



SEA-TAC STAKEHOLDER ADVISORY ROUND TABLE

Aviation Noise Working Group Facilitator's Meeting Summary

Monday, September 24 2018, 5:30-7:30

Meeting Objectives: To review data on nighttime flight operations and to discuss examples of runway use letters of agreement from other airports. To discuss and consider constructive next steps.

Meeting Summary: The Working Group attendees included StART members, as well as resource representatives from the airlines, the FAA, and Port of Seattle.

The meeting's main focus was to review data on nighttime flight operations. A few key findings are:

- Between midnight and 5 am activity decrease significantly
- There are approximately 46 night takeoffs and landings between midnight and 5:00am (some seasonal variations)
- The majority of night flights are domestic
- The majority of cargo flights utilize wide body aircraft

The discussion focused on identifying additional data that would help inform the crafting of a possible voluntary nighttime curfew.

The Working Group provided guidance to the airport staff and consultant to focus attention on exploring options for reducing aviation noise between the hours of 12:00am to 5:00am and to hone in on identifying what is creating the greatest noise impacts for communities north and south of the airport, (for example, a specific flight, type of aircraft, a specific flight path or runway, etc.) and identifying actions related to flight operations that could reduce these impacts.

The Working Group reviewed and discussed examples of letters of agreement for runway use from a variety of airports. The noise consultant reviewed some lessons learned from other airports. The Working Group will consider whether a revised Letter of Agreement between the Port of Seattle and FAA would be worthwhile and what might be revisions to consider. Some possible revisions discussed included 3rd runway use at night and documenting procedures that are currently going well.

The Working Group briefly discussed the development of the work program. The Working Group suggested that it is important to clarify the overall goals of the work program. Suggestions for goals included: to make improvements to reduce the impact of nighttime noise, collect and share information about the who, what, where, and when related to noise impacts, and to identify specific noise reduction measures to explore.

The Working Group will refine their guidance on a voluntary curfew and letter of agreement for runway use after additional data is reviewed and after input from StART. The Working Group emphasized the importance of the cooperation of the FAA and airlines in these discussions and exploration of options.

Next Steps: The Working Group decided to add an additional meeting in December. Members identified additional information to be brought to the next meeting including specific mapping of flight tracks between

midnight and 5:00am, additional information about the rationale for specific flights to be at the times they are, any projections on possible increases in nighttime flights, and upcoming carrier fleet changes.

Based on the information discussed in the meetings, the Working Group requested that the Port and the FAA discuss, among themselves, what improvements could be made to the previous Letter of Agreement to reduce nighttime noise.

The next meeting will include discussion of a draft work program for the Working Group that identifies potential actions, additional analysis or information needed to evaluate each strategy, and who will take the lead with each task. The Working Group will brief StART members and solicit comments at the October StART meeting and will consider their feedback at the next Working Group meeting.