

Aviation Noise Working Group Meeting Agenda

October 12, 2020; 5:30 pm – 7:00 pm

VIA ZOOM VIDEO CONFERENCE

Participant	Interest Represented
Eric Zimmerman	Normandy Park
Mark Hoppen	Normandy Park
Brian Wilson	Burien
Susan Cezar	Des Moines
Scott Ingham	Delta Air Lines
Shan Hoel	Transgroup Freight
Steve Osterdahl	Alaska Airlines
Ken Galka	Port of Seattle
Tom Green	Port of Seattle
Marco Milanese	Port of Seattle
Lance Lyttle	Port of Seattle
Tom Fagerstrom	Port of Seattle
Arlyn Purcell	Port of Seattle
Stan Shepherd	Port of Seattle
Dave Kaplan	Port of Seattle
Vince Mestre	Consultant
Clare Gallagher	Port of Seattle
Tim Toerber	Port of Seattle

Facilitator: Phyllis Shulman, Civic Alchemy

Note Taker: Amanda Murphy, Amanda Gray Consulting

Meeting Objectives:

To provide an update on the 2020 Fly Quiet Awards and the Late Night Noise Limitation Program 2020 3rd Quarter Results. To discuss air cargo operations at SEA and to consider specific actions to reduce noise specific to air cargo.

Meeting Summary

Noise Monitoring

Stan Shepherd, Port of Seattle

Shepherd commented that there has been community interest in understanding the reliability of the airport's noise monitoring system. To respond to this interest, Port staff are developing a report that provides a variety of information regarding noise monitoring. He asked for feedback about the value of this type of report. Participants stated that they wanted to ensure the monitors are calibrated accurately and are operating correctly, which was one of the reasons stated to provide this report. It was stated that it would be helpful to have the report posted on the Port's website.

2020 Fly Quiet Awards

Tom Fagerstrom, Port of Seattle

Fagerstrom explained how every year the Port presents three awards – judged using three criteria:

- Noise levels of take offs and landings using four monitors
- Adherence levels to the Noise Abatement flight procedures
- Adherence to the ground maintenance engine run up regulations
- And beginning in 2021, a fourth category connected to the number of late-night noise exceedances

Winning airlines are publicly acknowledged by the Port Commission and with a press release, advertisements, banners in the main terminal, and an award luncheon (pre COVID-19). The 2020 Fly Quiet Winning Airlines are:

- Southwest Airlines: quietest airline among the five busiest jet carriers operationally at SEA
- Frontier Airlines – quietest airline among jet carriers with at least 1,000 operations at SEA
- SkyWest Airlines: quietest among the regional jet carriers with at least 500 operations at SEA

Late-Night Noise Limitation Program

Tom Fagerstrom, Port of Seattle

Fagerstrom reviewed the Late-Night Limitation Program, Third Quarter 2020 Update. He highlighted a few details in the update including:

- EVA Air has returned to flying the 777 each night, but only 35% of those flights showed exceedances, compared to 60% in 2019. It is likely that these departures are quieter due to fewer passengers, which means a lighter aircraft. Port staff will look into this issue further.
- American Airlines had three exceedances.
- Air Transport International (Amazon's Prime Air) is now the busiest carrier during late nights.
- A greater percentage of overnight operations are cargo since COVID.
- In May – average of 11 operations per late-night – 3 passenger and 8 cargo.
- In July – average of 20 operations per late-night – 11 passenger, 8 cargo, 1 general aviation.
- In September - average of 17 operations per late-night – 9 passenger and 8 cargo.
- Airline scheduling and fleet mix decisions remain unpredictable

Fagerstrom provided a comparison of quarters:

Quarterly Comparison

	Q3 2019	Q4 2019	Q1 2020	Q2 2020	Q3 2020
Total Late Night Operations	3874 (13% Cargo)	2960 (15% Cargo)	2545 (16% Cargo)	1062 (61% Cargo)	1586 (43% Cargo)
Total Late Night Ops Exceeding Thresholds	239 (62% Cargo)	220 (56% Cargo)	213 (65% Cargo)	191 (84% Cargo)	235 (81% Cargo)
Percent of Total Ops Exceeding	6%	7%	8%	18%	15%



Runway Use Agreement with FAA

Tom Fagerstrom, Port of Seattle

Fagerstrom provided an update on the outcomes of the Runway Use Agreement which is an agreement that voluntarily reduces usage of the Third Runway from 12:00am to 5:00am. His comments included:

- The agreement has been in effect for a full year
- Previously averaged 10 to as many as 30 late-night Third Runway landings each night. First full year in effect, SEA averaged only 1.5 late-night Third Runway landings each night
- Five late-night landings occurred on the Third Runway during the entire month of September. Often the Third Runway is not used until after 6am (and note that 5am is the agreement time).

SEA Air Cargo Overview

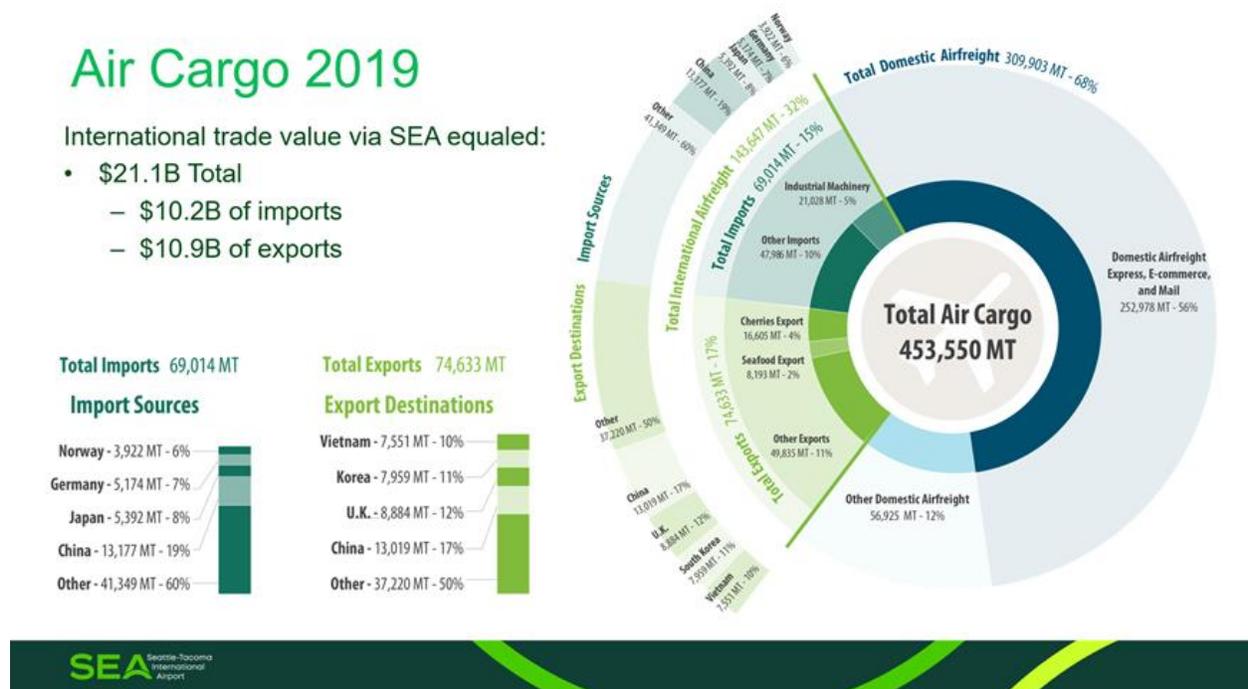
Tom Green and Ken Galka, Port of Seattle

Green provided a few facts about air cargo at SEA

- Ranked 19th in the US for Cargo in 2019 with 453,550 metric tons flown
- Ranked 3rd largest airport for international cargo on the West Coast (excludes Alaska)
- 15 destinations are served with year-round scheduled all-cargo main deck or wide-body carrier services

Green reviewed some of the impacts related to COVID-19 including a change in “belly” vs freighter cargo tonnage market shares and how the suspension of many international passenger flights significantly reduced capacity for international air cargo; however, flights are returning and adding frequency. He also reviewed data showing the change in aircraft operations since January noting that aircraft operations has recovered more than the overall number of passengers. Green also stated that cargo freighter operations

are about 5% higher than in 2019. Green provided a graphic displaying elements of the air cargo market in 2019.



Green presented information that included:

- Comparable Size and Growth of West Coast Airports 2012-2016 with Significant Air Cargo Operations
- Historic Air Cargo Activity at SEA
- Air Cargo Belly/Freighter Market Shares
- Freighter Market Shares
- Annual Freighter Flight Activity
- Freighter Operating Schedules
- Weekly Freighter Flight Schedules
- Daily Freighter Flight Schedules
- Detailed information about each of the freight carriers that utilize SEA

Discussion and comments focused on how best to utilize this information about air cargo to inform StART's noise reduction efforts and communication with communities about the role of air cargo in the local and global economy. It was stated that the information about air cargo shared in the presentation would be helpful to expand community awareness. It was suggested that now is the time to work with the FAA on many of the Next Gen programs and procedures that have yet to be implemented, for example, performance based descent and noise abatement departure procedures for air carriers. It was stated that it seems possible that due to the retirement of older fleets, that a number of the louder aircraft will not be brought back into service. It was emphasized that the Port, FAA, and airlines need to continue to work towards mitigating noise and pollution. Also suggested was trying to get fleet modernization plans from

the airlines to share with StART. Port staff are continuing to be in conversation with the airlines that have the most late-night noise exceedances in an effort to influence their schedules and aircraft choices.

Tentative Next Meeting:

December 14, 2020, 5:30pm – 7:30pm via video conference