

# Aviation Noise Working Group

## MEETING SUMMARY

OCTOBER 11, 2021; 5:00 PM – 7:00 PM  
VIA ZOOM VIDEOCONFERENCE

### Meeting Objectives:

- Update on Late Night Noise Limitation Program/Noise Comment Reporting/Third Runway Usage
- Ground Noise Study Progress Report
- Rolling Take-offs Primer

### Meeting Summary:

- I. Facilitator welcome, introduction, and meeting agenda, *Brian Scott, BDS Planning & Urban Design*
- II. Late Night Noise Limitation Program/Noise Comment Reporting/Third Runway Usage, *Tom Fagerstrom, Noise Programs Coordinator, Port of Seattle*
  - A. Late Night Noise Limitation Program
    - Q3 is historically the busiest quarter for air traffic at SEA.
    - FedEx had the most late night noise exceedances during Q3 2021.
      - China Airlines Cargo, with the second most exceedances, is the single loudest operator during the late night hours.
      - Asiana Cargo, the third on the list and with the cherry season winding down, should continue to drop farther down the list.
      - Delta Air Lines started operating a larger aircraft on their late night flight to Atlanta, which increased their late night noise exceedances. Some of their red-eye flights left their gates later than normally scheduled. Delta is also in the process of phasing out older 767 aircraft.
    - POS contacts all the carriers, shares the data and encourages them to make changes.
      - POS is in the process of getting a meeting together with Amazon regarding the ATI cargo flights.
    - EVA Air continued to have 0 noise exceedances out of 92 operations during Q3 2021.
    - In recognition of EVA Air's achievement, a joint letter by member cities and POS have been drafted. Four cities have already agreed to sign the letter. Total late-night operations increased in Q3 compared to the previous quarter due to an increase in passenger flights, while cargo operations stayed about the same.
  - B. Noise Comment Reporting
    - Noise complaints in September decreased a small amount over the previous month.
    - 205,315 complaints have been logged between January – September 2021.
    - Vashon Island had the most complaints followed by Seattle.
    - The full monthly reports can be found on the [Noise Programs website](#).
  - C. Third Runway Usage
    - Summer of 2021 has been the first somewhat typical summer season since the Runway Usage Agreement took effect. (Due to COVID, 2020 was not a typical summer season).
    - Thru September 2021, an average of 0.9 Third Runway landings occurred during the late night

hours.

- Most late night landings on the Third Runway occur during a closure (for maintenance) on another runway.

### III. Ground Noise Study Report Update, Gene Reindel, Vice President, HMMH

The study has just recently restarted.

#### A. Acoustic Terminology

- The consultant reviewed the different measurements that capture noise levels: sound exposure level (SEL), Maximum A-weighted Sound Level (Lmax) and Equivalent Sound level (Leq).

#### B. Sound Propagation

- Sound level decreases by 6 dB per doubling of distance. There is refraction due to temperature and

#### wind. Scope of Services

- The ground noise measurements were completed at seven locations:

- Northeast at Riverton Heights (SeaTac)
- East at McMicken Heights (SeaTac)
- Southeast at Angle Lake (SeaTac)
- Southwest at Marvista Elementary (Normandy Park)
- West by SR 509 (Burien)
- Northwest at Highline High School (Burien)
- Port West Side Airfield Construction Offices (SEA)

- Data analysis is currently in progress.

#### D. Estimated Schedule

- Analyze the noise measurement data (October 2021)
- Model the noise measurement data (November 2021)
- Identify and assess potential noise mitigation measures, if any (December 2021)
- Report the results (First Quarter 2022)

### IV. Rolling Take-Offs, Vince Mestre, Consultant

#### A. Rolling take-offs can reduce noise.

- It replaces a full stop at the end of the runway, prior to take-off.
- With a rolling take-off, full thrust is reached farther down the runway than with a normal take-off which requires a full stop.
- Rolling take-offs are typically quieter and the duration of noise level is shorter. It reduces time, fuel burn for both passenger and cargo airlines.
- Rolling take-offs, however, do not reduce climb attitude, which means that aircraft are not going to be lower above communities around the airport.
- Aircraft are unable to conduct rolling takeoffs when airport traffic levels are high because of the need for separation between taxiing aircraft.
- Weather, such as wind or a wet runway may also affect rolling take-offs.
- South of the airport, west side of Angle Lake, and the north end of the airport would potentially benefit from rolling take-offs.
- FAA allows carriers to implement rolling take-offs at SEA.
- Oakland Airport implemented rolling takeoffs at night in 2002 and have reported reduced noise levels for these types of operations at night

V. Next Steps

- A. At a future meeting, it was recommended by one of the members that the working group members or the steering committee discuss what (actions) the noise complaints data could be used for.
- B. POS to begin talks with air traffic control about the feasibility of implementing rolling take-offs when traffic levels are low.
- C. It was recommended by one of the members that the Steering Committee discuss whether Vashon Island and Seattle should join StART.

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	-
DAVID TOMPOROWSKI	SEATAC – CITY	✓
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	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	-
PRESENTER	TITLE	
GENE REINDEL	VICE PRESIDENT, HMMH	✓
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	-
JEFFREY BROWN	PORT OF SEATTLE	-
JUSTIN BIASSOU	FAA	-
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: DECEMBER 13, 2021- TENTATIVELY 5:00 PM - 7:00 PM

LOCATION: ZOOM VIDEOCONFERENCE