



SEA-TAC STAKEHOLDER ADVISORY ROUND TABLE

Aviation Noise Working Group Facilitator's Meeting Summary

Monday, November 26, 2018

5:30-7:30PM, Conference Center Sea-Tac Airport

Member	Interest Represented
John Resing	Federal Way
Yarden Weidenfeld	Federal Way
Ken Rogers	Des Moines
Earnest Thompson	Normandy Park
Mark Hoppen	Normandy Park
Eric Zimmerman	Normandy Park
Joe Scorcio	SeaTac
Tom Fagerstrom	Port of Seattle
Robert Tykoski	Port of Seattle
Tim Toerber	Port of Seattle
Scott Kennedy	Alaska Airlines
Marco Milanese	Port of Seattle
Scott Ingham	Delta Airlines
Tony Gonchar	Delta Airlines
Jason Ritchie	FAA
Vince Mestre	L&B

Facilitator: Phyllis Shulman, Civic Alchemy

Note Taker: Megan King, Floyd/Snider

Other Attendees: Lance Lyttle, Port of Seattle; Arlyn Purcell, Port of Seattle; Dave Kaplan, Port of Seattle

Meeting Objectives:

Meeting Objectives: To review and provide feedback on drafts of a voluntary late-night curfew and a Runway Use Agreement. To analyze the potential options for changes in Runway 34R's glide slope as a means to reduce aviation noise. To provide guidance on the Working Group's work plan.

Meeting Summary:

The meeting was focused on reviewing progress and providing guidance on three potential strategies for aviation noise reduction: a voluntary late night curfew, updated runway use agreement, and potential glide slope changes to Runway 34R.

Voluntary Late Night Curfew Review – Proposed Adjustments to Existing Fly Quiet Program:

The noise consultant reviewed the federal limits (Airport Noise and Capacity Act of 1990) that restrict airports from instituting mandatory curfews. Voluntary curfews can be requested by an airport as long as they do not include fees or financial incentives for compliance. Since the last StART Aviation Noise Working Group meeting, the Port and the noise consultant have put together a draft program and outlined next steps to reduce late-night aircraft noise through discussions with airlines about their schedules and adjustments to the Fly Quiet Program by adding a penalty for any flight over a single event noise threshold. Specific information was shared regarding which aircraft and airlines that arrive and depart during late-night hours are the loudest.

The following component was suggested as the make-up of the program:

- Publicize with airlines and the public who is the “best” quiet airline and who is the “worst” The ratings would be based on the current Fly Quiet Program with modifications.

Questions and responses to questions included:

1. What is the number that would result in a penalty, and how much of current late-night flights exceeds this threshold?

Response: The number needs to be less than the noise created by the Boeing-747, but higher than the 777/737 number, so operators could potentially utilize existing quieter aircraft in their fleets. The calculation also needs to account for averaging that can make these wide-body aircraft appear less noisy than they are.

2. Do airlines take the Fly Quiet Program seriously? What is the likelihood that airlines will care?

Response: The Fly Quiet Program currently is communicated to the community through outreach, advertised in trade magazines, part of the Port’s environmental award program, and airlines use it in their promotional material to the public. In the past, the Fly Quiet Program has focused solely on positive messaging on an annual basis and the Program has not focused on which airlines are doing poorly in the program. In going forward, the Port would increase Program visibility, publicize all carriers’ scores and work with the airlines that are rated highly to advertise their positive contributions.

3. Has anyone studied whether rating poorly in a Fly Quiet Program has a negative financial impact on airlines?

Response: No studies are known of, but winners for Fly Quiet Programs often use their award as part of their advertising.

4. Who specifically would be attending meetings with the airlines to discuss with them the late-night hours noise reduction objective?

Response: Specific Port staff has not been identified yet, but it was stated that the Managing Airport Director's involvement is critical to give weight to the message.

5. Since the use of airport revenues/funds cannot be utilized as incentives for the Fly Quiet Program, can funds from the Port levy be utilized?

Response: Do not know enough to comment on this.

6. Why should we not be working with legislators to try to make a change to federal law to allow airports to create mandatory curfews?

Response: This Working Group members stated that they wanted to focus initially on identifying near-term actions. There are currently other community and national groups focused on trying to influence federal law.

Discussion focused on developing realistic expectations of the program's influence, noting that cargo carriers may be less concerned about their Fly Quiet Program score. It was brought up that even given this possibility, cargo carriers might be flexible about which aircraft they use at Sea-Tac Airport and they may want to see themselves as good neighbors. Community representatives stated that they have an important role to play in drawing attention to those airlines that are flying the noisiest late-night flights and to help raise awareness. The Working Group acknowledged the challenge of voluntary measures succeeding, but communicated their support to move this effort forward with the hope that there will be an impact.

Next steps include:

- Analyze late-night noise data to determine the noise threshold for identifying the noisiest aircraft and share the recommended threshold at the next Aviation Noise Working Group meeting.
- Develop Fly Quiet letter(s), brochure(s), and other materials to utilize for discussion with air carriers.
- Develop a more robust Fly Quiet website and communication materials that highlights air carrier ratings
- Meet with operators to discuss reduction of late-night flights, change of aircraft, and modifications to the Fly Quiet program.
- Continue developing other potential incentives to encourage compliance/involvement including considering whether Port levy funds could be utilized to enhance the likelihood of success.
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Draft Runway Use Agreement:

The discussion began with a presentation reviewing a draft of a new Runway Use Agreement highlighting the new language. It was stated that the new agreement would include a process for monthly monitoring and check-in between the Port and the FAA. This monthly meeting would provide the opportunity to discuss compliance and challenges. It was also stated that a new Runway Use Agreement might need to have to undergo an environmental review before completion. The Working Group provided some edits to the draft. The Working Group recommended that prior to initiating formal discussions with the FAA regarding the Runway Use Agreement, the full StART group should review the draft agreement. It was also suggested that additional clarity about what changes might occur regarding noise with a new agreement's implementation.

Questions and responses to questions included:

1. If there needed to be some kind of environmental review, what would be the purpose? Is there some threshold in which changes to runway use are not permissible?

Response: Since the new agreement would be moving aircraft operations from the 3rd runway to an internal runway, it may require environmental review, due to the increased traffic on the internal runway. FAA staff is looking into whether an official environmental review would be required. Even if not required, it may be beneficial to analyze whether there are any unintended consequences of making this adjustment. Change is acceptable unless there is a 1.5 dB DNL within the 65dB area.

2. Why does existing North Flow preferential language in the Draft Runway Use Agreement only apply to departures?

Response: If departures are north flow, arrivals must be as well. Cannot arrive/depart in opposite directions.

3. Is it possible to quantify observance of North Flow procedures?

Response: Yes, there is currently 95-96% observance.

Next Steps include:

- Solicit comments from StART at the December 19 meeting.
- Provide additional information, if known, about what an environmental review may entail and whether it is warranted.
- Send draft to FAA for review/input and initiate discussion with air traffic control about feasibility.
- Provide information on if the Runway Use Agreement was 100% observed what % of the 3rd Runway operations would likely move to the other runways as well as analysis on how that would impact noise.

Runway 34R Glide Slope Modification:

The discussion began with a presentation regarding possible options for increasing the glide slope from 2.75° to 3° on 34R and what it might take to implement each option. Three options were presented with varying timelines and costs for implementation. Each option will require additional analysis and discussion to determine its feasibility and pros and cons. The FAA resource person provided guidance on what information would be needed by the FAA to get through the approval process, also stating that there are over 40,000 current procedure requests nationwide, so the more information and data provided on the rationale the better. Working Group members commented that a short-term temporary solution, costing less, might be beneficial, particularly if some of these changes may be made as part of the Sustainable Airport Master Plan process. One concern that was expressed was that planes approaching at a steeper angle would require more reverse thrust to reduce their speed.

Next Steps include:

- Additional analysis and discussion with the FAA.

Discussion and Next Steps:

A draft Aviation Noise Work Group Work Program for the next few months was reviewed. Working Group members provided feedback on the schedule and wording of the Work Program. The Working Group agreed that the Work Program is a “rolling” program and that items and the schedule will change over time. The 2019 schedule for the Working Group will be discussed at the next Work Group meeting.

The next Aviation Noise Working Group meeting will be 12/10/18 at 5:30-7:30pm at the airport.