



SEA-TAC STAKEHOLDER ADVISORY ROUND TABLE

StART FACILITATOR'S MEETING SUMMARY

Aviation Noise Working Group

Monday, May 13, 2019

5:30-7:30PM, Conference Room 5A Sea-Tac Airport

Attendee	Interest Represented
Terry Plumb	Burien
Larry Cripe	Burien
Bill Vadino (phone)	Tukwila
Eric Zimmerman (phone)	Normandy Park
Earnest Thompson	Normandy Park
Michael Matthias	Des Moines
Robert Akhtar	SeaTac
Sheila Brush	Des Moines
Robert Tykoski	Port of Seattle
Jennifer Ferrer-Santa Ines	Normandy Park
Stan Shepherd	Port of Seattle
Marco Milanese	Port of Seattle
Scott Ingham (phone)	Delta Airlines
Scott Kennedy	Alaska Airlines
Vince Mestre	L&B

Additional Attendees: Beth White, FAA (phone); Lyndall Bervar, Office of U.S. Rep. Adam Smith (phone); Arlyn Purcell, Port of Seattle

Facilitator: Phyllis Shulman, Civic Alchemy;

Note Taker: Megan King, Floyd Snider

Meeting Objectives:

To update on the FAA Regional Community Liaison/Ombudsman positions. To provide updates and discuss numerous items related to the draft rolling work plan.

Meeting Summary:

Regional Community Liaison/Ombudsman Update: Beth White, FAA

Beth White, FAA, briefed on the structure and descriptions of the new community engagement positions as well as explaining how the ombudsman role will work. White explained that the FAA has added eight total positions, three in regional administrators' offices (Western is in Los Angeles, Great Lakes in

Chicago, and East in New York), position assigned to focus on noise complaints, two positions based in the Eastern Service Center in Atlanta, GA, and two positions based in the Western Service Center in Des Moines, WA. The eight positions will work as a national team and all will work where needed around the country, but most likely the persons holding positions at the Western Center, if available, would be the ones to engage locally. The primary responsibility of the positions will be community engagement. Although they will not necessarily be technically versed in all subjects, they will have broad understanding of information and be able to access other FAA resources when needed. These eight positions are new positions.

Questions and discussion followed the briefing. Additional information included:

- The Community Engagement Officers will support FAA regional teams. This includes participating in round tables, forums, presentations, and with other regional stakeholders. Their role will be to serve as resources to existing forums and initiatives.
- Job descriptions will be made available to StART
- All eight positions have been offered and the candidates have accepted. FAA expects the selected candidates to start their positions in approximately 45 days or sooner.
- Current FAA community engagement efforts in Phoenix, Las Vegas, Denver and a city in Florida are related to either a settlement agreement with the City (Phoenix) or where there are proposed airspace changes in the area.
- Community Engagement Officers will have a broad knowledge of aviation and their experience and background for each position will vary. Those in Service Center locations will report to the Service Center Director, but also to the Public Engagement Group in the Air Traffic Office.
- The ombudsman is a role carried out in the current FAA structure assigned to an individual. The ombudsman's role has been to work across silos. The Community Engagement Officers are newly funded positions and most likely would not take on the ombudsman role.
- Community Engagement Officers will work out of the office of the Regional Administrator, but will not be reporting to the Regional Administrator. Their roles will be advisory.
- Community Engagement Officers will answer community questions, if they have the information, or will facilitate identifying the appropriate resource at the FAA.
- The role will not be to represent or advocate for the community in discussions with the FAA, but will communicate interests and concerns expressed by the public. Community Engagement Officers can participate, when invited, on stakeholder roundtables and forums in order to understand community concerns.
- FAA would consider discussing with the Port whether a workshop would be appropriate related to Wake Recategorization/NextGen.

Revised Runway Use Agreement

Staff updated the Working Group on the Revised Runway Use Agreement stating that the Port and FAA have reviewed the draft language, and recommended very few changes. FAA is currently working through their internal signature process and the Port is aiming for mid-year implementation on the agreement. Discussion centered on understanding the difference between the scope for the environmental review for the Sustainable Airport Master Plan Near-Term Projects and a new Part 150 study. It was clarified that the environmental review will include updated existing noise contours and

future expected noise contours in the analysis. The Port anticipates initiating an update to the Part 150 study after the environmental review is complete; the updated Part 150 would build on the results of the environmental review, as appropriate. The scopes for the two processes are different because they respond to different statutes, purposes, and guidelines.

Late Night Noise Limitation Program Update and Scoring Mechanics: Vince Mestre, Marco Milanese

Staff updated the Working Group on recent outreach efforts related to the program. These efforts included:

- The Port has talked to international and domestic air carrier station managers; the Port will communicate next with air cargo operators.
- Based on feedback from the last meeting, the Port will put together a formal letter to carriers preparing them for the program's implementation
- In June, Port staff will present again at the Airline Airport Affairs Committee about the program.
- An external data communication strategy is currently in design.
 - Data collection will likely begin July 1, with first report-out in October.

The noise consultant summarized the Fly Quiet Program and reviewed some program elements and updated scoring mechanics. The summary included:

- Currently, only winners are announced. The new program will post all scores, so all carrier rankings are visible/shared.
- For purposes of scoring, noise level score is given 0 for loudest, 100 for quietest.
- For north flow, scoring is only for departures.
- Points are subtracted for any maintenance runups at night not approved by the airport.
- Late-night operations are defined between 12:00-5:00am. Penalty is 100 points at an SEL of 100 dB, and decreases with decrease in average SEL.
- Annual scores/awards will be published, and significantly expanded to include late-night operation rankings.

Discussion and questions focused on the rationale for 12:00-5:00am being the parameters of the program. The noise consultant reviewed previously presented data and information that informed the decision by the Working Group to focus on that specific time range. The facilitator reminded the members that the discussion was held over months and was guidance provided by the Working Group to the Port. There was interest in considering a wider timeframe in the future. The Working Group was reminded that the purpose of StART is an advisory group, not a decision-making group. It was requested that the Working Group review an early version of how the program's data will be communicated.

Noise Abatement Departure Profiles: Noise Analysis Next Steps: Vince Mestre

Staff shared that the Port is hiring a consultant to conduct the noise abatement departure profile analysis. The analysis will include noise modeling for the "distant" procedure and an evaluation of noise impacts to airport communities. The analysis will confirm whether a "distant" procedure could lessen departure noise for airport communities. The contract is currently being negotiated with a consultant

and the analysis will take 2-3 months for completion. The Scope of Work will be provided to StART members, by request. Once the analysis is complete, there can be a determination as to whether there is any further action to take. It was stated that there are a lot of complex airspace issues that must be considered as well.

Airfield Noise Assessment: Scope of Work: Stan Shepherd, Port of Seattle

Staff explained that a consultant will be hired to analyze sources of airfield noise and identify, if practical, where modifications can be made to reduce noise. The assessment will consider aircraft taxiing, reverse thrust, APUs, aircraft stops between runways, takeoff queuing, maintenance runups, etc. A member mentioned that the term “reverse thrust” should be revised to “nothing above idle reverse” in the assessment. The scope will also assess atmospheric conditions impacting noise propagation, will gather information on airline policies/procedures for the use of Idle reverse, will include evaluation of mitigation options including physical structures and changes in aircraft operating procedures. Single event method will be used to identify the sources of the noise, while mitigation may look at DNL because it’s cumulative and looks at the combination of all the noise sources. The Scope of Work has been developed and the hiring process will take around 3-4 months. Once a consultant is hired, it will like take approximately six months for the assessment to be completed.

The Working Group also discussed noise monitoring equipment manufactured by Medusa Sound as a possible low-cost option to identify noise sources. Port staff will do some information gathering about the equipment and report back at the next Working Group meeting.

Future Meetings Dates/Times:

The 2019 Working Group meeting schedule was modified based on the timing of a number of the action items in the Rolling Work Plan. It was proposed to skip meetings scheduled for July and December. Working Group participants will look ahead and determine whether meetings are needed based on agenda items. It was agreed on to cancel the meetings in July and December.

Next Meeting: June 10, 2019, 5:30pm - 7:30pm, Seattle-Tacoma International Conference Center, Airport Office Building Room 4A