



SEA-TAC STAKEHOLDER ADVISORY ROUND TABLE

StART AVIATION NOISE WORKING GROUP FACILITATOR'S MEETING SUMMARY

Monday, April 8, 2019

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

Member	Interest Represented
Earnest Thompson	Normandy Park
Eric Zimmerman (call in)	Normandy Park
Tom Fagerstrom	Port of Seattle
Marco Milanese	Port of Seattle
Stan Shepherd (call in)	Port of Seattle
Scott Kennedy	Alaska Airlines
Chris Hall	Federal Way
Vince Mestre	L&B
Chris Schaeffer	FAA
Shelia Brush	Des Moines
Tim Toerber	Port of Seattle
Tony Gonchar	Delta Air Lines
Robert Tykoski	Port of Seattle
Terry Plumb	Burien

Facilitator: Phyllis Shulman, Civic Alchemy

Note Taker: Emily Jackson, Floyd Snider

Meeting Objectives:

To review and provide input on the next steps with the Noise Abatement Departure Profiles and Airfield Noise Assessment agenda items.

Meeting Summary:

Update on Implementation of Draft Rolling Work Plan

- A320 arrival noise letter was sent out to air carriers at Sea-Tac; applies to pre 2014 A320 series aircraft only. Nine airlines operate A320 series aircraft at Sea-Tac. Letter requests airlines to share if and when they plan to retrofit planes with a vortex generator to lessen the noise generated by the aircraft.
- Updated Runway Use Agreement was provided to the FAA. Initial response from the FAA stated they agree, in principle, to language limiting 3rd runway landings between 12am-5am. Response

included additional comments. Next steps include completing discussion and any revisions to language with the FAA with the anticipation of implementation by mid-year.

Late Night Noise Limitation Program Update on Outreach and Analysis

Staff reviewed the planned implementation and current outreach related to the program and the SEL thresholds to be utilized in the program. They reiterated that the program will focus on operations between 12am-5am and that any exceedances of the SEL thresholds will factor into the air carrier's overall Fly Quiet Award scores. Staff will continue to review SEL data and will refine what the appropriate SEL thresholds are, if necessary. Staff provided a sample January and February report that identified which airline carriers and aircraft types were the noisiest during the late-night hours. Staff also stated that when an unexpected aircraft exceeds the noise thresholds that there will be an effort to understand what the situation was that created that event and provide that information to the airline if requested.

Initial outreach to airlines is now in process including briefing airlines at various air carrier meetings. A one-page handout is being utilized as part of the outreach effort and was shared at the meeting. Discussion focused on ways to meaningfully connect to airlines including encouraging Port staff to meet one-on-one with airlines, when needed. A request was made to track the outreach efforts and report back to the Working Group on a list of who was contacted, how they were contacted, and what the response was to date.

Staff commented that the airport noise complaint hotline has not received more complaints regarding the new Cathay Pacific flight during late night hours. The aircraft that they are flying is considered a quieter aircraft (A350). It was requested that additional community education about the program might be needed.

Noise Abatement Departure Profiles: Noise Analysis and Next Steps

The noise consultant reviewed the scope of the technical analysis to be conducted. The purpose of the analysis is to identify noise tradeoffs for establishing a distant NADP. The analysis would include:

- Survey airlines on current departure procedures
- Set-up a noise model for single event noise analysis for existing departure procedures for noise dominant aircraft
- Run a noise model for same aircraft using one or more distant NADPs
- Produce a table of delta single event noise (SEL) at specific locations north and south of the airport

The scope of work would produce a contour plot of change in single event noise. Once the data is evident, then a decision would be made as to whether the change would be beneficial. If it were decided that it could be beneficial, then the Port would formulate a request to the airlines, which, if adopted, may require airlines to modify operations specifications in consultation with the FAA. At this stage, the study is informational only in order to analyze whether this concept has benefits and to whom.

Airfield Noise Assessment: Timeline and Scope

Port staff reviewed the potential scope and process for doing a comprehensive analysis of airfield ground noise. The idea for the analysis came out of StART Aviation Noise Working Group discussions as participants expressed interest in identifying ground noise sources and exploring ways to reduce their impact on surrounding communities. The purpose of the assessment would be to identify and evaluate airfield noise sources and identify possible noise reduction options including operational procedural changes, if appropriate. This analysis will require hiring a consultant and due to the size of the contract, would need to go out for procurement including consultant interviews. It would take approximately 4-6 months to complete the hiring process.

Numerous benefits of completing the assessment were identified including:

- Differentiating perception of noise sources from actual sources (e.g. reverse thrust versus stopping and starting of aircraft on runways)
- Evaluating potential opportunities for noise barriers
- Evaluating potential for operational changes to improve noise