

### Aviation Noise Working Group

#### MEETING SUMMARY

JUNE 13, 2022; 5:00 PM – 7:00 PM  
VIA ZOOM VIDEOCONFERENCE

#### Meeting Objectives:

- Updates on the 2nd quarter results for the Aviation Near-term Noise Action Agenda efforts and the Port's Sound Insulation Program.
- Review of FAA grant assurances and how they obligate airports.
- Update on rolling takeoff noise monitoring results.
- Review of the Ground Noise Study mitigation recommendations and identification of probable next steps.

#### Meeting Summary:

- I. Facilitator welcome, introduction, and meeting agenda, Brian Scott, BDS Planning & Urban Design
- II. Aviation Near-term Noise Action Agenda: 2nd Quarter Results, Tom Fagerstrom, Noise Programs Coordinator, Port of Seattle (POS)
  - Third Runway Usage
    - The east/longest runway has been closed nearly every night between 11:30 pm and 5:00 am due to a concrete panel joint sealing project. This major project has led to a lot of extra operations on the 3rd runway with eight landings per late night on average between May 24 and June 8, with a high of 20 landings on June 7.
  - Noise Comment Update
    - Over 22,000 comments were received in May, a slight increase from April, with 13,000 from 58 Vashon addresses. Seattle was second with about 3,000 comments from 62 addresses. The reports are available on the Port webpage.
    - There were more north flow operations in May which help explain the slight increase in comments.
- III. Sound Insulation Status Report, Stan Shepard, Noise Programs Senior Manager, POS
  - The Port is moving full speed ahead with the program. During the last two weeks, noise testing audits were completed by the consultant for potentially eligible apartments and places of worship. The results will come back in about five weeks.
  - To date, the Port completed two single family homes and have noise tested seven. All seven qualified for the program and are preparing for construction. The goal this year is to complete 13 homes.
  - There are 18 eligible apartment complexes. During outreach, 14 applied and passed the noise audit, three were put on hold for a future date, and one failed the test due to recent renovations. Staff will be requesting Port Commission authorization in August for construction contracting.
  - Seven units have been completed at the Villa Enzian condominiums, located just south in Des Moines, and will start work on 20 more in July.
  - The Port has eight million from the sale of land that needs to be reinvested back into noise programs.
  - The Port is planning to get funding to hire a consultant to identify failed window products that were done in the 1980's and 1990's.
  - The FAA is not paying for any failed packages for homes insulated post 1993.

- IV. FAA Grant Assurances Primer, Chris Schaffer, Manager of Planning, Environmental and Financial Programs, NW Mountain Region, Airports Division, FAA
- Grant Assurances has been around for 40 years and require airports to operate their facility efficiently and safely when federal funds are accepted.
  - There are three parts to grant assurances; 1) General, which become part of the assurance agreement upon acceptance of a grant offer, 2) Duration & Applicability, where the life of the project cannot exceed 20 years, and 3) Sponsor Certification, which consist of general federal requirements.
  - In total, there are 39 assurances. The following assurances were highlighted in the presentation:
    - *Assurance #1, the General Federal Requirements*, emphasizes a list of regulations and legislation that grant recipients must comply with.
    - *Assurance #5, Preserving Rights & Powers*, prohibits airports from taking any actions that would lessen the rights and powers necessary to perform its operation.
    - *Assurance #19, Operation and Maintenance*, describes how airports must operate in a safe and serviceable condition, and not cause or permit any action that would interfere with its use for airport purposes.
    - *Assurance #22, Economic Non-Discrimination*, states that the airport shall be made available for public use and that air carriers need to be treated without unjust discrimination. Airports are only allowed to make any prohibitions if it is necessary for the safe operation of the airport.
    - *Assurance #24, Fee and Rental Structure & Assurance #25, Airport Revenues*, these two assurances go hand in hand, as they emphasize that airports will properly allocate user fees and revenues to ensure a healthy and self-sustaining airport operation.
- V. Rolling Takeoffs – Noise Monitoring Results, Tom Fagerstrom, Noise Programs Coordinator, POS
- So far, the noise monitoring results have been inconclusive. The permanent noise monitor at the northern end of the runways has not yielded useful results. In addition, two temporary sites were used for short durations and didn't provide useful results. The monitors are good at correlating noise events with planes in the air but get confused when trying to correlate with aircraft on the ground.
  - Staff will continue to explore ways to adjust monitor settings to obtain data.
  - Through general observation, approximately one out of every 20 aircraft is using a rolling takeoff. We know that they seem quieter because there is a shorter peak to the event, however, we have not been able to see that confirmed on the noise monitors yet.
  - Vince Mestre stated that Oakland Airport has a monitor that's ideally set up for this by a marina. The monitor was used there in such a way that it would capture the pre-takeoff taxi noise. Generally, the rolling takeoffs reduce noise by around 2 dB. Oakland Airport's website post their reports every month.
- VI. Ground Noise Study Recommendations: Review & Next Steps, Stan Shepherd, Senior Manager, Noise Programs, POS, Tom Fagerstrom, Noise Programs Coordinator, POS & Vince Mestre, Consultant
- The following is a review of the study's recommendations and their potential benefits and challenges.
- Rolling takeoffs - Implement a policy to recommend airlines depart using rolling takeoffs when possible.
    - Benefits: It shows a noise reduction and airlines are already doing it when possible.
    - Challenges: FAA Air Traffic Control has concerns regarding traffic management.

- One Engine Taxing - Work with operators to develop a policy of using one engine to taxi to the runway to depart.
  - Benefits: Possible noise and emission reduction.
  - Challenges: One-engine taxiing could potentially interfere with a rolling takeoff. it's also a very minor noise effect, and benefit occurs only when the airport is very quiet.
- Engine Run-up - Moving the primary run-up locations that take advantage of existing structures to block noise.
  - Benefits: Potential to reduce noise in nearby residential areas.
  - Challenges: The existing locations are good for airfield efficiency and moving them could reduce that efficiency. Today, engine run-ups happen less than once a day. Moving locations could also increase noise in other neighborhoods.
- Queuing - Develop a policy encouraging the FAA to implement sequencing to reduce or eliminate aircraft departure queues.
  - Benefits: Could increase airfield efficiency by reducing taxiway idle time, heighten taxiway noise reduction for nearby residential areas, and could help facilitate one engine taxiing.
  - Challenges: Contingent on the FAA's plan to implement time-based flow management in the near future at SEA.
- Auxiliary Power Unit (APU) - Monitoring developments in resolving power and AC issues at the gates followed by working with Port staff to monitor use and rules enforcement.
  - Benefits: Offers modest noise benefits and regulations are already in place at SEA.
  - Challenges: Implementation and existing infrastructure is not sufficient for meeting airlines' requirements
- Reverse Thrust - Voluntarily program for airlines to minimize use during operations and conduct further outreach to the airlines to increase awareness.
  - Benefits: Possible noise reduction.
  - Challenges: It can only be a voluntary program.

## VII. Next Steps

- Continue monitoring and discussion on rolling takeoffs.
- Begin conversation with airlines and pilots around use of reverse thrust & bring the FAA into the conversation.
- Get entire language on section Assurance #22 from Chris Schaffer.

MEMBER	INTEREST REPRESENTED	PRESENT
AMY ARRINGTON	NORMANDY PARK – CITY	✓
BILL VADINO	FEDERAL WAY – CITY	✓
BOB LEONARD	DES MOINES – COMMUNITY REPRESENTATIVE	-
GARMON NEWSOM II	BURIEN – CITY	-
CARL COLE	SEATAC – CITY	-
CHRIS HALL	FEDERAL WAY – COMMUNITY REPRESENTATIVE	✓
DAVE BERGER	FEDERAL WAY – COMMUNITY REPRESENTATIVE	-
DAVID TOMPOROWSKI	SEATAC – CITY	✓
JEFF HARBAUGH	BURIEN – COMMUNITY REPRESENTATIVE	-
LANCE LYTTLE	PORT OF SEATTLE	✓
LYNAE CRAIG	ALASKA AIRLINES	✓
MICHAEL MATTHIAS	DES MOINES – CITY	-
PETER PHILLIPS	DES MOINES – COMMUNITY REPRESENTATIVE	✓

ROBERT AKHTAR	SEATAC – COMMUNITY REPRESENTATIVE	-
SCOTT INGHAM	DELTA AIR LINES	✓
SCOTT KENNEDY	ALASKA AIRLINES	-
STEVEN OSTERDAHL	ALASKA AIRLINES	✓
SUSAN CEZAR	DES MOINES - CITY	✓
PRESENTERS	TITLE	
CHRIS SCHAFER	FAA	✓
RESOURCES	TITLE	
MARCO MILANESE	PORT OF SEATTLE	✓
ROBERT GIACOPETTI	PORT OF SEATTLE	✓
STAN SHEPHERD	PORT OF SEATTLE	✓
TOM FAGERSTROM	PORT OF SEATTLE	✓
TOM GREEN	PORT OF SEATTLE	-
VIKAS UBEROI	FAA	✓
CONSULTANT		
BRIAN SCOTT	BDS PLANNING & URBAN DESIGN	✓
DORI KRUPANICS	BDS PLANNING & URBAN DESIGN	✓
VINCE MESTRE	CONSULTANT	✓

NEXT MEETING: OCTOBER 10, 2022- 5:00 PM - 7:00 PM  
LOCATION: ZOOM VIDEOCONFERENCE