

StART

MEETING SUMMARY

OCTOBER 26, 2022; 5:00 PM – 7:00 PM

VIA ZOOM VIDEOCONFERENCE

Meeting Objectives:

- Announcement of the Part 150 Noise Study.
- Overview of airline efforts on Sustainable Aviation Fuel & air emission reduction efforts.
- Overview of SEA's air emission reduction programs and the FAA's work surrounding Sustainable Aviation Fuel.
- Working Group Activities.
- SAMP Update.

Meeting Summary:

- I. Facilitator welcome, introduction and meeting agenda, *Brian Scott, BDS Planning & Urban Design*
 - Opening Remarks, *Lance Lyttle, StART Chair/SEA Managing Director*
 - Lance thanked Chris Hall, Federal Way's community representative, for his commitment and service on StART during his tenure. Chris brought a deep understanding of airspace and operations to StART.
- II. Part 150 Noise Study Announcement, *Stan Shepherd, Noise Programs Senior Manager, POS*
 - FAA regulations require a Part 150 Noise and Land Use Compatibility Study be completed approximately every five years, or when an airport has significant operational changes. The study evaluates past noise programs and recommends new programs, including noise abatement, sound insulation and acquisition efforts.
 - The original SEA study was completed in 1985, and this will be the 4th update to that plan.
 - The Part 150 Noise Study's recommended mitigation programs must be within the 65 DNL contour.
 - Most noise mitigation programs are funded by the FAA at 80%, and the agency requires the Port use the 65 DNL contour for program eligibility.
 - The Port is in its initial stages of planning the study. On October 25, 2022, the Port briefed the Commission on the effort to procure a consultant to develop and oversee the full study. The study includes public outreach with an equity focus, and the Port anticipates that most of next year will be used for data collection and mapping.
 - Public outreach will most likely start in early 2024.
 - This study will take several years to finish but the Port will continually update StART on every step along the way.
- III. Airline Efforts: Sustainable Aviation Fuel & Air Emission Reduction Programs, *Scott Coughlan, Director of Sustainability, Alaska Airlines & Stephanie Zhu, General Manager of Sustainability, Delta Air Lines*
 - Alaska Airlines:
 - Set a five part path to net-zero by 2040 focusing on:
 - 1) Operational efficiency, including auxiliary power use reduction and single engine taxiing.
 - 2) Purchase more fuel-efficient aircraft such as the Boeing 737 Max.

- 3) Support sustainable aviation fuel (SAF) through the federal SAF grand challenge, which aims to achieve 10% SAF use by 2030. The Inflation Reduction Act is helping to narrow the cost differential, but SAF is still expensive, and costs need to come down.
 - 4) Aircraft electrification perhaps by 2040 – mostly regional lets and not mainline aircraft.
 - 5) High quality carbon offsets and removals to close the gap to net zero. Alaska is also looking at more efficient ground service equipment, reduction of waste producing onboard products and has tied 10% of all employee bonuses to carbon emissions reduction.
- Delta Air Lines:
 - Long-term goal is to get to net zero by 2050 through their entire value chain; Medium-term goal is to improve emissions reduction; Short-term goal is to use 10% SAF by 2030.
 - Purchasing new aircrafts which can be 25% more efficient.
 - Operational Improvements
 - Revived their internal Carbon Council focusing on saving every gallon of fuel, reducing APU use, electrification and collaboration with Air Traffic Control.
 - SAF
 - Aim to replace 10% of jet fuel (400 million gallons) with SAF by 2030.
 - Delta is committed to the use and purchase of SAF when facilities start running. Delta is looking for fuel that is competitively priced. Price parity will be achieved once facilities start up and state and local incentives kick-in. Delta continually looks at technology improvements to help it achieve its sustainability goals.

IV. Federal Policy Working Group Activities, *Eric Schinfeld, Federal Government Relations Senior Manager, POS*

- The working group met in September 2022 and discussed the following topics:
 - Briefing on the FAA's Noise Contour Policies to help inform StART federal priorities on this topic for the 2023 FAA Reauthorization Act.
 - Update on the Infrastructure Bill, Appropriation bills, and the Inflation Reduction Act.
 - U.S. Rep. Smith's new legislation was summarized which would return the EPA to its regulatory role over noise and emission issues and their potential health effects.
 - Review of the revised draft 2023 FAA Reauthorization Priorities Letter.
 - In 2023, Congress will review and pass the next FAA Reauthorization Act. This occurs every five years, mandated by statute. This is a great opportunity to make progress on implementing StART's aircraft noise and emissions priorities, policies and programs. The StART Federal Policy Priorities include tracking implementation of many policies that were included in the 2018 FAA Reauthorization, which shows that this is a good vehicle for inclusion of StART's priorities. The working group identified seven priorities within two buckets: 1) the impact of overflight noise, including secondary insulation, and 2) aircraft emissions.
 - Discussion about planning for a joint StART DC Fly-in in 2023.
 - Port believes there is a real opportunity to engage with Members of Congress and the Biden administration.

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

- The working group met on October 10, 2022, and discussed the following topics:
 - Updates on the 3rd quarter results for the Aviation Near-term Noise Action Agenda including the latest regarding late night third runway use, the Late Night Noise Limitation Program's quarterly

- numbers and the most recent noise complaint statistics.
- Overview of reverse thrust and SEA's proposed language change to encourage less use of reverse thrust.
- Update on the rolling takeoff noise monitoring efforts and next steps for proposed SEA language promoting rolling takeoffs.
- And an announcement of the Part 150 Noise Study.

VI. SEA Efforts: Air Emission Reduction Programs, *Stephanie Meyn, Climate Program Manager, POS*

- Air pollution reduction actions at SEA mainly target fossil fuel combustion.
- SEA's ground transportation emission projects aim to provide financial incentives toward electrifying fleets and construction of charging infrastructure. The Port is working on its ground transportation strategy by exploring ways to incentivize people to come to the airport using greener modes.
- The Port has a renewal natural gas bus fleet and is trying to figure how it can move from natural gas to electric in the buildings.
- The Port is looking at zero carbon backup power, and is asking developers to explore options.
- The Port is reducing emissions on the airfield. The biggest source of emissions come from aircraft. Starting in January 2021, the Port implemented regulations for airlines on how long Auxiliary Power Units (APUs) can run on aircrafts when at the gate. The Port does not currently have the ability to monitor their use in real-time in order to enforce these regulations; However, it is continuing to work with carriers to limit their use. The Port is working on a detection system to solve this problem.
- Airlines have 350 pieces of electric ground equipment at the airport, and the Port just finished adding electric chargers at the south side of the airport.

VII. FAA Efforts: Sustainable Aviation Fuel, *Dr. Jim Hileman, Chief Scientific and Technical Advisor, FAA Office of Environment and Energy*

- Benefits of SAF:
 - It works with current infrastructure; therefore, you don't need new aircraft. It can reduce lifecycle greenhouse gasses and air quality emissions.
 - Viable technologies already exist.
 - Feedstocks can supply SAF
 - It has been widely accepted by the industry and businesses.
- Program Focus Areas:
 - Testing SAF to accelerate development
 - Analysis of environmental and economic sustainability
 - Coordination of integration
- Activation Climate Action Plan:
 - The plan was released at the global clean energy action forum on September 23, 2022.
 - Government's approach to achieve net-zero emissions by 2050, which includes the SAF Grand Challenge to produce 3 billion gallons of SAF per year by 2030 and 35 billion gallons annually by 2050.
 - Several public agencies, with an MOU, have roles toward achieving the goals, including the DOE, DOT, FAA, and USDA.
 - The focus for the next decade is the development of a multi-agency roadmap that has six action areas
- Six action areas include: Feedstock Innovation, Conversion Technology Innovation, Building Supply Chains, Policy and Valuation Analysis, Enabling End Use, and Communicating Progress and Building Support.

- Inflation Reduction Act:
 - Several tax credits and grant programs have been created to support the efforts.
- Observations:
 - The FAA and all federal agencies are taking a holistic approach, and this administration is really committed to SAF.

VIII. SAMP Update, *Clare Gallagher, Capital Project Delivery Director, POS*

- Work has concluded on data collection for the traffic analysis in the neighboring cities and the Port is working with WSDOT and FAA to analyze the data.
- The Port continues to work with the FAA to set a schedule for publication of the NEPA EA and will share it once it is received.

IX. Public & Written Comments

- David Goebel: The new Zoom web panelist format is nothing like a real public format. Now all of us are insulated from each other. This is not a good thing even if it's more comfortable for you. Please attend a Commission meeting that uses Microsoft Teams to see how far backward you stepped. It's unfortunate and sad.
- Ursula Euler: I had no access to chat and did not see other attendees in the virtual audience. This is not good public participation. My main questions: within a few years, only 3 billion gallons of SAF would be available? That is 10% of what's needed. Airlines will only use it if it's feasible for them. Will there be regulations for airlines to meet and what consequences will there be if they don't
- Jessika Satori: This virtual format doesn't work for me. I wish I could see people. With the new Part 150 Study coming up, I'm looking for relief. I live mid-island and have many flights going over my house. This effects sleep and me economically. I cannot record, and it's also a health hazard. It's 24/7. We don't have noise monitors. It is especially loud during the summer when there is no AC and we must open the windows. Even with earplugs and BOSE headphones, the noise penetrates.
- Roxanne Thayer - You made the public invisible. There is a pattern of exclusionary behavior toward Vashon. You don't evaluate noise based on complaints but you base them on the noise monitors. Vashon asked for two monitors, was given one, and now that was taken away. You shut us out of meetings. In the past, the largest amount of people at StART meetings came from Vashon. I have many questions about presentations. You are not adhering to state open meeting rules. When do you go back to in-person meetings?
- Bernadine Lund - To address the climate crisis, a goal was set to meet specific CO2 emission targets and focusing on SAF is a distraction from that goal. While SAF will reduce or eliminate the harmful emissions to health such as like soot and toxic chemicals, they will NOT reduce the CO2 emissions that contribute to global warming and they will NOT reduce health issues related to aircraft noise. The primary way to reduce CO2 production and global warming is to stop flying jets using any form of SAF and use electric or hydrogen fuel. Another way is to use other methods of transportation. This also means that there should be no expansion at SeaTac Airport for more jet flights and no additional airport for jets in southern Washington State. Tourism is always given as the reason for increased flights. Increased demand for flights just means that advertising works well. There are other ways to promote tourism than by cruising and flying. For example, a list of 50 places to visit in each state had been developed. How is Seattle Tourism promoting these places to state residents? How many of those areas have you visited in Washington? Large areas around the globe will continue to be destroyed by increasing number of floods, droughts, fires, and hurricanes and it is the whole global community that will pay for the price. Comment about new Meeting format: I thought I had signed up for public comment, but my name was never called and I had no way of letting

anyone know as there was no CHAT box. At any one time there were only five StART members showing on my screen, so I did not know who was attending either, nor know if others I work with were on the call. This really seems to violate any sense of a 'public' meeting.

X. Next Steps

- Send out the Draft 2023 Reauthorization Letter.
- Investigate with Zoom why attendees were not able to see panelist videos and why the attendee's videos were not on when speaking.
- Discuss if the current Zoom format should stay or be replaced.

MEMBER	INTEREST REPRESENTED	PRESENT
AMY ARRINGTON	NORMANDY PARK - CITY	✓
BILL VADINO	FEDERAL WAY – CITY	✓
BOB LEONARD	DES MOINES – COMMUNITY REPRESENTATIVE	-
BRANDON MILES	TUKWILA - CITY	-
BRYAN TOMICH		✓
CARL COLE	SEATAC – CITY	✓
CHRIS HALL	FEDERAL WAY – COMMUNITY REPRESENTATIVE	✓
DAVE BERGER	FEDERAL WAY – COMMUNITY REPRESENTATIVE	-
DENISE LATHROP	PUBLIC	✓
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	✓
LAUREL DUNPHY (ALT)	PORT OF SEATTLE	✓
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	✓
STAN SHEPHERD	PORT OF SEATTLE	✓
TEJ BASRA	SEATAC – COMMUNITY REPRESENTATIVE	-
TOM FAGERSTROM	PORT OF SEATTLE	✓
NON-MEMBERS	TITLE	
ADOLFO BAILON	BURIEN - CITY	✓
CHRIS SCHAFFER	FAA	✓
CLARE GALLAGHER	PORT OF SEATTLE	✓
DANA DEBEL	DELTA AIR LINES	✓
JEFFREY BROWN	PORT OF SEATTLE	✓
KELLY SCHIMELFENIG	PORT OF SEATTLE	✓
LESLIE STANTON	PORT OF SEATTLE	✓
PATRICIA LY	PORT OF SEATTLE	✓
SARAH COX	PORT OF SEATTLE	✓
PRESENTERS		
SCOTT COUGHLAN	PORT OF SEATTLE	✓
STEPHANIE MEYN	PORT OF SEATTLE	✓

STEPHANIE ZHU	DELTA AIRLINES	✓
JIM HILEMAN	FAA	✓
CONSULTANTS		
BRIAN SCOTT	BDS PLANNING & URBAN DESIGN	✓
DORI KRUPANICS	BDS PLANNING & URBAN DESIGN	✓
VINCE MESTRE	CONSULTANT	✓
PUBLIC COMMENTS & ATTENDANCE		
BERNADINE LUND	PUBLIC	✓
DAVID GOEBEL	PUBLIC	✓
JAN FLORER	PUBLIC	✓
JC HARRIS	PUBLIC	✓
JESSIKA SATORI	PUBLIC	✓
KATIE SPELMAN	PUBLIC	✓
LIZ PAGANI	PUBLIC	✓
L. REMMER	PUBLIC	✓
ROB MILLAR	PUBLIC	✓
ROXANNE THAYER	PUBLIC	✓
URSULA EULER	PUBLIC	✓

NEXT MEETING: DECEMBER 14, 2022 - TENTATIVELY 5:00 PM - 7:00 PM
LOCATION: ZOOM VIDEOCONFERENCE