

StART

MEETING SUMMARY

FEBRUARY 24, 2021; 5:00 PM – 7:00 PM
VIA ZOOM VIDEOCONFERENCE

Meeting Objectives:

- Review StART's new operating procedures.
- Neighborhood Environmental Survey presentation by the FAA
- Federal Policy Working Group meeting update
- Aviation Noise Working Group meeting update
- Public Comments

Meeting Summary:

- I. New facilitator introduction, *Brian Douglas Scott from BDS Planning & Urban Design*
- II. Opening remarks, *Lance Lyttle, StART Chair/SEA Managing Director*
 - Congratulated the Steering Committee for finalizing the new Operating Procedures
 - Invited StART members to join and speak in front of the next Port Commission meeting on March 9, 2021 where the 2020 Annual Report will be presented.
 - Welcomed FAA presenters, Sean Doyle, Senior Aviation Noise Policy & Research Specialist and Donald Scata, Noise Division Manager. The FAA offered to give this presentation in order to engage with community members and to receive feedback and comments on the survey.
- III. StART's New Operating Procedures, *Brian Douglas Scott from BDS Planning & Urban Design*

Brian outlined the major changes in the new operating procedures. They are as follows:

 - A. Steering Committee
 - Steering Committee is established to provide support, guidance, and strategic direction for StART
 - Membership of the Steering Committee will include the Chair, primary non-elected city representatives, and airline representatives.
 - B. StART shall have a formal relationship & reporting structure with the Highline Forum
 - Recommendations that come from StART will be presented at the Highline Forum for consideration.
 - C. It is the responsibility of each city or entity to ensure adherence to the operating procedures and the Code of Conducts from their appointed members and alternates.
 - D. Membership on StART does not preclude StART members from participating fully in any airport-related environmental review processes.
 - E. Meetings will not be officially audio or video recorded.
- IV. Neighborhood Environmental Survey Results, *Sean Doyle, Senior Aviation Noise Policy & Research Specialist, FAA and Donald Scata, Noise Division Manager, FAA*

Dave Suomi, *Northwest Mountain Regional Administrator, FAA*, expressed FAA's interest in engaging with communities to discuss and receive feedback on the survey result, and introduced tonight's presenters.

A. Survey Goal:

- The nationwide survey, necessary due to outdated data, has been a multi-year effort to provide an update on how aircraft noise is affecting communities.

B. Survey Methodology:

- Initial selection criteria resulting in selection of 95 eligible Airports
 - At least 100 jets operations a day
 - At least 100 households exposed to aircraft noise DNL 65 and above
 - At least 100 households exposed to levels between DNL 60 & 65 DB
- Balanced Selection used to identify final of 20 Airports
 - At least had 1 airport from each of the 8 FAA region
 - Number of nighttime operations
 - Fleet-mix ratios
 - Number of people close to the airport
 - Daily Flight Operations
 - Temperature
- Selection of households receiving the mail survey
 - Mail surveys were sent to almost 26,000 household exposed to aircraft noise, living near the 20 airports selected, over a 12-month period.
 - 5 DNL db categories were created, 50 db was set as the minimum noise exposure for eligibility of inclusion (50-55 db; 55-60 db; 60-65 db; 65-70 db; 70+ db)
- Selection of households receiving phone survey
 - Mail survey respondents were invited to participate in a voluntary follow-up phone survey
 - Phone surveys, including approximately 90 questions, were conducted with 2,000 people

C. Survey Result:

- The survey resulted in 10,000 responses
- The National Dose-Response Curve was created based on the mail surveys only
- Schultz Curve was compared to the new National Curve
- The new National Curve shows a substantial increase in annoyance levels by aircraft noise
- The phone survey responses most correlated to annoyance were for participants who indicated that they were Startled", "Frightened", or "Awakened" by aircraft
- FAA recognizes that noise continues to be a challenge

D. Next Steps:

- Understanding the multiple factors that drive the increased annoyance in aircraft noise
- Public input is necessary to understand differences between Schultz and National Curve
- FAA is looking for new ways to engage communities and stakeholders and to address concerns from aircraft noise

V. Federal Policy Working Group Update, Eric Schinfeld, Federal Government Relations Senior Manager, Port of Seattle

- A. The working group is identifying areas where it can provide new tools and resources to address community concerns, new investments and new pieces of legislation.
- B. StART's policy efforts can take advantage of the positive interactions and opportunities presented with

the Biden administration and Congress. The FAA plays a key role in all the efforts StART is taking on the federal policy side.

- C. Congressional briefings have been positive, and participants feel optimistic about upcoming meetings. The working group is actively identifying additional Members of Congress and representatives of the Biden Administration to approach next.
- D. U.S. Representative Adam Smith and U.S. Representative Katherine Clark sent a letter to the FAA this week requesting clarification on whether certain homes insulated before 1993 are eligible for re-insulation. Representative Smith has also been working with the StART Federal Policy Group on new legislation that would designate certain homes insulated before 2001 for re-insulation as well.

VI. Aviation Noise Working Group Update, Tom Fagerstrom, Airport Noise Programs Coordinator

- A. Since COVID, increased cargo flights have contributed to more late-night noise exceedances (ecommerce is one of the major drivers for why). The percentage of late-night operations exceeding noise thresholds has increased as passenger flights have decreased due to COVID. The Port is in communication with all carriers regarding exceedances.
- B. Many airlines are phasing out older and noisier aircraft. Trends are toward greater use of quieter aircraft, such as the A350 & 787.
- C. Use of the Third runway, during the late-night hours, continues to decline. A total of only two landings took place on the Third Runway in January during the late-night hours.
- D. Noise complaint trends continued in January. Most complaints are submitted via a third-party app.
- E. Vince Mestre, Consultant, gave the working group a presentation analyzing the FAA's Neighborhood Environmental Survey Results.

VII. Public Comments

- A. Bernedine Lund, *volunteer to 350 Seattle aviation group, resident of Federal Way*: Bernedine has been attending the 2021 Symposium on Aviation on Noise & Emissions. A presentation by aircraft pilots & aviation associations discussed the benefits of advancing air mobility, such as air taxis, flights across towns, helicopter rides, to the larger populations in the future. Bernedine expressed concern about the aviation industry's future air mobility planning that will increase noise, pollution, and will negatively impact the population and efforts combatting climate change.
- B. Phillip Kirkwood, *Seattle resident*: Phillip presented his analysis on aircraft arrival altitude in North Seattle, showing how it impacts the communities north of the Ship Canal. Currently, too many approaches come in below 4000ft north of the Ship Canal, often at 3000ft, affecting residents. Phillip was asking to keep west side south flow approaches close to standard approach of 4000ft north of Ship Canal (12nm north of SEA).

VIII. Next Steps

- A. Faster and briefer meeting summaries going forward

MEMBER	INTEREST REPRESENTED	PRESENT
ARLYN PURCELL (ALT)	PORT OF SEATTLE	✓
BILL VADINO	FEDERAL WAY – CITY	✓
BRANDON MILES	TUKWILA - CITY	✓
BRIAN WILSON	BURIEN – CITY	✓
CARL COLE	SEATAC – CITY	✓
CHRIS HALL	FEDERAL WAY – COMMUNITY REPRESENTATIVE	-
DAVE BERGER	FEDERAL WAY – COMMUNITY REPRESENTATIVE	✓
ERIC SCHINFELD	PORT OF SEATTLE	✓
ERIC ZIMMERMANN	NORMANDY PARK – COMMUNITY REPRESENTATIVE	✓
ERICA POST	TUKWILA – COMMUNITY REPRESENTATIVE	-
GARMON NEWSOM II (ALT)	BURIEN - CITY	✓
KYLE MOORE (ALT)	SEATAC – CITY	-
LANCE LYTTLE	PORT OF SEATTLE	✓
MARK HOPPEN	NORMANDY PARK – CITY	✓
MARCO MILANESE	PORT OF SEATTLE	✓
MICHAEL MATTHIAS	DES MOINES – CITY	✓
PETER PHILLIPS	DES MOINES – COMMUNITY REPRESENTATIVE	✓
RANDY FIERTZ (ALT)	ALASKA AIRLINES	-
ROBERT AKHTAR	SEATAC – COMMUNITY REPRESENTATIVE	-
SCOTT INGHAM (ALT)	DELTA AIR LINES	✓
SCOTT KENNEDY	ALASKA AIRLINES	✓
SHAN HOEL	AIR CARGO	✓
SUSAN CEZAR (ALT)	DES MOINES - CITY	-
TEJVIR BASRA	SEATAC – COMMUNITY REPRESENTATIVE	-
TODD BOOKLESS	TUKWILA – COMMUNITY REPRESENTATIVE	✓
TONY GONCHAR	DELTA AIR LINES	-
NON-MEMBERS	TITLE	
ALEX STONE	OFFICE OF REPRESENTATIVE ADAM SMITH	✓
ANTHONY HEMSTAD	FEDERAL POLICY WORKING GROUP/DES MOINES	✓
ANTHONY SOLAN	PUBLIC	✓
CHRIS SCHAFFER	FAA	✓
CLARE GALLAGHER	PORT OF SEATTLE	✓
DAVE KAPLAN	PORT OF SEATTLE	✓
DAVID SUOMI	FAA	✓
DON SCATA	FAA	✓
GLENN MORSE	PUBLIC	✓
HEATHER FERNUIK	FAA	✓
JC HARRIS	PUBLIC	✓
JOHN PARROTT	KING COUNTY AIRPORT	✓
JUSTIN BIASSOU	FAA	✓
LAVANYA MADHUSUDAN	OFFICE OF CONGRESSWOMAN JAYAPAL	✓
LOREN KOSLOSKE	PUBLIC	✓
LYSDIA ASSEFA-DAWSON	FEDERAL WAY & THE HIGHLINE FORUM CO-CHAIR	✓

LYNAE CRAIG	ALASKA AIRLINES	✓
NATE CAMINOS	PORT OF SEATTLE	✓
RALEIGH SALAZAR	PUBLIC	✓
SALLY DEL FIERRO	PORT OF SEATTLE	✓
SEAN DOYLE	FAA	✓
SHAYNA DAITCH	OFFICE OF SENATOR MURRAY	✓
STAN SHEPHERD	PORT OF SEATTLE	✓
TIM FILER	PUBLIC	✓
TOM FAGERSTROM	PORT OF SEATTLE	✓
TOMMY BAUER	OFFICE OF SENATOR CANTWELL	✓
CONSULTANTS		
BRIAN SCOTT	BDS PLANNING & URBAN DESIGN	✓
DORI KRUPANICS	BDS PLANNING & URBAN DESIGN	✓
VINCE MESTRE	CONSULTANT	✓
PUBLIC COMMENTS		
BERNEDINE LUND	FEDERAL WAY RESIDENT	✓
PHIL KIRKWOOD	SEATTLE RESIDENT	✓

NEXT MEETING: APRIL 28, 2021- TENTATIVELY 5:00 PM - 7:00 PM

LOCATION: ZOOM VIDEOCONFERENCE