



SEA-TAC STAKEHOLDER ADVISORY ROUND TABLE

StART FACILITATOR'S MEETING SUMMARY

Wednesday, April 24, 2019

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

Member	Interest Represented		Member	Interest Represented	
Terry Plumb	Burien	X	Robert Akhtar	SeaTac	X
Brian Wilson	Burien	X	Tejvir Basra	SeaTac	-
Lisa Marshall (Alt)	Burien	-	Carl Cole	SeaTac	X
Larry Cripe	Burien	X	Katrina (Trina) Cook	Tukwila	-
John Resing	Federal Way	-	Joon (Thomas) Lee	Tukwila	-
Chris Hall	Federal Way	X	Brandon Miles	Tukwila	-
Sheila Brush	Des Moines	X	Lance Lyttle	Port of Seattle	X
Ken Rogers	Des Moines	-	Mike Ehl (Alt)	Port of Seattle	-
Michael Matthias	Des Moines	X	Tony Gonchar	Delta Airlines	-
Eric Zimmerman	Normandy Park	X	Scott Ingham (Alt)	Delta Airlines	X
Earnest Thompson	Normandy Park	X	Scott Kennedy	Alaska Airlines	X
Mark Hoppen	Normandy Park	X	Matt Shelby (Alt)	Alaska Airlines	-
Jennifer-Ferrer-Santa Ines (Alt)	Normandy Park	-			
Laura Sanders	Lynden (air cargo)	X	Non-Member		
Non-Member			Jason Richie	FAA	X
Stan Shepherd	Port of Seattle	X	Chris Schaffer	FAA	X
Chris Maaza	FAA	X	Marco Milanese	Port of Seattle	X
Anthony Sutterfeld	FAA	X	Eric Schinfeld	Port of Seattle	X

Additional Participants: Robert Tykoski, Port of Seattle; Tom Fagerstrom, Port of Seattle; Steve Rybolt, Port of Seattle; Clare Gallagher, Port of Seattle

Facilitator: Phyllis Shulman, Civic Alchemy

Note Taker: Megan King, Floyd|Snider

Meeting Objectives:

To recap the Aviation Noise and Federal Policy Working Group meetings and to update on the Aviation Noise Action Plan initiatives. To expand understanding of airspace and flight paths, and to discuss the 2019 priorities for StART.

Welcome

Lance Lyttle, Sea-Tac Airport Managing Director

Lyttle recognized Commissioner Steinbrueck, who was in attendance. Lyttle shared that the FAA has provided input and is working with Port staff to finalize language for the Revised Runway Use Agreement. This was a near-term action item that was recommended by the Aviation Noise Working Group. Also, he stated that letters were sent to eight carriers who operate A320 series aircraft, asking for their timeline and/or plans to modify their aircraft to address a whistling noise that occurs in descent.

Facilitator's Update: Phyllis Shulman, Civic Alchemy

Phyllis welcomed new member, Larry Cripe the new community representative from the City of Burien. Port staff provided a brief update on the timing of the SAMP process and opportunities, separate from StART, for community involvement. Steve Rybolt, Port of Seattle, provided a brief update on the Sustainable Airport Master Plan (SAMP). This included:

- The public comment period for SAMP scoping ended on September 28, 2018. All comments received (individual comments as well as topic summaries of comments) are available on the Port's [website](#).
- Port staff are currently working with the FAA on the NEPA schedule. The Port's website will be updated as dates for the SAMP process and schedule are decided.
- The evaluation will look at cumulative impacts and that will include looking at data prior to 2018.

Recap of the Aviation Noise Working Group Meetings: Stan Shepherd, Port of Seattle

The Aviation Noise Working Group (Working Group) reported on their March 11 and April 8 meetings. The Working Group meeting summaries are attached as Appendix B. The summary focused on the status of a number of the Working Group's recommended efforts including:

- A scope of work for a soon to be hired consultant to analyze Noise Abatement Departure Procedure Profiles and whether they lessen noise for airport communities.
- A scope of work and timeline for hiring a consultant to do a comprehensive Airfield Noise Assessment. The assessment will consider maintenance operations, reverse thrust, taxiing noise, and many other potential noise sources. The assessment will identify sources of airfield noise and evaluate possible options for reducing its impact.

Questions from StART participants included:

- What is the updated timeline for the revisions to runway taxi routes that the airlines are working with the FAA to pilot?

Response: The FAA is in negotiations with the labor union to establish the pilot. Currently, the potential start time for the pilot is around October.

- Has an official written request from the Port to the airlines and FAA been made for this pilot?

Response: No formal request has been made by the Port, but the Port could communicate to the FAA and airlines the importance of this pilot effort to the communities.

Recap of Federal Policy Working Group Meetings: Eric Schinfeld, Port of Seattle – Federal Government Relations

The Federal Policy Working Group (FP Working Group), reported on their March 4 and April 1 meetings. The Working Group meeting summaries are attached as Appendix C. Schinfeld mentioned that the Working Group is made of both StART participants and representatives from a number of congressional offices. Items discussed at the meetings included:

- The history of federal legislation and policies related to noise.
- An initial list of federal policies that the FP Working Group may want to consider as a priority.
- An overview of the sections of the FAA Reauthorization Act pertaining to aviation noise and public health.

The FP Working Group drafted and utilized a set of criteria and selected an initial set of priority focus areas related to the FAA Reauthorization Act. They discussed what might be appropriate initial action steps for each priority.

The next meeting in May will review proposed legislation, and how to advocate for legislation underway. The goal of the Working Group is to have 3-5 policies identified for both the Reauthorization Bill and new legislation that the group will focus on moving forward over the next year.

Briefing: Late Night Noise Limitation Program: Tom Fagerstrom, Port of Seattle

Fagerstrom provided an update on the Late Night Noise Limitation Program and current efforts to communicate with air carriers to educate them about the program's upcoming launch mid-year and to encourage them to voluntarily limit late night flights and/or consider flying quieter aircraft. He also announced the top Fly Quiet airlines for 2019: Southwest, Jazz (Air Canada Express), and Spirit Airlines.

Fagerstrom stated that all airlines will continue to be briefed on the program and encouraged to limit late night operations and/or change to quieter airlines. He gave an overview of the current outreach efforts. The Airport Airline Affairs Committee, which includes all air carriers operating at the airport, has been briefed. Port staff has also provided a briefing at the station manager and international station manager meetings. All airlines flying in/out of Sea-Tac have will be notified via a formal letter. If requested, staff will also brief air carriers individually. Port staff are currently working on redesigning the Port website and are developing a communication and rollout plan for the program.

One StART member suggested that Flight Operations and Chief Pilots should also be notified in addition to the airlines. StART participants were interested in knowing what procedures Spirit Airlines are following that make them fly quieter than other airlines. It was stated that their pilots follow noise abatement flight procedures very closely. Port staff will explore this question further with Spirit Airlines.

The presentation can be found [here](#).

Presentation: Understanding Airspace/Flight Paths

Robert Tykoski, Port of Seattle, FAA representatives

A focus of the meeting was a presentation on airspace and flight paths. Robert Tykoski, Port of Seattle, with assistance from FAA staff, reviewed the air traffic control process including the difference in responsibility between the Tower, TRACON, and the Center. Graphics were shown that explain the location and interaction between flight paths. They identified some of the factors that impact flight paths including topography, aircraft mix, and airspace complexity (interaction between flights from Boeing Field, Paine Field, Renton Municipal Airport, Joint Base Lewis- McCord, and Sea-Tac Airport.). The presentation can be found [here](#).

Questions from StART participants included:

- The current noise mitigation strategy does not allow flights to turn until five miles out. How was this determined?

Response: This policy was put in place a very long time ago. FAA continually evaluates procedures that can result in efficiencies.

- How does the handoff from Tower to TRACON take place?

Response: The handoff is all automated.

- How is the protected missed approach airspace handled when flights departing cross that path?

Response: Tower controllers will not turn aircraft or transfer control until they have cleared any conflict. And any departing airplane will not be cleared for takeoff if there is potential for conflict.

- In the future, through Next Gen technology advances, would the ILS glide slope antennas go away?

Response: Not certain they would come down as they provide redundancy. It is likely that equipment would remain in place, rather than rely solely on a satellite-based system.

- Given all of the increase in flights, is there a point when the system reaches saturation?

Response: Yes, there reaches a point when you cannot accommodate additional planes without delay.

2019 Priorities

Phyllis Shulman

The meeting concluded with a review of StART's 2019 priorities recommended by StART participants captured during small group discussions and through written comments. The five key priorities that emerged are:

- Aviation Noise
- Air Quality/Health Impacts
- Future of Aviation/Mobility

- Federal Policy and continuing the Federal Policy Working Group
- Short and Mid-Term Noise Relief

These priorities will be used to drive future StART agendas as well as inform priorities for the Working Groups.

Discussion of the priorities included suggesting that StART focus more on long-range actions and reducing marketing to airlines. Participants were reminded that the Port has to accommodate airlines that chose to serve the Sea-Tac.

Public Comment

Compiled public comments are included here as Appendix A.

Meeting Wrap Up

Lance Lyttle, Port of Seattle

Lyttle thanked the group for continuing to take time and participate in StART.

Next Meeting:
June 26, 2019, 6:00 pm – 8:00 pm
Location: *SeaTac International Airport Conference Center*

Appendix A

Summary of Public Comments

1. Jim Alkire (Vashon Island) (oral comments):
 - Stated that plane noise is paramount and Vashon residents have the same problems these other communities have - being woken up by airplanes in the night. Planes are at about 5500 feet on the north end of the island during south flow, and the same occurs on the south end of the island during north flow.
 - Mentioned that Vashon is a rural community, and by county requirements, the area must be kept rural. When you have the next gen flight path, 250 times a day, it ceases to be a rural community.
 - Requested that flight patterns be looked at so they are not so loud.
2. Christine Rohe (Vashon Island) (oral comments):
 - Commented that Vashon Island is public space – thousands of acres are open to the public. These open spaces are no longer quiet and are being impacted by the aircraft noise. The quiet is gone.
3. David Goebel (Vashon Quiet Skies) (oral comments):
 - Commented that Spirit Airlines may be quiet for some, but that their planes still have a whistling noise because of the vortex generator issue.
 - Mentioned that in 2018, the airport was still below peak operation.
 - Asked for a correction of RNAV approach on the airspace presentation slide.
 - Provided statistics about HAWKZ RNAV, and compliance with protocol before and after NextGen.
4. Anne Kroeker (oral comments):
 - Commented on the impact of aircraft noise on public space in Federal Way. Gave the example of last July 4 at Celebration Park in Federal Way where noise from plane after plane impacted festivities.
 - Commented on priorities, that there are two lenses that should always be considered: the carbon climate impact, and the equity impact. Would recommend both be added as criteria when deciding on actions.
 - Suggested that Fly Quiet awards be at different levels. That airlines that fly at late night get an award for who is quietest from 12-5am.
 - Asked why would cargo carriers care about Fly Quiet awards?
 - Recommended the Fly Quiet Program should include fining airlines penalties when aircraft are noisy and that money be utilized for neighborhood noise mitigation or restoration.
5. Bernadine Lund (Federal Way) (oral comments):
 - Stated that flights are harming the public and exposing them to particles, noise, etc. Studies estimate deaths from airport impacts as about 700 deaths per year. This is equivalent to four plane crashes a year worth of people deaths because of living under the flight path. Referenced World Health Organization studies.
 - Commented that current airline growth is not sustainable. Suggested that airlines need to take responsibility for their impact to the public by adding public compensation to airline business plans.

6. Walt Bala (Burien) (oral comments):

- Expressed concern that FAA could not respond to some of the questions brought up in the meeting.

Appendix B

START FACILITATOR'S MEETING SUMMARY AVIATION NOISE WORKING GROUP

Monday, March 11, 2019

5:30-7:30PM, SeaTac Airport Conference Room

Member	Interest Represented
Terry Plumb	Burien
Chris Hall	Federal Way
Ken Rodgers	Des Moines
Earnest Thompson	Normandy Park
Eric Zimmerman	Normandy Park
Jennifer Kester	SeaTac
Jennifer-Ferrer-Santa Ines	Normandy Park
Michael Matthias	Des Moines
Robert Akhtar	SeaTac
Tom Fagerstrom	Port of Seattle
Robert Tykoski	Port of Seattle
Marco Milanese	Port of Seattle
Stan Shepherd	Port of Seattle
Scott Ingham	Delta Air Lines
Chris Shaeffer	FAA
Vince Mestre	L&B

Facilitator: Phyllis Shulman, Civic Alchemy

Note Taker: Megan King, Floyd Snider

Other Attendees: Lance Lyttle

Meeting Objectives:

To open discussions on potential noise abatement departure profiles and to provide updates on actions in the Rolling Work Plan.

Meeting Summary:

Brief status update on the Rolling Work Plan initiatives:

- Runway use plan letter agreement (limits 3rd runway usage between 12AM – 5AM) has been forwarded to the FAA and is still under review.

Late Night Noise Limitation Program Update:

Port Staff provided an overview and update on the Late-Night Noise Limitation Program. The Program overview included:

- Focus on operations between the hours of 12 am to 5 am
- SEL noise thresholds will be established at four noise monitors to capture departures and arrivals
- Website reporting on operations that exceeded the thresholds will occur on a regular basis
- Airlines that have exceeded threshold will be notified
- Operations that exceed the thresholds will negatively affect the airline's Fly Quiet Award score
- All airlines will be briefed on the program and encouraged to limit late night operations or change to quieter aircraft

Staff reviewed the current thinking about departure and arrival noise thresholds with the goal of identifying the noisiest aircraft. Staff gave examples of sample reports that would be posted on the Port's website. The reports identify the noisiest flights in a given month.

Questions included:

- Is there a way to differentiate noise from reverse thrust during arrivals?
 - *Response:* No, monitors measure general levels.
- Why are the closer in monitors not being used?
 - *Response:* The monitors that are currently being used for other Fly Quiet categories are being proposed for use. The chosen noise monitors also have the best alignment with the runways being monitored.
- What are the current Fly Quiet scores based on?
 - *Response:*
 - Flying within noise abatement procedures
 - Adhering to Sea-Tac's nighttime engine testing procedures.
 - Average noise levels of their operation
- Is the FAA aware of Sea-Tac's noise abatement procedures?
 - *Response:* The Port and FAA meet on a monthly basis to review procedures.
- Has the FAA ever taken action for an air carrier not following noise abatement procedures?
 - *Response:* No. The FAA does not have the ability to fine or penalize airlines for flying outside the noise abatement procedures, as noise abatement procedures are secondary to safety. If there is a consistent issue of non-compliance, the Port and FAA will monitor and correct. Airports cannot penalize or fine air traffic controllers or airlines for non-compliance with noise abatement procedures. Non-adherence with a flight procedure is different than non-adherence with a flight standard, and flight standards issues are very rare. Noise abatement is not considered a flight standard issue.
- Who would monitor/regulate non-compliance with noise abatement procedures if it is not the Port or the FAA?

- *Response:* It is a combined responsibility of both the FAA and Port. 99% of flights are within the noise abatement procedures. In instances where there is non-compliance, the Port works with the FAA to understand why.
- Are the noise monitors taking into account GBAS, which will allow for different approach paths?
 - *Response:* They are all near existing flight paths and GBAS has yet to be initiated and will not change flight paths.
- Why do the monitoring points have different SEL levels?
 - *Response:* The varying levels that would trigger a penalty vary based on the location of the monitor in relation to the flight path.
- Is noise monitor 18 at Woodmont Elementary School?
 - *Response:* Noise monitor 18 is located directly beneath the 3rd runway flight path, not at Woodmont Elementary School.
- Looking at data for night flights how will anomalies be handled?
 - *Response:* Port will more closely analyze data when there is an anomaly and can work with the airline to understand why. There is chance for simultaneous noise events to be corrupted with ambient noise such as motorcycles or fireworks. Can look at the profile, and see if there is a noise spike, that could be attributed to something else. There can also be a way that the data is reported, for example, reporting exceedances on percentage of flights, rather than number of flights.

Additional information included how the program will be rolled out to the air carriers and a review of the goals of the program. It was noted that federal law prohibits airports in the US from charging a higher night-time landing fee as is happening at some international airports.

Noise Abatement Departure Procedure (NADP) Profiles Presentation:

The noise consultant presented information about NADP. He reviewed that it includes two procedures:

- Close-in: noise reduction close to airport (potentially increased noise farther out on flight path)
- Distant: noise reduction farther out from airport (potentially increased noise close to the airport)

Advisory circular 91-53A dictates requirements for NADP profiles. The noise consultant reviewed the difference in altitude along departure flight tracks -- distant versus a close-in procedure. Trade-offs were discussed including that there is always a smaller area of noise reduction for close in as opposed to distant. Detailed modeling is required as well as an inventory of current procedures is needed to consider whether there is benefit in introducing the procedures. Next steps to explore NADP would include an inventory of current air carrier take-off procedures, understanding the impact it would have on close-in and farther out communities, detailed modeling, and formulating a request to airlines. It was mentioned that some airlines are already using distant procedure, because of fuel saving benefits. A study by UPS has been conducted that shows significantly reduced fuel usage, as well as noise reduction.

Additional information in response to questions and comments included:

- Noise reduction benefit between a close-in and distant procedure observed at John Wayne Airport is on the range of 2-3 dB noise reduction in the areas immediately below/adjacent to the runway.

- Lower fuel consumption is associated with flap retraction and the reduced amount of time with additional drag.
- The airlines have operations specifications detailed in an agreement between the airline and FAA in the region where the airline is based. This includes emergency procedures, lost radio contact, etc. If a departure procedure is going to change, the airlines need to change their Ops Specs. The Ops Specs are proprietary.
- The Port can request the airlines to utilize a distant procedure, but the Port would first want to conduct modeling to see what the impact would be. The Port may find that some airlines are already implementing distant procedures.
- Cost savings occur due to reduced fuel burn, which is significant.

The Working Group expressed support to take the next steps. This will require the hiring of a consultant to conduct the noise evaluation. It was stated within a few months a consultant could be hired and some preliminary results could be prepared. It was requested that the preliminary results be added to the June agenda for the Working Group. In addition to hiring a consultant, the Port can start discussions with airlines to get information on their current procedures.

Airfield Noise Assessment Next Steps:

Airport staff reviewed the possible scope and timing of an airfield noise assessment. The scope could include:

- What are sources of airfield noise?
- How might they be prevented, reduced, and/or mitigated?
- Actions (procedural and mechanical) that might be helpful to change those noise sources
- Evaluation of whether physical barriers would reduce noise and be appropriate

Other potential scope elements could include:

- Reverse Thrust
- Taxiing
- Additional temporary noise monitors in the neighborhoods east and west of the airport
- Location of sources – different noise levels in different areas of the airfield
- Maintenance
- Survey other airports / examples of what is being done at other airports
- Cargo operations
- Construction Noise
- Taxiing aircraft
- Past applicable P150 recommendations

It was stated that it is important to identify improved information sharing between the airport and community regarding whether to build a Ground Run-up Enclosure for aircraft testing. It was suggested that maybe there is a place on the Port’s website that could be utilized for this purpose. Also, it was stated that the scope should be distinct from the SAMP process.

The Port will put out a Request for Proposals to consulting firms and then review them, interview, and select from the qualified bidders. Since this study is more extensive, it will require at least six months to hire a consultant.

StART FACILITATOR'S MEETING SUMMARY

AVIATION NOISE WORKING GROUP

Monday, April 8, 2019

5:30-7:30PM, Conference Center SeaTac Airport

Member	Interest Represented
Earnest Thompson	Normandy Park
Eric Zimmerman (call in)	Normandy Park
Tom Fagerstrom	Port of Seattle
Marco Milanese	Port of Seattle
Stan Shepherd (call in)	Port of Seattle
Scott Kennedy	Alaska Airlines
Chris Hall	Federal Way
Vince Mestre	L&B
Chris Schaeffer	FAA
Shelia Brush	Des Moines
Tim Toerber	Port of Seattle
Tony Gonchar	Delta Air Lines
Robert Tykoski	Port of Seattle
Terry Plumb	Burien

Facilitator: Phyllis Shulman, Civic Alchemy

Note Taker: Emily Jackson, Floyd Snider

Meeting Objectives:

To review and provide input on the next steps with the Noise Abatement Departure Profiles and Airfield Noise Assessment agenda items.

Meeting Summary:

Update on Implementation of Draft Rolling Work Plan

- A320 arrival noise letter was sent out to air carriers at Sea-Tac; applies to pre 2014 A320 series aircraft only. Nine airlines operate A320 series aircraft at Sea-Tac. Letter requests airlines to share if and when they plan to retrofit planes with a vortex generator to lessen the noise generated by the aircraft.
- Updated Runway Use Agreement was provided to the FAA. Initial response from the FAA stated they agree, in principle, to language limiting 3rd runway landings between 12am-5am. Response included additional comments. Next steps include completing discussion and any revisions to language with the FAA with the anticipation of implementation by mid-year.

Late Night Noise Limitation Program Update on Outreach and Analysis

Staff reviewed the planned implementation and current outreach related to the program and the SEL thresholds to be utilized in the program. They reiterated that the program will focus on operations between 12am-5am and that any exceedances of the SEL thresholds will factor into the air carrier's overall Fly Quiet Award scores. Staff will continue to review SEL data and will refine what the appropriate SEL thresholds if necessary. Staff provided a sample January and February report that identified which airline carriers and aircraft types were the noisiest during the late-night hours. Staff also stated that when an unexpected aircraft exceeds the noise thresholds that there will be an effort to understand what the situation was that created that event and provide that information to the airline if requested.

Initial outreach to airlines is now in process including briefing airlines at various air carrier meetings. A one-page handout is being utilized as part of the outreach effort and was shared at the meeting. Discussion focused on ways to meaningfully connect to airlines including encouraging Port staff to meet one-on-one with airlines, when needed. A request was made to track the outreach efforts and report back to the Working Group on a list of who was contacted, how they were contacted, and what the response was to date.

Staff commented that the airport noise complaint hotline has not received more complaints regarding the new Cathay Pacific flight during late night hours. The aircraft that they are flying is considered a quieter aircraft (A350). It was requested that additional community education about the program may be needed.

Noise Abatement Departure Profiles: Noise Analysis and Next Steps

The noise consultant reviewed the scope of the technical analysis to be conducted. The purpose of the analysis is to identify noise tradeoffs for establishing a distant NADP. The analysis would include:

- Survey airlines on current departure procedures
- Set-up a noise model for single event noise analysis for existing departure procedures for noise dominant aircraft
- Run a noise model for same aircraft using one or more distant NADPs
- Produce a table of delta single event noise (SEL) at specific locations north and south of the airport

The scope of work would produce a contour plot of change in single event noise. Once the data is evident, then a decision would be made as to whether the change would be beneficial. If it was decided that it could be beneficial, then the Port would formulate a request to the airlines which, if adopted, may require airlines to modify operations specifications in consultation with the FAA. At this stage, the study is informational only in order to analyze whether this concept has benefits and to whom.

Airfield Noise Assessment: Timeline and Scope

Port staff reviewed the potential scope and process for doing a comprehensive analysis of airfield ground noise. The idea for the analysis came out of StART Aviation Noise Working Group discussions as participants expressed interest in identifying ground noise sources and exploring ways to reduce their impact on surrounding communities. The purpose of the assessment would be to identify and evaluate

airfield noise sources and identify possible noise reduction options including operational procedural changes, if appropriate. This analysis will require hiring a consultant and due to the size of the contract, would need to go out for procurement including consultant interviews. It would take approximately 4-6 months to complete the hiring process.

Numerous benefits of completing the assessment were identified including:

- Differentiating perception of noise sources from actual sources (e.g. reverse thrust versus stopping and starting of aircraft on runways)
 - Evaluating potential opportunities for noise barriers
 - Evaluating potential for operational changes to improve noise
-

Appendix C

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.

Next Meeting:
April 1, 2019, 5:30 pm – 7:30 pm
Location: *SeaTac International Airport Conference Center*

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.
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**StART FACILITATOR’S MEETING SUMMARY
FEDERAL POLICY WORKING GROUP**

Monday, April 1, 2019
5:30-7:30 pm, 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	-
Jennifer Ferrer-Santa Ines	Normandy Park Finance Director	X
Earnest Thompson	Normandy Park Community Member	-
Kyle Moore	SeaTac Government Relations and Communication Manager	-
Robert Akhtar	SeaTac Community Member	-
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 Sen. Patty Murray	-
Adam LeMieux	Office of Congressman Rick Larsen	-
Louise O'Rorke	Office of Sen. Maria Cantwell	X
Eric Schinfeld	Port of Seattle, Sr. Manager, Federal & International Government Relations	X
Resources	Title	
Dave Kaplan	Port of Seattle, Local Government Relations	-
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
Megan King	Note taker, Floyd Snider	X

Additional Participants:

Mary Ellen Eagan, Harris Miller Miller Hanson, Inc.

Meeting Objectives:

To deepen shared understanding of the noise elements in the FAA Re-authorization Bill, and to discuss criteria for developing priorities and level of effort for this working group's advocacy on the implementation of these provisions moving forward. This group will also work to begin identifying 2-4 FAA bill implementation priorities.

Meeting Summary:

In-Depth Review of Sections of the FAA Re-authorization Bill

Eric Schinfeld, Port of Seattle – Federal Government Relations

Mary Ellen Harris is a consultant based out of Boston who has been working for many years on aircraft noise and policy issues. She was invited as a guest to provide an up-to-date overview of the key components of the FAA Re-authorization Bill as it relates to relevant noise provisions. She does not work for or represent the FAA; therefore, her opinions are independent and are based on her experience.

Highlights of the Bill include:

- FAA Re-authorization Bill reauthorizes the FAA and programs until the end of FY 2023. Implementation plans for this legislation are still in early stages of development.
 - FAA is in the process of working to prioritize contents of the bill.
 - The FAA has been receiving short-term authorization for a number of years; this is the first long-term authorization which allows for more long-term planning.
- Subtitle D is an entire section devoted to airport noise and includes actions focused on noise.
- Provisions in Subtitle D fall into:
 - Studies: Aircraft noise effects, noise annoyance, health impacts, phase out of Stage 3 aircraft
 - NexGen Provisions: review of stakeholder engagement, appointment of regional ombudsmen, study effects of speed changes on noise
 - Supersonics: FAA must take "leadership position"
 - Misc.: mandatory use of helicopter routes in Long Island, and Stage 2 aircraft at 4 airports (not Seattle)
- Noise Provisions with direct impact at airports:
 - Updating noise exposure maps – if significant change in noise level
 - Addressing community noise concerns – consider dispersal headings for certain RNAV departure procedures
 - Requested by airport
 - Must not cause safety concern
 - Must not increase noise over other areas
 - FAA grant funding for pilot environmental mitigation programs

The overview included reviewing key aspects of relevant provisions. The provisions were summarized in a handout provided at the March StART Federal Policy Working Group meeting. Numerous provisions have completion dates that look unlikely to be met. It was stated that it is likely that some of the regional ombudsmen have been hired, but there have been none publicly announced. Some of the required work is already underway including work on supersonic aircraft, revision of Part 150 land use compatibility

guidelines (Section 187), and the study on potential health and economic impacts of overflight noise (Section 189).

Questions and responses included:

- Is there anything study-wide related to noise or environmental impacts missing from the list of noise provisions?

Response: There are other things being studied, but not called out in this legislation.

- Has the regional ombudsman for this region (West Coast Region) been hired?

Response: None have been publicly announced.

- How can it be expected that the FAA will meet the timelines for implementation?

Response: It seems unlikely they can meet the stated timelines. She believes that the FAA is trying now to sort out priorities and timelines.

- Is there the possibility that communities can have any impact on the FAA's prioritization?

Response: It is recommended to meet and communicate with the FAA to try to influence the prioritization of task requirements.

- If this is a 5-year re-authorization that is about study and research, is the FAA meeting their requirement by conducting the studies, or is there any requirement to make adjustments based on the outcome of the studies?

Response: Some provisions require outcome changes.

- SeaTac has seen a 41.6% flight traffic increase since early 2000s, which has resulted in significant impact to communities, but the FAA doesn't consider this a "significant impact"?

Response: Part 150 for Seattle will be updated once NEPA documents are completed. As part of the environmental review of the Master Plan, environmental noise impacts are reviewed, and in addition to that, the Part 150 review is conducted

- is there any action plan or penalties if deadlines are missed?

Response: There could be some effort (hearings) from the congressional side to hold FAA accountable to completion, as expected by bill.

- Section 190 -has this grant program been developed yet?

Response: Not yet . This program does not have a deadline, so likely not a top priority. Given that, it may provide a good opportunity to influence the grant requirements and project scopes.

- Is it clear what the FAA's priorities are?

Response: No. Noise and land use are underpinnings for many of the other issues so would expect those to be the priority.

- Is there political pressure related to any of these provisions ?

Response: There is on all of them, but the noise, land use, and NextGen sections are the ones with more visibility.

- Do the congressional reps have any focus on any of these sections?

Response: The Congressional Quiet Skies Caucus is looking to add language to the transportation appropriations bill requiring FAA to prepare a timeline for implementation of all noise provisions in the FAA Reauthorization bill.

Draft Initial Criteria for Developing Priorities for the Working Group Work Plan
Eric Schinfeld, Port of Seattle

Draft prioritization criteria (Attachment A) were presented to the Working Group for input and discussion. The criteria would be utilized to decide on key areas of focus /action for the Working Group. Some of the draft criteria are more relevant to utilize for reviewing new legislation versus reviewing provisions in the FAA Re-authorization Bill.

Draft criteria included:

- Applies to Sea-Tac's specific operational procedures and impacts
- Provides near-term benefits
- Provides significant impact
- Recognizes relevant timelines
- Increases flexibility and innovation
- Addresses community priorities
- Incorporates/advances leading edge research
- Potential for broader advocacy partnerships

The working group recommended three additional criteria:

- Creates measurable outcomes tied to clear metrics
- Engages a wide variety of stakeholders
- Maintains national focus on an important issue

Community representatives will check in with their communities and provide additional thoughts and/or criteria at the next meeting. The Working Group discussed whether to prioritize criteria and concluded that there could be different priorities depending on the topic/action.

Priorities Discussion:

The Working Group discussed which of the FAA Re-authorization Bill noise provisions are the highest priorities for the Working Group to take action on/try to influence. It was noted that Sec. 173, 187 and 188 were related. The Working Group decided that their priorities would be on: Sections 173, 187, 188, 189, and 190.

Once priorities were identified, discussion focused on what it means for StART to try to influence the FAA on these provisions? Ideas included:

- Sections 173/187/188 - Work with the Congressional Quiet Skies Caucus and discuss how StART could support and partner with current national efforts. Joint advocacy may include pressuring FAA to meet deadlines and complete work. It was suggested that staff from the Congressional Quiet Skies Caucus present to the next StART federal working group. This is a follow-up action item.
- Section 189 - Have an informational conversation between the FAA in DC and Port representatives to understand expectations and how they will proceed. Once that is understood StART can shape next steps.
- Section 190 – Meet with the local FAA rep (or FAA in DC) in the short-term to set the stage for partnership going forward. This will also potentially focus the FAA to brief the congressional delegation on things they are already tracking. Focus could be on communicating with the FAA on:
 - Making implementation of the grant program a priority
 - Engaging the regional ombudsman
 - Grant parameters including potentially changing the requirement that projects be within a 5-mile designation
 - Design of the grant program including funding partnerships
 - Early identification of potential projects and their costs
 - Reality checking the appropriated funding for the grants and advocating for additional funds

Next Steps

- Eric will provide summary of March and April meetings at next full StART group meeting.
- Agenda for the May Working Group meeting will include a report back on informational conversation between the FAA in DC and Port representatives regarding Section 189.
- Agenda for the June Working Group meeting will include next steps regarding Section 190.

Next Meeting:
May 6, 2019, 5:30 pm – 7:30 pm
Location: *SeaTac International Airport, Room 4A*

ATTACHMENT A

*StART Federal Working Group
Federal Aviation Noise and Air Quality Legislation
DRAFT Prioritization Criteria
As of March 2019*

1. **Applies to Sea-Tac’s specific operational procedures and impacts**, rather than – for example – policies designed to address metroplex issues.
2. **Provides near-term benefits**: prioritizes measures that could have immediate impact on community concerns related to aviation activities at Sea-Tac.
3. **Provides significant impact**: prioritizes measures that would truly affect the issues of concern – including “out of the box” thinking beyond air travel.
4. **Recognizes relevant timelines**: for implementation of FAA Reauthorization measures in particular, priorities action within Congressionally mandated deadlines
5. **Increases flexibility and innovation**: prioritizes measures that allow for new approaches to existing concerns, including allowing local communities to address issues in ways that might differ from national standards.
6. **Addresses community priorities**: focuses action on those topics that are of most concern to local residents.
7. **Incorporates/advances leading edge research**: prioritizes those measures that align with the most current thinking on aviation activity impacts, and/or those measures that would increase scientific understanding of aviation activity impacts.
8. **Potential for broader advocacy partnerships**: prioritizes measures that might appeal to airport-area communities and their Members of Congress from across the country for coalition-building purposes.