

Aviation Noise Working Group

MEETING SUMMARY

DECEMBER 8, 2025; 5:00 PM – 6:00 PM

VIA ZOOM VIDEOCONFERENCE

Meeting Objective: Updates on the Aviation Near-term Noise Action Agenda and SEA's new minimum thrust language and the convening of the Part 150 Noise Study's Technical Review Committee (TRC) to gather input for the Noise Compatibility Program phase.

Summary of the TRC will be included on the Part 150 Study website: [SEA Part 150 – Noise Study](#)

Meeting Summary:

- I. Facilitator Welcome, Introduction, and meeting agenda, Andrés 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 (partial update)**
 - November: Average of **37** operations (takeoffs and landings) per late-night: **30** passenger ops and **7** cargo ops
 - November: **38%** of operations using the newest generation aircraft
 - November: **4%** of operations using noisiest aircraft at SEA: 747 & MD11
 - China Cargo Airlines returns with seasonal fuel stops
 - MD11 operations ceased nationwide on 11/6 – future is up in the air; not many operators left; meeting with FedEx is postponed until the MD11 situation is resolved
 - Planning to meet with ATI (Amazon) in December – they were tied with the most noise exceedances in Q3
 - **Late Night Third Runway Usage**
 - 2024 Totals:
 - Average of **4.8** third runway landings per late night
 - 2025 Totals: (thru 12/2)
 - Average of **4.1** third runway landings per late night
 - 130 nights with no landings on the third runway
 - **38** landings occurred on 10/24 – Alaska Airlines technical issue
 - **Go-Arounds**:
 - October: Total: **98**; Daily average: **3.1**
 - November: Total: **91**; Average: **3.0**
 - **Noise Comment Reports** for October **7,794** complaints; **173** households. This is a lower number when compared to October 2024.

- III. Sound Insulation Program Update, Ryan McMullan, Noise Programs Senior Manager, POS
 - **Existing Sound Insulation Program:** wrapped up construction on 1 single-family home. Completed 186 units within three apartment complexes and will have 200 units completed by the end of the year. Began work on 2 places of worship.
 - **Repair and Replacement Pilot Program:** 117 homes were tested; 5 were eligible. Continuing outreach to remaining homes within the Noise Remedy Boundary. 3 of 5 are moving forward with design.
 - **NDA bill language** – legislation continues to make progress in Congress; allows for Port to use federal funding on eligible homes that received packages pre-2002 (versus current program, which requires pre-1993 packages). Requirements/criteria and boundary remain the same, including acoustic testing. In the current noise remedy boundary, we have 3,200 homes that have received packages; 471 of those homes received packages pre-1993. Between 1993-2001, 92% of the 3,200 homes may now qualify for assistance.

- IV. Minimum Thrust Language, Marco Milanese. Community Engagement Manager & David Crowner Safety Management Assistant Director, POS
 - 3 to 5 years ago, StART Aviation Noise Group prioritized mitigating for airfield ground noise. As a result, a study was done on initiatives that could reduce that noise. This work included publishing airport language limiting use of reverse thrust, and promoting continuous taxi to take-offs and single-engine taxiing
 - Previous single-engine taxiing language was misunderstood and resulted in two unsafe jet blast events
 - **Qatar Airlines** jet blast event on **7/24/25 @ 12:51 PM**
 - **Qatar Airlines** jet blast event on **8/23/25 @ 1:03 PM**
 - Language was redrafted to promote minimum thrust in place of single-engine taxiing
 - **Current Language:**
 - Single Engine Taxiing – To minimize noise and fuel burn, SEA encourages airlines to single-engine taxi when safe and conditions permit.
 - **New Language (to be published in early 2026):**
 - To minimize noise, fuel burn, and jet blast, operators are advised to use the minimum necessary thrust when taxiing in or around the terminal or aircraft parking areas.

- V. Wrap Up and Move to Technical Review Committee
 - Next meeting: February 9, 2026, 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	-
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	✓
JOSH HOFF	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: FEBRUARY 9, 2026, 5:00 – 7:00 PM
LOCATION: ZOOM VIDEOCONFERENCE