



SEA-TAC STAKEHOLDER ADVISORY ROUND TABLE

StART FACILITATOR'S MEETING SUMMARY

Aviation Noise Working Group

Monday August 12, 2019

5:30 – 7:30, Conference Center SeaTac Airport

Attendee	Interest Represented
Mark Hoppen	Normandy Park
Tejvir Bashra (phone)	SeaTac
Eric Zimmerman	Normandy Park
Jennifer Ferrer-Santa Ines	Normandy Park
Jennifer Kester	City of SeaTac
Bill Vadino	Federal Way
John Reising	Federal Way
Stan Shepherd	Port of Seattle
Marco Milanese	Port of Seattle
Robert Tykoski	Port of Seattle
Clare Gallager	Port of Seattle
Tom Fagerstrom	Port of Seattle
Scott Ingham	Delta Airlines
Chris Schaffer	FAA
Vince Mestre	L&B

Facilitator: Phyllis Shulman, Civic Alchemy

Note Taker: Megan King, Floyd Snider

Other Attendees: Commissioner Fred Felleman; Lance Lyttle, Arlyn Purcell, Alex O'Brien, Port of Seattle; Steve Alverson, ESA Airports (phone)

Meeting Objectives

To provide updates on actions in the Rolling Work Plan including the Noise Abatement Departure Profile Noise Analysis. To receive a demonstration on Sea-Tac Airport's new noise comment system. To discuss and resolve a number of process issues brought up in the Working Group.

Meeting Summary

Introductions

Commissioner Felleman expressed appreciation for participants and their efforts. He stated that he is impressed by and supportive of the work that has been done through StART.

Lyttle notified the group that the Cities of Buren and Des Moines have temporarily suspended their participation in StART. He emphasized that his hope is that they will rejoin StART. Lyttle mentioned that he is appreciative of the time/effort/work that has been done so far, and hopes the participants from the other cities will remain, and continue the good work that will benefit all surrounding communities.

A StART member stated they he also is appreciative of the opportunity that StART provides to cooperate and that he supports the ongoing work and progress made so far, and will continue to participate in the progress that has been made. This member emphasized maintaining realistic expectations of what can be accomplished in the near term and what requires longer-term legislative changes. A different StART member disagreed with that perspective.

Updates on Implementation on Draft Rolling Work Plan:

Late Night Noise Limitation Program

Marco Milanese, Port of Seattle

- Program is live as of July 1, 2019. Noise statistics are being collected from the four noise monitors. Data will be reported quarterly, with the first report out in October.
- The Working Group will be updated on how information is reported out to the airlines and the public. The Late Night Noise Limitation Program has a webpage that provides additional information.

Revised Runway Use Agreement

Stan Shepherd, Port of Seattle

- The first runway use agreement between the Port and FAA was put into effect in 2009. Through discussions at the Working Group meetings StART participants recommended revising the agreement, for the purpose of reducing the use of the 3rd runway during the late night hours
- The FAA identified one issue with the revised agreement, which if maintained would trigger an environmental review, as it would be considered a change to operational procedures. The language was related to the north flow preferential use during nighttime hours. If the Port wanted to maintain the inclusion of this language, then the FAA process for assessing the Revised Runway Use Agreement would take about a year in order to perform the environmental review. Port staff stated that their recommendation to the Working Group was to remove the text that would trigger the review in order to expedite implementing the revised agreement. It was stated that the text regarding the north flow preferential use could be worked on as part of a separate process with a longer time frame. Guidance on this issue was requested from the Working Group. There was no objection to going forward in this manner.

Glide Slope Adjustment

Robert Tykoski, Port of Seattle

- The Port has received Commission approval to enter into a reimbursable agreement with the FAA to further the planning associated with the glide slope relocation.
- Stated that it will take about four years to implement. The design process for the adjusted flight procedures is the primary time driver.

Discussion and questions included:

- What is the length of time to implement? Originally, recalled implementation was expected to be 2-3 years.

Response: The timeline for the procedure development and design is 2-3 years with full implementation closer to 4 years.

- Can this timeline be expedited?

Response: Likely not, as that is the time required to design and publish a revised procedure. The Port is already doing what they can to expedite the process and will continue to see if they can identify other ways to speed up the timeline.

Updates on Implementation of Noise Abatement Departure Profiles Noise Analysis

Steve Alverson, ESA

Alverson provided an update on the Noise Abatement Departure Profile (NADP) Noise Analysis. The update included:

- ESA is underway with their scope of work.
 - The first step in the process is surveying the airlines to know the profiles they are currently using, so ESA can model the difference between the Distant NADP and the NADPs the sample airlines are flying.
 - Five airlines have been surveyed.
 - The NADP analysis is focusing on the 737-800, as it is the predominant aircraft flown at Sea-Tac.
 - Have received responses back from United and Southwest so far.
 - Have also heard from others that they are working on compiling information and will provide their responses by the August 15th deadline.
 - Next steps include summarizing the information received, and then modeling the departure profiles to see how they compare to each other, and if there is a preference for one over the other.
 - Results will be summarized by 8/30, and they will then begin modeling noise exposure, with preliminary results by 9/9, and final results by 9/30.
 - Assuming schedule is maintained, Steve will be at the October StART meeting to present results.

Discussion and questions included:

- Will the analysis consider if changes in departure procedures will affect other procedures, and how that would be resolved?
 - *Response:*
This is not included in the current scope, but typically proposed procedures will be within the same range. Looking at effects would be the next phase, if procedure changes would be broadly implemented. The initial plan was to first identify if there were benefits from any of the procedures, and then do additional analysis, if necessary.
- If this is a long-term process, would it make sense to include evaluation of the 3rd runway at the same time, in case that it's use may change?
 - *Response:* If there is a benefit to procedures identified, they could be applicable to any runway. The extra step is identifying the population that could possibly be impacted or benefited. Alverson will attempt to evaluate this under their current contract. Mestre added that there could be conflicts with a potential step-down procedure, which may have a near-term effect, but could change over time if the FAA decides to implement any additional Next Gen approach procedures.
- How is the noise reduction quantified?
 - *Response:* The analysis will look at single-event noise contours from each procedure and look at the changes. It will also look at grid-points along the centerline of each procedure to see how noise is changing and where residences are in reference to those contours.
- Recommendation by a StART participant that the evaluation specifically include impact on number of people, not just land use. It was noted that this is an equity and social justice issue, so it is important to consider and understand.
 - *Response:* ESA's current contract is not scoped to count people, but census information can be used to get rough estimates in population.

Ground Noise Study

Stan Shepherd, Port of Seattle

The overview included:

- Final interviews were held last week with potential consultants to conduct the study. A preferred consultant has been selected and the contracting process is underway. The expectation is that the contract will be finalized within a month and there will likely be a briefing at the October Working Group meeting.
- The purpose of the Ground Noise Study will be to identify ground noise emanating from the airfield, and then to identify options or opportunities for noise reduction.

Discussion and questions included:

- Is there a plan to keep Burien and Des Moines updated as things move forward? StART participant stated that it is important to keep cities updated who are temporarily suspended, even if representatives are currently not participating.
 - *Response:* It was stated that reports would continue to the Highline Forum as well as the larger StART group. Meeting summaries are posted on StART's website. Port staff responded that they will consider how best to conduct outreach to the cities who suspended participation.
- Is there an update on the taxiway procedure test?
 - *Response:* The FAA is still considering the pilot test and had stated that the fall is a more likely time for a pilot. Also, because it is a change to air traffic control, it requires union negotiation, which takes time. Both Delta Airlines and Alaska Air Lines are supportive of the pilot. Port staff indicated that it might be possible to record noise data to better understand the noise benefits of the procedure.

Sea-Tac Airport's New Noise Comment System Demonstration

Alex O'Brien, Port of Seattle

Alex provided a demonstration of the new noise comment system including an initial overview of the types of reports and data that can be generated from the system. He solicited feedback and recommendations on the type of reports and data of interest to the working group. Highlights of the demonstration included:

- The system is integrated with the Port's current flight tracking database and is used to manage comments and provide a response as quickly as possible.
- The mobile app download instructions, online comment form and contact phone number can be found at: <https://www.portseattle.org/page/submitting-comment-airport-noise-programs>
- Includes a mobile app that can be downloaded from the Port's website.
- Internal reporting data was displayed. Data can be sorted by city .
- Data can also be sorted by who is making the comment – top commenter has over 3,000 in current data set (since July 11, 2019).
- Data can also be sorted by location of comments.
- Two big technology changes have affected the number of comments – the Airnoise.io button and other mobile apps.

Discussion and questions included:

- Can cities request specific data to be provided?
 - *Response:* Yes

- What kind of analysis does the Port expect to conduct based on the information being collected?
 - *Response:* Looking for trends, reviewing flight paths, and trying to identify unusual issues that may be causing the comments.
- Can the analytics become useful for the FAA to help them identify potential future changes to flight patterns?
 - *Response:* The goal of this system is comment management and response. Comments are not used by the FAA as an analytic to change flight patterns.
- What information would be most useful to StART?
 - There can be recognizable patterns and collecting the data may be useful.
- Can the system report the number of people commenting instead of the number of comments?
 - *Response:* Yes
- Has Port Noise Programs ever considered showing some of this data to the public to show greater transparency?
 - *Response:* The system is only a month old, but Port staff will discuss the possibilities.

City representatives stated that there is information that could be helpful to them including number of comments per city or zip code, number of people complaining, and number of complaints per person. Reports could be sent to cities or made available on the website. Port staff responded that they would prepare some sample reporting data and share it at the October Working Group meeting. Staff will provide some options for discussion at the meeting. Port staff requested that Working Group participants provide any ideas on what information they would like provided. Ideas can be provided by email to the facilitator. Cities also have the option of filing a public disclosure request for data.

Working Group Process Discussion

Phyllis Shulman, Facilitator

Shulman surveyed Working Group participants for other near-term or mid-term action items or issues that the Working Group may want to add to the Work Program. Shulman stated that most of the items initially identified by StART are currently being worked on, or have shifted to the Federal Policy Working Group. It was requested that any additional potential issues be brought up for discussion at the October meeting. A Working Group participant commented that one priority issue is health and ultra-fine particulates as well as the health effects of noise. Shulman reminded the Working Group that health was identified as a priority during the 2019 StART prioritization process. It was requested that the Working Group continue to have updates on the taxiway study as well as an update on whether the FAA is meeting their deadlines related to the FAA Reauthorization Act. It was requested that the work of the

Aviation Noise Working Group and the Federal Policy Working Group be sure to be coordinated. It was requested that an update on the Q-320 whistle noise be provided at the next Working Group meeting.

Working Group Process Issues

Phyllis Shulman, Facilitator

Shulman discussed a number of Working Group process issues that were brought up in a previous meeting.

Use of Consultants

- Cities can request to have their own consultants participate in presentations. They would be responsible for financing their involvement. The city making the request would be responsible for providing information on the purpose of the consultant's involvement, the nature of their expertise, and contact information for the consultant. The Port will make the final determination regarding their involvement.

Audiotaping Working Groups:

- Shulman stated that Working Group meetings would not be audiotaped. Currently, relationships are in a low-trust state. It is important that participants can engage in open conversations without concern that comments will be utilized out of context or misused. Audiotaping in low trust as well as litigious environments diminish involvement. StART is striving to change the nature of interactions from adversarial to cooperative.

Future Meetings Dates/Times:

Next meeting will be October 7, 2019, 5:30 pm -7:30 pm, Seattle-Tacoma International, Airport Office Building Room 4A.