Meeting Objectives:
- Update on Late Night Noise Limitation Program/Noise Comment Reporting/Third Runway Usage
- Ground Noise Study Progress Report
- Rolling Take-offs Primer

Meeting Summary:

I. Facilitator welcome, introduction, and meeting agenda, Brian Scott, BDS Planning & Urban Design

II. Late Night Noise Limitation Program/Noise Comment Reporting/Third Runway Usage, Tom Fagerstrom, Noise Programs Coordinator, Port of Seattle

A. Late Night Noise Limitation Program
   - Q3 is historically the busiest quarter for air traffic at SEA.
   - FedEx had the most late night noise exceedances during Q3 2021.
     - China Airlines Cargo, with the second most exceedances, is the single loudest operator during the late night hours.
     - Asiana Cargo, the third on the list and with the cherry season winding down, should continue to drop farther down the list.
     - Delta Air Lines started operating a larger aircraft on their late night flight to Atlanta, which increased their late night noise exceedances. Some of their red-eye flights left their gates later than normally scheduled. Delta is also in the process of phasing out older 767 aircraft.
   - POS contacts all the carriers, shares the data and encourages them to make changes.
     - POS is in the process of getting a meeting together with Amazon regarding the ATI cargo flights.
   - EVA Air continued to have 0 noise exceedances out of 92 operations during Q3 2021.
   - In recognition of EVA Air’s achievement, a joint letter by member cities and POS have been drafted. Four cities have already agreed to sign the letter. Total late-night operations increased in Q3 compared to the previous quarter due to an increase in passenger flights, while cargo operations stayed about the same.

B. Noise Comment Reporting
   - Noise complaints in September decreased a small amount over the previous month.
   - 205,315 complaints have been logged between January – September 2021.
   - Vashon Island had the most complaints followed by Seattle.
   - The full monthly reports can be found on the Noise Programs website.

C. Third Runway Usage
   - Summer of 2021 has been the first somewhat typical summer season since the Runway Usage Agreement took effect. (Due to COVID, 2020 was not a typical summer season).
   - Thru September 2021, an average of 0.9 Third Runway landings occurred during the late night
Most late night landings on the Third Runway occur during a closure (for maintenance) on another runway.

III. **Ground Noise Study Report Update, Gene Reindel, Vice President, HMMH**

The study has just recently restarted.

A. **Acoustic Terminology**
   - The consultant reviewed the different measurements that capture noise levels: sound exposure level (SEL), Maximum A-weighted Sound Level (Lmax) and Equivalent Sound level (Leq).

B. **Sound Propagation**
   - Sound level decreases by 6 dB per doubling of distance. There is refraction due to temperature and wind.

C. **Scope of Services**
   - The ground noise measurements were completed at seven locations:
     - Northeast at Riverton Heights (SeaTac)
     - East at McMicken Heights (SeaTac)
     - Southeast at Angle Lake (SeaTac)
     - Southwest at Marvista Elementary (Normandy Park)
     - West by SR 509 (Burien)
     - Northwest at Highline High School (Burien)
     - Port West Side Airfield Construction Offices (SEA)
   - Data analysis is currently in progress.

D. **Estimated Schedule**
   - Analyze the noise measurement data (October 2021)
   - Model the noise measurement data (November 2021)
   - Identify and assess potential noise mitigation measures, if any (December 2021)
   - Report the results (First Quarter 2022)

IV. **Rolling Take-Offs, Vince Mestre, Consultant**

A. **Rolling take-offs can reduce noise.**
   - It replaces a full stop at the end of the runway, prior to take-off.
   - With a rolling take-off, full thrust is reached farther down the runway than with a normal take-off which requires a full stop.
   - Rolling take-offs are typically quieter and the duration of noise level is shorter. It reduces time, fuel burn for both passenger and cargo airlines.
   - Rolling take-offs, however, do not reduce climb attitude, which means that aircraft are not going to be lower above communities around the airport.
   - Aircraft are unable to conduct rolling takeoffs when airport traffic levels are high because of the need for separation between taxiing aircraft.
   - Weather, such as wind or a wet runway may also affect rolling take-offs.
   - South of the airport, west side of Angle Lake, and the north end of the airport would potentially benefit from rolling take-offs.
   - FAA allows carriers to implement rolling take-offs at SEA.
   - Oakland Airport implemented rolling takeoffs at night in 2002 and have reported reduced noise levels for these types of operations at night.
V. **Next Steps**

A. At a future meeting, it was recommended by one of the members that the working group members or the steering committee discuss what (actions) the noise complaints data could be used for.

B. To begin talks with air traffic control about the feasibility of implementing rolling take-offs when traffic levels are low.

C. It was recommended by one of the members that the Steering Committee discuss whether Vashon Island and Seattle should join StART.

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**MEMBER** | **INTEREST REPRESENTED** | **PRESENT**
---|---|---
Bill Vadino | Federal Way – City | ✓
Bob Leonard | Des Moines – Community Representative | ✓
Brian Wilson | Burien – City | -
Carl Cole | SeaTac – City | -
Chris Hall | Federal Way – Community Representative | -
Dave Berger | Federal Way – Community Representative | -
David Tomporowski | SeaTac – City | ✓
Eric Zimmermann | Normandy Park – Community Representative | -
Erica Post | Tukwila – Community Representative | -
Jennifer Kester | SeaTac – City | ✓
Lance Lyttle | Port of Seattle | ✓
Amy Arrington | Normandy Park – City | ✓
Michael Matthias | Des Moines – City | ✓
Robert Akhtar | SeaTac – Community Representative | -
Scott Ingham | Delta Air Lines | ✓
Scott Kennedy | Alaska Airlines | ✓
Steven Osterdahl | Alaska Airlines | ✓
Susan Cezar | Des Moines - City | -

**PRESENTER** | **TITLE**
---|---
Gene Reindel | Vice President, HMMH | ✓

**RESOURCES** | **TITLE**
---|---
Arlyn Purcell | Port of Seattle | ✓
Chris Schaffer | FAA | -
Clare Gallagher | Port of Seattle | ✓
Colin Rice | Port of Seattle | -
Dave Kaplan | Port of Seattle | -
Jeffrey Brown | Port of Seattle | -
Justin Biassou | FAA | -
Marco Milanese | Port of Seattle | ✓
Stan Shepherd | Port of Seattle | ✓
Tim Toerber | Port of Seattle | -
Tom Fagerstrom | Port of Seattle | ✓

**CONSULTANT**

Brian Scott | BDS Planning & Urban Design | ✓
Dori Krupanics | BDS Planning & Urban Design | ✓
Vince Mestre | Consultant | ✓

*Next Meeting: December 13, 2021- tentatively 5:00 PM - 7:00 PM  
Location: Zoom Videoconference*