

Aviation Noise Working Group

MEETING SUMMARY

OCTOBER 13, 2025; 5:00 PM – 6:00 PM

VIA ZOOM VIDEOCONFERENCE

Meeting Objective: Update on Aviation Near-term Noise Action Agenda and a discussion regarding the Late Night Noise Limitation Program's established hours.

Meeting Summary:

- I. Facilitator Welcome, Introduction, and meeting agenda, Andres Mantilla, Facilitator, Uncommon Bridges
- II. Aviation Near-term Noise Action Agenda, Tom Fagerstrom, Noise Programs Manager & Paris Edwards, Noise Programs Coordinator, POS
 - **Late Night Noise Limitation Program Q3**
 - Q3 Exceedances: ATI/Amazon – 27, FedEx – 27 (Planning a face-to-face meeting with FedEx to talk about their exceedances and the MD11 aircraft that they have brought back). EVA Airways – 21.
 - Q3 Exceedances: 141; 4% of total Q3 late night operations. Lower than last year at this same time due to fewer 747s
 - Average of 29 operations per late-night in September (24 passenger & 5 cargo); Alaska, Delta, United, Southwest, EVA, Singapore, China Airlines and Starlux using newest generation aircraft. Cargolux, Korean Air Cargo, Asiana Airlines Cargo, AirZeta and FedEx Express using older, noisier 747s and MD11s. Shows the end of summer drop off in passenger operations as predicted.
 - **Late Night Third Runway Usage: 2024** – 4.8 landings per late night; 2025 (to date) – 4.1. Moving in the right direction. Numbers also good in October.
 - **Go-Arounds:**
 - August - Total: 88; Average: 2.8 per day. Higher than normal number of go-arounds on August 6th (11) due to high wind velocity and wind gusts in the evening.
 - September - Total: 95, Average: 3.1 per day. Higher than normal number of go-arounds on Sept 15th (15) due to fog and low visibility operations.
 - **Noise Comment Reports** for August (13,473 total comments from 608 households) and September (11,181 total comments from 666 households): top five cities are generally consistent with previous months, with several hundred comments coming from 1-4 households.
 - *Question: Do you show number of distinct households year to year?* Paris will have that in the numbers for the next meeting.

- Update on **Single Engine Taxiing**: voluntary measure developed by StART. Concerns from airlines about its use; a safety analysis will be conducted and, in the meantime, the program is on hold.
 - *Question: Wasn't this in the airport master record; what does a temporary pause look like?* No timeline yet for the response.

III. Late Night Noise Limitation Program Review, Tom Fagerstrom, POS

- Voluntary program, monitor noise levels between 12-5 AM. Contact carriers quarterly about exceedances and will have meetings with carriers with the most exceedances
 - Initial discussions began at StART Aviation Noise Working Group in 2018
 - Port staff and consultant Vince Mestre established hours and noise level thresholds
 - Added as an additional category of the Fly Quiet Program
 - Began monitoring late night operations in Q3 2019
- Discussion about possible expansion (expanding hours from 12-5 AM to 11 PM-6 AM):
 - For Q3, total operations (takeoffs and landings) increase from 3,943 currently to 10,306 with added two hours
 - 9,483 out of 10,306 are passenger flights (92%)
 - 11 PM to 12 AM is much busier than 5am to 6am
 - Almost every carrier at SEA operates within the proposed expanded hours
 - Initial findings: Noise exceedances do not increase dramatically, with exception of some wide-body aircraft operators – Philippine Airlines, EVA Airways Cargo, FedEx
 - Philippine Airlines is aware of the program and have a departure time purposely before midnight to meet the program's current hours. EVA Airways Cargo is also aware of the 12-5 AM hours.
 - *Question: By changing the hours, what is the intended outcome?* This is in response to a working group request to look at expanding the hours.
 - Next steps: Tom can keep looking into the data and provide some more information. He will bring this up again at the next working group meeting.
 - *Question/Comment: Appreciate the difficulty with scheduling late night flights; Des Moines is heavily impacted by the noise. Can there be some formula created for compensation to the city or its residences?*

IV. Sound Insulation Program Update, Ryan McMullan, Noise Programs Senior Manager, POS

- **Existing Sound Insulation Program**: as a result of previous Part 150 studies, the Port created the Sound Insulation Program. Provides sound insulation to homes, condos, places of worship, and apartment buildings in the current Noise Remedy Boundary
 - There is not a replacement opportunity within the current sound insulation program if the windows are fogged or their seals have broken. Criteria for secondary sound insulation is determined by the FAA.
 - *Question: Who and how did they establish the 45 DNL interior? Can we communicate to the public what an example is (e.g., freight train)?* It's an FAA standard and

requirement. The Working Group's noise consultant explained the origin and history of the 45 DNL interior noise level standard.

- **Part 150 Process & the Next Sound Insulation Program:** A Part 150 study is being conducted to determine the new 65 DNL contour, an updated Noise Remedy Boundary, and potential Noise Compatibility Program (NCP) measures. This may cause some homes to fall within the boundary that weren't before, and some may now be outside the boundary. Program will likely be only for homes that haven't been insulated before.
 - *Question: Boundary is likely to shrink?* Not necessarily. Overall, the area is expanding. But some areas will be out and some in that weren't before.
 - *Question: Is the sound insulation a requirement of the FAA?* No, it is not. Programs are voluntary.
 - *Question: Boundary might shift but will other factors remain such as only insulating homes constructed before 1986/87?* After those dates, local building codes required sound insulation for any new residences.
- **Sound Insulation Repair and Replacement Program:** Replace sound insulation packages installed prior to 1993 pending eligibility. Prior to 1993, there was uncertainty about previously installed insulation packages and whether they would achieve the up to date standards set in 1993.
 - *Questions: Eligibility here is still under FAA criteria, why is that?* We do that so that we can potentially stretch the tax levy money (\$5M) for pre-1993 re-insulation work; FAA would potentially provide grant funding. We are following the Port Commission's direction to focus on acoustic performance.
 - *Question: What does it mean to fail the acoustic testing?* Homes that acoustically test at, or greater than 45 dBA DNL interior, failed acoustic testing, and, hence, are potentially eligible for the Pilot Program. Homes that test less than 45 dBA DNL interior are not eligible for the Pilot Program.
 - *Question: Potential FAA funding is unlikely currently. Why don't we come up with our own program and criteria?* We only have \$5M so we want to serve the homes that are acoustically impacted.
 - *Question/Comment: There are window failures beyond acoustic failures. And they are a failure, nonetheless. Is there a report that communicates these efforts?* There is a [technical report](#) completed earlier this year. There are conditions where windows are not working properly but they are not eligible based on the Port Commission's direction.
 - *Question: Does FAA eligibility include considerations of leaks, mold, etc.?* No, the FAA does not account for that when determining funding eligibility.

V. Part 150 Noise Study Workshops, Marco Milanese, Community Engagement Manager, POS

- September 30 – Des Moines; October 2 – Burien; October 4 – SeaTac.
- 70 people total at the three workshops; 70 individuals signed up for the virtual meeting on October 15

- Appreciate those who did come out to those meetings.
- Received some early feedback and suggestions for noise measures.
- Workshop information Boards available on the website at <https://www.portseattle.org/page/sea-part-150-noise-study>
- Question: *Is there a new 65 DNL boundary?* There is a proposed new contour map different from the previous contour.
- Question: *What is the probability that the proposed boundary will become the actual?* We think it's likely the FAA will approve the contour.
- Question: *Where do we sit with FAA following through with an adjusted DNL level?* Likely will not happen during this Part 150. The FAA's Noise Policy Review is currently stalled at the federal level.

VI. Wrap Up

- Next meeting: December 1, 2025, 5:00 PM – 7:00 PM

MEMBER	INTEREST REPRESENTED	PRESENT
ADOLFO BAILON	BURIEN - CITY	-
ALETHIA MILLER	ALASKA AIRLINES	✓
AMY ARRINGTON	NORMANDY PARK - CITY	✓
BARTON DELACY	DES MOINES - COMMUNITY REPRESENTATIVE	✓
BILL VADINO	FEDERAL WAY - CITY	✓
BRYAN TOMICH	NORMANDY PARK - COMMUNITY REPRESENTATIVE	-
GARMON NEWSOM II	BURIEN - 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	-
MOIRA BRADSHAW	NORMANDY PARK - COMMUNITY REPRESENTATIVE	-
RESOURCES		
MARCO MILANESE	PORT OF SEATTLE	✓
TOM FAGERSTROM	PORT OF SEATTLE	✓
RYAN McMULLAN	PORT OF SEATTLE	✓
PARIS EDWARDS	PORT OF SEATTLE	✓
TECHNICAL REVIEW COMMITTEE		
LYNAE CRAIG	ALASKA AIRLINES	✓
KALEENA GLOVER	DELTA AIRLINES	-
LIZ STEAD	BURIEN	-
JASON WOYCKE	DES MOINES	-
ZACK SHIELDS	SEATAC - CITY	✓

JEFF WATSON	NORMANDY PARK	-
NEIL TABOR	TUKWILA	-
MATTHEW BLINSTRUB	FEDERAL WAY	-
SKY LARON	FAA	-
RODNEY LINDBECK	FAA	-
JASON POOLE	FAA	-
SUSAN McLAIN	KING COUNTY	-
TOM HOOPER	PORT OF SEATTLE (TRC)	-
CONSULTANTS		
ANDRES MANTILLA	UNCOMMON BRIDGES	✓
CHERYL SWAB	UNCOMMON BRIDGES	✓
VINCE MESTRE	CONSULTANT	✓
AUTUMN WARD	ESA	-
SCOTT TATRO	ESA	-

NEXT MEETING: DECEMBER 1, 2025, 5:00 – 7:00 PM
LOCATION: ZOOM VIDEOCONFERENCE