

## Aviation Noise Working Group

### MEETING SUMMARY

FEBRUARY 9, 2025; 5:00 PM – 7:00 PM

VIA ZOOM VIDEOCONFERENCE

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

#### Key Takeaways

- The Late Night Noise Limitation Program continues to monitor aircraft operations between midnight and 5 AM, with Q4 2025 showing 8% of operations exceeding noise thresholds.
- Analysis of the 11 PM-midnight hour showed approximately 1,500 operations in August 2025, primarily passenger flights with quieter aircraft.
- The group decided not to expand the program to include the 11 PM-12 AM hour, as it would triple the number of monitored operations with minimal potential impact.
- Propeller aircraft turns over Burien have significantly decreased since Horizon Air retired all Q400 turboprop aircraft in January 2023.
- The Sound Insulation Program has completed four apartment complexes, with six more scheduled for completion by the end of 2026.

#### 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**  
Updates were presented on several initiatives, including the Late Night Noise Limitation Program, which monitors aircraft noise between 1 and 5 AM. The program continues to track exceedances of established noise thresholds, with Q4 2025 showing 8% of operations exceeding noise thresholds, higher than Q3. Outreach to carriers with a high number of noise exceedances remains a priority, alongside recognition that many carriers operate newer, quieter aircraft.
    - The most common aircraft exceeding noise thresholds were 777s, followed by 767s and 747s.
    - A request was made to chart late-night operations and exceedances over several years to identify trends.

- **Late Night Third Runway Use**
  - So far in 2026, averaging **2.3** late night landings on the third runway. In 2025, the average was **4.3**. Significant improvement.
- **Aircraft Go-Around Update**
  - In December 2025, go-arounds were higher than normal due to weather with a high of **33** on December 10th.
  - January 2026 returned to normal levels.
  - The group agreed future reports should focus on exceptional go-around events rather than providing routine numbers.
- **Noise Comment Report**
  - **7,283** comments from **161** households were submitted in December 2025.
  - Top comment areas included **Vashon, Des Moines, Seattle, Shoreline, and Burien**.
  - Additional information was requested for households in Des Moines submitting multiple complaints.

III. Late Night Noise Limitation Program Summary, Tom Fagerstrom & Paris Edwards, POS, Vince Mestre, Consultant

Using August 2025 as the data set, analysis suggested minimal benefit from expanding the program from 12 AM to 5 AM to 11 PM to 5 AM due to the limited potential for reducing noise within the 11 PM to 12 AM hour. Data showed that most flights between 11 PM and 12 AM are departures, with passenger flights accounting for the bulk of operations. Peak late-night operations occur around 11:30 PM, primarily red-eye flights to the East Coast or flights to Alaska. Most aircraft already use quieter aircraft between 11 PM and 12 AM, limiting the potential for further noise reduction. Challenges discussed included limited influence over airline scheduling, and the lack of cargo operations within the added hour. Outreach efforts remain the primary tool for encouraging quieter aircraft and voluntary schedule adjustments.

- August 2025 data showed a total of **1,497 operations** between 11 PM and 12 AM, with **98%** being passenger flights using quieter aircraft.
- Many flights in this hour are red-eyes or connecting passengers from the 10 PM hour.
- It was recommended not to incorporate the 11 PM-12 AM hour into the program due to the limited ability to reduce noise.
- Additional analysis for 5 AM-6 AM operations was requested.

IV. Propeller Aircraft Early Turns, Marco Milanese, Community Engagement Manager, & Tom Fagerstrom, POS

Propeller aircraft turns over Burien have decreased significantly since the retirement of Horizon Air Q400 turboprops in January 2023.

- Propeller aircraft have made earlier turns than jet aircraft since 1990. These occurrences have been significantly reduced since Horizon Air retired the Q400 turboprop.
- Current early turns are limited to occasional aircraft, and no plans exist for jet aircraft to operate outside the established flight paths.

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

Sound insulation updates included completing sound insulation on four apartment complexes and resuming work on places of worship. For the Sound Insulation Repair and Replacement Pilot Program, design visits have been completed on three homes, outreach continues for scheduling homeowners for acoustic testing, and upcoming additional acoustic testing is scheduled to begin in mid-March and end by mid-June. 70 homes have been scheduled for acoustic testing this year.

VI. Wrap Up, Action Steps

- Next meeting: April 13, 2026, 5:00 PM – 7:00 PM
- **Late Night Noise Limitation Program Aircraft Operations Analysis:** Prepare an analysis of 5 AM-6 AM operations similar to the 11 PM-12 AM review.
- **Go-Around Reports:** Modify future reports to focus only on exceptional situations.
- **Late Night Trends Chart:** Create a chart showing late-night operations and noise exceedances over multiple years.
- **Noise Comment Follow-Up:** Provide information on specific households in Des Moines who have made multiple complaints.
- **Gate Scheduling:** Consider inviting an expert to explain the process of accommodating airlines’ requests for gate scheduling.

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	-
CONSULTANTS		
ANDRES MANTILLA	UNCOMMON BRIDGES	✓
VINCE MESTRE	CONSULTANT	✓

NEXT MEETING: APRIL 13, 2026, 5:00 – 7:00 PM  
LOCATION: ZOOM VIDEOCONFERENCE