

# StART

## MEETING SUMMARY

FEBRUARY 22, 2023; 5:00 PM – 7:00 PM

VIA ZOOM VIDEOCONFERENCE

### Meeting Objectives:

- FAA Update on the Neighborhood Environmental Survey and the FAA Office of Environment and Energy's latest research.
  - StART member discussion on priority topics for 2023.
  - Update on Federal Policy and Aviation Noise Working Group Activities.
- I. Facilitator welcome, introduction and meeting agenda, Brian Scott, Principal, BDS Planning & Urban Design
    - Lance Lyttle, StART Chair/SEA Managing Director welcomed and thanked Don Scata from the FAA for his presentation.
  - II. Latest on the Neighborhood Environmental Survey (NES) and the FAA Office of Environment and Energy's Research

Leslie Lardie, Senior Advisor, Federal Aviation Administration introduced Don Scata, Noise Division Manager, FAA.

    - The FAA released a Federal Register Notice on January 13, 2021, providing an update on the agency's noise research programs, including the results of the Neighborhood Environmental Survey NES and to request public comment.
    - The FAA received over 4,000 comments that were aggregated by category to identify any themes on the recommended direction of the FAA's noise research program. Those comment themes are being assessed as part of the Noise Policy Review.
    - The NES results indicated an increase in annoyance for the population living in the vicinity of airports, which is generally consistent across various levels of noise exposure.
    - The FAA asked the public to comment on factors contributing to annoyance, and asked for additional categories of research the FAA should undertake for future noise policy study.
    - Summary of comments:
      - Suggested collection of subtopics for additional research:
        - 780 commented that the FAA shouldn't be doing any additional research but should make change based on these results;
      - Noise metrics and threshold distribution:
        - 926 commented the FAA should use additional metrics and/or more metrics to better reflect noise impacts
      - Distribution of subtopics for noise policy:

- 648 wanted a timely roadmap for changing noise regulations
  - Distinct commenters by city:
    - Total submissions: 4,023
    - Distinct commenters: 3,811
    - Received 130 comments from WA residents
    - 1,808 commented on research/policy; Seattle area had 37
    - 2,145 had other considerations - none from WA

StART members voiced their concern that many communities/respondents were far from the airports and impacted communities near the airport should be the ones responding to these surveys. StART members encouraged the FAA in their data collection to focus on individuals that live close to airports. The comments received from these individuals would be significantly different from the comments the FAA has collected so far.

- **FAA Noise Policy Review**
  - In late 2021, the FAA initiated a review of their noise policy as part of their ongoing commitment to address aircraft noise. This effort will build upon the FAA's work to advance the scientific understanding of noise impacts as well as the development of noise analytical tools and technologies. It will also consider new evidence from the agency's noise research program, including from the NES, and the distribution of environmental risks, tradeoffs, or externalities across communities.
- **Goals of the FAA Noise Policy Review**
  - Identify and implement well-reasoned, scientifically grounded noise policy updates that incorporate FAA's updated understanding of aviation noise and human response and the development of analytical tools and technologies to better manage and reduce the environmental impacts of aviation.
  - Conduct an inclusive, transparent, and participatory process that prioritizes input from substantially affected stakeholders, including local communities.
- **Focus on foundational elements of FAA's noise policy, including:**
  - Metrics: Hard look at DNL, consideration of other metrics, and how they are calculated
  - Thresholds: Consider NES findings and other research, investigate lowering the significance thresholds below DNL 65 dBA
  - For new metrics, consider how they may be used, whether it is appropriate to establish a threshold, and their potential value.
    - The FAA has published an initial landing page for the noise policy review [https://www.faa.gov/about/office\\_org/headquarters\\_offices/apl/ae/noise/noise\\_policy\\_review](https://www.faa.gov/about/office_org/headquarters_offices/apl/ae/noise/noise_policy_review)
    - The landing page will be revised as the noise policy review progresses.
- **Next Steps**
  - The FAA is preparing to initiate stakeholder engagement in the spring of 2023 to help folks understand what the agency is doing and to collect input.

### III. Priority Topics for 2023

After giving each member a chance to speak, StART members have identified the following topics of interest for 2023:

Potential 2023 StART Meeting Topics					
Continue 2022 Subjects	Lobby New Airport	Invite Biggest Polluters - Air Cargo	Noise/ Pollution/ Environmental Impact	Continue Noise & Pollution	Noise & Health
Arrival Glidepath Guidance	Mitigation to Communities	Shrinking Contour	Focus on Technology Upgrades	Involve Local Cities - Building Codes/Land Use Policy	Synthesize Information for understanding
Economics of the Airport	New SAMP	Rezoning Policies	Environmental Justice Issues - Affordability	Revamp Community Outreach Program	

**IV. Federal Policy Working Group Activities, Eric Schinfeld, Federal Government Relations Manager, POS**

- At the January 23rd meeting, Port staff provided updates on key activities in Congress, including updates on the FY24 Appropriations process and the prospects for the 2023 FAA Reauthorization Act.
- In terms of FAA Reauthorization, Congress is working to complete a bill by October 1, although at least a short term extension is likely. However, Congressional staff are drafting the base bill now, and so it is a good time to advocate for the inclusion of our shared aircraft noise and emissions policy priorities.
- The main discussion of the meeting was preparing for a DC Fly-In, a three-day event to promote and advocate for our shared legislative priorities. The event is scheduled for April 25-27, and we expect 15-20 individuals from the Port of Seattle (POS) and the StART cities to participate. POS will handle coordination, travel arrangements, and pay for meals; each city will identify a maximum of three participants by March 1. From POS: Eric, Lance and Commissioner Mohamed will participate.

**V. Aviation Noise Working Group Activities, Marco Milanese, Community Engagement Manager, POS**

- Met on February 13 and discussed the new language promoting rolling takeoffs. Since the language was not yet finalized, there will be more updates at future meetings.
- Single engine taxing presentation by Alaska Airlines was cancelled as the scheduled presenter, a pilot, had a last minute scheduling conflict. A presentation was postponed to a later meeting.
- Regular updates on Near-term Noise Action Agenda items were summarized including the 4th quarter for the Late Night Noise Limitation Program, Informal Runway Use Agreement 2023 numbers and recent monthly noise comment/complaint reports
  - FedEx, Amazon and China Airlines Cargo had most exceedances in the quarter, and 87% between midnight and 5 am were from cargo carriers.
  - Seasonal presence of China Cargo Airlines, that stops for refueling at SEA, is currently taking place.
  - Any carrier that has exceedances are contacted quarterly by POS.

- Positive update on late night 3<sup>rd</sup> Runway usage – averaging just one landing per late night in 2023. This is far below 2022 usage numbers.
- Noise Comment Report - 8,285 complaints during January, which is a slight decrease from December. A total of over 210,000 complaints in 2022, which is a decrease by 60,000 compared to 2021. The reason or reasons for the decrease is unclear.
- Also on February 13, the meeting included an Avigation Easement discussion from Steve Kennard, POS Aviation Property Manager, who explained what an easement is and why it is a requirement prior to the POS sound insulating a property. Steve also discussed the legal implications and Noise Consultant Vince Mestre also provided insights as well on the topic.
- The meeting ended with the working group receiving the current status on insulation projects on single family homes, condos, apartments, schools, and places of worship.

#### VI. Public Comments

- Ursula Euler: Speaking from Olympia. Joined our meetings now for third or fourth time. I want to bring up your goal of airport expansion. Recommend SEA get together with city of Olympia and the Thurston County Regional Council to find out what is possible to potentially regulate airlines. Start having those conversations. I can offer some names. I disagree with many things Don Scata, tonight's presenter, said. Lot of inconsistencies. People that are affected are your stakeholders.
- Carol Jones: It seemed Vashon has been treated as there is no problem because of the decibel level. And I beg to differ on a consistently daily basis. POS keeps throwing the ball at the FAA, but the noise change that has happened impacted life on Vashon to a huge extent. I would like to know what the POS is doing to let the FAA know how this change affected Vashon.
- David Goebel: Vashon dominates when it comes to making unique and total noise complaints. NextGen is so extremely impactful to us. NextGen has 250 arrivals during south flow. It's like sitting on your porch at night with a 40-volt light bulb flickering and it's going to drive you insane. During the day it's a 100 watt light. Data driven observation - Vashon is the most impacted.
- Ann Kroeker: The community cannot see the Zoom chat. We are a little out of it and it's hard to follow the meeting. I had submitted my testimony on the current state bill 5447 - alternative jet fuel. It is non-equitable to ask the public to support alternative jet fuels through their taxes or needing to pay more taxes because airlines are getting a tax break. So, I'm hoping that your members might be able to ask for more equity in any of these items' developments that all are paying that only a few use. That's a stance that could be really meaningful. Especially those that are under the flight path. This adds to the insult that we also must pay for this. Let's support a new style of transportation.

#### Written Comment:

See attached: Comments on the FAA's Neighborhood Environmental Survey by Vashon Island Fair Skies

VII. Next Steps

- Adjust next meeting as it conflicts with the DC Fly-In.
- Bring all StART members to SEA to meet in person possibly in April.
- Port staff will discuss ways to keep the FAA informed about Vashon resident comments brought up at StART meetings.

MEMBER	INTEREST REPRESENTED	PRESENT
ADOLFO BAILON	BURIEN - CITY	✓
AMY ARRINGTON	NORMANDY PARK - CITY	✓
BILL VADINO	FEDERAL WAY - CITY	✓
BOB LEONARD	DES MOINES - COMMUNITY REPRESENTATIVE	-
BRANDON MILES	TUKWILA - CITY	-
BRYAN TOMICH	NORMANDY PARK - COMMUNITY	-
CARL COLE	SEATAC - CITY	✓
DAVE BERGER	FEDERAL WAY - COMMUNITY REPRESENTATIVE	-
DENISE LATHROP (ALT)	DES MOINES - CITY	✓
DIANA SMITH	BURIEN - COMMUNITY REPRESENTATIVE	✓
ERIC SCHINFELD	PORT OF SEATTLE	✓
GARMON NEWSOM II (ALT)	BURIEN - CITY	-
GRADY STONE	FAA (EX-OFFICIO)	-
JEFF HARBAUGH	BURIEN - COMMUNITY REPRESENTATIVE	✓
JUSTIN BIASSOU	FAA (EX-OFFICIO)	✓
LANCE LYTTLE (CHAIR)	PORT OF SEATTLE - CHAIR	✓
LAUREL DUNPHY (ALT)	PORT OF SEATTLE	✓
MARCO MILANESE	PORT OF SEATTLE	✓
MICHAEL BRUGATO	FEDERAL WAY - COMMUNITY REPRESENTATIVE	✓
MICHAEL MATTHIAS	DES MOINES - CITY	-
MOIRA BRADSHAW	NORMANDY PARK - COMMUNITY	✓
PETER PHILIPS	DES MOINES - COMMUNITY REPRESENTATIVE	✓
PETER SCHILLING	TUKWILA - COMMUNITY REPRESENTATIVE	✓
RANDY FIERTZ (ALT)	ALASKA AIRLINES	-
ROBERT AKHTAR	SEATAC - COMMUNITY REPRESENTATIVE	✓
SCOTT INGHAM (ALT)	DELTA AIR LINES	-
SCOTT KENNEDY	ALASKA AIRLINES	-
TOM FAGERSTROM	PORT OF SEATTLE	✓
<b>NON-MEMBERS</b>	<b>TITLE</b>	
ALEX STONE	U.S. REPRESENTATIVE ADAM SMITH	✓
CLARE GALLAGHER	PORT OF SEATTLE	✓
KELLY SCHIMELFENIG	PORT OF SEATTLE	✓
LESLIE LARDIE	FAA	✓
RYAN ZULAUF	FAA	✓
STEVE VITTNER	PORT OF SEATTLE	✓
<b>PRESENTERS</b>		
DAN SCATA	FAA	✓
<b>CONSULTANTS</b>		
BRIAN SCOTT	BDS PLANNING & URBAN DESIGN	✓
DORI KRUPANICS	BDS PLANNING & URBAN DESIGN	✓
VINCE MESTRE	CONSULTANT	✓
<b>PUBLIC COMMENTS &amp; ATTENDANCE</b>		
ANN KROEKER	PUBLIC	✓

CAROL JONES	PUBLIC	✓
DAVID GOEBEL	PUBLIC	✓
LYNDA WONG	PUBLIC	✓
OMO ESEMUDE	PUBLIC	✓
REGINA MUTTER	PUBLIC	✓
URSULA EULER	PUBLIC	✓

NEXT MEETING: JUNE 28, 2023 - 5:00 PM - 7:00 PM

LOCATION: ZOOM VIDEOCONFERENCE