



SEA-TAC STAKEHOLDER ADVISORY ROUND TABLE

Aviation Noise Working Group Facilitator's Meeting Summary

Monday, October 29, 2018

5:30-7:30PM, Conference Center SeaTac Airport

Member	Interest Represented
Terry Plumb	Burien
Chris Hall	Federal Way
John Resing	Federal Way
Earnest Thompson (phone)	Normandy Park
Mark Hoppen	Normandy Park
Eric Zimmerman (phone)	Normandy Park
Robert Akhtar	SeaTac
Joe Scorcio	SeaTac
Tom Fagerstrom	Port of Seattle
Robert Tykoski	Port of Seattle
Tim Toerber	Port of Seattle
Steven Osterdahl	Alaska Airlines
Stan Shepherd	Port of Seattle
Marco Milanese	Port of Seattle
Scott Ingham	Delta Airlines
Tony Gonchar	Delta Airlines
Randy Fiertz	FAA
Vince Mestre	L&B

- **Facilitator: Phyllis Shulman, Civic Alchemy**
Note Taker: Megan King, Floyd Snider

Meeting Objectives:

To review and provide feedback on approaches to a voluntary night-time curfew and runway use agreement. To review analysis of night-time operations. To discuss and consider constructive next steps regarding noise abatement departure procedures and a glide slope analysis.

Meeting Summary:

The main focus of the meeting was to review data and to discuss options for a voluntary night-time curfew and elements of a potential revised Runway Use Agreement. In order to provide informed direction, the Working Group also reviewed an analysis of night-time operations. Noise abatement departure procedures were introduced as an additional option for reduction of the impacts of noise. The discussion began with reviewing comments from the October 24 StART meeting.

Voluntary Night-time Curfews:

Two main topics were discussed: clarification of what is a voluntary curfew and a comparison of aircraft single event noise levels. There was discussion that the primary incentive for compliance is positive or negative publicity. The goal of the incentives would be to work in partnership with the aircraft operators to review and revise their night-time operations in order to reduce the impacts of noise on the surrounding communities. Implementation methods would include modifications to the Port's Fly Quiet Program to include curfew operations, publish the results of the Fly Quiet Program more prominently, and develop materials and hold discussions with airlines on the type of aircraft flown and scheduling considerations at night. Hollywood Burbank Airport in Burbank, California was showcased as an airport that currently has a voluntary night-time curfew.

Runway Use Agreement:

The discussion focused on reviewing variations on types of runway use agreements and the pros and cons of each option. Based on this information, it was stated that for SeaTac Airport's circumstances a formal agreement between the Port and local FAA is likely the most favorable alternative, but is also the most challenging because of the formal legal review process. It was noted that there is an advisory circular (dated 1981) that provides guidance on how to draft formal agreements.

The noise consultant presented an aircraft noise profile comparison based on aircraft type. It was noted that the aircraft noise footprint for certain aircraft, for example Boeing 747s, is less affected by which runway is used when compared to quieter aircraft. The aircraft footprint for some other aircraft, for example, Boeing 737s, would have a measureable reduction of noise for surrounding communities depending on which runway the aircraft landed on. It was also noted that an aircraft footprint varies based on aircraft weights and the nature of the flight. In summary, for louder aircraft a voluntary curfew and fleet mix may be more important than preferential runway use. For quieter aircraft preferential runway use may be important. This information helps to identify what potential changes to aircraft or runway use would be most beneficial and the trade-offs regarding community impacts (e.g. less noise for one community, but potentially more noise for another).

Night-time Operations:

Port staff presented data on night-time flight arrivals and departures by runway, by type of aircraft, and by airline. The data set showed operations on all 3 runways from August 8 – September 8, 2018. Some outliers were noted where certain arrivals were the result of flight delays and typically did not arrive during 12:00 AM – 5:00 AM time block.

Noise Abatement Departure Procedures (NADP):

The noise consultant reviewed the process for implementing NADPs. The Work Group has yet to evaluate whether NADP are a preferable option to consider. This will be discussed at a future meeting. Some key findings regarding NADP and possible trade-offs included:

- Distant NADP results in higher noise for close-in airport communities, because aircraft operators do not cutback power as quickly, and flaps remain extracted through the climb.

- Distant NADP also saves fuel.
- Close-in NADP is better for close-in airport communities, but increases noise to communities farther out along the aircraft's flight path.

Preview of Glideslope Analysis (34R):

An emerging option for noise reduction is considering whether a change in glideslope from a 2.75 degree to a 3 degree or greater could reduce noise. Port staff is just beginning to evaluate the possibilities and provided a brief introduction to the topic for consideration at a later meeting. It was requested that information also be provided as to what it might take to increase the glideslope above 3 degrees.

Discussion and Next Steps:

- It was confirmed that ground operations are in the Working Group's scope of what will be analyzed and discussed to identify noise reduction options. This will be on the agenda at an upcoming meeting before the end of the year.
- Are there other incentives that the Port could offer besides publicity for a voluntary night-time curfew?
 - Financial incentives are not an option. The law is very explicit that fees cannot be changed.
- Airline Operators stated interest in continuing the discussion on night-time voluntary curfews and were asked to share initial concerns with a voluntary night-time curfew:
 - A voluntary night-time curfew could push flights into other hours where the schedule is already full.
 - Criteria used for Fly Quiet ratings should consider relative size of fleet, as well as weather or other impacts that cause unexpected schedule delays, which push flights into night-time hours.
- It was suggested that the Work Group develop a set of criteria that can be used to evaluate possible alternatives for action. One member proposed that the criteria consider use of energy (dB-seconds) and the number of people impacted and the degree to which they are affected. Port staff will provide some suggestions based on the discussion.
- It was suggested that it would be important to include both positive and negative scores in publicity related to the FlyQuiet Program.
- Port staff will begin discussions with the FAA on potential elements of a revised Letter of Agreement including firming up language related to the use of the outboard runway especially during night-time operations.
- Port staff will develop initial materials to bring to discussions with airlines about a voluntary night-time curfew.
- FAA was requested to explore the reasoning behind the regulations that only allows 3 procedures (standard, distant, and close in procedures) and whether it would be possible to add a 4th.
- Work Group members stated appreciation for hearing direct feedback from the airlines and encouraged the airlines to continue to be partners in StART. It was stated that their involvement is critical to the success of this effort.