

## Aviation Noise Working Group

### MEETING SUMMARY

APRIL 12, 2021; 5:00 PM – 7:00 PM  
VIA ZOOM VIDEOCONFERENCE

#### Meeting Objectives:

- Review Glideslope adjustment progress.
- Receive an update on the near-term aviation noise action agenda.
- Receive an update on the temporary noise monitoring and discuss next steps.
- Recap of the noise abatement departure profiles study.

#### Meeting Summary:

- I. Facilitator welcome, introduction, and meeting agenda, *Brian Scott from BDS Planning & Urban Design*
- II. 34R Glideslope Adjustment Progress to Date, *Colin Rice, Port of Seattle*
  - A. The Port is working with the FAA to determine if the glideslope could get raised to 3.1 degrees, above the industry standard of 3.0. Raising the glideslope from its current angle of 2.75 is a complex issue, however, for the following reasons:
    - The FAA owns the glideslope antennas – not the Port – making coordination & logistics complex.
    - Flight testing needs to be done as well and the Port must work with the FAA to move the glideslope antennas because the Port is overseeing planning, design and actual construction.
    - Others like PAPI (Precision Approach Path Indicator), a visual guide for pilots, must be moved as well.
  - B. The SAMP timeline has been pushed back.
    - The federal environmental review (NEPA) will be completed early 2022.
    - The state environmental review (SEPA) will be completed by fall of 2022.
- III. Near-Term Aviation Noise Action Agenda Update, *Tom Fagerstrom, Port of Seattle*
  - A. Late-Night Noise Limitation Program
    - Total late-night operations decreased in Q1 2021
    - China Cargo Airlines flight from Chicago to Shanghai stopped only for fuel at SEA during late night hours.
    - EVA is showing Boeing 787 use through summer, decreasing late-night noise.
  - B. Cargo carriers exceeding thresholds
    - FedEx Express has the most late-night exceedances
    - Amazon Prime (Air Transport Intl') had the most late-night operations
  - C. Third Runway Use
    - The Runway Use Agreement specifies voluntary reduced usage of the third runway (16R/34L) from 12:00am to 5:00am
    - During Q1 of 2021 there were a total of 34 landings (average of 0.3 landings per late night)
- IV. Temporary Noise Monitoring: Update & Next Steps, *Tom Fagerstrom, Port of Seattle*

- A. SEA's Temporary Noise Monitoring Program Procedures
  - o Two portable noise monitors were acquired by the Port in early 2020 and the resulting data is shown alongside the permanent monitor data on the [Port's webpage](#).
  - o Portable noise monitoring will be considered if requested through a local jurisdiction such as city council or city administrators.
  - o The deployment period is 2 months.
  - o Placement of portable noise monitors will be on public land when feasible.
  - o A standardized report will be provided to the requesting jurisdiction consisting of the following information:
    - a. Sound Exposure Level (SEL)
    - b. Equivalent Sound Level (LEQ)
- B. Deployments
  - o First Deployment was in Federal Way
  - o Current Deployments in Normandy Park and Vashon Island
  - o Future Deployment in Burien this Summer
- V. Noise Abatement Departure Profiles Study Recap, Vince Mestre (*consultant*)
  - A. Close-in versus Distant Procedure
    - o Close-In Procedure:
      - a. Close-in has reduced climb power after initial takeoff and has increased noise impacts for a greater portion of neighborhoods north and south of the runways due to lower altitudes.
      - b. Close-in benefits neighborhoods closest to the end of the runways.
    - o Distant Procedure:
      - a. This procedure results in lowered noise levels for more neighborhoods overall than close-in.
      - b. The distant benefits homes farther from the end of the runway due to higher altitudes.
      - c. The distant does lead to a very slight uptick in noise for neighborhoods closest to the ends of the runways.
  - B. Airlines select their own takeoff procedures; however, an airport can request that an airline voluntarily perform a particular procedure. The airlines will have to coordinate with the FAA to modify their flight procedures.
    - o It is believed that the majority of domestic flights at SEA currently perform the distant procedure.
- VI. Next Steps
  - A. Potential future topics to be considered:
    - o Revisit the 34R Glideslope Adjustment Progress
    - o Revisit Distant versus Close-in Procedures and next steps.
    - o Discuss late night violations and renewed outreach efforts during the next meeting in June
    - o Find a way to further incentivize airlines to reduce late night noise

MEMBER	INTEREST REPRESENTED	PRESENT
BILL VADINO	FEDERAL WAY – CITY	✓
BRIAN WILSON	BURIEN – CITY	✓
CARL COLE	SEATAC – CITY	-
CHRIS HALL	FEDERAL WAY – COMMUNITY REPRESENTATIVE	✓
DAVE BERGER	FEDERAL WAY – COMMUNITY REPRESENTATIVE	-
ERIC ZIMMERMANN	NORMANDY PARK – COMMUNITY REPRESENTATIVE	-
ERICA POST	TUKWILA – COMMUNITY REPRESENTATIVE	-
JENNIFER KESTER	SEATAC – CITY	-
LANCE LYTTLE	PORT OF SEATTLE	✓
MARC HOPPEN	NORMANDY PARK – CITY	-
MICHAEL MATTHIAS/ ERIC LANE	DES MOINES – CITY	✓
ROBERT AKHTAR	SEATAC – COMMUNITY REPRESENTATIVE	-
SCOTT INGHAM	DELTA AIR LINES	✓
SCOTT KENNEDY	ALASKA AIRLINES	✓
STEVEN OSTERDAHL	ALASKA AIRLINES	✓
SUSAN CEZAR	DES MOINES - CITY	-
RESOURCES	TITLE	
ARLYN PURCELL	PORT OF SEATTLE	✓
CHRIS SCHAFFER	FAA	✓
CLARE GALLAGHER	PORT OF SEATTLE	✓
COLIN RICE	PORT OF SEATTLE	✓
DAVE KAPLAN	PORT OF SEATTLE	✓
JUSTIN BIASSOU	FAA	-
KAREN CLARK	PORT OF SEATTLE	✓
KELLY SCHIMELFENIG	PORT OF SEATTLE	-
LYNAE CRAIG	ALASKA AIRLINES	-
MARCO MILANESE	PORT OF SEATTLE	-
STAN SHEPHERD	PORT OF SEATTLE	✓
TIM TOERBER	PORT OF SEATTLE	-
TOM FAGERSTROM	PORT OF SEATTLE	✓
CONSULTANT		
BRIAN SCOTT	BDS PLANNING & URBAN DESIGN	✓
DORI KRUPANICS	BDS PLANNING & URBAN DESIGN	✓
VINCE MESTRE	CONSULTANT	✓

NEXT MEETING: JUNE 14, 2021- TENTATIVELY 5:00 PM - 7:00 PM  
 LOCATION: ZOOM VIDEOCONFERENCE