



SEA-TAC STAKEHOLDER ADVISORY ROUND TABLE

DRAFT StART FACILITATOR'S MEETING SUMMARY

April 25, 2018

6:00–8:00 PM, Conference Center Seattle-Tacoma International Airport

Member	Interest Represented		Member	Interest Represented	
John Parness	Burien	X	Tejvir Basra	SeaTac	X
Terry Plumb	Burien	X	Robert Akhtar	SeaTac	X
Brian Wilson	Burien	X	Joe Scorcio	SeaTac	X
Lisa Marshall (Alt)	Burien	-	Jeff Robinson (Alt)	SeaTac	X
John Resing	Federal Way	X	Katrina (Trina) Cook	Tukwila	X
Chris Hall	Federal Way	X	Joon (Thomas) Lee	Tukwila	-
Yarden Weidenfeld	Federal Way	X	Brandon Miles	Tukwila	-
Sheila Brush	Des Moines	X	Lance Lyttle	Port of Seattle	X
Ken Rogers	Des Moines	X	Mike Ehl	Port of Seattle	X
Michael Matthias	Des Moines	X	Clare Gallagher (Alt)	Port of Seattle	X
Eric Zimmerman	Normandy Park	X			
Earnest Thompson	Normandy Park	X	Tony Gonchar	Delta Air Lines	X
Mark Hoppen	Normandy Park	X	Scott Ingham (Alt)	Delta Air Lines	X
Jennifer-Ferrer-Santa Ines (Alt)	Normandy Park	-	Megan Ouellette (represented by Steven Osterdahl)	Alaska Airlines	X
Laura Sanders	Lynden (air freight shipping and logistics)	-	Matt Shelby (Alt)	Alaska Airlines	-
Non-Member			Non-Member		
Randy Fiertz	Federal Aviation Administration	X	Joelle Briggs	Federal Aviation Administration	X

Additional Participants:

Kim Stover, Federal Aviation Administration

Katie Halse, Port of Seattle

Facilitator: Phyllis Shulman, Civic Alchemy

Meeting Objective:

To expand and develop shared understanding of roles and responsibilities, decision-making authorities, and what can be influenced in aviation operations.

Welcome: Lance Lyttle, Airport Director

After member introductions, Lyttle reviewed the meeting objective and reflected on the previous meeting, highlighting that these are difficult conversations but he desires to focus on solutions. Gaining a shared understanding of roles and responsibilities will help StART to narrow in on the solutions to focus on. He emphasized the importance of building a cooperative relationship that includes listening with an open mind, evidence based information, transparency, and respect for other's viewpoints.

Public Comment

The facilitator reviewed that 10 minutes of public comment is allocated at each meeting. In addition to oral comment, written comment sheets are available and all comments will be attached to the meeting summary as an appendix (Compiled public comments are included here as Appendix A).

Sea-Tac Airport Updates: Lance Lyttle, Airport Director Katie Halse, Local Government Relations Manager

Lyttle provided an airport update on operations and ongoing facility construction. The update included a roll out of the Port's new website and examples of accessible information, including airport capital projects and airport statistics. A new feature on the website includes downloadable data on Sea-Tac's flight track monitoring system using 24 permanent noise monitors to show single and daily noise events. Airport noise data can be found here: <https://public.tableau.com/profile/portofseattlebi#!/vizhome/Sea-Tacnoisemonitoringsystemdata/Contents>.

Lyttle also announced that the Port will be inviting StART members and Highline Forum members to a Noise 101 workshop that will be held in May. A leading noise expert will lead the workshop. The facilitator will send out details of the date and location to StART members for registration.

Facilitator's Update: Phyllis Shulman, Civic Alchemy

Shulman shared the results from the member survey related to prioritizing possible future discussion topics (Appendix B). She noted that some topics are interrelated with the following themes:

- Impacts: including noise; air quality, pollution and public health; impact mitigation, prevention, reduction (range of options)

- Airport development and growth
- Meeting current and future demand
- Economic development/community/Port partnership potential
- Operations and investments

The facilitator reviewed three principles for engagement in discussion:

- Respect: Multiple viewpoints exist and all have value
- Generosity: Share your viewpoint with others and give time to others to share theirs
- Curiosity: Listen to what is important to others

Aviation Operations: Roles and Responsibilities

The main topic of the meeting was aviation operations – roles and responsibilities. Presenters and panelists included:

- Mike Ehl, Director, Airport Operations, Port of Seattle
- Stan Shepherd, Aviation Noise Programs Manager, Port of Seattle
- Arlyn Purcell, Director, Aviation Environment and Sustainability, Port of Seattle
- Randy Fiertz, Director, Airport Division, Northwest Mountain Division, Federal Aviation Administration (FAA)
- Kim Stover, Director of Operations, Air Traffic Services, Western Service Area, FAA
- Tony Gonchar, Vice President, Seattle, Delta Air Lines
- Steven Osterdahl, Director, Air Traffic and Airspace Operations, Alaska Airlines

Presentation

The presentation by Port staff and FAA representatives is available here:

https://www.portseattle.org/sites/default/files/2018-04/2018_04_25%20StART%20Role_Responsibility%20Presentation_FINAL%20for%20WEB.pdf.

A video provided by the FAA regarding Air Traffic Control Procedures for the Seattle Region is available here:

<https://www.youtube.com/watch?v=YMxpKhzNnjI&feature=youtu.be>

StART members submitted a number of questions to the facilitator prior to the meeting. Presenters worked to address questions related to aviation operations roles and responsibilities in the presentation or during the panel discussion.

Question & Answer: Panel and StART Members

Following the presentation, panelists were asked questions from StART members. Some of the topics were captured on a “bulletin board” (Appendix C) for discussion at future meetings or follow-up.

The panel provided responses to various issues and questions raised by the members, including:

- development of flight paths;
- Port of Seattle requirements under FAA’s grant assurances
https://www.faa.gov/airports/aip/grant_assurances/media/airport-sponsor-assurances-aip.pdf;
- ability of the Port of Seattle to impose flight restrictions on service to Sea-Tac;
- local noise ordinance enforcement;
- flight path decision-making;
- FAA’s role in the Port of Seattle’s Sustainable Master Plan;
- voluntary curfews;
- utilization of 14 Code of Federal Regulations (CFR) Part 161, Notice and Approval of Airport Noise and Access Restrictions;
- restrictions/limitations of Port of Seattle utilization of grant funds from the FAA as well as property tax levy funds;
- air traffic controller incentives;
- determination of airline hubs;
- concerns about possible aircraft separation changes;
- noise mitigation;
- FAA’s noise annoyance study; and
- whether FAA and Port of Seattle have considered increasing compensation to developers due to additional costs due to height restrictions and sound insulation.

Meeting Wrap Up: Lance Lyttle & StART Members

Based on survey results, the facilitator stated that the next StART meeting will focus on impacts: noise; air quality, pollution and public health; impact mitigation, prevention, reduction –range of options. Lyttle thanked StART members and the public for their attendance.

Next Meeting: June 27, 2018

Sea-Tac International Airport Conference Center, 6:00 pm – 8:00 pm

MEETING EVALUATIONS for April 25, 2018 StART Meeting

of responses: 9

1. Overall Meeting Experience

Poor	Fair	Good	Very Good	Excellent
0	3	2	2	1

2. Presentation

Not Useful	Somewhat Useful	Very Useful
1	7	1

Comments:

- We do not need airport stats or website updates. We need more time for discussion.
- No presentation should have content that can't be read on the screen. Really not good use of time to have material on the screen that does not communicate well.
- Presentations seemed "canned," just the party line.
- Nice to learn some of the big picture of the airport

3. Discussion

Not Useful	Somewhat Useful	Very Useful
0	4	5

Comments:

- The questions from the panel were most important, while not answered in full transparency they were educated questions.
- There are just so many complexities it is difficult to get a sense of accomplishment or progress. But, it certainly is better than past meetings. It is worth keeping the dialogue. Just difficult and complex topics in a short period.
- Need some information on how you work together. We just heard how you work independently.
- Mostly on topic.

4. Overall Comments, Suggestions, or Questions

- Need work group to invite bullet train and hyperloop reps.
- More discussion/less presentation.
- Give power points out in advance.
- Move public comment to after discussion.
- Huge step forward in understanding the complexity.
- Need some work on your graphics. They were unreadable.
- Ideas about “focus on what we can do” and “what tools do we have at our disposal” are worth FAA answering! Work group on part 161 would be a good idea.
- Someone needs to respond to the concern about compensation for removal of trees within the clear area of the safety zone when on private property.
- Public comment usually isn’t a discussion . . . not sure if the expectation is clear for the attending public.

5. Outreach and engagement involvements reported during the last two months

N/A

Appendix A

Summary of Public Comments

1. David Goebel (written comments):
 - Please bring someone from the tower to explain the complete decision flow chart that's used when a flow change is made.

2. Mike O'Halloran (written comments):
 - Sea-Tac airport does an extensive evaluation of flights and flight patterns. The Renton Highlands is impacted not only by Sea-Tac traffic but also small aircraft from Renton Airport and Boeing Field, tripling the impact on the ground.
 - So, the impact surface area of Sea-Tac should be expanded to an area at least 10 miles in all directions. Meaning ALL even the smallest aircraft in the 10 mile area are monitored and under flight controller control with an emphasis on "flying friendly."
 - We need a no fly/activity curfew rule for/from 10 PM to 5 AM.
 - Why not use Moses Lake airport for all international flights from the State of Washington?

3. Susan Petersen (written comments):
 - Too much B.S. and dancing around DIRECT questions
 - Ms. Facilitator must understand that 1.5 minutes is NOT enough time and before we hear the content of the meeting. This is a very emotional issue for those of us whose greatest investment is our home! Our health counts too!
 - What about the people?! None of the FAA or POS addresses us. It's all about money for the Port and nothing, not even our quality of life for us.
 - 1970's DNL is not even close to what it should be today and you all know

4. Dana Holloway (oral comments):
 - Have lived in Federal Way for 42 years. Noise has increased impacting quality of life. Can't enjoy being outside or inside. Port, FAA, and airlines have taken away peaceful quality of life. Stop noise and pollution – why do you refuse to make a decision? Instead, you increase cargo and commercial flights. Port Commissioners should be required to live under the flight path.

5. Debi Wagner (oral comments):
 - Request to provide comments at the end of the meeting instead of the beginning. Public should be able to provide comments and feedback after hearing the public comments. How bad are you going to hurt us and what are

you going to do about it? Harms are additive. Everything from the 3rd runway forward is additive and cumulative. Do no harm. Improve the environment, if possible.

6. Larry Cripe (oral comments):

- Member of Quiet Skies Coalition. Specifically to the FAA: we have never been allowed to sit in on meetings with the City and FAA. We were promised that there wouldn't be a fourth runway but July 26, 2016 changed that with the turns over Burien. The decision process has not been openly accessible to the public.

7. Carol Oliver (oral comments):

- 15-year resident. Noise has increased greatly. Gardening isn't enjoyable and worried about toxins. Have been experiencing ear infections, hearing/ health problems, difficult sleeping, unable to concentrate. There is a decrease in property value. Insulted by comments about the same people calling on the complaint line.

8. Candace Urqhart (oral comments):

- Request discussion during the StART meeting about the cutting down of trees between the FAA and the Port, including who is requiring that trees are removed on private property without compensation? And who is taking responsibility? Only 10 minutes of public comment is inadequate and a joke.

9. JC Harris (oral comments):

- Communities are in a reactive mode. Cities should join together to establish a public group with a public fund to create a political organization different from the Port. The Port should be ours.

Appendix B

StART Potential Discussion Topics Survey Results as of 4-23-18

Question 1. Check THREE topics you are most interested in discussing.

Question 2. Give each of your top three choices (from Question 1) a priority ranking, with 1 denoting the highest priority. (Only rank your top three choices.)

TOTAL RESPONSES: 20

Topic	Number who chose topic in their top 3 choices	Number who chose topic as #1 priority	Number who chose topic as #2 priority	Number who chose topic as #3 priority
Sustainable Airport Master Plan	4	2	1	1
Airport Growth and related topics	3	1	0	2
Noise	10	4	4	2
Air quality, pollution, and public health	8	1	5	2
Impact mitigation, prevention, reduction –range of options	8	2	2	4
Shared economic development opportunities	2	1	0	1
Next Gen and Wake Recategorization	3	0	1	2
Visioning-preferred future for communities, airlines, Port, FAA	0	0	0	0
Overview of current studies and needed research	0	0	0	0
Air cargo	1	1	0	0
Understanding the Interlocal Agreement with the City of SeaTac	0	0	0	0
Community engagement and influence – how to increase effectiveness	1	0	1	0
Future technologies, including bullet trains, hyperloop technologies	1	1	0	0

Topic	Number who chose topic in their top 3 choices	Number who chose topic as #1 priority	Number who chose topic as #2 priority	Number who chose topic as #3 priority
3 rd runway impacts on communities	2	0	1	1
Q400s – intent of airlines, capital plans for fleet, timetable for use	2	1	0	1
Airport operations including future investment	1	0	0	1
Environmental sustainability efforts and programs	0	0	0	0
Environmental review processes	1	1	0	0
Airline flight operations, flight paths, nighttime flights, altitude analysis	4	2	2	0
Safety zone	0	0	0	0
Landside operations including TNCs, vehicle movement, private and commercial	3	1	1	1
Plans for baggage safety and luggage theft	1	0	0	1
Airport footprint	0	0	0	0
Specific powers and obligations and explanation of federal pre-emption	2	1	1	0
Traffic impacts, locally and regionally	3	1	2	0
Revenues – constraints and opportunities for spending	1	0	0	1

Appendix C

Bulletin Board of Technical Questions/Topics for Future Discussion or Follow-up

- Distribute information on the 39 grant assurances
- Determination of runway north/south flow
- Components of determination or changes to separation
- 65 DNL congressionally mandated?

Draft