

StART

MEETING SUMMARY

AUGUST 28, 2024; 5:00 PM – 6:30 PM

VIA ZOOM VIDEOCONFERENCE

Meeting Objectives:

- An update on the FAA's Noise Policy Review and the latest on StART's Policy Working Group and Aviation Noise Working Group activities.

I. Facilitator Welcome, Meeting Management, Introductions, Opening Comments

Cheryl Swab, Project Manager, Uncommon Bridges; Sarah Cox, Chair (Alt), SEA Director, Aviation Environment & Sustainability, Port of Seattle

- Cheryl opened the meeting
- Sarah acknowledged the cybersecurity attack and stated the Port is trying to keep operations running as smoothly as possible. She requested grace while working through this.
- Sarah thanked Ryan Weller from the FAA for agreeing to present.
- She also summarized the recent meeting Lance Lytle and the Port team had with China Airlines Cargo regarding late night operations
 - *Background: China Airlines Cargo has consistently had the most noise exceedances during the late night*
 - It was an encouraging conversation as they are replacing their 747s with the newer and quieter 777.

II. FAA Noise Policy Review Ryan Weller, Environmental Protection Specialist, Federal Aviation Administration.

- *Background: The FAA's Noise Policy Review includes a comprehensive analysis of how the FAA assesses aircraft noise and the metrics and thresholds used to identify a noise impacted community. Don Scata from the FAA last reported out on the Noise Policy Review at StART's February 2023 meeting and the recently passed FAA reauthorization legislation includes StART-endorsed language giving the FAA a deadline to act on its Noise Policy Review and requiring the creation of a stakeholder advisory panel.*
- Noise Policy Overview
 - In Late 2021, the FAA initiated the Noise Policy Review
 - Scope
 - Metrics – Is the 65 decibel day-night average sound level (65 DNL) the

- right measure of noise exposure or should it be adjusted, added to, or replaced by other noise metrics? (e.g., Number Above)
- Noise thresholds – Investigated lowering below DNL 65 dBA (significant noise exposure)
- Key Takeaways
 - Potential outcomes of policy changes
 - Possible updates to regulations
 - Change level of review needed for a given action
 - Improve FAA’s communication about noise impacts
 - Policies will not affect
 - Current/existing aviation noise exposure
 - Where/when aircraft currently fly
 - Completed or ongoing environmental reviews
- Potential Noise Metrics
 - Equivalent Sound Level – average acoustic (sound) energy over a specific period to account for the cumulative effect of multiple noise events
 - Number of events above an Lmax: the count of noise events at or exceeding a specified Maximum Sound Level (Lmax)
 - Time Above an Lmax: the amount of time noise events are at or above a specified Maximum Sound Level (Lmax)
- Noise Policy Review Federal Register
 - Published on May 1, 2023, initial public comment period was 90 days but was extended an additional 60 days.
- Comment Review Process and Status
 - Received 4,857 comments
 - 81% from individuals
 - 75% of comments specified locations
 - 643 comments were endorsements of a comment
 - Nighttime noise concerns had the most comments
 - Comment Review Process
 - Developed a database of comments
 - Categorized comments
 - Identify common themes
 - Currently identifying common themes
- Next Steps
 - Will publish a Federal Register Notice announcing proposed revisions to FAA Noise Policy
 - Timing – TBD
 - For updates, next steps, educational materials, & links for reference:
<http://www.faa.gov/noisepolicyreview>

Questions/Comments:

- Is 65 DNL regarding noise inside or outside?
 - Outside noise
- What does the FAA mean when they say, “on the table”
 - FAA is looking at all possibilities that could better explain noise levels people are experiencing. Changing the noise metrics or the thresholds will impact environmental review and other actions.
- Reminder: StART submitted a letter, drafted by the policy working group and reviewed by the larger group
 - The letter summarized the community feedback in three categories: communities within the 65 DNL, communities immediately outside of the 65 DNL, and communities under a flight path.
- Public comment showed that many wanted an alternative to DNL. They encouraged the FAA to look at other noise metrics.
- How does the FAA consider the effects a noise metric change would have on noise insulation programs?
 - They understand if they lower the DNL, it will increase the properties eligible for noise insulation and vice versa if they increase the DNL.
- What if you use actual sound measurements?
 - Noise modeling for policy decisions like NEPA actions is the norm.
- Do you envision that the review will result in one recommendation or recommendations?
 - Depending on how this process goes, several groups, including a steering committee, and stakeholders, will review the recommendations.

III. Policy Working Group Update

Eric Schinfeld, Federal Government Relations Manager & John Flanagan, State Government Relations Manager

- *Background: Eric and John covered what was discussed at the 8/5 Policy Working Group meeting which included a continuation of the discussion about developing a StART-endorsed aviation-related state legislative agenda.*
- Proposed State Legislative Agenda
 - Effectively implement Senate Bill 5955
 - Ensure the appropriated funds are spent for maximum return on investment
 - Advocate for additional funding to address the full scope of issues identified by surveys and assessments
 - Explore additional uses for state funds that are complementary to the goals of the legislation to support near-airport community quality of life

- Continue Progress Toward Additional Regional Airport Capacity
 - Partner with Legislature and the WSDOT to maintain focus on identifying specific next steps to expand options for travel in and out of the region – including but not limited to identifying locations for future commercial air service
- Expand Sustainable Aviation Fuels (SAF) incentives and investments
 - Ensure the effective implementation of the SAF policies passed by the State Legislature in 2024
 - Advocate for additional support for SAF production and supply chain development, including key infrastructure
 - Support the implementation of the SAF Research and Development Center at Paine Field funded by the State Legislature
- Support Investments in Electric Ground Transportation
 - Work with the State Legislature and WSDOT to identify priority locations at and near SEA to support increases in EV travel to the airport
 - Support state efforts to support the continued development of electric aviation as an option for regional commercial air travel
 - Support high-speed rail
- Next steps
 - Working group → Full StART approval → Advocacy
 - StART day on the Hill – for meeting with state legislators and key stakeholders (late February)
 - John to share date of the next meeting of the Commercial Aviation Work Group

IV. Aviation Noise Working Group Activities, Marco Milanese, Community Engagement Manager

- Reporting on August 12th meeting: *Marco covered what was discussed at the 8/12 Aviation Noise Working Group meeting which included a review of SEA's noise abatement procedures and the frequencies of aircraft go-arounds.*
- SEA had its busiest days in August
 - Over 75,000 people through airport screening on August 12th
- Late Night Noise Limitation Program
 - China Airlines Cargo - Most exceedances of noise in the late night hours
 - 1st quarter – 183 operations above the noise threshold
 - 2nd quarter – 110 operations above the noise threshold
 - Change due to the carrier flying the quieter 777 more often
 - July 31st – encouraging meeting was conducted with China Airlines Cargo management
- 3rd Runway late night use
 - Greater use of 3rd runway due to work on the other two runways
 - Average of 2.7 late night landings on 3rd runway

- The center runway was closed frequently at night for drainage maintenance
- The east runway was closed frequently due to concrete panel replacements (ending in September)
- Noise Comments & Complaints
 - July 2024: 17,899 from 260 different households
 - Higher than July 2023 but in line with July 2022
- New language to promote use of single-use taxing at SEA finalized
- Sound Insulation Repair and Replacement Pilot Program
 - Received about 1,000 surveys from people who have previously had their home insulated
 - 30 homes selected for acoustic testing
 - Early 2025 – plan to launch pilot program
- Noise abatement procedures
 - 99% aircraft adherence to the procedures
 - Burien provided examples of early turns over their City; they were attributed to:
 - Aircraft not from SEA
 - Aircraft conducting a tower or pilot initiated go around
 - SEA averaging 2.7 go-arounds/day

Questions/Comments:

- Is SEA averaging 2.7 go-arounds/day indicative of the airport reaching capacity?
 - Capacity is a complex term and there are different ways to define it.
 - Pilot and StART member, Bryan Tomich, mentioned the narrow margins between landing aircraft and that planes moving at different speeds can cause go-arounds.
 - Would like to discuss capacity at a future StART meeting
- Members have a desire to discuss:
 - Insulation packages
 - Airport capacity

V. Public Comment

- Brian Davis
 - The City of Burien strongly opposes Washington Initiative 2117, which would repeal the Climate Commitment Act. Repealing the Act would leave no advocacy funds and likely lead to a failure to replace Port Packages. Many other initiatives hinge on it.

VI. Wrap Up/Next Steps

- Next Meeting is on October 23, 2024 – 5:00 PM – 7:00 PM VIA ZOOM

MEMBERS	INTEREST REPRESENTED	PRESENT
ADOLFO BAILON	BURIEN - CITY	-
ALETA BEST	FAA (EX OFFICIO)	-
AMY ARRINGTON	NORMANDY PARK - CITY	✓
BILL VADINO	FEDERAL WAY - CITY	✓
BRANDON MILES	TUKWILA - CITY	✓
BRYAN TOMICH	NORMANDY PARK - COMMUNITY REPRESENTATIVE	✓
DAVE BERGER	FEDERAL WAY - COMMUNITY REPRESENTATIVE	✓
ERIC SCHINFELD	PORT OF SEATTLE	✓
GARMON NEWSOM II	BURIEN - CITY (ALT)	✓
GRADY STONE	FAA (EX-OFFICIO)	-
JASON WOYCKE	DES MOINES - CITY	✓
JEFF HARBAUGH	BURIEN - COMMUNITY REPRESENTATIVE	✓
JOE DUSENBURY	DES MOINES - COMMUNITY REPRESENTATIVE	-
JOSEPH BERT	FAA	✓
JULIE LE	SEATAC - COMMUNITY REPRESENTATIVE	✓
JENNIFER MARTIN	AIR CARGO REPRESENTATIVE, CFI FORWARDERS	✓
KAREN VELORIA	BURIEN - COMMUNITY REPRESENTATIVE	✓
KATHLEEN WILSON	TUKWILA - COMMUNITY REPRESENTATIVE	✓
KYLE MOORE	SEATAC - CITY	-
LANCE LYTTLE	PORT OF SEATTLE - CHAIR	-
LAUREL HUMPHREY	TUKWILA - CITY (ALT)	-
MARCO MILANESE	PORT OF SEATTLE	✓
MICHAEL BRUGATO	FEDERAL WAY - COMMUNITY REPRESENTATIVE	-
MOIRA BRADSHAW	NORMANDY PARK - COMMUNITY REPRESENTATIVE	✓
NICHOLAS MATZ	NORMANDY PARK (ALT)	-
PETER SCHILLING	TUKWILA - COMMUNITY REPRESENTATIVE	✓
RANDY FIERTZ	ALASKA AIRLINES (ALT)	-
ROGER KADEG	SEATAC - COMMUNITY REPRESENTATIVE	✓
SARAH COX	PORT OF SEATTLE - CHAIR (ALT)	✓
SCOTT INGHAM	DELTA AIR LINES (ALT)	-
SCOTT KENNEDY	ALASKA AIRLINES	✓
STEVE NOVAK	DES MOINES - COMMUNITY REPRESENTATIVE	-
TIM GEORGE	DES MOINES - CITY (ALT)	-
ATTENDEES		
RYAN McMULLAN	PORT OF SEATTLE	✓
ANTHONY HEMSTAD	CITY OF DES MOINES/HEMSTAD CONSULTING	-
PARIS EDWARDS	PORT OF SEATTLE	✓
CLARE GALLAGHER	PORT OF SEATTLE	-
DAVE KAPLAN	PORT OF SEATTLE	✓
JOHN FLANAGAN	PORT OF SEATTLE	✓
TOM FAGERSTROM	PORT OF SEATTLE	✓
ZACK SHIELDS	CITY OF SEATAC	✓
CHRIS SCHAFFER	FAA	✓
JENNIFER REDDING	FAA	✓
PRESENTER		
RYAN WELLER	ENVIRONMENTAL PROTECTION SPECIALIST, FAA	✓
CONSULTANTS		
CHERYL SWAB	UNCOMMON BRIDGES	✓
SKYLAR BENSON	UNCOMMON BRIDGES	✓
PUBLIC COMMENTS		

BRIAN DAVIS	BURIEN AIRPORT COMMITTEE	✓
AUDIENCE		
KRISTIN DUNKIN	HNTB	✓
BARBARA MCMICHAEL		✓
JC HARRIS	SEATAC NOISE INFO	✓
LAURA HOLTHUS	RICONDO	✓
RICHARD FOULKES		✓
SCOTT TATRO		✓
ROBERT MILLAR	HNTB	✓

NEXT MEETING: OCTOBER 23, 2024 - 5:00 PM - 7:00 PM

LOCATION: ZOOM