

Aviation Noise Working Group

MEETING SUMMARY

FEBRUARY 10, 2025; 5:00 PM – 6:00 PM

VIA ZOOM VIDEOCONFERENCE

Meeting Objectives: A review of SEA’s operational trends along with the latest on the Aviation Near-term Noise Action Agenda, and a report out on the Sound Insulation Repair and Replacement Pilot Program.

Meeting Summary:

- I. Facilitator Welcome, Introduction, and meeting agenda, Andrés Mantilla, Uncommon Bridges
- II. SEA Operations Preview, Steve Vittner, Airline Scheduling Manager, POS
 - Year in review: total passengers and total SEA operations were up in every category including international flights, screened passengers; six new airlines welcomed in 2024.
 - Projected for 2025: peak periods will continue to see growth. Port will talk to the carriers to anticipate and mitigate peak period impacts.
 - International carriers are adding new services at SEA. Working with them to plan for the upcoming summer season.
 - 2025 will be another record breaking year in terms of operations and passengers especially on the international side.
 - Alaska/Hawaiian merger: meeting with Alaska regularly to ensure their plans for the merger align with the resources that SEA has available.
Question: How will all the proposed construction projects affect the airport’s current and future capacity? Gating scenarios and real-time data are being consulted; Port is fully aware of how construction will affect the availability of gates and are working on various scenarios.
- III. Noise Working Group Program Updates, Tom Fagerstrom, Noise Programs Manager & Paris Edwards, Noise Programs Coordinator, POS
 - Late Night Noise Limitation Program Q4 Updates
 - Exceedances: Amazon’s Prime Air had the most. Their total numbers of operations were higher in Q4 due to the impact of the holidays. FedEx had 30 exceedances with the louder MD11 aircraft; we’ll schedule time to talk to them about their fleet plans. China Cargo Airlines: every winter their 777 stops to refuel; here until mid-March. China Airlines (Taiwanese airline); no exceedances with passenger aircraft but did

have some with their cargo 747s. Philippines Airlines: Their 777 scheduled to depart before midnight but some were later; Tom will be reaching out to them.

- 747 operations are going down at SEA; 300 fewer operations overall in 2024 versus 2023. That's good news since they are the loudest aircraft at the airport.
- Late Night Runway Use: averaged 4.8 third runways landings per late night in 2024; 2.3 per night so far in 2025.
- **Question: between fourth quarter last year and this year an increase in late night operations of 25%; are you expecting that type of increase in future years?** Expect to see a proportional increase in late-night hours base on overall increases in operations. **Does the Port actively promote night landings?** Not to staff's knowledge.
- **Question: what is the decibel difference between a 747 and other aircraft?** 747 is 5-6 decibels louder than a 777; 767 is the quietest.
- Go-Around Report: average 2-3 go-arounds each day at SEA; December daily average was 2; weather events contribute to a higher number of go-arounds in January with an average of 3.29.
- Noise Comment Report for December: top five cities have not changed; distinct households a little higher for the month but not for the year. Over 14,000 total comments in December 2024 compared with over 20,000 total comments in December 2023.

IV. Potential Airfield Monitoring, Tom Fagerstrom and Paris Edwards, POS

- Exploring the use of a camera system to monitor airfield noise events and why and when they occurred. Items captured by cameras could include aircraft movement, ground support movement, etc. Attempting to capture all aspects of the operations. Will provide updates as this progresses.
- Could help when we receive complaints about a specific event at a specific time.
- **Questions: could cameras be linked to evaluating ground noise barriers?** It could if we also placed a monitor in an area where a noise barrier could be constructed.

V. Sound Insulation Repair & Replacement Pilot Program Assessment, Ryan McMullan, Noise Programs Senior Manager, POS

- Commission Order:
 - "The Port Commission hereby orders an assessment regarding the effectiveness of previously installed Port of Seattle funded noise insulation packages be conducted and concluded by the end of the year 2024. The assessment will involve extensive outreach, collection of information from property owners and analysis of that information."
 - Authorized, tax levy-funded, budget of \$6.5M with \$5M of those funds being set aside for design/construction associated with the Pilot Program.
- Survey Overview & Results
 - Designed to meet the intent of the Order

- Conducted within current SEA Noise Remedy Boundary (3,200 single family homes)
- Extensive outreach to community and stakeholders
- Translation of survey and mailed materials
- Survey results
 - 1,067 responses (> 33% response rate)
 - Responses reflected variety of packages installed
 - The survey data demonstrates the impacts of the overall age and design of the finished product as the primary factors for residential concerns and existing conditions.
- Field Assessment Results
 - Survey responses and existing product conditions validated by field assessment
 - Operational and appearance
 - Installation and maintenance issues
 - Design of the window products is a significant factor in longevity, repairability, and links to reported concerns from the community
- Acoustic Testing Results
 - Acoustic testing followed guidelines in Acoustic Testing Plan (ATP) for SEA which was approved by FAA in 2017
 - All 30 homes tested below 45dB DNL interior noise level threshold and are compatible with FAA's residential noise thresholds
 - Testing included five homes pre-1993 for which FAA has a program to re-insulate homes
- Port staff and their consultants conducted research and gathered information from four studies regarding the Expected Useful Life (EUL) of windows and doors for homes.
- EULs focus on structural integrity, functionality, and aesthetics. They do not account for the acoustic performance of the products, which can vary significantly based on material composition, installation methods, and environmental factors.
- Key Findings
 - Aging, design, and installation issues are primary factors for resident-noted concerns.
 - 99% of products installed prior to 2014 are past their expected useful life and most are beyond warranty period.
 - Lack of available replacement parts limits residents' ability to maintain and/or perform regular care.
 - Despite operational and appearance concerns, all homes' sound insulation packages are acoustically "effective."
 - Industry-standard windows were used, the design at the time. While they could have been designed differently, there were multiple manufacturers that had similar issues.
 - None of the 30 houses acoustically tested during the assessment tested over at, or above, the 45dB DNL interior noise residential threshold. But there are two pre-1993 homes that have been previously re-tested and they tested at, or above 45dB DNL interior.

- **Comment: public will not like the conclusion that the windows don't need to be replaced even though the noise level is below 45dB DNL interior.** This is where the pilot program is starting with a limited amount of money. Port trying to target those that are most impacted by aircraft noise.

VI. Wrap Up

- Next meeting: April 14, 2025, 5:00 PM – 7:00 PM

| MEMBER | INTEREST REPRESENTED | PRESENT |
|--------------------|--|---------|
| ADOLFO BAILON | BURIEN - CITY | - |
| ALETHIA MILLER | ALASKA AIRLINES | ✓ |
| AMY ARRINGTON | NORMANDY PARK - CITY | ✓ |
| BILL VADINO | FEDERAL WAY - CITY | ✓ |
| BRYAN TOMICH | NORMANDY PARK - COMMUNITY REPRESENTATIVE | ✓ |
| GARMON NEWSOM II | BURIEN - CITY | ✓ |
| 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 | - |
| JOSEPH BERT | FAA | - |
| MICHAEL BRUGATO | FEDERAL WAY - COMMUNITY REPRESENTATIVE | - |
| SARAH COX | PORT OF SEATTLE | ✓ |
| ROGER KADEG | SEATAC - COMMUNITY REPRESENTATIVE | ✓ |
| SCOTT INGHAM | DELTA AIR LINES | - |
| SCOTT KENNEDY | ALASKA AIRLINES | - |
| STEVE NOVAK | DES MOINES - COMMUNITY REPRESENTATIVE | - |
| MOIRA BRADSHAW | NORMANDY PARK - COMMUNITY REPRESENTATIVE | - |
| RESOURCES | | |
| STEVE VITNER | PORT OF SEATTLE | ✓ |
| MARCO MILANESE | PORT OF SEATTLE | ✓ |
| TOM FAGERSTROM | PORT OF SEATTLE | ✓ |
| RYAN McMULLAN | PORT OF SEATTLE | ✓ |
| PARIS EDWARDS | PORT OF SEATTLE | ✓ |
| ZACH SHIELDS | SEATAC - CITY | ✓ |
| MATTHEW BLINSTRUB | FEDERAL WAY - TECHNICAL REVIEW COMMITTEE | ✓ |
| LYNAE CRAIG | ALASKA AIRLINES | ✓ |
| KAELENE NOBIS | KING COUNTY | ✓ |
| CONSULTANTS | | |
| ANDRES MANTILLA | UNCOMMON BRIDGES | ✓ |
| SKYLAR BENSON | UNCOMMON BRIDGES | ✓ |
| VINCE MESTRE | CONSULTANT | ✓ |

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LOCATION: ZOOM VIDEOCONFERENCE