

Aviation Noise Working Group

MEETING SUMMARY

DECEMBER 4, 2023; 5:00 PM – 6:30 PM
VIA ZOOM VIDEOCONFERENCE

Meeting Objectives:

Overview of the FAA's noise portal, the purpose of aircraft go-arounds and recent go-around trends at SEA and the benefits associated with one-engine taxiing.

Meeting Summary:

- I. Facilitator Welcome, Introduction, and meeting agenda, Andrés Mantilla, BDS Planning & Urban Design
- II. Introduction of New Noise Programs Senior Manager: Ryan McMullan, Sarah Cox, Aviation Environmental Services Director, Port of Seattle
 - This will be Ryan's first official StART meeting since his hiring as SEA's Noise Programs Senior Manager. Ryan previously managed Long Beach Airport's Noise Programs Office.
 - Sarah thanked Tom Fagerstrom who has filled the role since Stan Shepherd's retirement.
 - Ryan praised the StART model and noted that other airports envy the dialogue that exists between SEA and the community. He's looking forward to our open discussion on noise issues.
- III. Part 150 Noise Study Update, Tom Fagerstrom, Noise Programs Manager, POS & Marco Milanese, Community Engagement Manager, POS
 - Tom provided a tentative schedule for the Part 150 Noise and Land Use Study process and urged members to tune in to next week's StART meeting where the Part 150 consultants (ESA) will provide greater detail.
 - The first Part 150 Noise Study at SEA was in 1985; this is the fourth study update at SEA and will result in an updated noise remedy boundary based on the FAA-required 65 DNL noise metric.
 - Marco let the group know that beginning in 2024, they'll also take on the responsibilities of the Part 150 Noise Study's Technical Review Committee. A good portion of the agenda time at many working group meetings in 2024 will be dedicated to the Part 150 Noise Study.
 - There will be many public engagement opportunities throughout the process.
- IV. FAA VolansUSA Flight Procedures Demonstration, Cindy Gibbs, Manager, BridgeNet Intl., Mark Karmelich, President, BridgeNet Intl., Mick McKee, Consultant, BridgeNet Intl.
 - Justin Biassou, FAA Community Engagement Officer, introduced the presentation. The FAA's is providing this online tool so that the public can see and understand the day-to-day operations of airports.
 - VolansUSA is the new online tool available to the public to help them comprehend the flight patterns that exist near where they live and generally how they are flown and why.

- A link to the tool: <https://volansusa.com/>
- Cindy Gibbs, Mark Karmelich and Mike McKee provided a demonstration of the product and how the public can access it online.
- It is intended to be an educational tool for the public.
- It depicts simulated flight traffic based on both FAA published flight procedures and standard air traffic control “vectoring.” Although it does not show specific historical tracks, the established patterns were created based on analysis of thousands of real tracks.
- Users can enter their address to visually measure distance to the simulated flight tracks.
- Feedback is encouraged via the “Submit Suggestion” button on the lower-left corner of the map.

V. Aviation Near-term Noise Action Agenda, Tom Fagerstrom, POS and Paris Edwards, Noise Programs Coordinator, POS

- SEA is averaging 1.6 landings per late-night on the third runway so far this year.
- Construction work on other runways this summer led to an uptick in late night third runway landings but from this fall until today, the percentage continues to drop.
- For the third quarter, China Airlines Cargo (29) had the most late-night noise exceedances with Korean Air Cargo and Asiana Airlines Cargo in second and third. FedEx, thanks to incorporating quieter aircraft into its fleet, continues to have their least exceedances since the Port began tracking late night noise.
- In the third quarter, SEA experienced the lowest percentage (3%) of late-night operations exceeding noise thresholds since the Late Night Noise Limitation Program’s inception.
- Paris covered the September and October noise comment/complaint reports. When comparing this October with October 2022, this October’s total number of noise complaints has dropped (a 48% reduction). However, the Noise Office is starting to see the trend reverse itself and the numbers begin to grow late in the year.
- Members requested a breakdown of how complaints are received for the next meeting. The third-party app is how most comments at SEA are received.

VI. Aircraft Go-arounds 101, Oscar Vela, Captain, Alaska Airlines

- Tom Fagerstrom introduced Oscar. Oscar provided an explanation for why this routine safety operation is conducted.
- Oscar Vela explained that a go-around is a decision either made by the pilot or the tower to make another runway approach rather than the originally planned approach. It does not occur often and is generally caused by traffic density. The air traffic controllers are always balancing the approaches to be as efficient as possible but occasionally, out of an abundance of caution, a plane will be directed to do a go-around. In addition to go-arounds due to traffic density, low weather can also play a role in an aircrew’s decision to-around without the aid of the tower.

VII. Aircraft Go-arounds: Recent Trends, Tom Fagerstrom, POS

- Airport Go-arounds:
 - An arriving aircraft that is on final approach to the runway.
 - Decision is made by either the pilot in command or the FAA controller to discontinue the approach.
 - Aircraft is given instructions by FAA controller to climb, turn, etc.
 - Aircraft is returned safely into the approach pattern for landing.

- Not unique to SEA; safe and controlled procedure.
- Tom described the recent trend of a higher number of go-arounds at SEA (averaging 2.3 per day) than was typically experienced in the past.
- The Noise Office has begun to hear more from residents about go-arounds.
- Alaska Pilot and StART member Bryan Tomich contributed a great deal to this conversation; providing context and examples of when go-arounds are needed and how pilots approach their use.

VIII. One-Engine Taxiing, Vince Mestre, Noise Consultant and Marco Milanese, POS

- One-engine taxiing was discussed in detail by Alaska Airlines earlier this year at a working group meeting.
- It was identified as offering a noise benefit, though modest, when used.
- Its most significant impact is in reducing fuel burn and emissions.
- Bryan Tomich described that pilots must wait for an electrical connection at the jetway before turning engines off. If jetways could provide electrical connections sooner, pilots could turn off engines earlier and save more fuel.
- Marco described that while the noise benefit is modest, SEA does want to promote one-engine taxiing efforts. The group approved the idea of the airport drafting language.
- Port staff will work with the air carriers and with the FAA to develop some airport language promoting its voluntary use – similar to language developed by StART minimizing the use of reverse thrust and encouraging the use of continuous taxi to takeoffs. The Port will begin discussions with Alaska, Delta and the FAA.

IX. Sound Insulation Status Report, Paris Edwards, POS

- Single family homes: five complete and two more in process this year. Paris listed specific apartment and condominium complexes that are either in the program or have been completed. Two condominium complexes chose not to participate. Reasons for not participating vary.

X. Wrap Up

- Next meeting February 12, 2024

MEMBER	INTEREST REPRESENTED	PRESENT
ADOLFO BAILON	BURIEN - CITY	-
AMY ARRINGTON	NORMANDY PARK – CITY	✓
BILL VADINO	FEDERAL WAY – CITY	✓
BOB LEONARD	DES MOINES – COMMUNITY REPRESENTATIVE	-
BRYAN TOMICH	NORMANDY PARK – COMMUNITY	✓
GARMON NEWSOM II	BURIEN – CITY	✓
CARL COLE	SEATAC – CITY	-
DAVE BERGER	FEDERAL WAY – COMMUNITY REPRESENTATIVE	✓
DENISE LATHROP	DES MOINES - CITY	✓
JEFF HARBAUGH	BURIEN – COMMUNITY REPRESENTATIVE	✓
JENNIFER MARTIN	AIR CARGO REPRESENTATIVE	✓
LANCE LYTTLE	PORT OF SEATTLE	-
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	-
LYNAE CRAIG	ALASKA AIRLINES	-
ZACH SCHIELDS	SEATAC – CITY	✓
PRESENTERS		
CINDY GIBBS	BRIDGENET	✓
MARK KANELICH	BRIDGENET	✓
MIKE MCKEE	BRIDGENET	✓
OSCAR VELA	ALASKA AIRLINES	✓
RESOURCES		
MARCO MILANESE	PORT OF SEATTLE	✓
SARAH COX	PORT OF SEATTLE	✓
STEVE VITNER	PORT OF SEATTLE	✓
DAVE KAPLAN	PORT OF SEATTLE	✓
PARIS EDWARDS	PORT OF SEATTLE	✓
CLARE GALLAGHER	PORT OF SEATTLE	✓
TOM FAGERSTROM	PORT OF SEATTLE	✓
RYAN McMULLAN	PORT OF SEATTLE	✓
JUSTIN BIASSOU	FAA	✓
CONSULTANTS		
ANDRES MANTILLA	BDS PLANNING & URBAN DESIGN	✓
CHERYL SWAB	BDS PLANNING & URBAN DESIGN	✓
VINCE MESTRE	CONSULTANT	✓

NEXT MEETING: FEBRUARY 12, 2024- 5:00 PM - 7:00 PM
 LOCATION: ZOOM VIDEOCONFERENCE