

StART FACILITATOR'S MEETING SUMMARY

April 22, 2020

5:00-7:00 pm. Video Conference

Participant	Interest Represented		Participant	Interest Represented	
Eric Zimmerman	Normandy Park	X	Scott Kennedy	Alaska Airlines	-
Tim Sorensen	Normandy Park	X	Matt Shelby (Alt)	Alaska Airlines	-
Mark Hoppen	Normandy Park	X	Shan Hoel	Air Cargo	X
Jennifer-Ferrer-Santa Ines (Alt)	Normandy Park	-	Justin Biassou	FAA	X
Tejvir Basra	SeaTac	-	Dave Suomi	FAA	X
Robert Akhtar	SeaTac	X	Lance Lyttle	Port of Seattle	X
Carl Cole	SeaTac	X	Arlyn Purcell	Port of Seattle	X
Kyle Moore (Alt)	SeaTac	-	Marco Milanese	Port of Seattle	X
Erica Post	Tukwila	X	Eric Schinfeld	Port of Seattle	-
Brandon Miles	Tukwila	X	Tom Fagerstrom	Port of Seattle	X
Tod Bookless	Tukwila	X	Stan Shepherd	Port of Seattle	X
Tony Gonchar	Delta Air Lines	-			
Scott Ingham (Alt)	Delta Air Lines	X			

Additional Participants:

Randy Fiertz, Alaska Airlines; Vince Mestre, Consultant; Clare Gallagher, Port of Seattle; Dave Kaplan, Port of Seattle

Facilitator: Phyllis Shulman, Civic Alchemy

Note Taker: Amanda Murphy, Amanda Gray Consulting

Meeting Objectives

To gain perspective on and discuss the impacts of COVID-19 on aviation as well as the challenges facing the airport area cities.

Welcome

Lance Lyttle, Port of Seattle

The Airport Managing Director, Lance Lyttle, welcomed participants including two new StART members, Tod Bookless, Tukwila Community Representative, and Shan Hoel, Air Cargo Representative. The new members provided brief introductions of themselves.

COVID-19 Impacts: Airport Perspective

Lance Lyttle, Port of Seattle

Lyttle provided an overview of the impacts of COVID-19 on the airport (SEA). He stated that SEA has been hit very hard and provided a number of details including:

- The number of travelers coming through SEA is down around 90-95% from 2019.
- In 2019, there was 50,000 people a day moving through security checkpoints and currently there is approximately 2,500 a day.
- Airlines have canceled hundreds of flights.
- 62 airport dining and retail locations are closed.
- Many airport workers have been laid off.

Lyttle emphasized that health and safety is the number one priority. SEA has made many changes to comply with social distancing including having all staff who can work from home, do so; all essential workers have been provided with masks; there is increased and continuous cleaning and sanitation; hand sanitizer stations have been installed throughout SEA with an App available to locate them; and all meetings are being held virtually.

Lyttle briefly discussed the Port's approaches to COVID-19 stating that the Port is considering ways to weather the economic impacts and spur economic development. The Port continues to establish relief and response efforts for SEA's impacted tenants and business partners. SEA was awarded \$195 million dollars in federal grants as part of a \$10 billion-dollar relief package to airports across the US. The funding requires continued airport operations and 90 percent staff capacity. The Port is currently reviewing capital projects to determine which projects can proceed and which have to be delayed. Projects that are continuing include the North Satellite Renovation, the International Arrivals Facility (IAF) and the baggage optimization project.

COVID-19 Impacts: Neighboring Cities Perspectives

Carl Cole, City of SeaTac; Mark Hoppen, City of Normandy Park; Brandon Miles, City of Tukwila

City representatives discussed the impacts of COVID-19 on their communities.

Carl Cole, SeaTac City Manager, reported that the biggest issue for SeaTac is the business downturn. He stated that the City relies heavily on sales and use tax revenue, primarily parking taxes and the tax revenue from businesses that serve/exist because of the airport. The City is modeling different potential scenarios including a fast rebound, a slow rebound, and a recession, but the current level of uncertainty makes it difficult to project what recovery may look like. There is anticipation that there may be some federal relief funding siphoned through the state to assist cities and counties, but at this time this is uncertain. SeaTac is augmenting many of their services to serve immediate community needs given the high level of unemployment.

Mark Hoppen, City of Normandy Park City Manager, shared that the City does not have many businesses that pay sales and use tax; therefore, city revenue is not as dependent on those revenues. Most City employees are working from home, although there have been a few layoffs/furloughs. Essential

personnel, such as policy and public works employees, are working in single person operations and no longer working in pairs.

Brandon Miles, Tukwila Business Relations Manager, reported that the City is heavily reliant on sales and use tax revenue and that they are projecting significant cuts to City revenue which will translate into budget cuts. The City declared a State of Emergency in March. He stated that the City has a healthy emergency reserve fund and will be tapping into it, as needed. The focus now is mostly on meeting the community's basic needs including feeding students and seniors, and assisting businesses. They are partnered with the Tukwila food bank. They launched "The Great Tukwila Carry-Out" campaign and are planning to launch a city program to encourage people to buy gift cards from local businesses. Most city employees are also working from home.

The presentations were followed by questions and discussion by StART participants. Based on the questions and discussion, additional information included:

- SEA has worked with airport tenants to develop numerous strategies for social distancing at the airport now and into the future, acknowledging that as more people start flying, social distancing will be more challenging. These strategies include stickers that designate where to stand, possibly putting up plexiglass at gates, check-in counters, and TSA gates, exploration of how to maximize a touch free experience, temperature checks of all travelers and various staffing, and technology options.
- Personal Protective Equipment (PPE) have been distributed to airport workers.
- Cities have been coordinating and sharing information amongst themselves and through the Sound Cities Association and South Seattle Chamber of Commerce. They also are coordinating with the Highline School District.
- Staggering flights and/or staggering when passengers arrive has been considered in partnership with the airlines, FAA and TSA. One idea that has been floated is virtual queuing. If large numbers of people start traveling again, there will need to be innovation. There may be past practices that are useful. Reducing the number of people at SEA at any given time will have impacts on the airport retail businesses.

COVID-19 Impacts: Air Carriers Perspective

Randy Fiertz, Alaska Airlines; Scott Ingham, Delta Air Lines

Randy Fiertz from Alaska Airlines and Scott Ingham from Delta Air Lines discussed the impacts of COVID-19 on air carriers. Fiertz stated that Alaska flight schedules are down 70-80% and that it is anticipated that demand will not begin to increase for at least a few months. He shared that funds received from the federal government will be used to cover about 70% of employee salaries and benefits until September. He commented that these are extremely difficult times for all airlines. He emphasized his and the airline's appreciation for Lyttle's efforts on behalf of the Port to work cooperatively with the air carriers.

Ingham echoed Fiertz's statements of appreciation to Lyttle and his staff for handling the challenges of operating the airport in the midst of a pandemic. He emphasized that the team at the airport are top notch, highly skilled and that airlines are fortunate for their assistance and cooperation. He stated that Delta domestic and international operations are down by 80%. He reviewed the new and stringent

cleaning and boarding procedures. Delta is offering free flights to medical professionals and utilizing their fleet, where possible, for cargo flights. Many employees have taken a voluntary leave of absence. Many airplanes are currently parked. He commented that Delta is utilizing CARE funds and are working on strategies for a staged approach to recovery. He acknowledged that it will take several months to be able to start implementing those strategies.

COVID-19 Impacts: FAA

Dave Suomi, Northwest Mountain Regional Administrator, FAA

David Suomi, FAA Northwest Mountain Regional Administrator, provided information related to the impacts of COVID-19 from the FAA's perspective. He shared that only about 20-25 of 1,450 FAA employees are working on location at the regional office in Des Moines. Social distancing is being implemented at air traffic control centers and other facilities. Operating hours will be adjusted at 100 control centers nationwide, but currently not at SEA. Suomi shared that air travel is down around 95%, overall airline traffic is down 80%, and tens of thousands of aircraft are grounded. A few airlines have gone into bankruptcy and it is possible that there will be others.

COVID-19 Impacts: Fleet Mix Changes That May Affect Noise

Vince Mestre, Consultant

Vince Mestre, consultant to the StART Aviation Noise Working Group, discussed COVID-19 impacts related to airline fleet mix changes and how it may affect aviation noise. He noted that in the near term, with a reduction in passenger jet operations, there is a significant reduction in the movement of aircraft belly cargo. This is putting pressure on cargo freight operators which has resulted in some additional cargo freight flights being flown. For example, Amazon has added a couple of new flights and an Asian carrier is operating a passenger flight with just cargo. He stated that there are some positive noise-related developments since these new cargo flights are not being flown by Boeing 747s. There are attempts to utilize some passenger jets for cargo with some potential modifications in the passenger seating area. He noted that passenger carriers have parked all Boeing 747 and Airbus A380 aircraft. In general, he reported that it is likely that as airlines increase flights, they will utilize the most fuel efficient and quietest aircraft in their fleets and that this would likely accelerate the retirement of the noisier, older aircraft. It is likely that short haul travel will recover more quickly than long haul travel.

The presentations were followed by questions and discussion by StART participants. Based on the questions and discussion additional information included:

- The greatest challenges for Delta Air Lines and Alaska Airlines are increasing demand for flying, cleanliness and health related safety precautions and building consumer confidence.
- A silver lining might be the ability for cargo companies to fly less at night and more in the daytime hours.
- Airlines are exploring possible additional uses for their fleets including distribution of PPE and other critical medical equipment and essential personnel.
- There are challenges to converting passenger planes to cargo carriers. There are very stringent requirements for cargo aircraft regarding fire prevention.

- The importance of working together -- airlines, the airport, and cities -- to rebuild passenger confidence.
- An essential element for recovery will be the status of COVID-19 and antibody testing and a vaccine.
- The StART Aviation Noise Working Group will continue their work and focus on what is possible in the near-term.
- There is a need for business assistance.
- The International Airport Association (ACI-NA) has formed a task force to look at aviation issues globally. Two representatives from the Port are part of the task force.
- The importance of signage and on-going communication regarding the importance of social distancing and proper hygiene.
- Airlines are exploring ways to decrease crowding in the gate areas and in aircraft.

Lyttle concluded the discussion stating that he is concerned about the significant impacts of the pandemic on the neighboring cities and asked how the Port can best assist the cities at this time. This will be a topic for further discussion at StART.

Public Comment

Compiled public comments are included as Appendix A.

Meeting Wrap Up

Lance Lyttle, Port of Seattle

Lyttle thanked the community representatives, air carriers, FAA representatives, and the public for participating. He stated that he thought that 9/11 was the most devastating experience he had ever witnessed for the aviation industry, but the impacts of COVID-19 are unlike any previous crisis. He emphasized that he believed there will be an eventual recovery. It is important that the Port, airlines, and local communities be here for each other and partner to assist businesses, especially small businesses, in these challenging times. He believes that now is the time to stick together and do what is possible to help the people and families that live in the communities that neighbor SEA.

**Next Meeting:
June 24, 2020- 6:00 pm - 8:00 pm,
Video Conference Call**

APPENDIX A
Summary of Public Comments

Ernest Thompson, (Normandy Park) (oral comments)

- Stated that he is spending lots of time on medical industry ZOOM calls and no one has a crystal ball of what's going to happen. If there is a second or third wave of COVID-19, this could be a catastrophe and then the airlines won't be flying for years. Testing and antibody testing is incredibly complex. We will need 500k tests to determine herd immunity. Then what happens if there is mutation?
- Commented that he is happy to hear you all taking about out-of- the box ideas and hope that StART can free itself to think out- of -the -box. Requested that consideration be given to applying for infrastructure grants to become the hyperloop Sea-Tac airport. He suggested that the Port begin to work on this idea and wished everyone the best of luck.

Anne Kroeker and Richard Leeds (Des Moines) (written comments)

April 22, 2020

Dear Phyllis and the StART Committee,

Since the massive reduction of air flights to Seatac over the past 6 weeks, the communities directly under the flight paths have experienced an increasing quiet and sense of calmness, reminding longer term residents of the way it once was. Breathing cleaner air, specifically NOT jet fuel, was immediately noticeable as the barrage of daily flights lessened. Slowly, heart rates have returned to normal and brain focusing enhanced, along with the desire to remain outside more in the Spring sun.

However, despite the vast relief, there are still a significant number of flights and the flight paths of old disturbing our newfound peace – many in a row, lower than 3000', sometimes 2000', 10+ miles out along with sleep-disruptive cargo and long-haul flights leaving between 10 PM and 6 AM.

"...even though passenger numbers have plummeted, flights are still taking off all across the country. "The number of flights has only dropped something like 50 or 60 percent," said Daniel Rutherford, program director for marine and aviation at the International Council on Clean Transportation. Flights that were once mostly full are now carrying a few passengers."

So, Seatac still has quite a number of flights coming in and out, whether or not they are full of passengers or cargo and we are still the victims below.

The draft report of the Dept of Commerce Seatac Airport Effects Study talks about their goal being to include the principles of the National Plan of Integrated Systems, in particular Principle 5:

“Every two years, the Secretary of Transportation is required to submit to Congress the National Plan of Integrated Airport Systems (NPIAS) –

...

On page 1 of the most recent Report to Congress (26 September 2018), the NPIAS defines a list of eight attributes that should be followed. These principles were articulated more than 25 years ago and were reaffirmed by both the Federal Aviation Administration and the aviation industry in 2011. Of the eight attributes, principle number 5 is especially appropriate with regards to how airport-area communities are addressed:

“Airports should be compatible with surrounding communities, maintaining a balance between the needs of aviation, the environment, and the requirements of residents.”

Why then, given the chance, wouldn't the FAA, airlines and Port of Seattle at least TRY to change up these flight patterns which are most disturbing to the residents below - especially now that they are homebound - given the opportunity? I realize that this is not a simple process to change but it is possible and there seems to be no will, once again, to work to benefit the communities who suffer the worst of the pollution and the least of the economic gain. Violation of Principle Number 5 of the NPIAS is again the norm.

Please advocate for further relief from flight operations pollution, both temporary and permanent, for our communities.

Thank you for your attention to this matter,

Anne Kroeker and Richard Leeds

Des Moines, WA