

Aviation Noise Working Group Facilitator's Meeting Summary

May 11, 2020; 5:30 pm – 7:30 pm

VIA ZOOM VIDEO CONFERENCE

Participant	Interest Represented
Eric Zimmerman	Normandy Park
Tim Sorensen	Normandy Park
Mark Hoppen	Normandy Park
Jennifer Kester	SeaTac
Erica Post	Tukwila
Steven Osterdahl	Alaska Airlines
Jason Richie	FAA
Marco Milanese	Port of Seattle
Lance Lyttle	Port of Seattle
Tom Fagerstrom	Port of Seattle
Stan Shepherd	Port of Seattle
Vince Mestre	L&B

Additional Participants: Lance Lyttle, Colin Rice, Clare Gallagher, Karen Kalanick, Port of Seattle

Facilitator: Phyllis Shulman, Civic Alchemy

Note Taker: Amanda Murphy, Amanda Gray Consulting

Meeting Objectives:

To provide an update on the StART Aviation Noise Working Group Work Plan and discuss next steps.

Meeting Summary

Late Night Noise Limitation Program: 1st Quarter 2020 Results/Program's Continuation

Tom Fagerstrom, Port of Seattle

Fagerstrom provided an update on the Late Night Noise Limitation Program's 1st quarter 2020 results. He explained that operations during the first quarter were for the most part normal. He explained that all airlines are contacted whether they exceed noise thresholds or not. The update included:

Carriers that exceeded noise thresholds Q1 2020:

- The airlines that continue to show noise exceedances are the same ones as previous quarters.
- There were a few new passenger airlines that also had noise exceedances.

Quarterly Comparisons

- Q3 is the busiest quarter at SEA.
- Q1 is the least busy quarter at SEA.
- Beginning in mid-March, there have been drastic cuts in passenger flights.
- Q2 will likely have a higher percentage of operations exceeding thresholds due to the slight increase of cargo flights.

Current Operations/Late Night Update

- In February, there was an average of 27 operations per night.
- So far in May, the average is 11 operations per night.
- Passenger flights have significantly dropped in May.
- Air Transport Intl (Amazon) has increased night operations from 2 to 4 flights a night. They operate the 767 without full fuel tanks which decreases takeoff weight and noise.
- Other cargo carriers are continuing to maintain normal schedules at night.
- FedEx operations have also remained constant and unchanged.
- EVA Air is operating one departure per night five times per week for cargo only. Their plan to switch one of their nightly aircrafts to a 787 is on hold, but they have communicated that are committed to trying to accommodate community needs.

One participant commented that they are encouraged by EVA Air's consideration and acknowledged that the Port has laid positive groundwork for the future. It was also noted that due to COVID-19, face to face meetings with carriers are on hold, but written correspondence and online reporting will continue.

Runway Use Plan

Tom Fagerstrom, Port of Seattle

Fagerstrom provided an update on the Runway Use Plan. The update included:

- Reminder that it's a voluntarily reduction by the FAA in the usage of the third runway from 12am-5am.
- Landings previously averaged 10 to as many as 30 landings per night.
- From September 2019 through February 2020 landings are averaging 2 per night.
- From March 1 to May 6 (66 nights) there were a total of 23 landings on the third runway. The usage is currently very low during the late-night hours.
- The runway is often not being used until after 6-7am.

One participant commented that the Runway Use Plan is a signature success of StART and applauds the cooperation between the FAA, airline carriers, and the Port.

Glide Slope Adjustment

Colin Rice, Port of Seattle

Rice gave an update on the Runway 34R glide slope adjustment project. Changing the glide slope is contingent on FAA analysis and approval. The project is projected to be completed by 2023, but it may

be delayed due to the financial impacts of COVID-19, an extended FAA timeline or if the Sustainable Airport Master Plan is held up.

Ground Noise Analysis

Stan Shepherd, Port of Seattle

Shepherd provided an update on the Ground Noise Analysis. He stated that the consultant and Port agreed that the project should be on hold given the changed conditions due to the impacts of COVID-19. At this time, noise monitoring would not provide a representable sample of noise levels in communities or at the airport. Prior to COVID-19 there were approximately 1,200 flights a day. Currently, there are approximately 300 flights a day. Also, the noise monitoring was dependent on the consultants' physical presence in the neighborhoods. At this time, due to social distancing recommendations, this is no longer feasible.

Noise Abatement Departures Profile Study

Vince Mestre, L&B and Marco Milanese, Port of Seattle

Mestre and Milanese provided an update on the Noise Abatement Departures Profile Study. The update included:

- The study concluded that a distant procedure would be beneficial to communities further from the airport with unnoticeable impacts on a few neighborhoods directly north and south of the airport.
- Next steps include developing communication materials to explain the study conclusions and outreach and input from the neighboring communities.

A320 Aircraft Noise

Tom Fagerstrom, Port of Seattle

Fagerstrom provided an update on the A320 aircraft noise mitigation effort. He explained how older models of the A320 aircraft have a fuel vent opening under their wings that creates a whistle noise when approaching the runway. He stated that the Port has sent out letters to the airlines who fly A320s to inquire about their plans to retrofit the aircraft. It is anticipated that airlines will have significant changes to their fleets due to the impacts of COVID-19. Given this uncertainty, additional communications on this issue will be on hold until there is more clarity on fleet changes.

PlaneNoise Monthly Reporting

Stan Shepherd and Tom Fagerstrom, Port of Seattle

Shepherd and Fagerstrom gave a presentation on the PlaneNoise Monthly Reporting work. Shepherd explained that last year the Port instituted a new aviation noise comment system and reporting structure. He shared a sample of the current findings. The monthly statistics are to be finalized in a report and posted on the Port's website every month.

Fagerstrom reviewed the four main components that the monthly reports will cover:

1. How many comments are received
2. Methods used to submit a comment
3. Location the comments originated from

4. What specifically people are commenting on

Fagerstrom reviewed data on total comments and comment trends from March 2020. The data showed:

- 26,192 total comments from 364 households
- From January through March, 88,951 comments from 506 households
- The zip codes and cities where comments originated from

The draft report is still being revised to include missing municipalities. Fagerstrom also mentioned that there is a 3rd party noise comment app, AirNoise, that is a one touch complaint system. It allows people to register a large number of comments in a very short amount of time. This method does not provide any information about the specifics of the comment. The Port also has a noise app as well as a comment form available on the Port's website that gives the user the ability to provide additional information. Fagerstrom shared a map that provides a visual representation of where comments originate and where the "hot spots" are. It also shows how many comments per household. Working Group participants were asked for feedback.

Working Group participants asked a number of questions. Additional information and comments included:

- The tool improves interaction with the public by providing more detailed information regarding comments received.
- It would be helpful to report comments not only based on zip codes, but also based on city .
- The number of Vashon comments are due to their location directly west of the airport and under the downwind approach. Also, the AirNoise app is utilized frequently on Vashon.

Working Group members commented that the report is very useful.

Discussion of Next Steps

Marco Milanese, Port of Seattle

The Working Group focused the remainder of the meeting on a discussion regarding what is relevant now for the Working Group's Work Plan, given the significantly changed conditions in the aviation industry and the impacts of COVID-19. Milanese emphasized that the current Work Plan was based on a set of assumptions/realities that have changed overnight. The Working Group discussed possible priorities and topics that would be of interest to the working group going forward. Members acknowledged the difficulty in planning for the future because of the uncertainty. For example, it was noted that business travel may never return to pre-COVID-19 levels. There was shared agreement that we are in the midst of dynamic change and significant uncertainty which makes it difficult to identify priorities for the Working Group's Work Plan. Members expressed support for, at a minimum, discussing the following topics:

- Further analyzing cargo operations at SEA
- Tracking trends, for example, fleet changes, business travel, airline bankruptcies, cargo operations, federal assistance to airlines/Ports, etc.
- Airline recovery strategies and implementation
- At the appropriate time, identifying community principles and priorities to be communicated to the Port, airlines, and FAA during recovery
- Increasing community outreach, engagement, and trust building

- Updates on the status of aviation related policy initiatives, studies, and operations, and capital projects nationally and locally
- Identifying how the cities and Port can best work together to assist neighboring cities with the economic impacts of COVID-19 and possibly building partnerships with other entities. Develop ways to align strategies among the Port and neighboring cities.

Future Meeting Date/Times:

Next Meeting: July 13, 2020, 5:30 pm -7:30 pm, Tentative Location: SEA International Conference Center, Room 4A Conference Room or by video conference