

THE BRIEFING PROJECT
EPISODE 16 – THE MYTH OF NO CHOICE – January 8, 2019

Thank you, Commissioners. My name is Steve Edmiston. I live Des Moines. I'm here seeking to brief you on the impact of increased aircraft overflights on our airport neighbor communities.

As we approach the end of my briefing, I want to address some key myths that have been historically deployed to justify the concentrated burden of increased flights, noise, and emissions over the airport communities.

Today, we'll discuss the myth that the Port has no choice but to add overflights. The myth of no choice is built on the premise that the Port is powerless to address increased flight frequency at Sea-Tac as a primary tool for reducing the unfair burdens on airport communities and the health and environmental risks. The myth of no choice is conveyed in a three-part formula: first, rapid-fire finger-pointing – that only the FAA controls the airspace, that only the airlines decide how many flights, that consumers drive the demand. And we just can't stop it. No one can. It's like a virus that has no cure. Second, the myth of no choice is supported with claims that the Port is listening, the Port cares that citizens are concerned, and the Port is taking action on initiatives that do not include adopting a policy of reducing growth in the number of flights. Part three is the closer, a final deflection that proclaims this is all the FAA's responsibility and the FAA should do something it.

The Port needs the myth of no choice today, because the airport is at capacity and you still want to grow. This is the stated reason you'll spend billions on new terminals and gates to eliminate bottlenecks, as reflected in your Century Agenda and SAMP. But the full truth is that no one can make you create more infrastructure to increase the capacity for overflights. No one can make you build more runways, or more terminals, or more gates. Not the FAA. Not your grant assurances. Not the airlines. Not consumer demand. The Port is right now in a very special window where you are in complete, 100%, control over whether to build out for 80,000 more overflights beyond the 97,000 you just added. Right now, your tool kit is as robust as it will ever be.

Right now, all the fingers pointing, point exclusively back to you. I told you in my third segment, like wizards at Hogwarts, you have an annual \$670 million-dollar wand - to protect our communities. And as that beloved Hogwarts professor once said, "It is our choices that show what we truly are, far more than our abilities."

Thank you for giving a citizen two minutes to comment.

I'm providing a transcript, slide, and two Port internal documents, a "Messaging Platform for Noise and Flight Path," and a 10-page Memo. These documents show how the myth of no choice pivots off well-placed half-truths. Here's a spoiler. You won't find your staff suggesting you should actually – do – something, or that you should actually – be – concerned about health and environmental risks. You're simply being instructed to just show you hear us but you have no choice.



THE BRIEFING

**THE BRIEFING YOU ASKED FOR BUT DID NOT RECEIVE -
IN TWO MINUTE PUBLIC COMMENTS**

PORT OF SEATTLE COMMISSION MEETING
JANUARY 8, 2019
STEVE EDMISTON



Episode 16 – The Myth of No Choice

1. The myth of “no choice” in adding more overflights
2. The formula:
 - Fingering at FAA, airlines, consumers
 - Claim to care about what citizens care about
 - Deflect responsibility to FAA
3. At capacity
4. New capital project infrastructure – no one can make you do it
5. Return of the wizard and your wands

Messaging Platform: noise/flight path

Audience:

Primary: Commission

Secondary: Airport Cities, Elected Leaders (Federal, State, County, City), Constituents, Media, Community Groups, Task Forces, Port Employees, Business Groups/Community, Airport Users, Partner Agencies, Environmental Justice Populations, Educational Institutions, Social Service Agencies, Neighborhood Associations.

Tertiary: Internal Customers, Federal Aviation Administration

Objectives:

- Demonstrate that communities are being heard by the Port of Seattle
- Provide better understanding to all audiences with attention to accuracy
- Educate on the roles/responsibilities that differentiate the FAA and PoS
- Identify a range of tools and develop consistent talking points for the Port Commission and staff to use in response to community concerns
- Ensure that Port staff are being seen as constructive, responsive, and subject-matter-experts
- Instill a sense of ownership in the future of the airport

Values:

Responsiveness to Public, Empathy, Transparency, Education and Understanding, Information Accuracy, Message Consistency

Key Messages		
Commitment to our Community	The Port Hears You	Looking Forward
The Port is deeply committed to being a good neighbor and community steward, and has a long record of working with our neighbors to address concerns.	We are listening and we care about the community's concerns over the impacts of increased flights to and from Sea-Tac International Airport.	As our region and our airport grow, local communities should see benefits to their economy and quality of life. The Port will champion our neighborhoods with the FAA to identify new and improved ways to address community concerns.
Supporting Proofs or "Sound Bites" (facts, examples, statistics, analogies, metaphors, quotes from experts)		
<ul style="list-style-type: none"> • Part 150 • Technical Expertise - noise science, noise hotline 	<ul style="list-style-type: none"> • Disproportionate impacts • Flight Path changes • Noise monitors 	<ul style="list-style-type: none"> • Jobs • Small business contracting • Workforce development

<ul style="list-style-type: none"> • Mitigation List/Insulation Program stats • Noise Contours • Airport Community Ecology Fund • Highline School District MOA • Scholarships • Internship program • Food donation through recycling • Tourism Grants • Economic Development Grants • TNC Holding Lot • Regional Mobility (light rail, 518, 509) • FCSP changes after public input • Airport Jobs • Soundside Alliance Study • Reducing energy footprint • Aviation High School experiential learning 	<ul style="list-style-type: none"> • Transparency • Community outreach program • Noise program = individual responses, real person • Highline Forum • Commission briefings w/ FAA • Orwall Air Quality Study support • Biofuels 	<ul style="list-style-type: none"> • Federal grant for NERA • Des Moines Creek Business Park • Insulation and mitigation program • SAMP EIS • Sound metric re-eval • Federal agenda • Runway mitigation – Miller Creek • Plantings • Moving 154th • “Exceptional” mitigation examples • Stats from Seattle Southside • PSRC growth stats • Regional mobility • Internship program (internal/external)
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Next Steps:

Action	Assigned To	Status
Add key messages to Commission briefing memo for 4/25	Eric S.	Complete
Schedule follow-up messaging meeting w/ smaller group	Katie	4/19 at 4pm
Draft key messages for NextGen	Eric S.	Complete (below as reference)
External “blurb” for outreach, Connections and media advisory	Perry/Kathy/Marco Arlyn/Stan	Needed by 4/13 (draft needs to be sent to Arlyn/Stan)
Public materials on noise	Tom/Perry/Marlys/Marco	Draft by 4/19
Inquire about FAA fact sheet	Clare/Eric S	Ask at prep meeting
Add detail to supporting proofs	All	Complete by 4/12

FAA/NextGen Talking Points for Commissioners:

- We share the FAA’s goal to make air transportation more safety, efficient and environmentally friendly.

- However, the FAA must take seriously the community's concerns about the impact of flights on their quality of life.
- The Port of Seattle Commission believes strongly that the FAA must engage directly with local residents to keep them updated on new aircraft flight developments and get feedback on proposed changes.

DRAFT

ES

From: **Schinfeld, Eric** Schinfeld.E@portseattle.org
Subject: **UPDATED: Prep Materials for Noise Briefing**
Date: **April 24, 2017 at 10:58 AM**

To: **Albro, Thomas** Albro.T@portseattle.org, **Creighton, John** Creighton.J@portseattle.org, **Gregoire, Courtney** Gregoire.C@portseattle.org, **Bowman, Stephanie** Bowman.S@portseattle.org, **Felleman, Fred** Felleman.F@portseattle.org
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Commissioners,

Attached, please find final versions of the materials that staff have prepared for you for tomorrow's noise briefing at the Commission meeting.

- 1) With regard to the memo, please note in particular the updated versions of **Appendix 2 (the FAQs for your reference) and Appendix 3 (the questions that we suggest you ask, if there is time, after the FAA presentation).**
- 2) In addition, I have attached our new Noise Programs one pager, which will have available on the sign-in table for all attendees of the Commission meeting.

I will bring extra copies of all of these for your use tomorrow.

Please let me know if you have any additional needs on this topic in advance of tomorrow's meeting. Thanks, and best wishes.

Yours,
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Memo - April 25 POS_2017-04_S
FAA Co...n.docx TIA_No...iew.pdf

To: Port of Seattle Commission

From: Eric Schinfeld, Katie Halse

CC: Julie Collins, Pearse Edwards, Clare Gallagher, Stan Shepherd, Larry Ehl, Mike Merritt

Date: April 6, 2017

Re: Preparation for April 25 FAA Presentation to Port of Seattle Commission

Issue Overview

On April 25, FAA Deputy Regional Administrator David Suomi will present to the Port of Seattle Commission about their Next Generation Air Transportation System (NextGen) program, which is a comprehensive initiative that integrates policies, procedures, and technologies to improve air transportation's safety, efficiency, and environmental impact while providing the flying public with a better travel experience. As Seattle-Tacoma International Airport grows – increasing the number of flights in and out of our region – the Port has seen increased concern expressed from local residents that NextGen is the cause of significant increases in noise and other negative impacts from aircraft operations. The FAA presentation on April 25 is an opportunity to clarify for Commissioners and members of the public what NextGen is, what it is not, and its actual implementation and impacts on our region.

As part of the same agenda item, Stan Shepherd will present about the Port's role in addressing noise impacts from aircraft flying in and out of our airport – including our noise insulation programs and partnerships with tenant airlines.

Objectives

The goals of this presentation are four-fold:

- 1) **Increase Commissioner and public understanding of FAA's NextGen program as well as FAA's overall role in directing aircraft flight paths in our region:** In particular, highlight the limited role that use of NextGen approaches plays in our region, and to overall noise concerns.
- 2) **Increase Commissioner and public understanding of the Port's active role in reducing aircraft noise impacts in our region:** Specifically, highlight the innovative and high-impact programs that the Port has funded over the past thirty years.
- 3) **Conduct a productive and respectful Commission meeting:** The growing number of aircraft operations in our region has resulted in increased passion and organization by local residents, many under the "Quiet Skies" brand or within local jurisdictions' airport committees. The April 25 meeting has the potential to be a focal point for individuals to express their concerns with both the Port and the FAA, which is fine as long as this is done in an orderly and respectful way.
- 4) **Identify potential priorities for implementation of additional Part 150-identified programs or of additional community education that will help address community concerns:** Part 150 of the National Environmental Policy Act (NEPA) defines the methodology and procedures to be followed when preparing aircraft noise exposure maps and developing airport land use compatibility programs. While the Port has been a national leader in noise insulation and reduction programs, there are additional programs identified through our last Part 150 study which we have not yet executed. Between Commissioner discussion and public input, some of

those programs may be identified as top priorities for implementation. In addition, questions raised at the meeting will help us identify what facts we need to share more broadly about NextGen, growth at the airport and our noise programs to increase community awareness and understanding.

Action Items

To ensure a successful Commission meeting that achieves the four above-listed objectives, staff is executing the following steps:

- Finalizing key messages on noise and flight paths for use by Commissioners and Port staff
- Meeting with FAA staff to help hone their remarks
- Holding a pre-meeting call between Commission President Albro and FAA Deputy Regional Administrator Suomi
- Creating opening remarks for Commission President Albro
- Creating an FAQ for Commissioners on NextGen and the Port noise program for their use during the April 25 meeting, as well as proposed questions to ask during the meeting (see attachments 2 & 3)
- Finalizing Stan's presentation and working with the FAA to submit their materials in a timely manner and proper format
- Working with Commission staff to address potential logistical needs and issues
- Conducting outreach to key elected officials, city managers and community leaders to invite their presence at the April 25 meeting, and providing them with optional briefings in advance
- Developing a media plan
- Conducting pre-briefings with Commissioners
- Creating a noise programs one-pager for handout at the meeting

Talking Points

As mentioned above, staff is working to finalize key messaging points for you to frame your remarks during the April 25 Commission meeting. Our current draft points are as follows:

Noise

- **The Port is deeply committed to being a good neighbor and community steward, and has a long record of working with our neighbors to provide mitigation** – This is an opportunity to emphasize our ongoing work to make South King County a better place to live, work and play, from our extensive noise programs to our investments in the community (economic development, tourism and ecology funding) to our work to increase employment and contracting opportunities.
- **We care about the community's concerns over the impacts of increased flights to and from Sea-Tac.** – This is an opportunity to express understanding for local residents who feel that aircraft operations reduce their quality of life. Regardless of why they feel that way and what the causes are, we understand their concerns.

- **As our region grows, local communities should gain improved economic opportunity and quality of life. The Port will champion our neighborhoods, and work with the FAA to identify new and improved ways to address community concerns.** – The growth of the airport is a direct response to the growth of our region, which is an overall great thing but has impacts on specific pockets of local residents. As our region struggles to address affordability, mobility and public safety effects of our growth and prosperity, the Port has a role to play to both ensure widespread benefits, as well as work with the federal government to gain new tools to reduce impacts.

NextGen

- **We share the FAA's goal to make air transportation more safe, efficient and environmentally friendly.**
- **However, the FAA must take seriously the community's concerns about the impact of flights on their quality of life.**
- **The Port of Seattle Commission believes strongly that the FAA must engage directly with local residents to keep them updated on new aircraft flight developments and get feedback on proposed changes.**

In addition, please find an FAQ and proposed questions for your use during the meeting to direct any additional comments (see Attachments 2 & 3).

Please let me know if you have additional questions about this matter, and we look forward to updating you in person.

Attachment 1: Stan Shepherd Commission Memo and Presentation:

<http://collab.portseattle.org/sites/CommMemos/Commission%20Document%20Sets/Forms/Commission%20Memo%20Document%20Set/docsethomepage.aspx?ID=6180&FolderCTID=0x0120D52000C980E57FF2AAAA47B3AA77B0334102BB004577E7A04D726742A5A2BA92A11C2223&List=502ff2da-b268-4d42-b061-bfb0c94eddb1&RootFolder=%2Fsites%2FCommMemos%2FCommission%20Document%20Sets%2FFlight%20Track%20and%20Next%20Gen%20Briefing&InitialTabId=Ribbon%2EDocument&VisibilityContext=WSSTabPersistence>

Attachment 2: Noise and NextGen FAQs

1. **What is “NextGen”?** The FAA’s Next Generation Air Transportation System (NextGen) program is a comprehensive initiative that integrates policies, procedures, and technologies to improve air transportation’s safety, efficiency, and environmental impact while providing the flying public with a better travel experience.
2. **What is the biggest downside of NextGen flight paths to local communities?** When fully implemented, one aspect of NextGen will allow much more targeted flight paths. While this is a good thing for efficient aircraft operations (reducing flight times and fuel use), it means that flight paths will become more concentrated; those that are underneath those flight paths will bear the brunt of aircraft noise. However, the overall number of people under flight paths will significantly decrease.
3. **Are there “NextGen” flight paths in our region?** The larger majority of flight paths for arriving aircraft in our region are not impacted by NextGen, including those to the north and east of the airport. On the western approach to Sea-Tac, we have partnered with Alaska Airlines, the FAA and Boeing to improve the efficiency of approaches within existing noise abatement corridors, reduce fuel use and emissions, and reduce noise and over-flights. This “Greener Skies” project focuses on using Required Navigation Performance (RNP), which uses satellite-based flight guidance technology to descend the airplane more efficiently. This procedure actually reduces aircraft over-flight exposure for some communities. There are no NextGen procedures at Sea-Tac that apply to departing aircraft.
4. **Who sets flight paths in and out of Sea-Tac?** The FAA. Once planes push back from the gates and cross the yellow line, they are entirely controlled by the FAA. We do not determine their routes in any way.
5. **Why are we hearing increased community concerns about aircraft operation impacts?** In 2016, we received over 2900 noise contacts (55% of which were from 10 people), up from over 2600 in 2015 (59% of which were from 4 people). While newer aircraft are actually getting quieter, the number of aircraft in the sky has increased significantly – from over 317,000 in 2013 to over 412,000 in 2016. In addition, the FAA’s increased use of a flight path over Burien for propeller planes has been a specific point of contention for local residents, and the City of Burien has sued the FAA over this decision. (See next question)
6. **What is the Port doing about increased propeller flights over Burien?** As of April 10, the FAA has suspended automatic 250 departures for turboprops over Burien and will conduct an environmental review, as requested by the City. The Port looks forward to hearing the results of the FAA’s process.

7. **Why are there so many more flights in and out of Sea-Tac?** The dynamic growth of the Puget Sound region's economy coupled with Delta's decision to use Seattle as their West Coast hub to Asia. Sea-Tac grows in response to customer and airline demand, not because of a choice that Commissioners have made per se.
8. **Why are increased flights a good thing?** A growing airport means increased economic impact and increased connections to the rest of the world for business, tourism and local travelers. This not only benefits the regional economy overall (an economic impact of \$16.3 billion annually in business revenue and generating 171,769 jobs), but also local communities: approximately 4,000 airport employees live in the local cities.
9. **What is Sea-Tac doing to address the impact of aircraft operations?** Sea-Tac has one of the most comprehensive noise programs in the country. We have spent over \$400 million to insulate 9400 single-family homes, 8 (so far) Highline School District schools, 14 Highline College buildings, 246 condo units and acquisition of 359 mobile home units. In addition, we have partnered with our tenant airlines to reduce noise impacts from aircraft engine maintenance run-ups and by awarding those airlines that most closely comply with our noise abatement procedures; in 2016, Southwest Airlines, Virgin America and Jazz Aviation were the winners of our Fly Quiet Awards. Port staff monitor flight paths for compliance with established noise abatement flight procedures, and meet regularly with FAA to discuss results.
10. **What are the restrictions around our noise programs?** Sea-Tac can only use airport revenue and FAA funds to do residential noise insulation inside the 65 DNL noise contour. This noise remedy boundary has actually been shrinking over the past decades as newer aircraft become quieter.
11. **Are there additional noise programs that we could be implementing?** Our most recent Part 150 study identified a number of approved sound mitigation programs that have not yet been fully implemented, from apartment insulation to voluntary residential acquisition. The airport could allocate additional revenue and FAA grants to such programs.
12. **What more can we be doing at the federal level about aircraft noise?** One of our top federal priorities is the passage of legislation that will make the FAA more directly responsible for engaging with local communities on noise and flight path issues. They are the ones who set flight paths, and so they are the ones who should communicate with impact communities, particularly around adjustments to flight paths. In addition, we are working to address concerns raised in our 2016 FAA audit that the remaining seven Highline School District schools identified in our 2002 MOA with the FAA are eligible for noise insulation.
13. **What more do the airport cities want at the federal level?** The focus of local residents at the federal level has been on two topics:

- a. First, HR 598 – the Airplane Impacts Mitigation Act – is a bill introduced and sponsored by a group of “Quiet Skies Caucus” Democrats that would require the FAA to study the health impacts of airplane flights on residents in Boston, Chicago, New York, the northern California metroplex, Phoenix, and “not more than three additional metropolitan areas that each contain at least one international airport”; the airport cities would like to be included in this legislation. This legislation is unlikely to be passed. Note that the Port of Seattle is already supporting similar legislation at the state level.
 - b. Second, Senators McCain and Flake from Arizona included legislation in last year’s National Defense Authorization Act that requires the FAA to identify measures to mitigate the effect of NextGen flight path changes at Sky Harbor International Airport in Phoenix to on the human environment, and “consider the use of alternative flight paths that do not substantially degrade the efficiencies achieved by the implementation of the procedure being reviewed.” The airport cities would like to see similar legislation apply to our airport.
14. **Isn’t most of the aircraft noise coming from older, heavier cargo planes?** With the recent addition of AirBridgeCargo to the freighter fleet at Sea-Tac, along with CargoLux and Korean Air’s purchases of Boeing 787-8Fs, Sea-Tac may actually have several cargo planes that are quieter than their peer passenger planes. Passenger carriers flying 747s out of Sea-Tac, including Delta, Lufthansa, British Airways, and Eva Air, use 747-400s, as opposed to the 8F series increasingly used by all-cargo carriers. In addition, less than 3 percent of cargo flights travel during the 2am-5am window.
15. **Besides noise mitigation, what is the Port doing about aircraft emissions and air quality?** In collaboration with Alaska Airlines and the Boeing Company, we have set a goal to power every flight fueled at Sea-Tac with sustainable aviation biofuel, which has a lifecycle carbon footprint typically 50 to 80 percent lower than regular jet fuel. In January, we recently released a study on the infrastructure needs associated with meeting our overall goal, and we’ll shortly release a study on the economic incentives necessary to create the market for production and usage. In addition, our provision of pre-conditioned air at each gate removes the need for aircraft to run their engines for air circulation (reducing emissions by more than 50,000 metric tons of CO₂) and the airport’s “Ramp Tower” cuts aircraft taxi times and thus reduces emissions by about 5%. Finally, we are working to reduce surface transportation emissions through installation of electric ground support equipment charging infrastructure onto our airfield, by utilizing a dedicated fleet of 45 40-foot transit-style compressed natural gas (CNG) buses that provides regular bus service to both our rental car facility and our employee parking lot, and by transitioning our motor pool from fossil-fueled to electric vehicles as well as providing 48 publicly-available charging stations in our public parking garage.
16. **What is the relationship between NextGen and the tree removal program?** The Flight Corridor Safety Program has no relationship to NextGen. The Port of Seattle’s plans to remove obstructions, primarily trees, from around the runways at Sea-Tac Airport is based entirely on the need to ensure safe aircraft takeoffs and landings. If not removed, these trees either are or

soon will grow tall enough to encroach upon the airport's airspace and pose a risk to aircraft safety and the safety of the surrounding community in the case of an aircraft emergency. Removal of the trees will ensure Sea-Tac Airport complies with all Federal Aviation Administration (FAA) regulations protecting the takeoff and landing corridors off the airport runways.

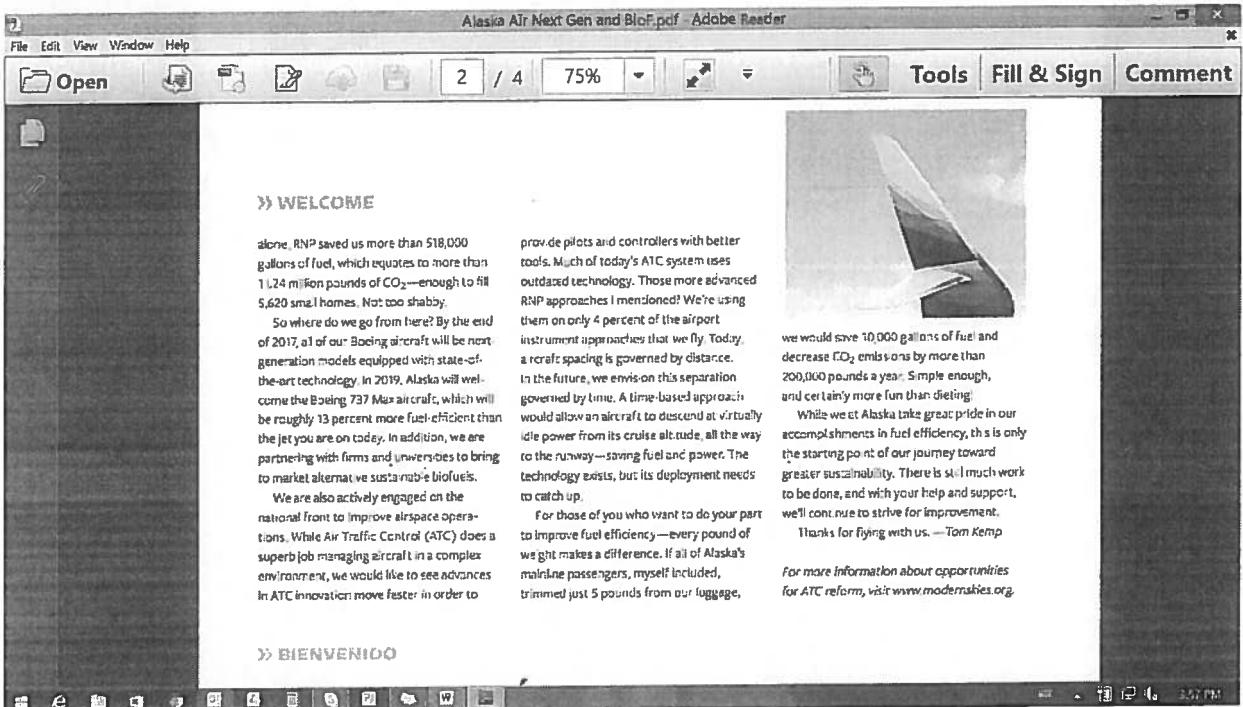
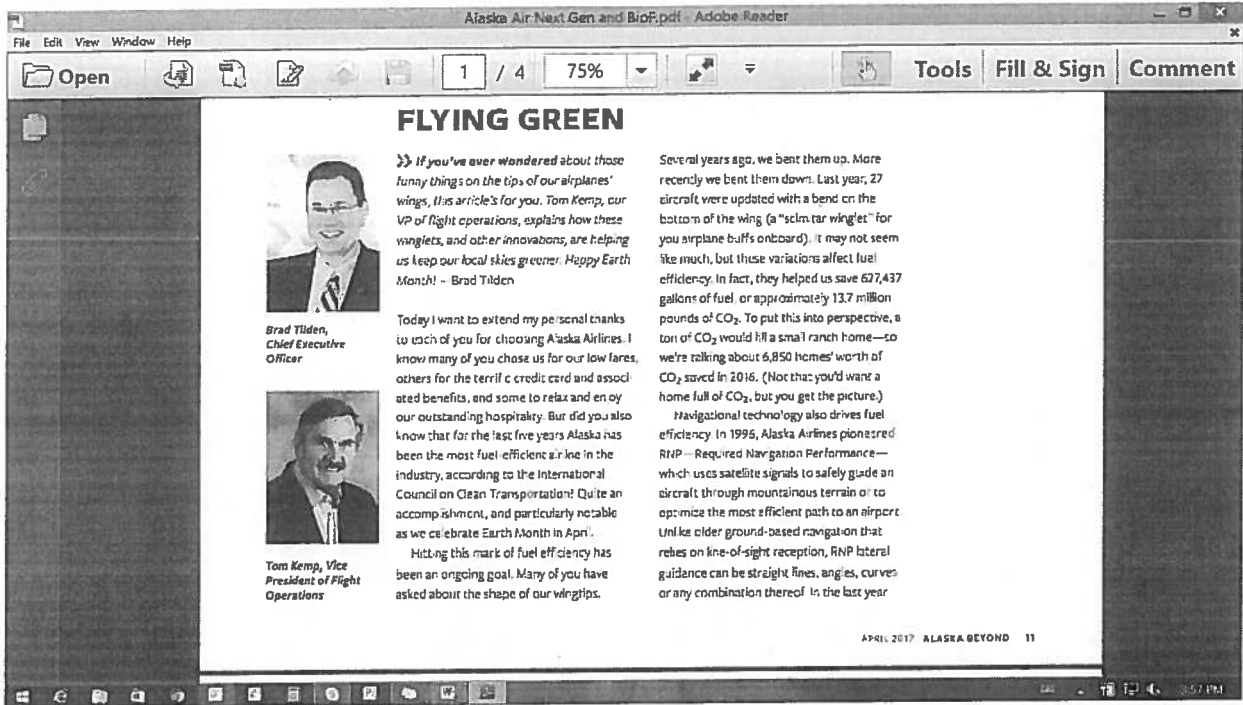
- 17. How does NextGen impact communities outside the airport cities, such as Beacon Hill?** For communities like Beacon Hill that line up is directly with Sea-Tac's runways, aircraft descend over them at a 3 degree angle regardless of whether they are on a NextGen GPS approach, the standard Instrument Landing System (ILS) approach or visual approach. Since aircraft passing over Beacon Hill must remain at the same altitudes and locations, the Greener Skies NextGen approaches have not changed how aircraft fly over this area. At Sea-Tac, the FAA's NextGen Greener Skies flight procedure program is aimed at arrival procedures and has not changed departure routes. The Aviation Environmental Department staff are also actively engaged with the Beacon Hill Noise and Air Quality Study that has been recently initiated.
- 18. Don't we need to develop a new regional airport to take the burden off of Sea-Tac communities?** Sea-Tac operates in one of the smallest footprints of any major airport in the country, and has no room to grow beyond its current three runway configuration. The Sustainable Airport Master Plan will help plan for Sea-Tac to accommodate 66 million passengers by 2034, and it is essential that we make these investments to avoid becoming a chokepoint for near-term economic growth. As regional and state leaders continue to look at future air transportation capacity, the Port looks forward to being engaged in those discussions.
- 19. Does the Port care about the airport's impact on surrounding communities?** The Port is deeply committed to being a good neighbor and community steward, and has a long record of working with our neighbors to make South King County a better place to live, work and play – from our extensive noise programs to our investments in the community (economic development, tourism and ecology funding) to our work to increase employment and contracting opportunities. As we evaluate our Sustainable Airport Master Plan, we will continue to look at new and expanding ways to ensure that local residents benefit from the growth of the airport.
- 20. What about the airport growth's impact on transportation?** The Port is committed to increasing access to the airport. That is why we have contributed \$110 million to ensure Sound Transit Light Rail access to the airport, and why we continue to work with King County Metro to increase airport service.

Attachment 3: Proposed Commissioner Questions for the FAA

- 1) We understand the potential benefits of NextGen to airlines, consumers and the environment, but there are also potential impacts to those people who live under increasingly concentrated flight paths. Have you experienced this at other airports and if so, how can you apply those solutions here?
- 2) Does increased precision offered by NextGen give you the ability to decrease noise on existing flight paths, for example by steeper descents or less engine use on landings?
- 3) Traditionally, the FAA has been focused mainly on operations and safety. What do you see as your role in community engagement and working directly with local cities and community members to address concerns and impacts?
- 4) Thanks for helping us understand the current state of NextGen implementation in our region, but we're also interested in what is to come. Can you share what our region should expect in terms of NextGen implementation over the next five years?
- 5) The FAA rules around noise funding are very strict: only within the 65 DNL corridor and only if those buildings meet specific criteria. Do you know of any national FAA initiatives that are considering updating policies that may change 65 DNL as the only metric?
- 6) I want to ask specifically about flight path changes, and the need to notify the airport and local residents when they occur. Can you tell me how you will work with our local communities in the future if there are any proposed flight track changes?
- 7) You and your colleagues work with airports across the country. Can you share some thoughts on how Sea-Tac addresses noise issues, and what best practices we should be considering to better address community concerns?
- 8) What are the potential NextGen benefits as it relates to air quality in our region? Conversely, how do you factor in the potential negative impacts of air traffic decisions on air quality and other environmental issues?
- 9) There are increasing conversations in Congress and the Trump Administration about how to speed up implementation of NextGen. How has that impacted NextGen at our airport, and should we expect to see a different approach to NextGen soon?
- 10) I hear a lot about NextGen problems at other airports, like Phoenix's Sky Harbor. What have you learned from NextGen implementation in other places, and what are you doing differently because of it?
- 11) How do the aircraft noise standards for the US compared to the standards used in Europe?

- 12) It is clear from our community that there's a great interest in more regular public communication from the FAA on these and other issues. Would you be willing to do a regular series of briefings at Port Commission meetings?

Attachment 4: Alaska Airlines Inflight Magazine Article Referencing Their Support for NextGen





SEATTLE-TACOMA INTERNATIONAL AIRPORT

Noise Programs Overview

The Port of Seattle is committed to ensuring that Seattle-Tacoma International Airport benefits our region and neighbors, and that means being responsive to community concerns about airport impact. To improve air quality, we have instituted programs like pre-conditioned air for parked aircraft – reducing emissions by more than 50,000 metric tons of CO₂ – and we are a national leader in piloting aviation biofuels that have a lifecycle carbon footprint typically 50 to 80 percent lower than regular jet fuel. To address noise issues, the Port's Noise Program – one of the most comprehensive in the country – partners with airlines, the FAA and local residents in four key ways:

1. NOISE REMEDY

To-date, the Port has invested approximately \$400 million in noise mitigation programs. Noise remedy programs began as an outcome of the FAA-approved Part 150 Noise Study completed in 1985. There have been three updates to the Study – 1993, 2002 and 2014. The updated Noise Remedy Boundary is the basis for all new programs and was established in 2014. The Port's mitigation programs include insulation and voluntary acquisition. Key insulation achievements include:

- Over 9,400 single family homes, through windows, doors and ventilation modifications
- 5 condominium complexes (246 individual units)
- 14 buildings on the Highline College campus
- 8 schools within the Highline School District

2. PUBLIC INQUIRY AND COMPLAINT RESPONSE

Port employees personally respond to public comments that arrive through our noise hotline (206.787.5393) or our online comment form: (www.portseattle.org/Environmental/Noise/Pages/Noise-Comment-Form.aspx). The Port also provides an online flight tracking tool for the public to use, called PublicVue, which also allows users to submit comments utilizing a username and password (www.portseattle.org/Environmental/Noise/Noise-Abatement/Pages/Aircraft-Monitoring-System.aspx). Port staff help residents understand the causes of airplane noise near their homes as well as what programs may be available to address their concerns.

3. FLIGHT TRACKING AND NOISE MONITORING

Our Noise Programs team utilizes a sophisticated flight tracking system to monitor flight paths in and out of Sea-Tac, as well as aircraft compliance with established noise abatement flight procedures. This information is used in providing timely, accurate responses to citizen inquiries. Noise Programs staff meet regularly with the FAA to share this data and discuss flight procedures. We also maintain and operate a system of 24 noise monitors at permanent locations throughout the local region.



4. FLY QUIET PROGRAM

The Fly Quiet program encourages airline compliance with noise abatement efforts by evaluating flight procedures, as well as aircraft noise levels, and recognizing airlines with the best record of achievement in their award group. The award was developed by Port staff and a citizen advisory committee as a way to increase airline and pilot awareness of the impact of aircraft noise on local communities.

Airlines are given scores based on three categories:

- Compliance percentage with existing noise abatement procedures
- Compliance with Sea-Tac's aircraft engine testing run-up rules and regulations
- Overall noise of their operations as measured by 4 of our permanent noise monitors

Three Fly Quiet Awards are presented annually:

- Quietest of the top five busiest jet airlines, based on total operations
- Quietest airline among the jet airlines with at least 1,000 annual operations
- Quietest airline among regional jet carriers

Fly Quiet Award recipients are publicly acknowledged by the Port in various ways for their efforts to limit the impact of aircraft noise on our local communities.

FOR MORE INFORMATION VISIT

www.portseattle.org/Environmental/Noise/Pages/default.aspx



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