

Aviation Noise & Emissions Symposium

March 1-3, 2020
Mission Valley Marriott
San Diego, California



Hosted By

UC Davis
Air Quality Research Center

Source:

https://anesymposium.aqrc.ucdavis.edu/sites/g/files/dgvnsk3916/files/inline-files/ANE%20Program%202020%20v5_0.pdf

Welcome

Welcome to sunny San Diego for the 34th annual Aviation Noise & Emissions Symposium!

Unique in bringing together national and international stakeholders, this symposium has for three decades offered a venue for insightful and productive discussions on ways to reduce impacts from aviation noise and emissions.

This year our Technical Program Planning Committee has developed a program focusing on successful efforts within each segment of the aviation industry to mitigate aircraft noise and emissions. Symposium sessions also will provide the most current findings on the effects of aircraft noise on health, details of legislation aimed at reducing aviation noise and emissions, guidance on working on behalf of communities seeking to reduce aircraft noise impacts, and updates on exciting new aviation noise abatement technologies.

Our goal is to have speakers share real-world experiences that attendees can learn from and apply to their own aviation noise and emissions issues. Those making presentation at this year's symposium in San Diego join us from as near as across town to as far as across the broad Atlantic to share their knowledge and experience.

Our stellar Program Planning Committee is excited to bring you back to Southern California where you can interact and network with the diverse audience that attends the symposium: from airport staff to researchers; from government regulators to vendors of technologies, services and solutions; and from concerned community members to established community groups.

So, enjoy your stay in the beautiful city of San Diego. We look forward to an exciting symposium.

- Sandra Hall, Symposium Manager

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Better Together ... Seriously!: Observations on Collaboration to Address Aviation Noise & Emissions

By: [Dennis Probst, San Diego International Airport](#)

Airports and surrounding communities have a herculean task ahead of them – how to address growing aviation noise and emission impacts as air travel demand from those same communities increase as well. While there are no quick and easy solutions to solving these issues, there are some critical ways that all stakeholders can collaborate to make progress on them. Dennis Probst, an executive leader at the San Diego County Regional Airport Authority, will share observations from his 20-plus years' experience spearheading airport programs and policies at San Diego International Airport and Minneapolis-St. Paul International Airport that have focused on noise mitigation and air quality improvement. In addition to highlighting successes, Dennis will speak to important lessons learned, especially related to effectively engaging community members and other key stakeholders.

WHO ARE/WERE COMMUNITY MEMBERS AND OTHER KEY STAKEHOLDERS?

WAS THE PUBLIC INVITED?

Source:

<https://anesymposium.aqrc.ucdavis.edu/2020-program>

Size distribution and resolution of aircraft and roadway ultrafine particles in communities located near and under flight paths

By: [Elena Austin, University of Washington](#)

Summary: The Mobile Observations of Ultrafine Particles (MOV-UP) Study is a two-year project (2017-19), funded by the State of Washington, with the aim to study air quality impacts of aircraft traffic for communities located near, and underneath the flight paths of Seattle-Tacoma International (Sea-Tac) Airport. The study assessed ultrafine particle (UFP) concentrations within 10 miles of the airport in the directions of aircraft flight. This study was designed to investigate the implications of aircraft traffic at Sea-Tac by (1) assessing the concentrations of UFPs in areas surrounding and directly impacted by aircraft traffic; (2) distinguishing and comparing UFP concentrations attributable to aircraft-related and other sources and (3) coordinating with local governments, and sharing results and soliciting feedback from community stakeholders. Over the course of four seasons, both fixed site and mobile sampling schemes were conducted to collect time-resolved measures of UFP concentrations, UFP size distributions, CO₂ and black carbon (BC) concentrations. Two distinct UFP features were identified corresponding to traffic and aircraft sources, using a principal component analysis approach. Together these components accounted for 61% of the observed variability in the mobile monitoring data. These unique features allowed for separation of the spatial impact of traffic and aircraft UFP emissions. Total concentrations of UFP alone (10 - 1000 nm) did not distinguish roadway and aircraft features. Fixed site monitoring confirmed that aircraft landing activity is associated with a large fraction of particles in the range of 10-20 nm (ultra-UFP). The MOV-UP study findings demonstrate there are two clear and consistent spatial features of ultrafine particles independently associated with traffic and aircraft emissions.

Source:

<https://anesymposium.aqrc.ucdavis.edu/2020-program>

Sea-Tac Airport sued over pollution by firm that took on Big Tobacco



Paige Browning

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A plane takes off on Monday, Dec. 11, 2017, at Seattle-Tacoma International Airport.

KUOW Photo/Megan Farmer

Attorneys are suing Sea-Tac International Airport over emissions, on behalf of residents who live along its flight paths.

Plaintiffs say airplane emissions have caused harm to the roughly 300,000 residents who live within five miles of the airport.

The [law firm Hagens Berman Sobol Shapiro](#) filed the lawsuit Wednesday in King County Superior Court. They are asking for class-action status.

The suit says Sea-Tac Airport (owned by the Port of Seattle) along with Alaska Air and Delta Airlines knew its emissions caused high cancer rates and lower life expectancies for people living and working nearby.

Steve Berman, the plaintiffs' lead lawyer, said it's an issue of environmental justice for [vulnerable communities](#).

"There was a scientific consensus by the University of Washington, the King County health department, and other entities studying this issue that it's a health problem and that it's affecting a community that doesn't have the resources to speak for itself," Berman said. "If this was happening in Medina, Mercer Island, it would not be happening."

The University of Washington [produced a report in 2019 about the "ultra-fine" particles](#) that rain down from planes. [Existing research](#) shows elevated levels of ultra-fine particles, lead, carbon monoxide, and other hazards in the radius around Sea-Tac Airport. That community — including the cities of Sea-Tac, Tukwila and Burien — has a higher portion of immigrants and BIPOC (Black, Indigenous, and people of color) residents than King County as a whole.

Source:

<https://www.kuow.org/stories/sea-tac-airport-sued-over-pollution-by-firm-that-took-on-big-tobacco>