

StART

MEETING SUMMARY

AUGUST 23, 2023; 5:00 PM – 7:00 PM

VIA ZOOM VIDEOCONFERENCE

Meeting Objectives:

- Overview of Boeing Commercial Aviation's safety and sustainability technologies
- An update on the Washington State Legislature's aviation-related legislative initiatives and actions
- Aviation Noise Working Group Activities
- Federal Policy Working Group Activities

- I. Facilitator welcome, introduction and meeting agenda, Andrés Mantilla, Partner, BDS Planning & Urban Design
 - Lance Lyttle, StART Chair/SEA Managing Director, POS, welcomed and thanked everyone for attending. He also thanked Rae Lutters with Boeing and Rep. Tina Orwall for taking time to present to the group. He also noted that the runway usage patterns have been affected by this summer's maintenance and construction work but would soon be returning to their regular usage patterns.
 - Andrés noted that member of the public, David Goebbel, would be recording portions of the meeting and four people are signed up for public comment.

- II. Sustainability: Boeing Commercial Aviation
Rae Lutters, ecoDemonstrator Program Manager/Chief Engineer, Boeing
 - Boeing's sustainability goals: employee safety and well-being; global aerospace safety; equity, diversity, and inclusion; sustainable operations; innovation and clean technology; and community engagement.
 - Aviation contributes 2.6% of total global emissions. Reducing this is challenging due to aircraft weight and fuel usage. They focus not only on planes in-flight but also on all parts of the manufacturing process. The aviation industry goal is to achieve net zero by 2050.
 - Boeing strategy to decarbonize aviation focuses on four areas:
 - Fleet renewal: every aircraft is better than the last; each iteration reduces fuel usage and noise.
 - Operational efficiency: Saving time and reducing fuel.
 - Renewable energy: All new planes will be compatible with sustainable aviation fuel by 2030. They continue to look at renewables and how to increase use.

- Advanced technology: subsidiaries are all focused on electrification; partnering with NASA on sustainability and the ecoDemonstrator.
- Fleet renewal
 - All Boeing commercial aircraft currently in service contain composite parts of some kind.
 - New airplanes reduce fuel consumption and CO₂ 20-30%.
 - Noise is reduced by things as small as the rivets used on the outside of the plane and big as improvements to landing gear.
- Zero climate impact
 - Boeing is looking at all areas of impact including contrails.
- Sustainability together
 - Looking at the entire life cycle of the plane including sourcing of the materials, transportation of the materials, manufacturing, end-of-life recycling.
- ecoDemonstrator program
 - This program allows Boeing to test product development technology that is not ready for broad use but ready to be tested in an operational environment
 - They work with NASA, FAA, universities including the UW, industry working groups, and suppliers.
 - Typically design and testing to service takes 10-15 years.
 - Program looks at all aspects – out of 250 different technologies tested, 1/3 have progressed.
 - Along with NASA, they have tested noise levels utilizing microphones on the outside of planes.
 - Sustainable Aviation Fuel (SAF)
 - Multiyear partnership with NASA; data is matching analysis of the benefits of the cleaner fuel.
 - In terms of ranking or giving weight to efficiencies, every fuel stock is given a life cycle assessment.
 - NASA website link to publicly measured benefits of SAF; [link here](#) (requires a subscription to Nature Magazine)
 - Are there different types of SAF? There are several different types. The major challenge with SAF is scaling up to the current availability of Jet A. They would need to increase SAF production at a factor of 10,000 over what it is now. There is a WSU study that looks at this; [link here](#)

III. Legislative Update, Washington State Representative Tina Orwall

- HB5447 – provides incentives for companies to produce more SAF; should attract companies from out of state as well; production of 20M gallons per year would kick in the incentives. Assumption is that this will decrease pollution and the hope is that it would

reduce the ultrafine particle pollution as well. UW documented highest levels of ultrafine particles is greatest upon landing. Need this to be a national strategy as well as our state's efforts.

- Commercial Aviation Coordinating Commission (CACC) – started back in 2019 to site another commercial airport. Growth of our state indicates that it's needed. Push back on potential airport sites stopped the CACC in its tracks. Bill to create a new group introduced by Rep. Jake Fey. Bill passed with several sections vetoed by Governor. Changed some of the work and removed the timelines. Need to go back and regroup on CACC (no longer exists) on the state strategy to identify a green field site.
- Proviso funding this session
 - Public Health received an EPA grant to do air quality monitoring around the airport due to concerns of increased asthma. Worked with UW to ensure they'd have the equipment to measure ultrafine particles as well.
 - We have very high levels of asthma in this area; King County and Department of Health have a clinical team to assess the medical needs of children with asthma and look at the home to see what can be done (e.g., HEPA filters); there is much to be gained and would like to see it expanded.
- Q/A
 - Does the SAF incentive bill allow for allowances for transporting the fuel? She will follow up with an answer.
 - Disappointed that using JBLM as a commercial airport was not able to be considered by the CACC. Rep. Orwall agrees we should keep all options open but Congressional staff was not agreeable to its consideration.
 - We are lacking a champion for finding a new airport location. Could we have smaller electric planes move people around the state? Need to include a discussion about future aviation technology when considering potential airport locations.
 - Only the jurisdiction where the airport is located benefit from the revenue generated by the airport. Other cities are also impacted. Is there a way to get some more revenue for the neighboring cities that are impacted? Rep. Orwall agreed and said we need to find the right balance to take care of the impacted airport communities. Excise tax on Jet A fuel as an option? There is much to be gained by looking into this further.
 - What is the formula for success to find a new airport site? Rep. Orwall said it will take the state really stepping up since it's a statewide issue. Longer we wait the harder it will be. Need friends with the airlines to step in as well.

- IV. Federal Policy Working Group Activities, Marco Milanese, Community Engagement Manager, POS
- The group focused its 7/17 meeting on what to include and not include in the draft joint public comment letter that the Port and airport cities are planning to send to the FAA in response to the agency's Noise Policy Review. Specifically, the FAA is asking for feedback on whether and how to change and/or replace the current 65 DNL noise metric. A draft of the letter will be shared shortly with the full StART roundtable in advance of the 9/29 response deadline.
 - The group also discussed the 2023 FAA Reauthorization bill which the House passed by a broad, bipartisan vote. Three of StART's federal policy priorities are currently included in the passed legislation. Unfortunately, the Senate version of the bill is on indefinite hiatus. If the legislation isn't passed by both Houses and signed into law by 9/30, Congress will need to pass an extension of the previous FAA Reauthorization.
- V. Aviation Noise Working Group Activities, Tom Fagerstrom, Noise Programs Manager, POS
- Aviation Noise Working Group's last meeting was on 8/14. After a flight pattern primer from Tom Fagerstrom, Lynae Craig with Alaska Airlines discussed the implementation of Greener Skies at SEA. Greener Skies had some initial successes including the implementation of Optimized Profile Descent (OPD) and Required Navigational Performance (RNP) on a portion of the westerly approach but since then, the effort has stalled. Lynae talked about what Alaska believes is behind Greener Skies not being fully implemented and what would have to change to fully realize Greener Skies' advertised benefits.
 - Tom Fagerstrom and Paris Edwards, Noise Programs, Coordinator, also covered 2023 Third Runway Use (to date) which demonstrates the FAA's successful efforts to greatly minimize use during the late night hours, the July noise comment/complaint report that captures the continued downward trend in monthly comments/complaints and the Late Night Noise Limitation Program's second quarterly results which, for the first time in several years, ranked FedEx second in exceedances (not first) due to FedEx beginning to fly more modern, quieter aircraft.
 - Member question – how are the agendas for this meeting set? Marco replied that Steering Committee sets the agendas. If you have a topic you'd like addressed, please talk to your city's steering committee member.
- VI. Public Comment
- Kate Spelman: was not able to see the participants in the meeting. Strongly objected to the webinar style meeting and requested that the meetings be done in person.

- David Goebel: from Vashon Fair Skies requests the meetings go back to the previous Zoom format or go back to an in-person option for the meeting. Doing it the current way makes everyone invisible to each other. It seemed like this change was made after the meeting with Congresswoman Jayapal when she was gazing at a sea of Vashon Island residents who attended the meeting. A question for Rae Lutters – when noise measurements are done, is the way it's being measured really accurate?
- Although there were two others signed up, they were not in attendance
- Written comment
 - Sarah Day: SeaTac noise /particulate pollution concerns

VII. Next Steps

- Bob Leonard, member of StART again asked about \$240 million in stimulus the airport received with 18% targeting surrounding communities and where the money went? Did Des Moines receive any? Eric will follow-up with a response.
- Next Meeting: October 25, 2023; 5:00-7:00 PM

MEMBER	INTEREST REPRESENTED	PRESENT
ADOLFO BAILON	BURIEN - CITY	-
AMY ARRINGTON	NORMANDY PARK - CITY	✓
BILL VADINO	FEDERAL WAY - CITY	✓
BOB LEONARD	DES MOINES - COMMUNITY REPRESENTATIVE	✓
BRANDON MILES	TUKWILA - CITY	✓
BRYAN TOMICH	NORMANDY PARK - COMMUNITY REPRESENTATIVE	✓
CARL COLE	SEATAC - CITY	✓
DAN YOURKOSKI (ALT)	NORMANDY PARK	-
DAVE BERGER	FEDERAL WAY - COMMUNITY REPRESENTATIVE	✓
DENISE LATHROP (ALT)	DES MOINES - CITY	✓
DIANA SMITH	BURIEN - COMMUNITY REPRESENTATIVE	-
ERIC SCHINFELD	PORT OF SEATTLE	-
GARMON NEWSOM II (ALT)	BURIEN - CITY (ALT)	✓
GRADY STONE	FAA (EX-OFFICIO)	-
JEFF HARBAUGH	BURIEN - COMMUNITY REPRESENTATIVE	✓
JUSTIN BIASSOU	FAA (EX-OFFICIO)	-
LANCE LYTTLE (CHAIR)	PORT OF SEATTLE - CHAIR	✓
KYLE MOORE	CITY OF SEATAC (ALT)	-
MARCO MILANESE	PORT OF SEATTLE	✓
MICHAEL BRUGATO	FEDERAL WAY - COMMUNITY REPRESENTATIVE	-
MICHAEL MATTHIAS	DES MOINES - CITY	-
MOIRA BRADSHAW	NORMANDY PARK - COMMUNITY REPRESENTATIVE	✓
PETER PHILIPS	DES MOINES - COMMUNITY REPRESENTATIVE	✓
PETER SCHILLING	TUKWILA - COMMUNITY REPRESENTATIVE	✓
RANDY FIERTZ (ALT)	ALASKA AIRLINES	✓
ROBERT AKHTAR	SEATAC - COMMUNITY REPRESENTATIVE	-
SARAH COX	PORT OF SEATTLE - CHAIR/ALT	✓
SCOTT INGHAM (ALT)	DELTA AIR LINES	✓
SCOTT KENNEDY	ALASKA AIRLINES	-
TOM FAGERSTROM	PORT OF SEATTLE	✓

NON-MEMBERS	INTEREST REPRESENTED	
ALEX STONE	U.S. REPRESENTATIVE ADAM SMITH	-
CHRIS SCHAFFER	FAA	✓
PARIS EDWARDS	PORT OF SEATTLE	✓
KAREN KALANICK	PORT OF SEATTLE	-
DAVE KAPLAN	PORT OF SEATTLE	✓
ANTHONY HEMSTAD	CITY OF DES MOINES	-
CLARE GALLAGHER	PORT OF SEATTLE	✓
KELLY SCHIMELFENIG	PORT OF SEATTLE	-
LESLIE LARDIE	FAA	-
RYAN ZULAUF	FAA	-
STEVE VITTNER	PORT OF SEATTLE	-
PRESENTERS		
RAE LUTTERS	BOEING	✓
REP. TINA ORWALL	WASHINGTON STATE LEGISLATURE	✓
CONSULTANTS		
ANDRES MANTILLA	BDS PLANNING & URBAN DESIGN	✓
CHERYL SWAB	BDS PLANNING & URBAN DESIGN	✓
VINCE MESTRE	CONSULTANT	-
PUBLIC COMMENTS		
KATE SPELLMAN	PUBLIC	✓
DAVID GOEBEL	PUBLIC	✓

NEXT MEETING: OCTOBER 25, 2023 - 5:00 PM - 7:00 PM

LOCATION: ZOOM VIDEOCONFERENCE