

# StART

## MEETING SUMMARY

APRIL 28, 2021; 5:00 PM – 7:00 PM

VIA ZOOM VIDEOCONFERENCE

### Agenda Items:

- National Air Travel Recovery Forecast
- SEA Aviation Forecast
- Port of Seattle's Noise Insulation Program
- Federal Policy Working Group meeting update
- Aviation Noise Working Group meeting update
- Public Comments

### Meeting Summary:

- I. Facilitator welcome, introduction, and agenda, *Brian Scott from BDS Planning & Urban Design*
- II. Opening Remarks, *Lance Lyttle, StART Chair/SEA Managing Director*
  - Welcomed David Lashley, new Normandy Park Community Member.
  - Shared the recent news of FedEx's plans to operate out of Paine Field and that POS does not yet know the implications for SEA. The current SEA lease runs until 2027 with the expectation of an extension.
  - Welcomed three presenters, John Heimlich, Airlines for America VP and Chief Economist, Michael Drollinger, POS Business Intelligence Director, and Stan Shepherd, POS Noise Programs Senior Manager.
- III. U.S. Airlines: Road to Recovery, *John Heimlich, Airlines for America (A4A) VP and Chief Economist*

A4A advocates on behalf of its members to shape policies that promote safety, security and a healthy U.S. airline industry, working collaboratively with airlines, labor, Congress, and the Administration.

  - A. Airlines and airports have taken unprecedented steps to ensure the safety of employees and customers.
  - B. Domestic and short-haul-international leisure / visiting-friends-and-relatives activity are leading the recovery.
  - C. Air cargo continues to build on records set in 2020, moving 63,000 tons a day, proving to be a critical source of income.
  - D. Bookings for future air travel remain depressed, particular to those traveling for business purposes, which is down 76%. Domestic air travel is down 40%, while international is down 60%.
  - E. Financial losses in 2020 resulted in taking on a massive debt. Servicing the debt will hinder hiring and investing in the coming years.
  - F. SEA is closer than most of its peers to restoring pre-pandemic levels of scheduled air service. Nationwide large airports see a 29% decline compared to pre-pandemic levels. SEA sees an 18% decline.
  - G. It is projected that 2019 systemwide passenger totals won't return until 2023-2024.
  - H. Commercial aviation reduced its U.S. noise footprint 94% from 1975 to 2019.
  - I. Historically, every one U.S. airline job helps support an estimated nine U.S. jobs outside the industry.

- IV. SEA Aviation Forecast, *Michael Drollinger, POS Business Intelligence Director*
- A. Passenger volume at about 55% of 2019 level, aircraft operations at almost 80%. Charts are updated weekly and available on the POS [website](#).
  - B. Recovery projection
    - o There are multiple financial activity planning scenarios based on data and assumptions.
    - o SEA is well-positioned for recovery. Recovery to 2019 passenger volume expected in 3-5 years.
    - o Lot of unknown about international flights.
    - o Expect 37 million passengers at year end, 2021 – down 29% from year end, 2019.
- V. Noise Insulation Program Overview, *Stan Shepherd, POS Noise Programs Senior Manager*
- A. Multiple sound insulation projects and acquisitions have been completed since 1985. Approximately \$300 million spent on sound insulation and \$100 on acquisition programs.
  - B. Project funding
    - o FAA Airport Improvement Program (AIP) Grant Funded 80% of eligible costs, and 20% is matched by the airport.
  - C. Sound insulation requirements
    - o Homes must be built prior to 1986 in Des Moines and 1987 in all other eligible areas.
    - o Homeowners are required to sign an aviation easement.
    - o Homes must have a 45dB DNL or greater interior noise level during a required noise audit to be eligible
  - D. Ongoing Sound Insulation Programs
    - o Over 9,400 Single-Family homes completed, with 140 remaining eligible. Goal is to complete 10 more in 2021.
    - o 7 condominium units will be under construction in 2021 and 81 additional units in 2022.
  - E. 2021-2026 Future Sound Insulation Programs
    - o Approximately 903 apartment units will be under sound insulation construction in Burien, Des Moines, and SeaTac.
    - o 7 places of Worship in Burien and Des Moines.
    - o 9 schools have been completed and 6 remain in the Highline School District, sound insulation funded by the FAA, POS, and Port tax levy.
    - o Future Voluntary Residential Acquisition program within the South Approach Transition Zone (ATZ).
  - F. New FAA Policy for Re-insulation of Projects Insulated Prior to 1993
    - o To qualify, homes must pass an interior noise level audit and be within the current 65 DNL noise contour
    - o No new funding specifically for this purpose is currently available – Federal Policy Working Group will discuss approaches for soliciting funding for a pilot program to undertake this new opportunity
- VI. Federal Policy Working Group Update, *Eric Schinfeld, Federal Government Relations Senior Manager, Port of Seattle*
- A. During the most recent Federal Policy Working Group meeting, *Annie Russo, Senior Vice President of Government and Political Affairs, Airports Council International – North America*, outlined the following opportunities for policy change:
    - o American Jobs plan with two avenues forward:
      - Bipartisan bill

- Budget Reconciliation
- Annual Appropriation
  - This year Congress re-instituted earmarks (funding for individual districts), which may restore some regular order in the appropriation process.
- FAA Reauthorization Act
  - The bill expires in 2023 opening the door for policy work in 2022.
- Additional Airport Funds
  - The Biden administration's interest in climate change and a sustainable environment may also offer additional funds to airports.
- B. POS continues to engage local congressional delegates. Meeting with the staff members of U.S. Representative Larsen and U.S. Senator Cantwell were held in April.

VII. Aviation Noise Working Group Update, *Tom Fagerstrom, Airport Noise Programs Coordinator*

- A. 34R Glideslope Adjustment progress update
  - The Port is working with the FAA to determine if the glideslope could be raised to 3.1 degrees, above the 3.0. standard.
  - The SAMP timeline has been pushed back and this will impact the project.
- B. Late Night Noise Limitation Program update
  - FedEx Express has the most late-night exceedances
  - Amazon Prime (Air Transport Intl') had the most late-night operations
  - During the next Aviation Noise Working Group meeting, members will consider new approaches to enhance discussions with air cargo carriers.
- C. Runway Use Plan update
  - During Q1 of 2021 there were a total of 34 late-night landings on the third runway (average of 0.3 landings per late night) compared to as many as 20-30 per late-night prior to the POS agreement in September 2019.
- D. SEA's Temporary Noise Monitoring Program Procedures
  - Two portable noise monitors were acquired by the Port in early 2020 and the resulting data is shown alongside the permanent monitor data on the [Port's webpage](#).
  - Completed deployment in Federal Way, current deployment in Normandy Park and Vashon Island, and future deployment in Burien.

VIII. Public Comments

- A. Terri Lindeke, *resident of Burien*: Terri expressed concern about the negative health impact late-night (3:00 am) flights have on residents. Her husband's sleep machine continuously registers the 3:00 am Asia flight and is shocked that landings and take-offs have not stopped at night.

IX. Next Steps

- Proposals for future presentations:
  - Discuss inviting Dr. Kris Johnson with Seattle-King County Public Health to present on community health and airport related pollutants at a future StART meeting.
  - Provide more presentations on local effects of aviation on local communities
- During the next StART meeting Eric Schinfeld will present a progress update on the StART Federal Policy Working Group's efforts to implement its shared policy agenda.

MEMBER	INTEREST REPRESENTED	PRESENT
ARLYN PURCELL (ALT)	PORT OF SEATTLE	✓
BILL VADINO	FEDERAL WAY – CITY	✓
BRANDON MILES	TUKWILA - CITY	✓
BRIAN WILSON	BURIEN – CITY	✓
CARL COLE	SEATAC – CITY	✓
CHRIS HALL	FEDERAL WAY – COMMUNITY REPRESENTATIVE	✓
DAVE BERGER	FEDERAL WAY – COMMUNITY REPRESENTATIVE	✓
DAVID LASHLEY	NORMANDY PARK – COMMUNITY REPRESENTATIVE	✓
ERIC SCHINFELD	PORT OF SEATTLE	✓
ERIC ZIMMERMANN	NORMANDY PARK – COMMUNITY REPRESENTATIVE	✓
ERICA POST	TUKWILA – COMMUNITY REPRESENTATIVE	✓
GARMON NEWSOM II (ALT)	BURIEN - CITY	✓
KYLE MOORE (ALT)	SEATAC – CITY	-
LANCE LYTTLE	PORT OF SEATTLE	✓
MARK HOPPEN	NORMANDY PARK – CITY	-
MARCO MILANESE	PORT OF SEATTLE	✓
MICHAEL MATTHIAS	DES MOINES – CITY	✓
PETER PHILIPS	DES MOINES – COMMUNITY REPRESENTATIVE	✓
RANDY FIERTZ (ALT)	ALASKA AIRLINES	✓
ROBERT AKHTAR	SEATAC – COMMUNITY REPRESENTATIVE	✓
SCOTT INGHAM (ALT)	DELTA AIR LINES	✓
SCOTT KENNEDY	ALASKA AIRLINES	-
SHAN HOEL	AIR CARGO	-
SUSAN CEZAR (ALT)	DES MOINES - CITY	-
TEJVIR BASRA	SEATAC – COMMUNITY REPRESENTATIVE	-
TOD BOOKLESS	TUKWILA – COMMUNITY REPRESENTATIVE	✓
TONY GONCHAR	DELTA AIR LINES	-
<b>NON-MEMBERS</b>	<b>TITLE</b>	
ALEX O'BRIEN	PORT OF SEATTLE	✓
ALEX STONE	OFFICE OF U.S. REPRESENTATIVE ADAM SMITH	✓
ANTHONY HEMSTAD	FEDERAL POLICY WORKING GROUP/DES MOINES	✓
BEN REINCHARDSEN	PUBLIC	✓
BERNADINE LUND	PUBLIC	✓
CAROL HUDDLESTON	PUBLIC	✓
CAROL KAY GUSTAVSON	PUBLIC	✓
CHRIS SCHAFFER	FAA	✓
CLARE GALLAGHER	PORT OF SEATTLE	-
CLYDE HILL	SEATAC COUNCILMEMBER	✓
DAVE KAPLAN	PORT OF SEATTLE	✓
DAVID SUOMI	FAA	✓
JC HARRIS	DES MOINES COUNCILMEMBER	✓
JOHN HEIMLICH	AIRLINES FOR AMERICA	✓
JULIE KINZIE	PORT OF SEATTLE	✓
JUSTIN BIASSOU	FAA	✓
LAVANYA MADHUSUDAN	OFFICE OF U.S. REPRESENTATIVE JAYAPAL	✓
DEP. MAYOR MATT MAHONEY	DES MOINES COUNCILMEMBER	✓

OMO ESEMUEDE	PUBLIC	✓
PHILIP KIRKWOOD	PUBLIC	✓
STAN SHEPHERD	PORT OF SEATTLE	✓
TIM TOERBER	PORT OF SEATTLE	✓
TODD THIELE	PUBLIC	✓
TOM FAGERSTROM	PORT OF SEATTLE	✓
CONSULTANTS		
BRIAN SCOTT	BDS PLANNING & URBAN DESIGN	✓
DORI KRUPANICS	BDS PLANNING & URBAN DESIGN	✓
VINCE MESTRE	CONSULTANT	✓
PUBLIC COMMENTS		
TERRI LINDEKE	BURIEN RESIDENT	✓

*NEXT MEETING: JUNE 23, 2021- TENTATIVELY 5:00 PM - 7:00 PM*  
*LOCATION: ZOOM VIDEOCONFERENCE*