

StART

MEETING SUMMARY

APRIL 27, 2022; 5:00 PM – 7:00 PM

VIA ZOOM VIDEOCONFERENCE

Agenda Items:

- Federal update by U.S. Representative Pramila Jayapal.
- Explanation of Aviation Fuel Jettisoning & Airline Procedures
- Review of Ground Noise Study recommendations.

Meeting Summary:

- I. Facilitator welcome, introduction, and agenda, *Brian Scott, BDS Planning & Urban Design*
- II. Opening Remarks, *Lance Lyttle, StART Chair/SEA Managing Director*
 - A. Lance Lyttle welcomed Grady Stone – the FAA’s new NW Regional Administrator – NW Mountain Region. Grady introduced the new temporary FAA community liaison, Vikas Uberoi.
 - B. Lance announced the 2022 Fly Quiet winners – Frontier, Spirit and EVA. The official announcement occurred the day before at the Port Commission meeting.
 - C. Lance introduced Congresswoman Pramila Jayapal who participated remotely from DC.
- III. Federal Update, *U.S. Representative Pramila Jayapal*
 - A. U.S. Representative Pramila Jayapal expressed her real honor to work with and represent the 7th District in Congress. She acknowledged all the Vashon residents and thanked them for joining the call.
 - B. As an advocate for substantive change around aircraft emissions, noise, and congestion, she highlighted the importance of collaborative forums like StART.
 - C. She was proud to send the bipartisan infrastructure bill to President Biden. These investments mean more than \$8.6 billion dollars for WA and will directly impact our communities and climate change. Federal agencies are rolling out the programs and the notices of funding opportunities. She also strongly supports additional investments in climate resilience, housing, childcare, and health care as well as challenging the Pentagon budget. She is also fighting for sustainable aviation fuel to protect near-airport communities and is part of the Congressional Quiet Skies Caucus.
 - D. She urged support for high-speed rail funding and for a climate task force to map and distribute federal funding equitably. She is committed to reducing aircraft noise and pollution on near Port communities through the Bipartisan Infrastructure law, and she promised to keep fighting for the communities of Washington’s 7th Congressional District.
- IV. Federal Policy Working Group Activities, *Eric Schinfeld, Federal Government Relations Senior Manager, POS*

The working group last met on April 18th and covered the following topic:

- A. Group prepared questions for U.S. Representative Pramila Jayapal’s attendance tonight.
- B. A discussion on the Shared Federal Policy Agenda to start assessing what the group should prioritize ahead of the 2023 FAA Reauthorization Act.

- C. The working group's strategy is to identify 4-5 key top priorities to advocate on with the Congressional delegation. Some of the possible priorities include sustainable aviation fuels; secondary noise insulation; FAA noise metrics and the development of a new airport. The working group heard from Congressional staff that they are going to start drafting the FAA reauthorization legislation in June; therefore, the group is moving its next meeting earlier to attempt to finalize their list more quickly.
 - D. The 2018 FAA reauthorization bill had a lot of good content; however, it was heavy on studies. In response, the working group developed a consensus prioritizing actions that can be impactful as opposed to more studies.
- V. Aviation Fuel Jettisoning & Airline, *Chris Ryalls, ALPA Regional Airport Safety Coordinator, NW Mountain*
- A. Chris is a pilot, currently flying the Boeing 777, and the regional aviation safety coordinator with ALPA, NW Mountain region. Chris' goal is to provide an explanation through his perspective and his personal observations.
 - B. Fuel jettisoning is a safety function and a rare occurrence. It's an operation controlled by the pilot to jettison fuel to lower the aircraft's weight.
 - C. Most airplanes Chris has flown are not equipped with the ability to jettison fuel. The most common aircraft operating at SEA do not have this ability.
 - D. Only a minority of aircraft operating at SEA can jettison. From 2019 data, roughly 8,900 operations at SEA had the ability to jettison fuel out of a total of 240,000, which is about 4%.
 - E. Whether an aircraft can jettison fuel is based on aircraft certification criteria.
 - F. When a departing aircraft needs to return to the airport because of an emergency, fuel jettisoning is used to reduce landing weight as a safety procedure. Fuel that has been jettisoned above 5-6,000 feet vaporizes according to a study.
 - G. The pilots have an operational manual to follow when jettisoning fuel.
 - H. A possible emergency scenario that could apply would be an engine or system failure that requires immediate fuel jettisoning.
 - I. An onboard medical emergency is another possible scenario and jettisoning might happen during this time as well.

The Port reached out to the Puget Sound Clean Air agency to try to identify a date when they are available for a presentation at StART on regional air quality, the installation of an air quality monitor in South King County and on the agency's strategic plan.

- VI. Ground Noise Study: Mitigation Recommendations, *Stan Shepherd, Noise Programs Senior Manager, POS & Tom Fagerstrom, Noise Programs Coordinator, POS*
- A. The ground noise study started in 2020 and took a pause during the pandemic. The study's intention is to identify airfield noise like taxiing, landings, auxiliary power units (APUs), and take-offs. HMMH, the consultant, is finalizing the ground noise study report. The Port will be working with the aviation noise working group to discuss the recommendations, but the Port will need to look at feasibility first.
 - B. HMMH gave a comprehensive presentation on their data research at the last working group meeting. The noise monitoring took place in August 2021 at seven sites to identify core sources of ground noise.
 - C. HMMH identified six sources of ground noise, including taxiing, take-offs, engine run-ups, reverse thrust, queuing, and APUs.

D. Next HMMH will produce a comprehensive report and the first draft is expected in May.

VII. Aviation Noise Working Group Activities, Marco Milanese, Community Engagement Manager, POS

The working group met on April 11th and discussed the following topics:

A. Late Night Noise Limitation Program 1st Quarter Results

- FedEx, ATI (Amazon), and Asiana had the most exceedances in the first quarter of 2022.
- The Port met with ATI regarding their late-night exceedances. The conversation went well, and they requested more data at that meeting to look at whether there are operational changes they can implement to lessen noise.

B. Runway Use Agreement

- There were on average 1.2 late night flights in 2021. So far, in 2022, the average is 2.3 due to runway closures and weather issues. We expect the number to continue to drop as the year progresses.

C. Alaska Airlines Fleet Changes

- Scott Kennedy from Alaska Airlines reported on the carrier's planned fleet changes, including the retirement of Q400 turboprop aircraft. They are transitioning to an all-Boeing fleet by the end of 2023. The aircraft turn over Burien, that is used by Q400's, will see increasingly less use.

D. China Cargo Airlines

- The carrier continues to have a high number of late night noise exceedances. The airline stops at SEA for fuel only, which for the time being has ended. We expect them to fly here in the summer for cherry season and will begin the fuel stop again in the winter. Vince Mestre explained that the most likely reason they choose to stop for fuel at SEA is the jet stream. Federal rules and regulations restrict SEA's ability to prevent the carrier from fueling at SEA.

E. Noise Comment Report Utilization

- There are various ways the community can comment and complain about noise using apps or websites. The most popular method is by using the Airnoise button. 93% of the complaints that SEA receives come through this complaint button. The Port receives their name, address, date and time and what they are experiencing. In addition, the app correlates with the flight that caused the user to issue the complaint.
- These numbers give the airport a better understanding of what people are experiencing. But the button does affect the numbers, and each airport collects and compiles complaints differently. The FAA has launched their new complaint website.

VIII. Public & Written Comments

A. Public Comments

- David Goebel: Mourning the loss of our portable noise monitor today. While I've been sitting here, 19 flights went by. When you look at the noise comment numbers, Vashon residents contact the Port more than Seattle residents. One thing the Port could do is harvest the data on individual flights that fly very low day and night.
- Roxanne Thayer: How can those decisions be made about noise when you deny Vashon to be at the table? We are certainly your ally and Vashon needs to have a seat. We have suffered greatly since NextGen.
- Donald Sullivan: I live on north end of Vashon. I'm a commercial pilot and I suffer from the noise here. I know that there is no reason for flights to fly over Vashon and there is zero reason to cross

Vashon at 6,000 feet.

- Sue Allen: I have lived here for 19 years on Vashon. In the past there were a lot of flights over the island but now, it's much higher. When they changed to NextGen, I couldn't have a party outside, because the flights are so noisy. Why can't they go back to a higher altitude or spread it out. It's ruining our quality of life.
- Lesley Wright: I want to understand why there such a shift over Vashon. Why can't they spread out the flights? Flights are every 3.5 minutes. I checked the monitor, and the decibel level was at 61. SeaTac runway was 70 decibels. It's distressing and destroying our quality of life, and Vashon was not taken into consideration when NextGen was implemented.
- R. Folks: Vashon must be included in the SAMP Environmental Assessment (EA) and added as a real StART member. Why has the monitor on Vashon been removed? Will it be returned? It's miserable with all the noise. At 6,000 feet, the fuel will not dissipate. Why is there only one minute to make comments? And when will we get answers to our questions?
- Phil Clapman: I live on the south end of Maury Island, under the NextGen flight path. There are flights every couple of minutes, 7-8000 feet, and they are very noisy. During south flow, it's continuous. The concentration of flights is an unfair burden on the residents. We need to have representation on StART. Vashon should be added to the SAMP EA. The SAMP EA - what's its schedule?
- Lora Beanen: I live on the north end of Vashon. Only a small fraction of complaints are sent to the Port. I've lived here for 25 years, and that quiet has been shattered in the last couple of years.
- Bernie O'Brien: I live in the middle of the island. The volume of flights is tremendous. Why can't we disperse these flights? The volume of noise makes it impossible to carry on a conversation during the day and night. With NextGen - how was the noise found to be acceptable that allowed these flights over Vashon? When do we get answers?
- Lola Michelin: I live on the north end of Vashon. Vashon must be analyzed within the SAMP EA. Vashon should have a representative on StART. We are a resource. I have two businesses here and both have been impacted by aircraft. I can't hold stuff outside because of the noise. It's had a dramatic impact on livestock. I think there is also an impact on plants/crops.
- Gin Kunes: I live on the north end of Vashon. 100% of commenters are from Vashon. Vashon needs representation on StART. I'm developing a Bed & Breakfast, but you can't even hear birds because of the flights. NextGen changed everything.
- Michael Dawson: I live on Vashon under NextGen flight path. The impacts are significant. I spent 35 years working on NEPA. Unless these issues are addressed in NEPA, the federal government and the courts will find deficiencies that will delay the implementation of the plan. This is the last thing I want to happen. It's important that Vashon's issues are addressed in NEPA, and the first step would be to add a Vashon as a member to StART.
- Jessica Satori: I recommend and urge that we have representation on StART. Flights have a high impact on our area. I live mid-island. I usually hear them at night, and it prevents me from sleeping. Why doesn't Mercer Island or the Eastside take some of this traffic? I want to represent people on the island who have medical issues. They come to the island to live in a quiet place. I am a veteran.
- Ann Kroeker: I don't live on Vashon. With the FAA Reauthorization Act, can NextGen be added to it as an issue? It flies over three elementary Schools, Middle Schools, and churches. Some planes are as low as 1-2000 feet. Its egregious. This is an environmental and community injustice

and should be dealt with by the FAA. Sustainable aviation fuel will not reduce emissions.

- Carol Jones – I live on Vashon. Earlier you mentioned this is a place for community input. Why then are we not allowed to have a seat on StART? The FAA absolutely has egregiously put this burden right around Vashon. In the history of FAA NextGen litigation, the FAA did not give opportunity for people to comment.
- Christine Alkire: Vashon is a rural community. But the island is being industrialized as if we live next to a factory. There is a lot we can't do because of building restrictions placed on us as a rural community. But then how come airplanes can ignore those restrictions?
- Allen Becker – I live on Vashon. Please include us in StART and in the SAMP process. We need to go back to a pre-NextGen reality since the entire region benefits from the airport.
- Scott Shore: I am devastated. I moved here for peace and quiet. I'm heartbroken. The lack of representation, lack of answers, lack of values is upsetting.
- Rob Briggs: I live on Vashon. I agree with all comments you heard. The UN Secretary General said we are sleepwalking into a climate catastrophe. SAMP and any plans to increase airport capacity should be tabled until a solution is developed.
- Frederick Woodruff: The level of insincerity is stunning. At the last meeting Port staff noted the number of complaints coming from Vashon, which are through the roof, had no bearing.
- Kate Spellmen: I live on the north end of Vashon and can confirm every statement the community has given tonight. We need representation on StART. We are disproportionately affected by NextGen. The concentration of air traffic inflicts an unfair burden. Come on out and visit and see what it is like. Planes flying at 2 and 4 am and flights every 3.5 minutes all day long.
- Jim Alkire: I know FAA controls the airplanes and you don't. I know we are all frustrated. We on Vashon don't want to complain and belittle the other stakeholders, it's just that we are a rural setting, and we have a much lower ambient noise level. We need representation on StART. I encourage you to offer us a position.
- Jamie Dulfer: I live on the north end of Vashon. We generate the most noise complaints. It's the low altitude NextGen flights that are the issue. We on Vashon are more noticeably affected because we are a rural community with less noise in the first place. When NextGen was implemented, there was no input opportunities for Vashon and Vashon needs to be included in the future. And we need the monitor back.

B. *Written Comments*

- Anne Meyers: The increase of commercial airplanes approaching SEA over our island is changing the quality of life on our rural island. I didn't choose to live in Seatac or Burien and don't think an airport should be allowed to transform our chosen way of life.
- Tim Nelsen: I live on Vashon Island almost directly under the flight path of incoming and outgoing jets from SEA. With the existing computerized flight lanes and lower altitudes, we are constantly bombarded with jet noise throughout the day and night. Why can't you at least vary the flight path and raise the altitude at which the jets pass overhead? We moved out here 40+ years ago to enjoy the serenity the island provided. Now, unfortunately, the amount of jet noise (there have been 5 or 6 jets pass overhead in the time I've been typing this) is getting worse year after year..... Your help solving this issue would be greatly appreciated.
- Susan Frith: Please reconsider NextGen's narrow focused flight path which places noise impact relentlessly on certain communities.
- Mila Jones: NextGen's approach of concentrating all the environmental damage caused by aviation on a narrow strip of sacrificed population is unfair. Vashon Island MUST be included in

- the Sustainable Airport Master Plan, EA & EIS and must be added as a real StART member.
- Jason Jones: NextGen's approach of concentrating all the environmental damage caused by aviation on a narrow strip of sacrificed population is unfair. Vashon Island MUST be included in the Sustainable Airport Master Plan, EA & EIS and must be added as a real StART member.
 - Jill Johnson: Please reroute at least some of your airplanes flight path so that they are not flying over Vashon nonstop. The constant noise is unhealthy for us.
 - Kate Spelman: I wish to oppose the proposed plan as I am damaged and impacted by the landing scheme happening already over the house I live in; and the planes do not adhere to the elevation requirements and instead blast us with noise at all hours. The incoming middle of the night incoming Hawaii flights are especially disruptive.
 - Steve Rubicz: Irritated by all jet plane traffic over Vashon.
 - Craig Klinkam: I live in a home beneath the flight path.
 - Richard H: I object to the Port of Seattle & FAA routing SEA flights over Vashon Island. The decibel levels are within 14 dcbls of those recorded on a SEA runway monitor. This has created an inhumane environment for Vashon residents. Vashon Island was omitted from the planning map when this new flight path was implemented.
 - Carol Jones: Stop the airplane noise and air pollution targeted over Vashon Island from SEA airport.
 - Armando David Cota-Robles: Flight path not only narrow, per design, but have been increasingly lower of late.
 - Jeff Payne: Please allow VIFS to join FAA NextGen Advisory Committee.
 - Scott Rampton: Request Vashon be included in SAMP, NextGen flight path over Vashon be challenged / revised to reduce noise exposure to island residents.
 - Kathryn Payne: NextGen air noise is devastating to our Island life. Hundreds of noisy jets fly over our homes every day and it's exhausting. It was NOT this way when we moved here, and the FAA just put it in place without any consideration of the residents. No one told us - it just happened without public comment or environmental.
 - Vashon Bridget: The solution is simple. Have the planes go back up higher, where they used to be! You don't need to change the flight path. Planes fly directly over my house ALL day and night. We sleep with fans and noise cancelling machines. I have a podcast and need to stop recording every few minutes so plane noise is not recorded. PLEASE HELP!
 - Scott Shore: Can't hear the birds because of the planes overhead.
 - Bryce Will: Not pleased with the FAA lowering and laser focusing flight paths in a 100-yard-wide track over Vashon Island.
 - Linda Remmers: Vashon Island should be included in SAMP EA and EIS!
 - Gary Peterson: Noise from airplanes flying overhead is so much louder and disruptive than it used to be 10 years ago. What can be done to make this intrusion in our lives less stressful?
 - Linda Peterson: Airplane noise is so much more distracting than it used to be 10 years ago.
 - Natalie Craig: Please keep the noise monitor on Vashon. Vashon must be included in the SAMP (Sustainable Airport Master Plan) EA & EIS and must be added as a real StART member. NextGen's approach of concentrating all the environment damage caused by aviation on a narrow strip of sacrificed population in order to minimize the political impact of unbounded aviation growth is breathtakingly unfair.
 - Shelly Whitlock: Vashon needs to be included in SAMP!
 - Michael Riggs: Vashon must be included in the SAMP (Sustainable Airport Master Plan) EA & EIS and must be added as a real StART member and that NextGen's approach of concentrating all the

environment damage caused by aviation on a narrow strip of sacrificed population in order to minimize the political impact of unbounded aviation growth is breathtakingly unfair.

- Rick Dahms: Please include Vashon in the Sustainable Airport Master Plan. It's because it's so quiet here that the planes seem so much louder. In downtown Seattle, you don't really hear the planes because of the noise of the city. On Vashon, the noise can be conversation stopping. Surely there must be another route that will be less impactful on the people living below. For instance, over a highway where there's already traffic noise. Along a highway or over a city, no one would notice. On Vashon, things stop until the roar subsides.
- Virginia L Friend: The narrow, low altitude, constant daily flights over Vashon should not be exclusive to this path. It must be shared.
- Sue Ellen: homeowner upset about the FAA lowering and laser focusing flight paths in a 100-yard-wide track over Vashon Island
- Holly Taylor: I hate the constant airplane noise
- Beka Economopoulos: Please include Vashon in the assessment on plane traffic noise and include Vashon residents' input and representation in decision-marking.

MEMBER	INTEREST REPRESENTED	PRESENT
AMY ARRINGTON	NORMANDY PARK - CITY	✓
LAUREL DUNPHY (ALT)	PORT OF SEATTLE	-
BILL VADINO	FEDERAL WAY – CITY	✓
BOB LEONARD	DES MOINES – COMMUNITY REPRESENTATIVE	✓
BRANDON MILES	TUKWILA - CITY	-
CARL COLE	SEATAC – CITY	✓
CHRIS HALL	FEDERAL WAY – COMMUNITY REPRESENTATIVE	✓
DAVE BERGER	FEDERAL WAY – COMMUNITY REPRESENTATIVE	✓
DIANA SMITH	BURIEN – COMMUNITY REPRESENTATIVE	✓
ERIC SCHINFELD	PORT OF SEATTLE	✓
GARMON NEWSOM II (ALT)	BURIEN - CITY	✓
GRADY STONE	FAA (EX-OFFICIO)	✓
JEFF HARBAUGH	BURIEN – COMMUNITY REPRESENTATIVE	✓
JUSTIN BIASSOU	FAA (EX-OFFICIO)	-
LANCE LYTTLE (CHAIR)	PORT OF SEATTLE - CHAIR	✓
MARCO MILANESE	PORT OF SEATTLE	✓
MICHAEL MATTHIAS	DES MOINES – CITY	✓
MOIRA BRADSHAW	NORMANDY PARK – COMMUNITY REPRESENTATIVE	-
PETER PHILIPS	DES MOINES – COMMUNITY REPRESENTATIVE	✓
PETER SCHILLING	TUKWILA – COMMUNITY REPRESENTATIVE	-
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	-
STAN SHEPHERD	PORT OF SEATTLE	✓
TEJ BASRA	SEATAC – COMMUNITY REPRESENTATIVE	-
TIM TOERBER	PORT OF SEATTLE	-
TOM FAGERSTROM	PORT OF SEATTLE	✓
VIKAS UBEROI	FAA (EX-OFFICIO)	✓
NON-MEMBERS	TITLE	
ALEX STONE	OFFICE OF U.S. REPRESENTATIVE ADAM SMITH	✓
CLARE GALLAGHER	PORT OF SEATTLE	✓

SALLY DEL FIERRO	PORT OF SEATTLE	✓
CONSULTANTS		
BRIAN SCOTT	BDS PLANNING & URBAN DESIGN	✓
DORI KRUPANICS	BDS PLANNING & URBAN DESIGN	✓
VINCE MESTRE	CONSULTANT	-
PUBLIC COMMENTS & ATTENDANCE		
ALLEN BECKER	PUBLIC	✓
ANN KROEKER	PUBLIC	✓
BEKA ECONOMOPOLOUS	PUBLIC	✓
BERNIE OBRIEN	PUBLIC	✓
BEVERLY SKEFFINGTON	PUBLIC	✓
CAROL JONES	PUBLIC	✓
CHRISTINE ALKIRE	PUBLIC	✓
DAVID GOEBEL	PUBLIC	✓
DONALD SULLIVAN	PUBLIC	✓
FREDERICK WOODRUFF	PUBLIC	✓
GIN KUNES	PUBLIC	✓
HOLLY TAYLOR	PUBLIC	✓
JAMIE DULFUR	PUBLIC	✓
JESSICA SATORI	PUBLIC	✓
JIM ALKIRE	PUBLIC	✓
KATE SPELLMEN	PUBLIC	✓
KATHLEEN FARRELL	PUBLIC	✓
KATHY DAWSON	PUBLIC	✓
KAY	PUBLIC	✓
LAURA BIENEN	PUBLIC	✓
LAURA HOLTHUS	PUBLIC	✓
LESLIE WRIGHT	PUBLIC	✓
LISA LOEFFLER	PUBLIC	✓
LOLA MICHELIN	PUBLIC	✓
LORA BEANEN	PUBLIC	✓
MAGNUS CHRISTERSON	PUBLIC	✓
MATT MAHONEY	DES MOINES COUNCILMEMBER	✓
MICHAEL DAWSON	PUBLIC	✓
PHIL CLAPMAN	PUBLIC	✓
R. FOLKS	PUBLIC	✓
ROB BRIGGS	PUBLIC	✓
ROXANNE THAYER	PUBLIC	✓
SCOTT SHORE	PUBLIC	✓
SHELIA DAHMS	PUBLIC	✓
SUE ALLEN	PUBLIC	✓
TINA ORWALL	WASHINGTON STATE REPRESENTATIVE	✓
VIRGINIA FRIEND	PUBLIC	✓

NEXT MEETING: JUNE 22, 2022 - TENTATIVELY 5:00 PM - 7:00 PM

LOCATION: TBD