

Aviation Noise Working Group

MEETING SUMMARY

APRIL 10, 2023; 5:00 PM – 6:45 PM

VIA ZOOM VIDEOCONFERENCE

Meeting Objectives:

Updates on the Aviation Near-term Noise Action Agenda and draft continuous taxi to takeoff language. Overview of single engine taxiing and its benefits. Report out on 2023 Fly Quiet Award recipients.

Meeting Summary:

- I. Facilitator welcome, introduction, and meeting agenda, Brian Scott, BDS Planning & Urban Design. Introduction of Andres Mantilla, BDS Planning & Urban Design.
- II. Aviation Near-term Noise Action Agenda: 1st Quarter Results, Tom Fagerstrom, Noise Programs Coordinator, Port of Seattle (POS)
 - Late Night Noise Limitation Program
 - FedEx Express had 44 late night noise exceedances which was the most of any airline. Hopefully, we will find out about their plans regarding the MD-11 and the retirement schedule. China Airlines Cargo is second with 34, and China Cargo Airlines is third with 27; they only stop at SEA for fuel.
ATI (Amazon Prime Air) has had a big decline in operations during late night hours and had only seven exceedances in the first quarter. ATI declined operations by 60% during late nights in Q1 compared to Q4 2022. Although their overall operations have not dropped, their late-night operations are lower. The reasons for ATI's decrease during late night hours is not clear.
 - 94% of late night noise exceedances were cargo. Overall cargo exceedance numbers went down due to Amazon's reduced late night operations.
 - Seasonal decrease in passenger operations in Q1 compared to Q4. Most of the decrease was from Horizon and SkyWest's slowdown after the holidays.
 - In March, an average of 27 operations per late night (22 passenger/5 cargo).
 - All carriers are contacted about their exceedances.
 - The reduction in overnight exceedances is encouraging.
 - Informal Runway Use Program
 - Average of one third runway landing per late night in 2023 thru 4/5.
 - 69 late nights with no operations on third runway.
 - Continuing to monitor usage totals on a daily/weekly basis.
 - Great buy-in from FAA.
 - Noise Comments Monthly Update
 - 6,903 total - the majority were from Vashon, second Seattle, then Des Moines.

- Seattle numbers mostly coming from North Seattle complaining about arrivals.
- Complaints were down from February - general decrease month over month - that decline started spring of last year. We went back up a bit this March.

III. Draft Continuous Taxi to Takeoff Language, Marco Milanese, Community Engagement Manager, POS.

- This language has been a long time coming. It was first recommended as part of the ground noise study.
- To promote its voluntary use, new master airport language needs to be developed.
- This working group agreed it was worth pursuing and we started conversations with Delta, Alaska, and the FAA to develop the new language and promote its voluntary use.
- Tonight, we introduce the new language. There is noise reduction connected to its use. We don't have hard numbers to back that up, but expertise of noise experts and the experience at Oakland Airport indicate there is a noise benefit. This is not a requirement; it's a voluntary measure.
- FAA language connects "rolling takeoffs" to a procedure used when volcanic ash is present on a runway; so, in order to avoid confusion, the name was changed from a rolling takeoff to a continuous taxi to takeoff.
- New proposed language:
 - *Continuous Taxi to Takeoffs at SEA – When practical, safe and available, continuous taxi to takeoffs are encouraged. Continuous taxi to takeoffs may reduce aircraft noise within nearby communities.*
 - POS will add this to the master record and spread the word with the air carriers. We will encourage them to use this type of operation when possible.
 - The Aviation Noise Working Group supported the language's adoption.

IV. Single Engine Taxiing (SET), Steve Osterdahl, Air Traffic/Airspace Operations Director, Alaska Air Group

- Presentation about how and why it is used at Alaska Air.
- For Departures: SET is normal procedure:
 - Engine 2 will be used for electrical and cabin air conditioning control; heavy weight; ramp and taxiway configurations can be challenges.
 - If there is an uphill slope, they may have to use both engines
 - Weight must also be considered when using single engine taxi
 - Also, if the ramp/taxiway is slippery, pilots are asked to not operate on a single engine. Snow, ice, or other contamination requires use of two engines.
- For Arrivals: SET is normal procedure:
 - Pilots take conditions at airport into consideration; the need to make tight turns also much be considered as challenges.
- Alaska has a multi-step vision of moving to net zero emissions airplanes by 2040
 - New Boeing 737 MAX is much quieter and being added to fleet
 - Sustainable Aviation Fuel (SAF)

- Electrified and hybrid airplanes being researched
- Carbon offset technology
- SET dependencies
 - Commitment to partnership with local airport authorities
 - Clear policy & procedure and training with demonstrated buy-in by pilots
 - Understanding environmental limitations (contaminated surfaces, very heavy weight, uphill slope, etc.)
 - Reinforcement campaigns
- Captain is always responsible for the aircraft. They may or may not choose to operate in a single engine scenario, but it is pretty much standard practice.
- SET is relatively common in the industry although I can't speak for other airlines. What is new is emphasis and training on SET in relation to sustainability at Alaska.
- Delta stated that they also have the same policy. Only it's based on weight. A heavier aircraft or wide body aircraft will not use SET,.

V. 2023 Fly Quiet Awards, Tom Fagerstrom, POS

- Dates back to 2005 and it is the outcome of a past Part 150 Study.
- Recognizes three airlines annually: using four categories:
 - Lower overall takeoff and landing noise levels
 - High level of compliance with noise abatement flight procedures
 - Compliance with SEA ground maintenance engine run-up rules
 - Low levels of noise exceedances during late night hours
 - Winners:
 - Air Canada and Frontier Airlines – they operate almost exclusively newer, quieter aircraft. Air Canada has very low noise levels and operates the quiet Airbus A220 and A320Neo aircraft. Frontier has won this award many times and operates the quiet and modern Airbus A320Neo. Both carriers fly the noise abatement procedures very accurately.
 - Award for significant change and/or improvement: Alaska Airlines
 - Strong commitment to upgrading their fleet at SEA.
 - Retired 30 older model Airbus A320 aircraft in 2022
 - Replaced with the modern, efficient and quieter Boeing 737 MAX9 aircraft
 - Delta Air Lines won the POS's Sustainability award – for using the highest percentage of new and efficient aircraft at SEA.

IV. Sound Insulation Status, Tom Fagerstrom, POS

- Single Family Residences: One home completed this year; five more construction ready starting in May. Four homes in design phase. Four additional homes entered into the program, currently getting their acoustic testing to see whether they would qualify.
- Condos: Villa Enzian Complex units are all complete – one unit chose to defer their work until April

- Apartments: first five complexes are construction ready – going out to bid with the package this month. Four more in design phase right now with construction expected in 2024.
- Places of worship: four eligible; one on hold; three going through design phase. Likely construction in 2024.

V. Next Steps

- Retreat coming up. Working group members are invited. We will send more information on the retreat later this week.

MEMBER	INTEREST REPRESENTED	PRESENT
ADOLFO BAILON	BURIEN - CITY	-
AMY ARRINGTON	NORMANDY PARK - CITY	✓
BILL VADINO	FEDERAL WAY - CITY	✓
BOB LEONARD	DES MOINES - COMMUNITY REPRESENTATIVE	-
BRYAN TOMICH	NORMANDY PARK - COMMUNITY	✓
GARMON NEWSOM II	BURIEN - CITY	-
CARL COLE	SEATAC - CITY	-
DAVE BERGER	FEDERAL WAY - COMMUNITY REPRESENTATIVE	✓
DENISE LATHROP	DES MOINES - CITY	✓
JEFF HARBAUGH	BURIEN - COMMUNITY REPRESENTATIVE	✓
JUSTIN BIASSOU	FAA	✓
LANCE LYTTLE	PORT OF SEATTLE	-
LYNAE CRAIG	ALASKA AIRLINES	✓
MICHAEL MATTHIAS	DES MOINES - CITY	✓
PETER PHILLIPS	DES MOINES - COMMUNITY REPRESENTATIVE	-
ROBERT AKHTAR	SEATAC - COMMUNITY REPRESENTATIVE	✓
SCOTT INGHAM	DELTA AIR LINES	-
SCOTT KENNEDY	ALASKA AIRLINES	✓
ZACH SCHIELDS	SEATAC - CITY	✓
PRESENTER		
STEVE OSTERDAHL	ALASKA AIRLINES	✓
GUEST		
DAVE KAPLAN	PORT OF SEATTLE	✓
RESOURCES	TITLE	
MARCO MILANESE	PORT OF SEATTLE	✓
TOM FAGERSTROM	PORT OF SEATTLE	✓
CONSULTANT		
ANDRES MANTILLA	BDS PLANNING & URBAN DESIGN	✓
BRIAN SCOTT	BDS PLANNING & URBAN DESIGN	✓
DORI KRUPANICS	BDS PLANNING & URBAN DESIGN	✓
VINCE MESTRE	CONSULTANT	✓

NEXT MEETING: JUNE 12, 2023- 5:00 PM - 7:00 PM
LOCATION: ZOOM VIDEOCONFERENCE