Aviation Noise Working Group

MEETING SUMMARY
JUNE 14, 2021; 5:00 PM – 7:00 PM
VIA ZOOM VIDEOCONFERENCE

Meeting Objectives:
- Review Glideslope adjustment progress to date.
- Recap of the additional analysis on noise abatement departure profiles.
- Solicit input on enhancements to the Late-Night Noise Limitation Program.

Meeting Summary:

I. Facilitator welcome, introduction, and meeting agenda, *Brian Scott, BDS Planning & Urban Design*

II. Near-Term Aviation Noise Action Agenda Update, *Tom Fagerstrom, Port of Seattle*
- A. Late-Night Third Runway Use Update
  - The informal Runway Use Agreement between the Port of Seattle and the FAA specifies voluntary reduced usage of the third runway (16R/34L) from 12:00am to 5:00am
  - Thru May 31, 2021, there were a total of 55 landings (average of 1 late-night landing for every 3 late nights) in 2021 and 118 late nights with 0 landings on the third runway in 2021
  - Total late-night noise at third runway noise monitors has decreased significantly since the implementation of the Runway Use Agreement in September 2019
- B. Noise Comment Monthly Report
  - There were 19,873 noise complaints in May: down from March and April
  - Airport operating in north-flow more often as the weather improves, resulting in fewer complaints from Vashon Island and Seattle
  - The full report can be found on the Noise Programs website.
- C. Fly Quiet Program Update
  - The award recognizes 3 airlines that have been the best at limiting their noise impact on local communities. There are 3 award categories for 2021
    - Air carriers with the top 2 scores with at least 1,000 operations annually receive Fly Quiet Awards
    - A new 3rd award will go to the air carrier that made the greatest improvement in noise exposure over the course of the previous year

III. RWY 34R Glideslope Adjustment Progress to Date, *Colin Rice, Port of Seattle*
- A. On February 27, 2019, StART endorsed the recommendation to raise the glideslope to the industry standard of 3.0 degrees to help reduce noise and, furthermore, attempt to obtain 3.1 degrees
  - The FAA owns the glideslope antennas and has to approve any changes to the glideslope through their design and flight standard procedures amendment process, which can take up to 2 years or longer to complete
- B. Risks of pursuing 3.1 degrees:
  - If it fails the flight inspection, the Port will lose SA Cat I/II minimums for RWY 34R.

- Loss of this operational capability would be an unacceptable safety and operational risk for the Port
- Would require a new flight procedure amendment for 3.0 degrees, resulting in a significant delay to the project (could take up to 2 years)

C. The Port's recommendation is to proceed with 15% design and the flight procedures amendment process for a glideslope angle adjustment of 3.0 degrees now and possibly revisit 3.1 degrees after 3.0 degrees has been approved. The 3.0 degrees would:
- Provide altitude gain of 184' at 7 miles over the current 2.75 degrees
- Bring the standard glideslope angle in line with all other runway ends
- Deliver increased angle as soon as possible

D. Project schedule
- Complete 15% preliminary design by the end of 2021
- Potential request for Commission design authorization in 2022
- There is no certain timeline for construction, which is also subject to environmental and commission approval

IV. Noise Abatement Departure Profiles: Further Analysis, *Vince Mestre (consultant) and Tom Fagerstrom, Port of Seattle*

A. Two Noise Abatement Departure Profiles (NADPs) are followed domestically and internationally:
- Close-In NADP is more beneficial at abating noise in areas closer to the runway ends
- Distant NADP is more beneficial at abating noise in areas farther down the departure corridor

B. Most departures at SEA currently use Distant NADP, which appears to provide the most benefits to neighborhoods under SEA flight paths

C. NADP's relocate noise from one area to another
- Airlines are solely in control of NADP procedures they use while FAA provides safety guidelines
- The FAA allows airports to make non-binding request to airlines
  - Port of Seattle has not made any request as of yet

D. Majority of homes have been insulated in the area south and area north of SEA that may have a slight increase in noise with a Distant NADP. The Port has received complaints from 18 distinct addresses in this area to the south and from 132 distinct addresses in this area to the north since 2005

E. Estimation of Departures Using Distant NADP at SEA
- Narrow-body domestic aircraft account for 92% of all departures at SEA and based upon previous analysis, it can be assumed that they use a Distant NADP
- It can be safely assumed that at least 92% of SEA departures currently use the Distant NADP based on the assumption that most wide-body domestic and international passenger / cargo flights use the Close-in NADP

F. Distant NADP reduced noise for many neighborhoods, but slightly increases noise for some close-in neighborhoods. The number of residences impacted is small and the noise increase is small

The Aviation Noise Working Group, in consensus, recommended that the Port continue to monitor the noise abatement departure profiles going forward but beyond that, it will not take any further action at this time.

V. Late-Night Noise Limitation Program: Enhanced Outreach, *Marco Milanese and Tom Fagerstrom, Port of Seattle*

A. The Program began in July 2019, utilizing 4 noise monitors to measure the noise levels of aircraft take-offs and landings between the hours of 12:00 am and 5:00 am
B. Carrier Noise Impacts
    - As a result of the Noise Limitation Program, EVA Airways decreased its exceedances from 85 in the first quarter of 2021 to likely 0 in the second quarter of 2021
    - Alaska Airlines is phasing in quieter aircraft like the 737MAX and A321NEO
    - FedEx Express, China Airlines Cargo and Air Transport International (Amazon Prime Air) continue to have the highest noise exceedances during the late-night hours. Opportunities exist with each of these carriers for renewed outreach efforts
C. Beginning outreach to carriers now is optimal since the COVID recovery has begun and certainty regarding schedule and fleets are better established
    - Airports have limited authority to impose tariffs or restrictions on air carriers
    - The Airport Noise and Capacity Act (ANCA), adopted by Congress in 1990, is the legislation that restricts airport authority. Federal Air Regulation Part 161 within ANCA applies many of these restrictions.

VI. Next Steps

A. Potential future topics to be considered:
    - Review of the Informal Runway Use Agreement between the Port of Seattle and the FAA
    - The Port of Seattle to present on the utilization of the third runway during late-nights to include:
        - The reasons and circumstances the third runway is used during the late-night hours
        - North and south flow during late-nights since 2019
        - Overall late-night arrivals
        - Landings on the third runway in non-late night hours.
        - Aviation Noise Working Group members to send any additional questions to Brian Scott, StART Facilitator
    - Share Federal Air Regulation 161 summary with working group members.
        - The working group to continue to seek out possible ways to increase the effectiveness of the Late-Night Noise Limitation Program

Member	Interest Represented	Present
Bill Vadino	Federal Way – City	✓
Bob Leonard	Des Moines – Community Representative	✓
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	-
Amy Arrington	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	✓
Julie Kinzie	Port of Seattle	✓
Justin Biassou	FAA	✓
Karen Kalanick	Port of Seattle	✓
Kelly Schimelfenig	Port of Seattle	-
Ken Galka	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	✓
Tom Hooper	Port of Seattle	✓
Consultant		
Brian Scott	BDS Planning & Urban Design	✓
Dori Krupanics	BDS Planning & Urban Design	✓
Vince Mestre	Consultant	✓

Next Meeting: August 9, 2021- tentatively 5:00 pm - 7:00 pm
Location: Zoom Videoconference