



## SEA-TAC STAKEHOLDER ADVISORY ROUND TABLE

### StART FACILITATOR'S FEDERAL POLICY WORKING GROUP MEETING SUMMARY

Monday, November 4, 2019

5:30-6:30 pm, Seattle Tacoma International Airport Conference Center

Member	Interest Represented	Present
Jennifer Ferrer-Santa Ines	Normandy Park Finance Director	X
Kyle Moore	SeaTac Government Relations and Communication Manager	X
Robert Akhtar	SeaTac	X
Flannery Fox	Office of Sen. Patty Murray	X
Yasmine Mehdi	Office of Congresswoman Pramila Jayapal (phone)	X
Jessica Mulligan	Office of Congresswoman Pramila Jayapal (phone)	X
Resources	Title	
Eric Schinfeld	Port of Seattle, Sr. Manager, Federal & International Government Relations	X
Consultants		
Phyllis Shulman	Facilitator, Civic Alchemy	X
Emily Jackson	Note taker, Floyd Snider	X

#### Additional Participants:

Rihanna, City of Normandy Park Fellow

**Meeting Objectives:** To receive updates and discuss the Senate Appropriations noise policies, joint Port-Cities letters to Congress and FAA, and Representative Adam Smith's legislative efforts.

#### Meeting Summary:

*Update on Senate Appropriations Noise Policies*

*Flannery Fox, Legislative Outreach Aide, Senator Patty Murray*

Fox provided an update on language in the Senate's FY2020 transportation appropriations bill relating to the FAA. She stated that there is increasing attention on aviation noise issues from the Senate, particularly around intensifying interest from senators for FAA to meet its deadlines on releasing reports identified in the FAA Reauthorization Bill. The specific language is as follows:

- "Noise and Community Outreach.—The Committee directs the FAA to improve the development of flight procedures in ways that will give fair consideration to public comment and reduce noise through procedure modification and dispersion to reduce the impact on local communities. The FAA should utilize state-of-the-art technologies, metrics, and methodologies to measure actual noise at ground level experienced in communities affected by flight paths and not rely solely on computer modeling or other theoretical measures. The FAA should give high priority to evaluating where increased noise levels disrupts homes and businesses, and threatens public health, and

should provide appropriate resources to regional offices to work with local communities to meet this objective. The Committee directs the FAA to provide a report to the House and Senate Committees on Appropriations within 90 days of enactment of this act that details the efforts made by the FAA during the last two fiscal years to comply with Committee’s directives on this topic. The report must include detailed information on specific locations that have been reevaluated using the requested methodologies, the number of flight paths that have been altered as a result of that testing and community input, the number of properties that have been purchased, and any other mitigation efforts undertaken by the FAA.

- “Noise Health Effects Research.—The Committee has included language for 2 years requesting the FAA to prioritize research conducted through FAA’s Center of Excellence for Alternative Jet Fuel and Environment, and the Aviation Sustainability Center on the impact of aviation noise on both sleep and cardiovascular health. The Committee has also previously directed the FAA to evaluate alternative metrics to the current day night level 65 standard and other methods to address community airplane noise concerns, including cumulative noise impacts from increased frequency of flights. Communities across the country contend with an increased frequency of passing aircraft on a daily basis and the Committee is concerned that the FAA is not heeding this direction and therefore requests the FAA to provide a report to the House and Senate Committees on Appropriations within 90 days of enactment of this act that details the efforts made by the FAA during the last two fiscal years to comply with the Committee’s direction. The report must include detailed findings of the research completed to date and the alternative metrics identified to evaluate noise impacts that will adequately address community concerns.”

Questions and discussion included:

- How can local cities influence the FAA to release data/reports?
  - *Response:* Senate is often surprised by how hard it is to get answers from the FAA for Senate inquiries. Continued engagement and pressure from the community is important. Organization at the grassroots level and the formation of coalitions is important. Aviation noise is an issue in many states.
- When might final action on appropriations occur?
  - *Response:* Currently no clear answer on that. There are many factors at play.
- How can we best identify which senators from other states have interest in aviation noise issues?
  - *Response:* Ideally, the Working Group would utilize contacts already established by community representative along with additional outreach.

#### Joint Port-Cities Letters to Congress and FAA

*Eric Schinfeld, Port of Seattle*

Schinfeld reviewed the slightly different content contained in each letter. He stated the importance of including signatures from all six original cities participating in StART. This request was made to all six cities and all are in process of finalizing their agreement to sign on to the letters. Schinfeld expressed optimism that the letters will be finalized and sent by the end of November.

Questions and discussion included:

- Is it best to have city managers or mayors sign the letters?

- *Response:* The Port does not have a strong preference. If cities have a preference (e.g. elected officials sign the congressional letter and city manager signed the letter to FAA) they may decide as they see fit.
- How likely will there be a response from either congressional representatives or FAA on the letter?
  - *Response:* Congresswoman Pramila Jayapal is planning a response. As far as implementing what is requested in the letter to the FAA, the FAA operates cautiously according to their hierarchy and procedures. They are likely considering what a plan might be to respond to the potential consequences of the studies' conclusions. The current delay in meeting the deadline to release the studies is not unusual.

The Working Group discussed the role of the new FAA community engagement officer noting that the position lacks neutrality since reporting is to the regional director of FAA rather than being independent.

#### Update on Representative Adam Smith's Legislative Efforts

*Eric Schinfeld, Port of Seattle*

Schinfeld provided updates on four items:

- Lyndall Bervar, Congressman Adam Smith, forwarded an email to the Working Group regarding FAA's response to the WHO guidelines.
- Based on Sheila Brush's suggestion, a letter was sent to the Government Accountability Office requesting that the GAO study incorporates analysis of NextGen's impact on Single-Site airports in addition to multiple-airport metroplexes.
- Based on discussion at the last StART Federal Policy meeting, the work plan now includes the development of a new piece of legislation that allows funding of failed noise insulation. It was stated that regulations do not prevent this; it is only the FAA's interpretation of the regulation. Congressman Smith's office is interested in championing this legislation. They are in the process of drafting the legislation. There is optimism that this could be passed fairly quickly. A draft bill will be available in the next week or so and will be shared by email.
- Congressman Smith's Particle Emissions Bill is scheduled for a hearing. The bill proposes a study on aviation related ultrafine particle impacts on human health, and aviation biofuels.

A working Group community representative commented on the importance of StART and these Working Group meetings and that the progress brings optimism.

#### Next Steps on the Work Plan

*Eric Schinfeld, Port of Seattle*

Schinfeld led a discussion on the immediate next steps for the Work Plan which includes taking steps to build relationships with communities and airports nation-wide, traveling to DC to have direct conversations with elected officials and the FAA, and emphasizing to the FAA the importance of completing and releasing studies identified in the FAA Reauthorization Bill. Travel to DC would likely be at the end of January to early February. The Port will work with cities as well as with the Working Group to discuss representation, focus, and coordination. Trip planning will be a topic at the December Working Group meeting along with a review of the draft failed insulation legislation.

Next working group meeting is rescheduled for Monday, December 9. It was stated that there would likely not be a meeting in January.

**Next Meeting:**

**Monday Dec. 9, 2019, 5:30 pm – 7:30 pm**

**Location: *SeaTac International Airport Conference Center, Room 4A***