

StART

MEETING SUMMARY

JUNE 26, 2024; 5:00 PM – 7:00 PM

VIA ZOOM VIDEOCONFERENCE

Meeting Objectives:

- An overview of Washington State’s new Commercial Aviation Working Group (CAWG) and a recap of the Part 150 Noise Study’s inaugural public workshops.

I. Facilitator Welcome, Meeting Management, Introductions, Opening Comments

Brian Scott, Partner, Uncommon Bridges; Lance Lyttle, StART Chair/SEA Managing Director, Port of Seattle (POS)

- Brian opened the meeting
- Lance gave an overview of the agenda and welcomed a new StART community representative:
 - Welcome to Kathleen Wilson: Kathleen has been appointed to represent Tukwila.
 - Thank you to Washington Department of Transportation Aviation Director Ann Richart for presenting on the Washington State Commercial Aviation Working Group.
 - The idea for tonight’s Commercial Aviation Work Group presentation comes directly from the brainstorming session StART members took part in at their April in-person meeting.
 - Potential topics were shared with StART’s Steering Committee in May and, with Andres Mantilla’s help, further refined into a list of priority agenda items for upcoming meetings.
 - Other priority topics identified by the StART Steering Committee include:
 - Aircraft night noise
 - Sustainable Aviation Fuels
 - Traditional and alternative noise metrics
 - Secondary sound insulation
 - Sustainable Airport Master Plan

II. Commercial Aviation Work Group Launch

Ann Richart, Aviation Director, WSDOT

- *Background: WSDOT Aviation administers the Commercial Aviation Work Group (CAWG). The CAWG was created via legislation passed in 2023 and is tasked with providing a comprehensive investigation of airport capacity in the state, including the siting of a new commercial service airport in western Washington.*
- 19 voting members appointed by Governor Inslee
 - 11 appointed so far but need to fill eight more seats
 - Non-voting members – appointed by the voting members
 - First meeting on July 11, 2024
- House Bill 1791
 - The CAWG will consider all the alternatives prior to recommending a new airport site
 - The CAWG will make recommendations, not decisions, on all regional transportation solutions (multi-modal) including
 - Fully utilize existing airports
 - High Speed Rail
 - Advanced air mobility
 - Improvements to I-5

Questions/Comments:

- StART members hope the CAWG recommendations will include information on how solutions are implemented
- Why does it take 30 years to develop a new airport?
 - Long processes including site selection, land acquisition, environmental analysis, environmental mitigation, design, permitting, and construction
- Clarity and transparency should be provided around the previous committee's efforts versus this latest effort
- Would like to encourage the CAWG to focus on aviation's negative impacts and recognize capacity challenges
- The future of travel includes a change in mindset around public transportation. In air travel specifically, it may include a move away from regional jets and a heavier reliance on larger jets.
- Are there any deadlines/timelines?
 - No timelines
 - Deadline – December 1st- group must make a report to the legislature if there is intention about siting at a military location
 - Annual reports to legislature

III. Part 150 Study Workshops: A Recap

Tom Fagerstrom, Noise Programs Manager, POS

- Tom provided a recap of the Part 150 Study kick-off workshops. Over 150 people attended; over 60 comments submitted. Top issues expressed by participants: general concerns about noise, overflights and interest in the re-insulation repair and replacement pilot program.
- Part 150's first Technical Review Committee (TRC) met on 6/10 and Tom gave a recap:
 - Introduced the study team and TRC Members
 - Reviewed the purpose and role of the TRC
 - Provided an overview of SEA and the Part 150 process
 - Reviewed aircraft noise and modeling process
 - Discussed land use compatibility and federal requirements
 - Reviewed the anticipated project schedule

Questions/Comments:

- What are the benefits of the Part 150 to the airport communities?
 - Assures that existing and future noise mitigation projects will continue with federal funding
 - Previous Part 150 Study established the noise remedy boundary, laid the groundwork for the insulation program and the Fly Quiet Program
 - The program can bring new innovative noise reduction ideas to the FAA for consideration
- Part 150 only applies to noise mitigation within the 65 DNL contour/noise remedy boundary
 - New 65 DNL contour map will be released late spring/early summer, 2025
 - Explore outreach and engagement with communities outside the current or amended 65 DNL

IV. Policy Working Group Update

Eric Schinfeld, Federal Government Relations Manager

- *Background: Previously known as the "Federal Policy Working Group" but expanded to also include advocacy at the state level as well.*
- **Federal update**
 - Four StART policy priorities included in the FAA Reauthorization bill officially signed into law
 - Reauthorization of FAA Environmental Mitigation Pilot Program
 - One-year deadline for FAA action on its Noise Policy Review, and creation of stakeholder advisory committee
 - Ultrafine particulates study
 - FAA report on how to site additional airport capacity in congested markets

- such as Western Washington
- Additional flexibility regarding the future of North Sea-Tac Park also included in the FAA Reauthorization
- Next steps
 - Ensure the FAA carries out these efforts
 - Work to find other legislative vehicles to implement the secondary noise insulation provision that didn't make it into the FAA bill
 - Current target is the Senate FY25 Transportations Appropriations Bill
- **State update**, John Flanagan, State Government Relations Manager (presented at the 6/3 meeting)
 - A plan for joint advocacy in seven broad categories at the state level. They could include the following:
 - Secondary noise installation in coordination with Port
 - Survey went out earlier this month to those that have existing packages (within the 65 DNL contour)
 - Siting of a second commercial service airport in the region
 - Encourage governor and WSDOT to take on a more active role in meeting air capacity demands
 - Incentives for communities willing to host a future commercial airport
 - Support ongoing work at the state level to improve statewide air quality.
 - Consider creating a new air quality improvement program at the State Dept. Of Health.
 - Continue investments to improve air quality in schools.
 - Ask the Legislature to study a dedicated revenue source.
 - Support sustainable aviation fuels
 - Increase regional transportation operations
 - For example: Increased funding for multimodal, transit options, continuation of work on high-speed rail, and infrastructure funding for the efficient and safe movement of cargo and goods.
 - Moving toward electrification in aviation and ground transportation
 - Additional investments in multi-modal and active transportation projects serving South King County
 - Dedicated State funding for projects to increase transit options to and from airports and other transportation hubs.
 - Continued investments in EV charging infrastructure, funding for the conversion of publicly-owned vehicle fleets to electric, and other efforts to incentivize adoption of EVs in the private market.

- V. Aviation Noise Working Group Activities, Marco Milanese, Community Engagement Manager
- The June 10 meeting started with an airport operations recap and preview from Samer Tirhi, Airline Scheduling Systems Specialist, POS, on what is expected to be a busy summer with increased hardstand operations during peak times and increased late night flights
 - Tom Fagerstrom, POS, then covered some early Late Night Noise Limitation Program numbers including a recent aircraft change by China Airlines Cargo to the less noisy Boeing 777
 - Late night runway use, SEA is averaging 1.4 third runway landings per late night in 2024 with 101 late nights with no third runway operations
 - Noise complaints, SEA received over 14,000 in April. Paris Edwards, Aviation Noise Programs Coordinator, POS, compared that number to previous Aprils to give the members a sense of the scale
- VI. Single Engine Taxiing Language, Marco Milanese, Community Engagement Manager
- Encourage voluntary use of “single engine taxiing” when safe and all considerations are met. Institute new airport master record language and conduct outreach to carriers to increase awareness
 - Proposed language: Single Engine Taxiing – *To minimize noise and fuel burn, SEA encourages airlines to single engine taxi when safe and conditions permit.*
 - Suggestions:
 - “strongly” encourage
 - Members consented to the language
- VII. Public Comment
- Anne Kroeker
 - SEA was at capacity 10 years ago
 - 12 AM to 5 AM is not enough time for sleep
 - Mindset of people needing to fly – no thought about the people on the ground next to the airport
 - Community should be prioritized over airport expansion
 - David Goebel
 - Vashon Island Fair Skies
 - Concentrated 100 yard-wide flight track over the island
 - Previous Part 150 Study were more flexible with recommendations outside of the 65 DNL
 - Ursela Euler
 - Thurston County – observer of the CACC for many years
 - Need to stay realistic and not overreact to growth

- Written Comments

- We need your help in northeast Seattle, WA. The FAA has put constant planes every 30 to 40 seconds over our houses every day when SeaTac is in southflow. This is approx. 80 percent of the time which is a lot!! These flight paths (as I know you know) are called Next Gen so we are getting approx. ALL the flights into SeaTac down a sacrificial corridor so it only affects the unfortunate people under the paths with ALL the noise and pollution! The constant noise is affecting our health and the ultra-fine particles from UW studies can cause cancer in people! We need relief from this! We understand there is a no fly zone set up over Medina that was set up by Bill Gates Sr. (who is now deceased). This has tripled the amount of planes over northeast Seattle! We are now seeing planes flying side by side at the same time! This can easily lead to a catastrophic plane crash! The planes are roaring over our houses starting at 5:45 am and go until after midnight! This is affecting our sleep, health and job performances!! We need RELIEF as this constant noise pollution has reached disturbing, unbearable levels!!! Please help us out FAA and give us some relief, distribute the planes out and do not just have a small group of people get ALL the air traffic!!!

Thank you !

Mary Olsen

1714 NE 120th St.

Seattle, WA. 98125

206-930-7751

Sent from my iPhone

- My name is Rod Olsen and I live in the Pinehurst area of northeast Seattle. We saw a news program on Channel 5 two weeks ago about all the constant aircraft flying over Whidbey Island neighborhoods. The UW did a study about the harmful effects of aircraft traveling constantly over the community. The UW had confirmed the pollutants and noise contributes to the harmful effects to the people below air traffic! We live in northeast Seattle and have the same issue as the Whidbey Island residents. We have constant air traffic every 30 to 40 seconds! The UW has confirmed they are putting the same pollutants and noise pollution over all of northeast Seattle down the corridor called Next Gen. This is right over the roof of our house which is down a dead end residential neighborhood! This is AFFECTING all of our lives and our health!!! We all have put so many complaints to SeaTac and how it is so unfair that a few of us get ALL the air traffic because of the satellite driven flight path and people just a few blocks from our house get none! SeaTac pays no attention to all our complaints

and just does not care about any of us on the ground! It is clearly profit over people and their HEALTH!! Can you please bring our concerns to the FAA to help all of us out!

Thank you very much!

Sincerely,
Rod C.Olsen
206-920-7751
Sent from my iPhone

Hello I'm Heather I live at the intersection of 80th NE Avenue and Lake City way. As you can see this is an unfortunate sacrificial corridor along 15th Avenue northeast where all of the jets from every direction fly over the neighborhood. We are 15 nautical miles from the airport and we are suffering just as much as somebody might from 5 miles away. We want to be considered just as important as people in 5 mile radius getting the port package sound insulation compensation... I know from going door-to-door and talking to my neighbors that they are suffering greatly from noise pollution and all the effects that we know it causes. Long time residents have told me it is getting worse every year it was not this bad when they first moved into this neighborhood. I have learned a little bit more about why there's a suspicious no-fly zone over Medina.... Which looks like it pushes all the jets over northeast Seattle....I had a pilot tell me that it has to do with elevation and descending.?
Some things that can be done: looking at air traffic controller staffing, Should cargo planes be allowed to land at Sea-Tac ? this could help reduce the noise if they could be diverted to another airport..... Large cargo planes that land earlier than 5 AM certainly wake up the neighborhood. Building a regional airport to split up the traffic. Caps on the amount of planes that should land. Adjusting flight paths to reduce the noise over northeast Seattle . There might be many more issues that the FAA is aware if they would take the residents' health in consideration and help us out to quiet our neighborhood.

Heather
614-209-3964

VIII. Wrap Up/Next Steps

- Next meeting is August 28, 2024

MEMBERS	INTEREST REPRESENTED	PRESENT
ADOLFO BAILON	BURIEN - CITY	✓
ALETA BEST	FAA (EX OFFICIO)	-
AMY ARRINGTON	NORMANDY PARK - CITY	✓
BILL VADINO	FEDERAL WAY - CITY	✓
BRANDON MILES	TUKWILA - CITY	✓
BRYAN TOMICH	NORMANDY PARK - COMMUNITY REPRESENTATIVE	✓
CARL COLE	SEATAC - CITY	✓
DAVE BERGER	FEDERAL WAY - COMMUNITY REPRESENTATIVE	✓
ERIC SCHINFELD	PORT OF SEATTLE	✓
GARMON NEWSOM II	BURIEN - CITY (ALT)	✓
GRADY STONE	FAA (EX-OFFICIO)	-
JASON WOYCKE	DES MOINES - CITY	✓
JEFF HARBAUGH	BURIEN - COMMUNITY REPRESENTATIVE	✓
JOE DUSENBURY	DES MOINES - COMMUNITY REPRESENTATIVE	-
JULIE LE	SEATAC - COMMUNITY REPRESENTATIVE	✓
JENNIFER MARTIN	AIR CARGO REPRESENTATIVE, CFI FORWARDERS	-
KAREN VELORIA	BURIEN - COMMUNITY REPRESENTATIVE	✓
KATHLEEN WILSON	TUKWILA - COMMUNITY REPRESENTATIVE	✓
KYLE MOORE	SEATAC - CITY	✓
LANCE LYTTLE	PORT OF SEATTLE - CHAIR	✓
LAUREL HUMPHREY	TUKWILA - CITY (ALT)	-
MARCO MILANESE	PORT OF SEATTLE	✓
MICHAEL BRUGATO	FEDERAL WAY - COMMUNITY REPRESENTATIVE	✓
MOIRA BRADSHAW	NORMANDY PARK - COMMUNITY REPRESENTATIVE	✓
NICHOLAS MATZ	NORMANDY PARK (ALT)	-
PETER SCHILLING	TUKWILA - COMMUNITY REPRESENTATIVE	✓
RANDY FIERTZ	ALASKA AIRLINES (ALT)	✓
ROGER KADEG	SEATAC - COMMUNITY REPRESENTATIVE	✓
SARAH COX	PORT OF SEATTLE - CHAIR (ALT)	✓
SCOTT INGHAM	DELTA AIR LINES (ALT)	-
SCOTT KENNEDY	ALASKA AIRLINES	-
STEVE NOVAK	DES MOINES - COMMUNITY REPRESENTATIVE	✓
TIM GEORGE	DES MOINES - CITY (ALT)	-
ATTENDEES		
RYAN McMULLAN	PORT OF SEATTLE	✓
ANTHONY HEMSTAD	CITY OF DES MOINES/HEMSTAD CONSULTING	✓
PARIS EDWARDS	PORT OF SEATTLE	✓
CLARE GALLAGHER	PORT OF SEATTLE	✓
DAVE KAPLAN	PORT OF SEATTLE	✓
JOHN FLANAGAN	PORT OF SEATTLE	✓
TOM FAGERSTROM	PORT OF SEATTLE	✓
ZACK SHIELDS	CITY OF SEATAC	✓
PRESENTER		
ANN RICHART	WA STATE DEPARTMENT OF TRANSPORTATION	✓
CONSULTANTS		
BRIAN SCOTT	BDS PLANNING & URBAN DESIGN	✓
SKYLAR BENSON	BDS PLANNING & URBAN DESIGN	✓
PUBLIC COMMENTS		
ANNE KROEKER	DES MOINES	✓
DAVID GOEBEL	VASHON FAIR SKIES	✓
URSULA EULER	BEST LIFE THURSTON	✓

AUDIENCE		
SHEILA DOANE	VASHON ISLAND	✓
KRISTIN DUNKIN	HNTB	✓
MICHAEL TARDIFF		✓
TINA ORWALL	WA STATE HOUSE OF REPRESENTATIVES	✓
SANDRA LAYMAN	SELF-EMPLOYED	✓
JC HARRIS	SEATAC NOISE.INFO	✓
AUTUMN WARD	ESA	✓
LAURA HOLTHUS	RICONDO	✓
JENNIFER THACKER	RESIDENT	✓
JUSTIN COOK	ESA	✓

NEXT MEETING: AUGUST 28, 2024 - 5:00 PM - 7:00 PM

LOCATION: ZOOM