

Aviation Noise Working Group

MEETING SUMMARY

AUGUST 12, 2024; 5:00 PM – 6:50PM

VIA ZOOM VIDEOCONFERENCE

Meeting Objectives: An update on the Aviation Near-term Noise Action Agenda, a recap of SEA summer operations and a primer on SEA's noise abatement procedures.

Meeting Summary:

- I. Facilitator Welcome, Introduction, and meeting agenda, Andrés Mantilla, Uncommon Bridges
 - The meeting did not include any Part 150 Technical Review Committee briefings or work.

- II. SEA Operations Recap and Preview, Steve Vittner, Airline Scheduling Manager, POS
 - Steve Vittner ran through recent statistics highlighting SEA operation levels and provided a snapshot of what the summer overall looked like.
 - Currently, averaging about 70,000 daily departing passengers. Increased operations likely to grow through the rest of August.
 - Significant amount of growth from international air carriers.
 - Compared to Q2 2024: 5.4% more operations than 2023. For Q3 2024: daily operations will peak and then start to decline post Labor Day.
 - Question: if we are concerned with noise, these increases are bad news? Answer: Aircrafts are quieter.
 - Member comment: while helpful information, it does not help us deal with noise.
 - Question: Is there a way to talk about easing the flight schedule to reduce the flights over Burien and Normandy Park? Answer: Tom will explain the aborted flights later in the meeting.
 - Question: In terms of adding planes, we're near capacity so they must be added at night. Is that a fair assumption? Answer: close to it.
 - Andres tracking three themes of the discussion:
 - Intent to provide a data snapshot by quarter.
 - Reactions: how does this relate to noise?
 - Airport/air space capacity

- III. Aviation Near-term Noise Action Agenda, Tom Fagerstrom, Noise Programs Manager & Paris Edwards, Noise Programs Coordinator, POS

- Quarterly notifications of exceedances (Q2).
 - China Airlines Cargo had the most but they are introducing the 777 which are quieter; they had 21 fewer exceedances compared to Q1. 777's will still exceed but at a much lower level.
 - EVA Air has had a few exceedances; still operate their quieter 787 but three times a week they fly 777 passenger and cargo operations.
 - ATI (Amazon Prime) seems to be scaling back operations during late night hours.
- Quarterly comparison: 110 total exceedances which is a pretty low number (3%). Total operations reflect how busy the airport is getting this summer.
- Late Night Operations: Average number of operations (takeoffs & landings) per late night in July: 52 operations (45 passenger & 7 cargo); FedEx was planning to phase out their MD-11s but they have begun flying them again a few times a week starting in July.
- Met with China Airlines Cargo: July 29. China Airlines Cargo plans to retire their 747s in a phased approach. We expressed gratitude and encouraged them to continue to make changes and improve their noise metrics with the 777.
- Late night third runway use: Average of almost three landings per late night. Maintenance closures on the other runways have caused increased use of third runway; storm drain project has had a big impact this summer which led to center runway closures. Recently, the east runway has been closed due to concrete panel replacements. Many nights with more than 20 landings on the third runway. Once construction projects are completed; things should go back to normal runway use during the late nights. There were 86 nights without any late night third runway operations in 2024 to date.
 - On Saturday, August 10, the third runway was used for takeoffs from 7:30 AM to 11:00 AM. Highly unusual. Instrument landing systems were inoperable on two runways and this was an issue because of the cloud cover that morning.
- Comment/Question: glad to hear that Lance and the Port staff met with China Airlines Cargo and that Lance is getting directly involved. At the last meeting, you mentioned two more commercial flights landing every night. Were they seasonal or permanent? Answer – seasonal increases in domestic passenger flights happen every summer and are a little heavier than usual. We are researching the question about two commercial flights being added.
- Noise comment Reports
 - To date, over 115,000 comments; not much change from what we have seen in the past. Shows the specific categories of comments: noise annoyance, flight paths and planes flying too low are the majority of the comments
 - How comments are submitted: highest is through the third party web app. Last year was an anomaly and this year is more in keeping with historical numbers.

IV. Single Engine Taxiing Language, Marco Milanese, Community Engagement Manager, POS

- The language that the Port developed with the FAA and airlines and Aviation Noise Working Group and full StART is approved and will soon be part of the airport's master record.
- Language: *Single Engine Taxiing – To minimize noise and fuel burn, SEA encourages airlines to single engine taxi when safe and conditions permit*

V. Sound Insulation Repair Status Report, Ryan McMullan, Noise Programs Senior Manager, POS

- Pilot program schedule is on a tight timeline, and we are on track.
- Approximately 3200 homes received the survey. Still in data gathering phase. Program has not been developed yet.
- Feedback received so far noted that the survey did not ask about vents or fresh air intake. Not every vent in each house was part of the packages so the survey focused primarily on windows and doors.
- Survey responses were extended to August 12th.
- Received 1,070 through today for a response rate of over 33%. For a cold mailing survey that's an encouraging response rate.
- Acoustic testing begins in the second half of August on 30 homes with Port-sponsored packages. Potential defects that were taken into consideration when putting together the acoustic testing schedule include condensation, seal failures, LoE window coating defects and changes in appearance.
- Acoustically testing the whole home. Comparing homes without defects to those with defects. Testing does not guarantee that home will receive new packages. Report ready by middle of October.
- Comment: Gift of public funds issues raised at the Policy Working Group meeting – Port will design program consistent with state and federal laws.
- Question: If there's a failed package with issues, will it be eligible to be fixed regardless of acoustical testing? Answer: Not necessarily. We don't know what the program will look like.
- Question: Why evaluate only the homes in the 65 DNL area? Answer: from an equity perspective, these are the homes that are most affected by noise. Data will be extrapolated from the survey results for homes beyond the 65 DNL. =
- Questions: Will any of the contractors be those who have currently supplied and installed insulation packages? Answer: Don't have an answer to that.
- Comment: All the homes with existing vents were replaced and that's where I had the biggest problem in my residence. There are likely problems in other homes as well.
- Question: What's the effect of the legislation that was passed regarding this issue? Answer: State legislation passed last year. Coordinating with Department of Commerce to develop mechanisms to access that funding. All information being gathered now will help us amend that legislation or draft future legislation.

- VI. Noise Abatement Procedures Primer, Tom Fagerstrom, Noise Programs Manager, POS
- Presentation came about after jet overflights witnessed in Burien. Example flights provided by Burien
 - Noise abatement procedures established in early 1990s. Jet aircraft fly straight in and/or straight out. Does not apply to propeller aircraft.
 - Early turns may happen for a variety of reasons. Safety always takes precedence over all flight path decisions. Weather and other reasons may cause an early turn. Safety is of the utmost importance. Keeping predictable flight paths is very important in our very complex airspace.
 - Go-arounds are a very safe and controlled procedure. Not unique to our airport. We average 2.7 go arounds per day. Has gone up as airport has gotten busier. Some days none; some days 8-15. Many reasons why they might happen, including weather and aircraft spacing. Most of time they are turned west to keep them safely separated from takeoffs.
 - Compliance and adherence to noise abatement procedures are at about 99% with very few early turns to the west or the east. FAA does a great job of keeping these flight paths very consistent from day to day.
 - Question: What causes an aircraft to conduct a go-around? Often, aircraft spacing issues with other aircraft. .
 - Question: Is scheduling causing aircraft to be so close together? Answer: A busy airport certainly a factor. Occurrences have edged up slightly (2.7 go arounds per day). Weather is also a common reason.
 - Comment: Aircraft may not have gotten off the runway in time. Might not be a flow issue but a plane may be waived off for safety reasons if an aircraft is still on a runway.
 - Question: At one point does it become an issue of having too many planes? At what point can we not absorb any more planes? Answer: This is not the desired outcome. Efforts are continually made to limit these occurrences.
 - Question: Are we closely approaching capacity at the airport? What are those numbers? Answer: We know there will come a time when we are at capacity.
 - Questions: Early last December, a member sent recommended meeting topics to StART and Burien Airport Committee. Why hasn't these topics been tackled? Answer: list was brought to the Steering Committee after we had the in-person member exercise at the airport to prioritize general meeting themes. We will see if that issue is in those themes. We will work to see that addressed.
 - Comment: Request information on what SEA's capacity is. Need to know the numbers to make concrete decisions. Seconds the motion to get that information.
 - Comment from a pilot/StART member: I can't imagine that SEA is not at capacity. As far as go-arounds, numbers at SEA is a lot because aircraft are all jammed onto one runway. Over capacity on the ground also an issue. We may not be at technical capacity, but it is very close. Doesn't know any other airport that has as many go-arounds as we do.

VII. Wrap Up

- Next meeting October 14

MEMBER	INTEREST REPRESENTED	PRESENT
ADOLFO BAILON	BURIEN - CITY	✓
AMY ARRINGTON	NORMANDY PARK - CITY	✓
BILL VADINO	FEDERAL WAY - CITY	✓
BRYAN TOMICH	NORMANDY PARK - COMMUNITY	✓
GARMON NEWSOM II	BURIEN - CITY	✓
DAVE BERGER	FEDERAL WAY - COMMUNITY REPRESENTATIVE	-
JASON WOYCKE	DES MOINES - CITY	-
JEFF HARBAUGH	BURIEN - COMMUNITY REPRESENTATIVE	✓
KAREN VELORIA	BURIEN - COMMUNITY REPRESENTATIVE	-
KATHLEEN WILSON	TUKWILA - COMMUNITY REPRESENTATIVE	-
JOE DUSENBURY	DES MOINES - COMMUNITY REPRESENTATIVE	-
MICHAEL BRUGATO	FEDERAL WAY - COMMUNITY REPRESENTATIVE	✓
LANCE LYTTLE	PORT OF SEATTLE	✓
ROGER KADEG	SEATAC - COMMUNITY REPRESENTATIVE	✓
SCOTT INGHAM	DELTA AIR LINES	✓
SCOTT KENNEDY	ALASKA AIRLINES	-
STEVE NOVAK	DES MOINES - COMMUNITY REPRESENTATIVE	-
RESOURCES		
DAVE KAPLAN	PORT OF SEATTLE	✓
MARCO MILANESE	PORT OF SEATTLE	✓
TOM FAGERSTROM	PORT OF SEATTLE	✓
RYAN McMULLAN	PORT OF SEATTLE	✓
PARIS EDWARDS	PORT OF SEATTLE	✓
STEVE VITTNER	PORT OF SEATTLE	✓
JOSEPH BERT	FAA	✓
CHRIS SCHAEFFER	FAA	✓
LYNAE CRAIG	ALASKA AIRLINES	-
ZACH SHIELDS	SEATAC - CITY	✓
CONSULTANTS		
ANDRES MANTILLA	UNCOMMON BRIDGES	✓
CHERYL SWAB	UNCOMMON BRIDGES	✓
VINCE MESTRE	CONSULTANT	✓

NEXT MEETING: OCTOBER 14, 2024, 5:00 – 7:00 PM
LOCATION: ZOOM VIDEOCONFERENCE