

StART

MEETING SUMMARY

OCTOBER 23, 2024; 5:00 PM – 7:00 PM

VIA ZOOM VIDEOCONFERENCE

Meeting Objectives:

- An update on the Sustainable Airport Master Plan Draft Environmental Assessment, an analysis of aircraft go-arounds at SEA & approval of the State Policy Agenda

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

Andrés Mantilla, Facilitator, Uncommon Bridges; Lance Lyttle, StART Chair/SEA Managing Director, Port of Seattle (POS)

- Andrés opened the meeting.
- Lance thanks StART members and members of the public in attendance.
- Lance mentioned that the StART Steering Committee met last month to select topics for today's meeting. He mentioned there will be a shift in presentation order as Clare Gallagher, who is giving the SAMP presentation, was due to arrive later in the meeting.

II. Aircraft Go-Arounds: An Analysis

Paris Edwards, Noise Programs Coordinator, POS; Vince Mestre, Consultant

- Go-arounds are part of a normal aviation practice and are a basic tool for pilots and controllers to ensure safety is not compromised during approaches.
- FAA Air Traffic by Numbers Report (data collected from FY 17-19, FY23)
 - Annual average: 0.39% of all aircraft arrivals are go-arounds
- SEA (data collected by Noise Office from 2017 – 2024 thru Sep)
 - Annual average: 0.34% of all aircraft arrivals are go-arounds
- SEA and Other Airports:
 - The May 2024 report indicates that go-arounds average about **0.39%** of arrivals at hub airports nationwide each year and range from **0.2% to 0.6%** of arrivals.
 - Airports with the highest rates of go-arounds: single runway airports & adverse weather conditions airports.
- Go-arounds are a normal aviation practice to ensure safety is not compromised during final approach
 - SEA averages 2-3 go-arounds per day.
 - SEA's go-around rate is not unusual or excessive when compared to

other commercial airports.

- Typically, there are higher rates of go-arounds during the fall and winter months.

Questions/Comments:

- At what point in the approach is a discontinued landing considered a go-around?
 - There is no set terminology, but it is a discontinued approach due to many factors including weather and runway backup.
- Do you know what aircraft type typically conduct go-arounds?
 - Has a table but doesn't know off hand.
- JFK & Atlanta has similar numbers, is this concerning because they are busier and more congested than us?
 - The differences are not large.
- Members noted it would be beneficial to compare airport go-around rates by number of runways/weather conditions.
- Statistics do not take in to account the neighborhoods around the airports being impacted by go-arounds.

III. SEA's Operational Growth and Ensuring Safety

Joseph Bert, Team Manager, FAA

- A missed approach procedure is followed if an approach cannot be continued to an airport. Missed approach procedures are designed to protect aircraft from other aircraft, terrain, and obstacles on the ground.
- Some reasons for executing a missed approach:
 - The pilot cannot transition to the visual portion of the approach (e.g., fog).
 - Wind and weather issues
 - The approach and/or transition to the landing phase has become unstable.
 - The runway is not clear.
 - A landing clearance has not been received or is canceled by air traffic control (ATC).
 - The missed approach is being flown for training (pre-planned and approved by ATC).
- Go-arounds:
 - Can be initiated by the pilot or ATC when landing conditions are not satisfactory.
 - Are a routine safety maneuver that may also be used during emergency situations.
 - Are well practiced and known by pilots as an alternative to landing.
- FAA Managing Demand:
 - Airport capacity is constantly monitored locally.
 - Various control centers coordinate to manage aircraft delays and set programs

- like ground stops and airborne holding to maintain satisfactory airport acceptance rates.
- Communication frequency among facilities adjusts according to changing conditions such as weather, demand, equipment, and runway availability.
- Unique factors at SEA include the runway and weather conditions at BFI, influencing airport acceptance rates based on visual capabilities of the BFI tower.
- *FAA Virtual workshop to discuss air traffic operations in the Puget Sound region*
 - November 20th 6 – 8 pm
 - Registration link [here](#) Zoom registration [link](#)

Questions/Comments:

- Assuming optimal conditions, is Seattle at or close to capacity and this point?
 - It's hard to answer because it depends on many factors, but we are probably getting close. We are always ready to make things work by being flexible and adaptable.
- Describe how air traffic control hands off aircraft?
 - Air route traffic control occurs in stages, including the ATC Tower, Approach Control facility, and then in-route ATC from the Center in Auburn.
- How does NextGen affect management?
 - NextGen procedures increase predictability over ground-based methods but have limitations due to restricted usage frequency and sequencing challenges.
- SEA faces similar challenges regarding operational growth as other airports nationwide.

IV. Approval of the State Policy Agenda

John Flanagan, State Government Relations Manager, POS

- Overview
 - Five major areas of emphasis'
 - Effectively implement the Noise Insulation Repair and Replacement Program
 - Make tangible progress toward identifying additional regional airport capacity in the next three years
 - Sustain existing State programs to enhance air quality
 - Maintain and expand Sustainable Aviation Fuels (SAF) production and use in Washington
 - Decarbonizing ground transportation, reducing transportation emissions, and promoting electrification
- Statement of Purpose
 - The growth of operations at SEA has provided significant benefit to the region, however near-airport communities also face elevated levels of aircraft noise and

- emissions from transportation.
- Meanwhile, the airport will reach its capacity within the coming decades, meaning that the region must identify additional capacity to move people and goods, or else risk increased congestion and a chokepoint on economic growth.
- To help address these issues, the Port of Seattle and near-airport communities suggest passage and implementation of the following state-level policy and budget items.
- We hope to partner with the State Legislature and State Government to create these new tools, resources, and approaches that can make a tangible difference in our communities.
- Logistics / Next Steps:
 - Based upon the comments received below, John will draft additional language regarding air quality and will send via email for approval
 - Port will adopt it at the end of next month
 - Governors' budget released in December

Questions/Comments:

- Important to note the State has a commitment to funding failed packages.
- Messaging should emphasize that certain communities are disproportionately impacted by air quality issues; identifying affected communities by name could make the issue more concrete and emphasize equity and environmental justice.
- Sustainable Aviation Fuels (SAF) offer slight CO2 reduction benefits in its life cycle but does not significantly decrease pollution and requires broader participation to be effective.

V. Sustainable Airport Master Plan (SAMP) Draft Environmental Assessment Update

Clare Gallagher, Capital Project Delivery Director, POS

- SEA, built in 1949, was last improved to handle thirty million passengers annually and is now handling more than 50 million passengers.
 - Recovered from COVID downturn
- Regional Growth and SEA
 - The Puget Sound Regional Council's (PSSRC) airport capacity baseline study showed a strong correlation between the region's population growth and the airport's activity.
 - The forecast for future demand is very strong, even when new capacity from SAMP is assumed, which was confirmed in both the PSRC's and the state's airport capacity planning.
 - Based on forecasted demand, there will be 27 million more passenger boardings per year than SEA can accommodate at an optimal level of service by 2050.
 - Without new facilities for future projected demand, people will still travel but

- congestion at SEA will increase, causing additional delays and a worsening level of service.
- There are some key factors in our population which drive this demand - business growth, international business and leisure travel connections, well-paid jobs, companies and schools based here who attract residents.
- SAMP Overview
 - SAMP proposes improvements needed at SEA to meet future, forecasted demand.
 - The master plan scoping process was completed in 2018 and identified over 30 Near-Term Projects
- Shared the video linked available [here](#)
- How to Access the NEPA EA
 - Link to the DRAFT [Sustainable Airport Master Plan \(SAMP\) website](#)
 - Link to the DRAFT [Sustainable Airport Master Plan \(SAMP\) materials](#)
- Agency and Public Comment Period
 - Submit all comments by December 5, 2024 (this has now been extended to Dec. 13)
 - Every comment will receive a response as part of the final EA issued by the FAA
- How to Submit an Official Public Comment
 - Email: samp@portseattle.org
 - Postal Mail
 - Mr. Steve Rybolt
 - Port of Seattle, Aviation Environment and Sustainability
 - P.O. Box 68727, Seattle, WA 98168
 - Public Meetings
 - Tuesday, November 12, 6 – 8 p.m.
 - Wildwood Elementary School, 2405 S 300th St, Federal Way, WA 98003
 - Wednesday, November 13, 6 – 8 p.m.
 - Mt Rainier High School, 22450 19th Ave S, Des Moines, WA 98198
 - Thursday, November 14, 6 – 8 p.m.
 - Highline High School, 225 S 152nd St, Burien, WA 98148
 - Saturday, November 16, 10 a.m. – 12 p.m.
 - McMicken Heights Elementary School, 3708 S 168th St, SeaTac, WA 98188
- Outreach & Engagement Overview
 - Public meetings in different Highline cities to capture official comments
 - Targeted engagement with BIPOC and underrepresented communities with an emphasis in South King County
 - Materials include FAA-approved SAMP airport layout plan and future demand

from regional growth

- Language Access Overview – materials available in multiple languages
- Next Steps
 - All comments received on the Draft EA will be reviewed by the FAA and the Port and responded to in preparation of the Final EA.
 - If the FAA finds the Proposed Action would have significant environmental impacts that could not be mitigated below the level of significance, then an Environmental Impact Statement (EIS) may be prepared.
 - If the FAA finds the Proposed Action would not have a significant environmental impact, then the FAA will issue a Mitigated Finding of No Significant Impact (FONSI)/Record of Decision (ROD).
 - The Port will conduct a similar environmental review under the State Environmental Policy Act (SEPA).
 - Port of Seattle approves the upcoming SEPA environmental review, with a draft expected next year.

Questions/Comments:

- Members thanked Clare for accommodating a 4th public event in Federal Way.
- Runway 34R project aims to raise the glideslope to 3 degrees in line with the other runways.
- How will the public events note public comments?
 - Hearing examiners will transcribe comments.

VI. Public Comment

- JC Harris appreciated the information provided on the draft EA; but noted it seems to lack sufficient detail on the specific projects, which should be addressed. There are also issues with the SAMP, particularly regarding the Port's approach. While the Port is not responding to organic demand, it appears to actively encourage increased traffic at SEA. Additionally, the Port can fund initiatives that drive economic development. However, the Port doesn't allocate its resources in response to environmental and public health concerns.
- Sarah Moore is a Burien City Council member but is speaking on her own behalf. She expressed appreciation for funding noise insulation and suggested establishing an air quality monitoring program. Additionally, she encouraged an extended public comment period for SAMP.
- Camilo Acosta is a resident in the U District and noted an increase in airplane noise affecting sleep, quality of life, hearing, and stress. He understands the need for flights. He requests noise mitigation measures, including varied landing routes, potential curfews, noise reduction technologies, and a way to monitor noise traffic.
- David Goebel, with Vashon Fair Skies, raised concerns about the NextGen program and noted that more than 99% of flights are prematurely low. He also mentioned that

the SAMP does not adequately address noise concerns.

VII. Wrap Up/Next Steps

- Next Meeting is on December 18, 2024 – 5:00 PM – 7:00 PM VIA ZOOM

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	-
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	✓
JOSEPH BERT	FAA	✓
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)	-
RESOURCES		
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	✓
STEVE VITTNER	PORT OF SEATTLE	✓
JENNIFER REDDING	FAA	✓
PRESENTER		

VINCE MESTRE	CONSULTANT	✓
CONSULTANTS		
ANDRÉS MANTILLA	UNCOMMON BRIDGES	✓
SKYLAR BENSON	UNCOMMON BRIDGES	✓
VINCE MESTRE	CONSULTANT	✓
PUBLIC COMMENTS		
JC HARRIS	SEATAC NOISE INFO	✓
SARAH MOORE		✓
CAMILO ACOSTA		✓
DAVID GOEBEL	VASHON FAIR SKIES	✓
AUDIENCE		
REP. TINA ORWALL		✓
BRIAN JOHNSON		✓
SHEILA DOANE		✓
LAURA HOLTHUS		✓
DAWSON FRANK		✓
SARAH MOORE		✓
LYNN KIDDER		✓
HOLLY TAYLOR		✓
BRIDGET SHORE		✓
SCOTT SHORE		✓
EVAN NELSON		✓
ALEKSANDR YEREMEYEV		✓
KRISTIE DUNKIN		✓
SCOTT TATRO		✓
GAVIN SMITH		✓
STEVE VITTNER		✓
ANNE KROEKER		✓

NEXT MEETING: DECEMBER 18, 2024 - 5:00 PM - 7:00 PM

LOCATION: ZOOM