



SEA-TAC STAKEHOLDER ADVISORY ROUND TABLE

StART FACILITATOR'S MEETING SUMMARY
FEDERAL POLICY WORKING GROUP
Monday, March 04, 2019
5:30-7:30PM, Conference Center, Sea-Tac Airport

Member	Interest Represented	Present
Terry Plumb	Burien Community Member	X
Michael Matthias	Des Moines City Manager	X
Chris Hall	Federal Way Community Member	X
Brian Wilson	Burien City Manager	-
Sheila Brush	Des Moines Community Member	X
Jennifer Ferrer-Santa Ines	Normandy Park Finance Director	X
Earnest Thompson	Normandy Park Community Member	X
Kyle Moore	SeaTac Government Relations and Communication Manager	X
Robert Akhtar	SeaTac Community Member	X
Fernando Ruiz	Congressman Adam Smith, Legislative Assistant	X
Lyndall Bervar	Congressman Adam Smith, District Rep	X
Zachary Carstensen	Office of Congresswoman Pramila Jayapal, Director, Outreach and Engagement	X
Lylianna Allala	Office of Congresswoman Pramila Jayapal	-
Stasha Espinosa	Office of Patty Murray	-
Adam LeMieux	Office of Congressman Rick Larsen	
Eric Schinfeld	Port of Seattle, Sr. Manager, Federal & International Government Relations	X
Resources	Title	
Dave Kaplan	Port of Seattle, Local Government Relations	X
Stan Shepherd	Port of Seattle, Manager of Noise Programs	-
Arlyn Purcell	Port of Seattle, Director of Aviation Environmental Services	-
Marco Milanese	Port of Seattle, Community Engagement Manager	X
Clare Gallagher	Port of Seattle, Director of Capital Project Delivery	X
Jason Ritchie	FAA Assistant Manager, Seattle Airports District Office	-
Consultants		
Phyllis Shulman	Facilitator, Civic Alchemy	X
Emily Jackson	Note taker, Floyd Snider	X
Vince Mestre	L&B	X

Other Attendees: Lance Lyttle, Port of Seattle, Tom Fagerstrom, Port of Seattle

Meeting Objectives:

To establish the Working Group's goals and principles, as well as the Working Group's initial priorities for engagement. To create a baseline of information and understanding about national policies and proposals related to noise including elements in the FAA Reauthorization Bill.

Meeting Summary:

Working Group Goals and Principles

Eric Schinfeld, Port of Seattle – Federal Government Relations

Port staff highlighted areas of potential focus, possible initial goals, and principles to consider when deciding on priorities. It was stated that the Federal Policy Working Group provides an opportunity for collaboration and engagement between members of Congress and regional stakeholders engaged in airport issues. The Working Group provides an opportunity to effect change on policies. The Working Group members representing Congressional offices will be able to provide expertise about Federal policy while also providing guidance on when to be aggressive with advocacy and what is realistic expectations regarding policy change. Three possible objectives were shared: 1) prioritize policies that are important and impactful, 2) provide guidance for implementation of policies that are already established, and 3) connect to national advocacy efforts and encourage sponsors and co-sponsors for legislation. The intention is to create common understanding of information and to hone in on influencing policies or implementation of policies most important to StART.

The State of Noise Policy in Congress and Opportunities for Progress

*Fernando Ruiz, Legislative Assistant, Congressman
Vince Mestre, Aviation Noise Consultant*

Fernando and Vince provided an overview of the history of and current state of noise policy and advocacy in Congress as well as discussed opportunities for policy change or influence. Key information included:

- International Civil Aviation Organization sets standards for levels of noise. Federal policies are set in accordance with those standards.
- Improving on day/night average sound level metric may be a focus area as it does not seem to measure noise annoyance. FAA is required to re-evaluate this metric.
- Possible areas to improve funding could include increasing and providing more flexibility for airport improvement grant funding.
- The House of Representatives currently has a Quiet Skies Caucus focused on issues ranging from noise, emissions, and other impacts. Members have airports in or near their district.
 - Organizational meetings for the Caucus have begun.
- Congressman Larson is Chair of the Aviation Subcommittee and is a strong ally for legislation.
- Washington's senators are strong on noise legislation.
- In 1979, Congress delegated noise safety evaluation to FAA. As a result, Federal air regulation Part 150 was published and became administrative law.

- Key argument in 1979 was whether FAA or EPA should be in charge of setting noise levels.
- Airport Noise and Capacity Act (ANCA) passed in 1990 favors the aviation industry and restricts the imposition of curfews as well as charging landing fees based on noise.
- 65 DNL was established in ANCA, so it would take congressional action to change the DNL.
- People do not respond to sound in the same way that a sound-level meter does. Acoustic (DNL and other) and non-acoustic factors both influence the way people react to noise (e.g. people could be responding to fear of uncontrolled airport growth, so knowing limits on future growth could be important).
- Within the FAA the program guidance level is where details on how policies get implemented are established. In addition to Congressional action it is important to influence the FAA's process for establishing program guidance. Currently, there is no process for community members' engagement.
- The infrastructure bill could be a vehicle for policy change.

There was also discussion about how the averaging of noise is not reflective of noise impacts.

Review of FAA Reauthorization Bill Noise Policies and Existing Noise Legislative Proposals

Eric Schinfeld, Port of Seattle

Eric provided a handout identifying the possible universe of policy areas for action that included new legislation as well as numerous sections of the FAA Reauthorization Act. (*See Attachment A*) There are numerous opportunities to influence the FAA Reauthorization Act since it is already law. It was stated that the Working Group may want to distribute the focus between reducing aviation noise (for example, regulating engines, flight paths) and mitigating aviation noise (for example, changing where funding can be spent for insulation). New legislation that could provide focus included three bills to be proposed by Congressman Adam Smith.

Discussion focused on:

- how to improve mitigation for aviation noise particularly expanding where federal funding criteria for noise insulation
- how to increase local regulatory control and flexibility for communities to develop unique and tailored regulations to address impacts
- expanding the future planning horizon and creativity for innovation
- the need to pay attention to due dates in the FAA Reauthorization Act when prioritizing what the Working Group will focus on
- the bipartisan nature of the issues
- past constraints and considerations for installing noise insulation for apartment buildings
- whether remedies for devaluation of property could be considered
- exploring potential transportation alternatives (for example, hyperloop)
- whether legislation could be developed to incentivize airlines to switch to quieter technologies and whether there is sufficient funding for research
- case law that states that the FAA and airlines are immune to noise litigation
- whether there is a way to charge a fee to the flying public to pay for mitigations

These additions were made to the potential list of issues to focus on:

- Add Section 174 of the FAA Reauthorization Bill
- Identify where there are deadlines/timelines for responses to the FAA Reauthorization Bill
- Discuss spending levels for noise mitigation efforts
- Create a penalty for evening noise
- Revisit ANCA
- Flexibility for airports/local communities to address specific local impacts

The Working Group began to discuss criteria that could be considered when deciding on priority actions. These initial thoughts included:

- Identify early wins that immediately reduce impacts on communities
- Look at what is possible and practical
- Dream big

Next steps:

The Working Group will continue to sort through options and continue discussion of priorities at the next Working Group meeting. Members requested readable information about what is in the FAA Reauthorization Act as well as Part 150 and Part 161. Fernando offered to provide press releases and other information regarding the FAA Reauthorization Bill.

Future Meeting Scheduling

1ST Monday of each month. Meetings will initially be scheduled through June.

<p style="text-align: center;">Next Meeting: April 1, 2019, 5:30 pm – 7:30 pm Location: <i>SeaTac International Airport Conference Center</i></p>
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ATTACHMENT A

In fall 2018, Congress passed into law a new Federal Aviation Administration (FAA) reauthorization bill, with a variety of new policy and funding authorizations. Among many areas of activity, the legislation included several studies and policies related to airplane noise and emissions.

While there are outstanding questions related to implementation of the new work, the most relevant related to Sea-Tac Airport are as follows:

- Sec. 173, which sets a one-year deadline for the FAA to complete the ongoing evaluation of alternative metrics to the current Day Night Level (DNL) 65 standard.
- Sec. 175, which requires the FAA to “consider the feasibility of dispersal headings or other lateral track variations” when proposing a new area navigation departure procedure or amending an existing procedure that would direct aircraft between the surface and 6,000 feet above ground level over noise sensitive areas.
- Sec. 179, which would study the relationship between jet aircraft approach and takeoff speeds and corresponding noise impacts on communities surrounding airports.
- Sec. 180, which would create a Regional Ombudsman for each FAA region to serve as a regional liaison with the public, including community groups, on issues regarding aircraft noise, pollution, and safety.
- Sec. 186, which would initiate a review of the potential benefits, costs, and other impacts that would result from a phaseout of covered stage 3 aircraft.
- Sec. 187, which sets a two-year deadline to complete the ongoing evaluation of alternative metrics to the current Day Night Level (DNL) 65 standard AND provide initial recommendations of proposed changes based on the findings.
- Sec. 188, which would evaluate alternative metrics to the current average day-night level standard, such as the use of actual noise sampling and other methods, to address community airplane noise concerns.
- Sec. 189, which would study the health impacts of noise from aircraft flights on residents in the metropolitan areas of Boston, Chicago, DC, New York, Northern California, Phoenix, Southern California and Seattle.
- Sec. 190, which would create a pilot grant program involving not more than 6 projects at airports for environmental mitigation projects that will measurably reduce or mitigate aviation impacts on noise, air quality, or water quality at the airport or within 5 miles of the airport.

In addition, U.S. Representative Adam Smith proposed two pieces of airplane noise and emissions legislation last year, and is considering a third for 2019:

- **The Protecting Airport Communities from Particle Emissions Act**, which would direct the FAA to report on ultrafine particles and their health impacts for communities around the 20 largest U.S. airports. The study would also analyze the potential impacts of mitigation options, emissions reductions, and the increased use of aviation biofuels.
- **The Aviation-Impacted Communities Act**, which would create an official federal designation of an “aviation impacted community” as “a community that is located not greater than 1 mile from any point at which a commercial or cargo jet route is 3,000 feet or less above ground level.” Through this designation, these communities would be able to work with the FAA to research potential flight operations or flight path changes and/or mitigation.
- **A secondary noise insulation package bill**, which would allow the FAA to fund a second residential noise insulation package in instances where the initial insulation fails.