



SEA-TAC STAKEHOLDER ADVISORY ROUND TABLE

START FACILITATOR'S MEETING SUMMARY

Wednesday, June 27, 2018

6:00–8:00 PM, Conference Center SeaTac 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	-	Joe Scorcio	SeaTac	X
Lisa Marshall (Alt)	Burien	X	Jeff Robinson (Alt)	SeaTac	X
John Resing	Federal Way	-	Katrina (Trina) Cook	Tukwila	X
Chris Hall	Federal Way	X	Joon (Thomas) Lee	Tukwila	X
Yarden Weidenfeld	Federal Way	-	Brandon Miles	Tukwila	X
Sheila Brush	Des Moines	X	Lance Lyttle (phone)	Port of Seattle	X
Ken Rogers	Des Moines	X	Mike Ehl (Alt)	Port of Seattle	X
Michael Matthias	Des Moines	X	Clare Gallagher (Alt)	Port of Seattle	X
Eric Zimmerman	Normandy Park	X	Tony Gonchar	Delta Airlines	X
Earnest Thompson	Normandy Park	X	Scott Ingham (Alt)	Delta Airlines	X
Mark Hoppen	Normandy Park	X	Megan Ouellette	Alaska Airlines	X
Jennifer-Ferrer-Santa Ines (Alt)	Normandy Park	-	Matt Shelby (Alt)	Alaska Airlines	-
Laura Sanders	Lynden (air cargo)	X	Scott Kennedy	Alaska Airlines	-
Non-Member			Non-Member		
Randy Fiertz	Federal Aviation Agency	X	Joelle Briggs	Federal Aviation Agency	X

Additional Participants:

Eric Schinfeld, Port of Seattle

Marco Milanese, Port of Seattle

Facilitator: Phyllis Shulman, Civic Alchemy

Note taker: Megan King, Floyd Snider

Meeting Objectives:

To discuss and prioritize a list of potential actions for StART to explore related to preventing, reducing, and/or mitigating aviation noise. To consider constructive next steps including the formation of a StART aviation noise working group.

Welcome: Lance Lyttle, Airport Director

Lyttle welcomed participants and gave an overview of his intent for the meeting highlighting his interest in moving forward with some constructive ideas and recommendations for action. Lyttle stated that starting with this meeting and going forward, the group will focus on what we can do collaboratively to move toward practical solutions.

Lyttle participated by phone due to his travel schedule.

Member Introductions: StART Members

All members and participants introduced themselves and their affiliations.

Facilitator's Update: Phyllis Shulman, Civic Alchemy

The facilitator described that during the last meeting comments were received from the public about the public comment process during these meetings. Surveys were sent to StART participants to solicit feedback about where in the agenda to have public comment. As a result of the feedback, the public comment period has been moved to the end of the meeting.

The public comment period will be 10 minutes, with each commenter limited to 1–3 minutes each, depending on the number of commenters who wish to speak.

The facilitator also reminded the public that the StART community representatives at this meeting are appointed by their respective cities to represent their communities. She encouraged the public to engage with the StART community representatives if they have comments or concerns that they would like to see addressed.

Congressional Update on Aircraft Noise Mitigation: Eric Schinfeld, Port of Seattle

Schinfeld explained that many noise regulations are determined by Congress. Schinfeld summarized the status of five current bills in Congress that have a component related to noise mitigation.

FY18 Appropriations

- Provides funding for federal government through September 30, 2018.
- Contained increased funding for eight Federal Aviation Administration (FAA) full-time equivalents (FTEs), one for each regional office, to focus on community engagement.
- The Port of Seattle (the Port) and cities have sent a joint letter calling for expedited hiring of this person in our region, and our Congressional delegation under Senator Murray's leadership has sent a similar letter.

FAA Reauthorization Bill

- Passed House on April 27, 2018.
- Contains multiple noise studies, including:
 - Adds Seattle to a national study of the impact of noise on human health near major airports;
 - Encourages exploration of the feasibility of dispersal headings or other lateral track variations to address community noise concerns;
 - Requires the FAA to complete within one year the ongoing evaluation of alternative metrics to the current Day Night Level (DNL) 65 standard;
 - Directs the FAA administrator to study the relationship between jet aircraft approach and takeoff speeds and corresponding noise impacts on communities surrounding airports; and
 - Requires a GAO report studying whether air traffic controllers and airspace designers are trained on noise and health impact mitigation in addition to efficiency.
- Contains language ensuring noise insulation funding eligibility for Highline Public Schools.

The Bill is currently in the Senate with unclear prospects, mostly due to issues related to pilot training requirements, unrelated tax issues, and lack of availability for Senate floor time.

National Defense Authorization Act

- The House version of the annual military funding authorization bill now contains the same legislation from the FAA bill that ensures eligibility for Highline Public School noise insulation funding (supported by U.S. Representative Adam Smith).
- The Bill has now passed the House and the Senate, and is awaiting a conference committee to resolve differences between the two bills. Final passage is expected in the next few months.

FY 19 Appropriations

- In process now.
- House Transportation Appropriations bill, which includes the FAA, has several noise provisions, including:
 - Language that “strongly encourages the FAA to permit second round noise insulation to account for subsequent improvements in technology.”
 - “Directs the FAA to evaluate alternative metrics to the current Day Night Level (DNL) 65 standard, and requests that the FAA not rely solely on modeling and simulation for the evaluation.”
 - The committee also recommended that Regional Centers of Air Transportation Excellence should study “the impacts of aircraft noise on humans and effective methods for mitigating such impacts.”
- Unclear when appropriations will be finalized, possibly by September 30, 2018, due to controversy over other unrelated issues.

Aviation Impacted Communities Act

- New legislation proposed by U.S. Representative Adam Smith.
- The legislation would help cities, localities, and neighborhoods engage with the FAA, and it would require that the FAA communicate directly with residents and locally-nominated leaders on issues of aviation noise and environmental impacts through the creation of community boards.
- It establishes a new “aviation impacted communities” designation, defined as any residential neighborhood or municipality located 3,000 feet below, and one mile on either side of any commercial jet route.
- It would require that the FAA develop action plans to respond to both communities’ concerns as well as any recommendations for mitigation identified in impact studies.
- It would expand the availability of mitigation funding for aviation-impacted communities outside of the current 65 DNL contour.
- However, there is not a clear path to passage for this legislation at the current time.

Christine Nhan, U.S. Representative Adam Smith’s field representative, added that this legislation is being prepared in coordination with the Port, FAA, and others. This bill is a starting point and they are always interested in gathering additional feedback. They have been working with the Quiet Skies Coalition, who is also supportive. U.S. Representative Pramila Jayapal’s office is also supportive. Nhan encouraged StART participants and the public to reach out to other Quiet Skies Coalition groups throughout the country to get other members of Congress to support the legislation.

Aviation Noise Discussion: StART Members

The main topic of the meeting was a discussion on aviation noise. In preparation for the meeting, StART members were asked to provide information about their entity's previous, existing, and currently proposed efforts to prevent, reduce, and/or mitigate aviation noise. This information was compiled into a table to be used as a foundation for discussion.

StART members were asked to come prepared to identify and discuss potential actions that can be explored by StART to address aviation related noise. Members provided a range of ideas. After consolidating the list, members were asked to prioritize the list in order to get a sense of the top two to three ideas that could be explored further.

The list of possible actions was meant to be a starting point for discussion. The ideas included:

- Include elected officials at City, State and Federal level in the process
- Identification of near-term actions that can be taken now and identification of best practices from efforts elsewhere
- Modification to air operations:
 - Restrict night time flights
 - Restrict prop planes and/or cargo flights
 - Provide clarity on how flight volume is determined
 - Revise long-term plan related to air cargo/restrict additional regular flights
 - Look at current mitigation techniques (with FAA) that can be applied to air operations
 - Restrict flight paths over residential areas
 - Modify takeoff angles (utilized by Frankfurt Airport)
- Modification to ground operations:
 - Evaluate modifications to operations/activities on airfield to reduce noise toward residences
 - Reduction of ground noise and noise attenuation/cancellation mitigation
 - Evaluate restrictions on westernmost runway and whether changes can be made to what planes use which runway
 - Look at reducing/restricting use of reverse thrust during landings
- Focus on operations actions instead of mitigation actions
- Construction of additional airport/reduce number of flights at Sea-Tac
- Upgrade/replace aging residential sound insulation
- Identify areas where incremental progress can be made given all existing limitations, restrictions, and funding issues

- City modifications to land use and zoning
- Explore potential mitigation funding in areas outside the 65 DNL zone
- Survey communities for data on local impacts for clearer understanding of community impact (fatigue, land value, etc.)
- Look at appropriateness of using DNL measurement as benchmark for evaluating noise
- Hear from representatives from bullet trains/hyper loop

The highest priorities were the identification of near-term actions that can be taken now, potential modifications to air operations, and potential modifications to ground operations. There was also interest in identifying appropriate ways to engage elected officials at the City, State, and Federal level in the process.

A small working group or groups were established to explore and discuss the ideas in more depth and to provide recommendations for potential actions. StART members were surveyed for their interest in participating in a small working group. Nine members were interested. The prioritized list will be refined and used as a basis for the focus of the working group(s). Additional ideas may emerge in the process. Subject matter experts including the airline, FAA, and air cargo representatives will participate as needed.

Sea-Tac Airport Updates

Capital Projects (SAMP) – Clare Gallagher, Port of Seattle

Gallagher explained that the Port will be hosting public hearings for the Sustainable Airport Master Plan (SAMP) in the early fall. The scoping period starts in late July with 4 to 5 scoping meetings and will include webinars, online open houses, etc.

Operations – Mike Ehl, Port of Seattle

Ehl provided an operations summary:

- Passenger percentage is up 5.8%, year to date.
- Air cargo percentage is up 5.1%. Year to date, 37,083 tons through May.

Public Comment

Compiled public comments are included here as Appendix A.

Meeting Wrap-Up: Lance Lyttle, Mike Ehl, & StART Members

Lyttle reiterated the intent of StART was to develop solutions to bring to the elected officials for possible action not to omit them from the process. This intent of StART to be an advisory body was confirmed by a number of City Managers who participated in the design of StART.

Next Meeting: Tuesday, August 21, 2018 (NOTE DATE CHANGE)
Sea-Tac International Airport Conference Center, 6:00 pm – 8:00 pm

MEETING EVALUATIONS

of responses 1

1. Overall Meeting Experience	Poor	Fair	Good	Very Good	Excellent
			1		

2. Presentations	Not Useful	Somewhat Useful	Very Useful
	1		

3. Discussion	Not Useful	Somewhat Useful	Very Useful
			1

4. Overall Comments, Suggestions, or Questions

The FAA industry did not speak...that's horrible. Why are you afraid of hyper loop and bullet train Reps?

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

N/A

Appendix A

Summary of Public Comments

1. Jean Hilde (Shoreline; oral comments):

- Referenced “Final Report re: Greener Skies Over Seattle” released by the FAA describing Shoreline as central to the changes that would be happening north of the airport.
- She has lived in her Shoreline home since 1995. About two years ago, what had been very infrequent aircraft noise turned into, virtually overnight, a jet aircraft over her home every 30–60 seconds, for hours at a time with no break, from 5 AM to midnight when south flow is in effect.
- Many approach paths have been narrowed into a single sacrificial corridor, over her home and all homes along the I-5 corridor.
- Her home and her neighborhood are now subjected to 90 percent of aviation noise from southbound aircraft. Flight trackers show flights often as low as 3,000 feet, which may not sound terrible to StART members who live in the southern cities, but these flights are every 30–60 seconds.
- She now is wearing earplugs indoors and can no longer enjoy her garden or deck due to the incessant aircraft noise. She and her family are basically trapped indoors.
- Growth demand driven by passengers, so why are airlines offering deals to fly?

2. Candace Urquhart (member of Quiet Skies Puget Sound; Des Moines; oral comments):

- Because of money received for the 3rd runway, the Port can't make changes or otherwise will violate FAA rules that came with accepting the funding.
 - Constrains ability to restrict night flights, or make any other changes.
- Congress is now owned by the oil industry.
- Hopes that the SAMP will not be proposing the same thing.
- Suggests we pay back the grants to allow ability to restrict night flights.

3. Marianne Markkanen (member of Quiet Skies Coalition; oral comments):

- At last SAMP meeting, the Port stated that there are 46.9M passengers now, and projects 56M passengers, with no new runways.
- Has flight traffic overhead every 30 seconds.
- Referenced a Wall Street Journal article (from March 8, 2018) about the FAA and reducing noise significantly by reducing the speed of departures. FAA is working with Boston Logan to mitigate noise problem. Why are they not also working on something like this here? Provided additional statistics from article.

- Has been involved for 12 years and the conversation is the same.
4. Larry Cripe (President of Quiet Skies Coalition; Burien; oral comments):
 - Brought image of westerly flight path over Burien in the form of a runway, since westbound traffic could be considered a “4th runway.”
 - FAA made decision (arbitrary and capricious), with seven proposals in front of them, to select Seahurst and Burien as the new departure path as those communities would not have the funding or strength to fight the decision.
 - Group should be outraged that the FAA will not come and discuss this. Requests FAA members in attendance to tell Brad Tilden (CEO of Alaska) that he will be receiving a letter from the citizens of Burien and the FAA will be hearing from them.
 5. Anne Kroeker (Des Moines; oral comments):
 - Doesn’t see other affected communities such as Shoreline, Vashon Island, or Capitol Hill, at the table, but they are equally affected. All communities under the flight path should be represented.
 - In addition to near-term considerations, should also look at what is “least harm” to humans and natural environment. Asking for comments from the people at the table of how they can do less harm.
 - Requesting delay in SAMP because SAMP has not yet addressed any issues brought up from today or from the past 20 years.
 6. Debi Wagner (Burien; oral comments):
 - Reverse Thrust—difficult to implement because the 3rd runway has short exits. Potential option to not use 3rd runway. It is harming a lot of people through the use of the 3rd runway at night, and it’s possible to not do that. There’s no mitigation around the 3rd runway like there is for the other two runways.
 - Airport neighborhood in Chicago has 20 families with cancer. Flights overhead (ORD) at 500 feet. Does not want this same impact to be occurring here. Does not want herself or anyone else in her neighborhood to be a victim to this.
 - FAA is hiding behind the ambiguity of ‘there is no science’ so we can’t understand if it is legitimate at all.
 7. Gigi Sather (Federal Way; written comments):
 - I am a NW lady, born in Seattle, moved to Federal Way 45 years ago. I live in Marine Hills, a community right next to Redondo Beach. I have raised my family here and life in my residence has been wonderful up to two years ago. We now do not have a life outside in the yard (no picnics, no conversation, etc.). It has been shocking. Each of

us are only a product of our own life experiences! The impact on our communities, our schools (two in my immediate neighborhood). These children are playing outside in this environment. The health issue is real!

Why not fly over the Puget Sound water in the south end like you are in the north end? Are you really listening? Do you really care? This is solvable. Check again with Chris Hall (StART representative). He knows what he is talking about. He creates flight patterns for many airports in the U.S. He knows what he is talking about. It really is an easy fix if you would listen . . . if you really cared. We are talking about people and quality of life. Are you listening?!

8. Anonymous (written comments):

- Short-term actions:
 - Change flights so that no flights depart or arrive after 10:00 pm or depart before 6:00 am.
 - FAA—stop flying turbo props and 737s over my bedroom and house. It disrupts my sleep. The jet fuel residue adds a layer of dark oil residue on my organic vegetable garden. STOP NOW!
 - Stop arrivals on Runway 3. The noise pollution rattles my windows.
 - Move cargo flights to Moses Lake.
 - Move all commuter flights to Paine Field
 - Move international flights to McChord.
 - Stop all flights on Runway 3 after 8:00 pm and until 7:00 am.