Park, while descending through 3,500ft.

Key impact areas include:

1. **Vashon Island:** the repetitive concentrated NextGen arrival route descending to approximately 6,000ft at the north end of the island.
2. **Northwest Seattle:** FAA's failure to manage arrival capacity resulted in an extended downwind leg and level-off at 3,800ft, thus necessitating a low/slow feed back to the final approach course.
3. **Beacon Hill:** FAA's inability to utilize Elliott Bay also eliminated the opportunity to set up further noise mitigation away over the Duwamish industrial area, flying from Elliott Bay toward Boeing Field and away from residential areas.