

**HIGHLINE FORUM
JANUARY 22, 2020**

**Sea-Tac Stakeholder Advisory
Round Table (StART) Update**

StART Noise Working Group Update

Highline Forum, January 22, 2020

Ground Noise Study

- Initial information gathering continues. Operations data from 2019 being gathered and analyzed, including engine maintenance run-up totals.
- Drafting surveys that will go out to each airline regarding operational details, such as the average time at gates, APU usage, reverse thrust usage etc.
- Goal is to have as much targeted, detailed information as possible to assure monitoring is effective.

Current study schedule

- February/March – Consultants analyze data and surveys from airlines provided and conduct site visit to determine potential monitoring sites.
- March/April – Consultants will be onsite to conduct targeted noise monitoring for specific periods of time.
- July/August – After preliminary analysis of data, consultant will present some initial findings to StART.
- October/November – Final report with potential mitigation options will be presented to StART.

Aircraft Departure Profiles Analysis (Distant procedure vs Close-in procedure)

- Initial analysis regarding 737 departure profiles complete and presented to StART. Distant departure procedure was shown to have the most noise benefit to local communities.
- Per request from StART members, the departure profiles of a large aircraft (the Boeing 777) will be analyzed. It is anticipated that this analysis will be presented to StART in February.
- Next step will be communicating preference of the distant procedure to Sea-Tac air carriers.

Late Night Noise Limitation Program

- Q4 results have been gathered and analyzed. EVA Air, FedEx Express and China Airlines Cargo had the most noise exceedances.
- Results will be posted on website and letters will go to all carriers with operations during late night hours. Full presentation at StART in February.
- Dialog will continue with carriers that had the most exceedances. Will build on positive foundations established after the Q3 results were released.



December 4, 2019

The Honorable Patty Murray
United States Senate

The Honorable Maria Cantwell
United States Senate

The Honorable Adam Smith
United States House of Representatives

The Honorable Pramila Jayapal
United States House of Representatives

The Honorable Rick Larsen
United States House of Representatives

Dear Senator Murray, Senator Cantwell, Representative Smith, Representative Jayapal and Representative Larsen,

We are pleased to write to share our collectively developed near-term priorities for addressing airplane noise and emissions through implementation of existing law and passage of relevant legislation. We look forward to working with you and your staff toward swift and successful completion of these provisions.

Seattle-Tacoma International Airport (Sea-Tac) is the 8th busiest airport in the country in terms of passenger volumes and one of the fastest growing – increasing from approximately 31 million travelers served in 2010 to almost 50 million last year. The airport plays a vital role in the region’s ongoing economic vitality, but this growth is straining the capacity of our airport and having significant impacts on our communities. For this reason, the Port and the six cities immediately surrounding the airport have identified federal policies, regulations and programs that we believe are essential to help address local community concerns.

Specifically, we have looked at two areas of focus: 1) implementation of provisions of the 2018 Federal Aviation Administration (FAA) Reauthorization Act, and 2) passage of legislation that helps address ongoing issues of concern:

FAA Reauthorization Provisions

While all of the Subtitle D noise provisions are important, we have identified three top priorities – 1) the provisions related to evaluation of the 65 DNL noise standard (sections 173, 187 and 188), 2) the study of the impact of overflight noise on human health (section 189), and 3) the proposed environmental

mitigation pilot program (section 190). The timely and effective execution of these provisions can help address community concerns and have the potential for substantive benefit to our region. In particular:

1. In terms of the 65 DNL, we know that the FAA has completed its comprehensive and detailed survey of noise annoyance levels but has yet to release those findings. We also know they are examining alternative noise metrics and revised land use compatibility guidelines. We urge you to encourage the FAA to release these studies and guidelines as soon as possible. The combined findings will hopefully provide improved noise mitigation best practices to address the noise impacts affecting our communities.
2. As one of the metropolitan areas called out in the legislation for focus, we are obviously particularly interested in the scope, methodology and findings of the study of health and economic impacts of overflight noise. We want to ensure that results of the study align as closely as possible to the Congressional intent behind this FAA bill provision. We urge you to pressure the FAA to take swift action on this provision and to express our interest in being engaged with the FAA and the research university carrying out this work throughout the process.
3. Finally, our region is known for both its innovation and commitment to sustainability, and so we are very excited about the potential for a pilot program that would allow us to experiment with new approaches to reducing or mitigating aviation impacts on noise, air quality, and water quality. We certainly intend to apply for this funding and offer our willingness to provide input to the design and structure of the grant program. We urge you to ensure sufficient appropriations for this provision.

New Legislation

There are also pieces of legislation that we believe would help move our priorities forward and we look forward to working with you toward their passage. These include:

1. Representative Smith's 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.
2. Representative Lynch's Air Traffic Noise and Pollution Expert Consensus Act, which would direct the FAA to enter into appropriate arrangements with the National Academies of Sciences, Engineering, and Medicine to provide for a report on the health impacts of air traffic noise and pollution.
3. A new piece of legislation that would allow for secondary noise mitigation investments in previously insulated homes, in specific situations where those noise reduction packages failed or were flawed in some way.
4. Other additional federal investments and policies that expedite the creation and implementation of alternatives to commercial airplane travel – from Urban Air Mobility technology to high speed surface mass transportation options.

We also support Representative Smith's request¹ that the U.S. Government Accountability Office (GAO) include "single site" airports in the study requested by several of your Congressional colleagues² asking for a study of how the FAA measures, mitigates and engages the public on aircraft noise. The initial request related to so-called "metroplexes," but we believe that it would be valuable to have similar questions answered related to other large airports. We request your help in ensuring the GAO's action on this study.

We will be in touch with your staff on next steps. In the meantime, do not hesitate to contact Eric Schinfeld, Senior Manager of Federal Government Relations for the Port of Seattle, at 206.787.5031 or schinfeld.e@portseattle.org with ideas of how we can be most helpful and impactful in our efforts. We deeply appreciate your partnership in ensuring that aviation is as clean, quiet and environmentally sustainable as possible.

Sincerely,



Commissioner Stephanie Bowman
President
Port of Seattle Commission



Mayor Erin Sitterly
City of SeaTac



Mayor Jimmy Matta
City of Burien



Mayor Matt Pina
City of Des Moines



Mayor Jim Ferrell
City of Federal Way



Mayor Allan Ekberg
City of Tukwila



Mayor Jonathan Chicquette
City of Normandy Park

¹ https://b-townblog.com/wp-content/uploads/2019/11/Smith_GAO.pdf

² <https://schiff.house.gov/imo/media/doc/2019-06-19%20GAO%20noise%20study%20request%20letter.pdf>



December 4, 2019

Administrator Steve Dickson
 Federal Aviation Administration
 U.S. Department of Transportation
 800 Independence Avenue, SW
 Washington, DC 20591

Dear Administrator Dickson,

We are writing to share our priorities for implementation of the Subtitle D—Airport Noise and Environmental Streamlining section of the Federal Aviation Administration (FAA) Reauthorization Act of 2018. We look forward to your swift and successful completion of these provisions.

Seattle-Tacoma International Airport (Sea-Tac) is the 8th busiest airport in the country in terms of passenger volumes and one of the fastest growing – increasing from approximately 31 million travelers served in 2010 to almost 50 million last year. The airport plays a vital role in the region’s ongoing economic vitality, but this growth is straining the capacity of our airport and having significant impacts on our communities. For this reason, the Port of Seattle (which owns and operates Sea-Tac) and the six cities immediately surrounding the airport have identified federal policies, regulations and programs we believe are essential to help address local community concerns.

In particular, we have looked at the 2018 FAA Reauthorization Act’s noise provisions as a way to substantively move forward on noise abatement and mitigation. As existing law with definitive deadlines for action, these items provide the most near-term opportunities for progress. **While all of the Subtitle D noise provisions are important, we have identified three top priorities – 1) the provisions related to evaluation of the 65 DNL noise standard (sections 173, 187 and 188), 2) the study of the impact of overflight noise on human health (section 189), and 3) the proposed environmental mitigation pilot program (section 190).**

The timely and effective execution of these provisions are well aligned with community concerns and have the potential for substantive benefit to our region. More specifically:

1. In terms of the 65 DNL, we know that the FAA has completed its comprehensive and detailed survey of noise annoyance levels. We request that you make available the results of this survey

as soon as possible. We are similarly interested in your responses to the FAA bill provisions related to alternative metrics and revised land use compatibility guidelines. We request the release of these guidelines as soon as possible as well. We are hopeful that the combined findings of these studies will provide improved noise mitigation best practices to address the noise impacts affecting our communities.

2. As one of the metropolitan areas called out in the legislation for focus, we are obviously particularly interested in the scope, methodology and findings of the study of health and economic impacts of overflight noise. We want to ensure that results of the study align as closely as possible to the Congressional intent behind this FAA bill provision. In addition to urging swift action on this provision, we would like to be engaged with the FAA and the research university carrying out this work throughout the process.
3. Finally, our region is known for both its innovation and commitment to sustainability, and so we are very excited about the potential for a pilot program that would allow us to experiment with new approaches to reducing or mitigating aviation impacts on noise, air quality, or water quality. We certainly intend to apply for this funding, but also offer our willingness to provide input to the design and structure of the grant program.

There is one additional topic we would like to pursue further with your staff. We are very interested in discussing whether residential buildings that have received FAA and airport funded noise insulation packages might be eligible for secondary investment. We appreciate restrictions on multiple grants for the same projects, but believe that there are situations in which the insulation has "failed" which would necessitate and justify additional investment. We would appreciate the opportunity to meet and discuss this issue with you.

We will be in touch with your staff on next steps. In the meantime, do not hesitate to contact Eric Schinfeld, Senior Manager of Federal Government Relations for the Port of Seattle, at 206.787.5031 or schinfeld.e@portseattle.org. We deeply appreciate your partnership in ensuring that aviation is as clean, quiet and environmentally sustainable as possible.

Sincerely,



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Brian J. Wilson
City Manager
City of Burien



Carl Cole
City Manager
City of SeaTac

CC:
Kevin Welsh, Federal Aviation Administration
Washington Congressional Delegation

