

## February 26, 2020 Recap

The SEA Stakeholder Advisory Round Table (StART) meeting took place on February 26, 2020 with a focus on providing input into the upcoming federal policy advocacy trip to Washington DC, recapping the Aviation Noise Working Group meeting, providing the Late-Night Noise Limitation Program 4<sup>th</sup> quarter results, and getting a briefing on and discussing the University of Washington study on ultrafine particles. This voluntary, advisory roundtable, convened by the Airport Managing Director, Lance Lyttle, is a venue for the Port of Seattle to engage with the communities of SeaTac, Burien, Des Moines, Normandy Park, Tukwila and Federal Way. Representatives from Delta Air Lines and Alaska Airlines are also members. The Federal Aviation Administration (FAA) participates as a non-member. The cities of Burien, Des Moines, and Federal Way have temporarily suspended their involvement in StART.

The Airport Managing Director, Lance Lyttle, welcomed the two new community representatives from Tukwila and Normandy Park. Lyttle provided an update on the status of reengagement with the three self-suspended cities sharing that a productive meeting was held in January with all six cities and that that he was encouraged by the conversation. Port staff provided a quick update on the acceleration of the sound insulation program implementation. With Commission's approval the program will accelerate implementation from a 15 year to a seven year plan.

The Federal Policy Working Group (FP Working Group) will be sending a delegation of representatives and elected officials from five of the six StART cities to Washington DC on March 11 and 12. The goal of this trip is to meet with congressional representatives and members of the FAA to share concerns, discuss priority issues identified by StART, and advocate for a number of pieces of legislation. StART members responded that the issues highlighted for discussion in DC were consistent with what has been discussed in StART.

Tom Fagerstrom, Port of Seattle, reviewed the StART Aviation Noise Working Group's February 10 meeting. He provided an update on the Ground Noise Analysis mentioning that the first phase of the analysis is data collection to identify noise sources and impacts. Next steps involve developing draft measurement protocols, identifying appropriate sites for noise monitoring, and surveying airlines on their ground operations. He stated that noise monitoring will likely start in March or April once sites have been identified. Site selection will be discussed at the next StART Aviation Noise Working Group meeting in March.

Fagerstrom also shared information on the Boeing 777 noise analysis completed as part of the Noise Abatement Departure Profiles (NADP) Analysis. It appears that the Boeing 777 and 737 have similar noise reduction benefits when utilizing the Distant NADP.

Fagerstrom provided an update on the Late-Night Noise Limitation Program 4<sup>th</sup> quarter results and outreach to airlines regarding the Program. 4<sup>th</sup> quarter data showed that the top three airlines for exceedances were the same as the 3<sup>rd</sup> quarter: EVA Air, FedEx Express and China Airlines Cargo. Fagerstrom detailed the positive responses that are coming out of discussions with the airlines notably:

- EVA Air has committed to changing one of their two late night flights to a significantly quieter aircraft. They shared their challenges in implementing this change, but wanted to respect community interests.
- FedEx Express has plans to retire its fleet of MD-11s. Though they haven't established a timeline, discussions will continue to try to expedite the fleet change.
- China Airlines Cargo discussions have been constructive. They fly one type of aircraft and don't have a quieter alternative available. Discussions about whether they can move flights out of the late night hours continue.

StART members commented that airlines who are making changes should be acknowledged with letters of appreciation from StART and the cities.

The focus of the meeting was a briefing by Dr. Tim Larson, University of Washington, on the Mobile Observations of Ultrafine Particles (MOV-UP) Study. Dr. Larson stated that the study was funded by a budget proviso from the Washington State Legislature to analyze the concentrations of ultrafine particles in areas surrounding and directly impacted by air traffic and to develop methodology to distinguish between and compare concentrations of ultrafine particles from motor vehicles and aircraft. The study included community engagement and the establishment of a study advisory group. Dr. Larson described that particle size (e.g., ultrafines versus ultra-ultrafines) is the main distinguishing characteristic between the two sources of ultrafine particles. Measurements were taken by a few stationary monitoring stations as well as a mobile monitoring platform that drove through the region. Study results showed areas of concentration for traffic related pollutants and concentrations related to aircraft distributions. Dr. Larson concluded the presentation by discussing the knowledge gaps in information about the health effects of ultrafine particles, what can be done to reduce human exposure, and difficulty in assigning exposure estimates to specific locations or populations. He mentioned that there are numerous studies in process to understand the health effects which should provide more data in the next few years.

Public comment was heard. The next meeting is scheduled for April 22, 2020 at 6 pm, at the Conference Center at Seattle-Tacoma International Airport. The public is invited to attend.

All February 26, 2020 StART meeting documents can be found on the Port of Seattle [website](#).