

## THE BRIEFING EPISODE 4 – WHAT WENT WRONG, PART I - TRANSCRIPT

I'm Steve Edmiston. I'm here to continue the briefing you *should* have received last year on NextGen and the impact of increased overflights – two minutes at a time. Today I'll begin to discuss what went wrong with last year's briefing. I won't reach topics inexplicably omitted – like the impact of airport noise on the human species – until later comments. Today is about what went wrong with the topics your staff chose to include.

For the very first topic, Mr. Shepherd, your Manager of Airport Noise Services, chose to update you on the noise complaint hot line. He showed you a slide with three years of substantial complaint increases. He never claimed any noise call was false or fraudulent. The problem was that Mr. Shepherd used the data to deliver a tactical punch: that a large number of the calls are made by a small number of people. In other words, the noise complaint data was used to question the citizen credibility. The current popular term is to weaponize. And consider this: just one month before your briefing was requested, the think-tank Mercatus published an article asserting activists must never be allowed to impede aviation growth, and so airports should discredit citizens by showing that a large number of airport complaints come from a small group of people. I don't know if this is where your staff got the idea. But I do know that discrediting citizens that complain about airport burdens is incompatible with what you say – that our communities are unfairly burdened with the regional cost of noise and pollution and that our quality of life *matters* to you.

The second thing that went wrong happened when your Director of Aviation Environmental Services, Ms. Purcell, showed you 260 *additional* flights are coming over our homes every day – but then used the data only to circle back and state that this frequency growth was the cause of the increased hotline complaints. The problem is this: by choosing to plant the "it's only frequency" seed, Ms. Purcell appeared to promote a disquieting narrative – right out of the Mercatus and Big Tobacco playbooks – of shifting focus away from discussing the burdens to communities, and back to citizens as complainers, who had the poor judgment to become addicted to smoking, or to move next to an airport.

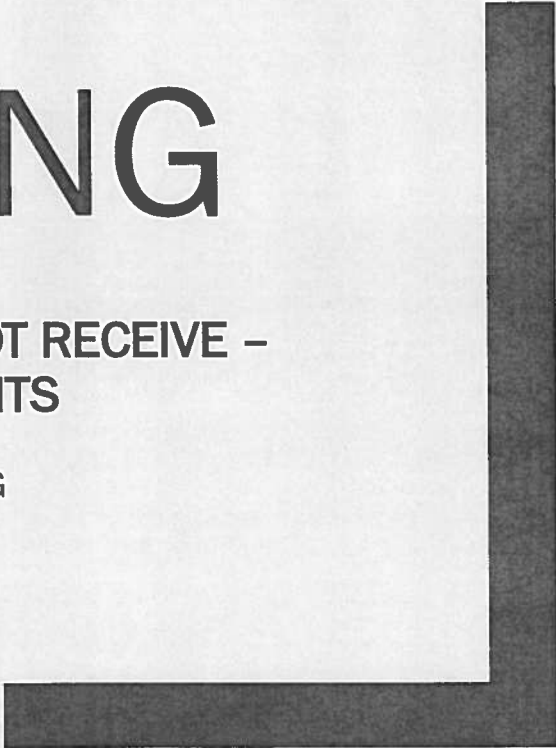
Thank you for giving a citizen two-minutes to comment.



# THE BRIEFING

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

PORT OF SEATTLE COMMISSION MEETING  
MARCH 27, 2018  
STEVE EDMISTON

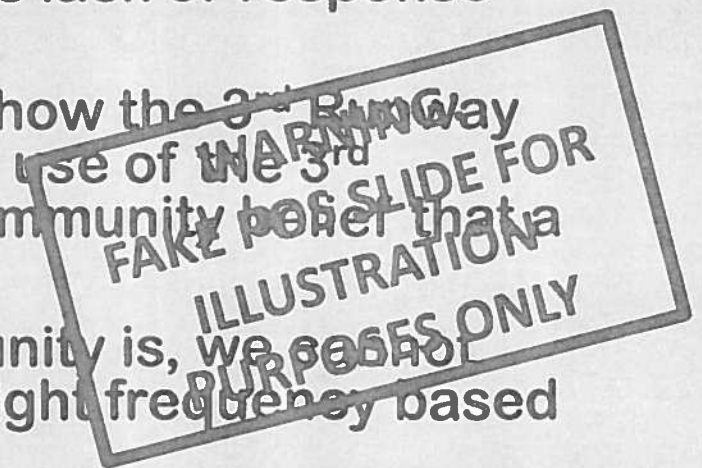


## Episode 4 – What Went Wrong, Part I

1. What went wrong with what you *were* told at the April 25, 2017, POS staff noise briefing
2. Will anyone brief on the impact of noise on the human species?
3. Cold water on a hot complaint line
4. The 260 (more flights over homes past 3 years)
5. Weaponizing the data
6. Planting the bad “it’s only frequency” seed
7. What each of *you* say about the unfair burdens and quality of life

# Why using the number of hotline calls is statistically invalid as a measurement of community dissatisfaction

- We didn't study or poll our community to determine level of actual dissatisfaction in relation to aircraft operations from 2014-2016.
- We have not shown that in response to a noise hotline complaint, actual remedy or change is consistently provided to callers. Accordingly, we cannot possibly know how this lack of response suppresses use of hotlines.
- We have never studied or polled to determine how the 3<sup>rd</sup> Runway fight, and subsequent controversial increased use of the 3<sup>rd</sup> Runway, has contributed to suppression of community noise hotline will be effective tool for change.
- Because we don't know how upset the community is, we cannot comment on the impact of NextGen or more flight frequency based upon this factor.



# Why we didn't research and present the pro's and con's of NextGen

- You asked for briefing, here are the reasons we didn't understand that you wanted the negatives, too
- We didn't mean to imply that economic benefits are a consideration when thinking about the human health and environmental issues relating to NextGen. Here's the reason we put the economic benefit slide in our deck

**WARNING:  
FAKE POS SLIDE FOR  
ILLUSTRATION  
PURPOSES ONLY**

Item No. 3c supp  
Meeting Date: April 25, 2017

# Noise Programs & NextGen Briefing

Arlyn Purcell, Director Aviation Environmental Services

Stan Shepherd, Manager Airport Noise Programs

David Suomi, FAA Deputy Regional Administrator

Steve Karnes, FAA Senior Technical Advisor

Port   
of Seattle®

# Presentation Overview

- Noise Information Hotline
- Increased Operations
- Economic Impacts
- Noise Contours
- Noise Mitigation Programs
- Fight Procedures

# Noise Information Hotline

## Noise Office Inquiries – Noise Hotline & online comment forms

- 2016: 2,959
  - 10 people = 55% of comments
- 2015: 2,632
  - 4 people = 59% of comments
- 2014: 2,172
  - 4 people = 63% of comments

Calls to the Noise Office have increased in the past couple of years



# Aircraft Operations

- 2016: 412,170 operations – 8% increase
- 2015: 381,408 operations – 12% increase
- 2014: 340,478 operations – 7% increase
- 2013: 317,186 operations

The difference between 2013 and 2016 was 94,984 operations.

That's 260 more aircraft going over homes per day.

The increase in operations is predominantly what is causing additional noise complaints

# Sea-Tac Airport Economic Impacts

- Economic Impact = \$16.3 billion annually in business revenue
- Generates 171,769 jobs / 19,000 directly related to the airport
- Approximately 4,000 airport employees live in the local cities
- Each international flight generates \$75 million annually to the economy
- Tourism creates \$365 million annually in state & local taxes and approximately 140,000 jobs.

Sea-Tac Airport is a major contributor to the local economies



# Accomplishments to Date

- 9400 Single-family homes sound insulated
- 8 Schools sound insulated
- 14 College buildings sound insulated
- 246 Condo units sound insulated
- 359 Mobile home units acquired and residents relocated

\$400 million spent since 1985 on mitigation

# Part 150 Approved Sound Mitigation Programs

- Single-Family Residential Insulation – Continuation of 1985 program
- Condominium Insulation
- Apartment Insulation – Pilot Project
- Places of Worship Insulation – Pilot Project
- South Approach Transition Zone Voluntary Residential Acquisition
- School Insulation –MOA with FAA & School District

Part 150 is the FAA regulation outlining how airports study noise

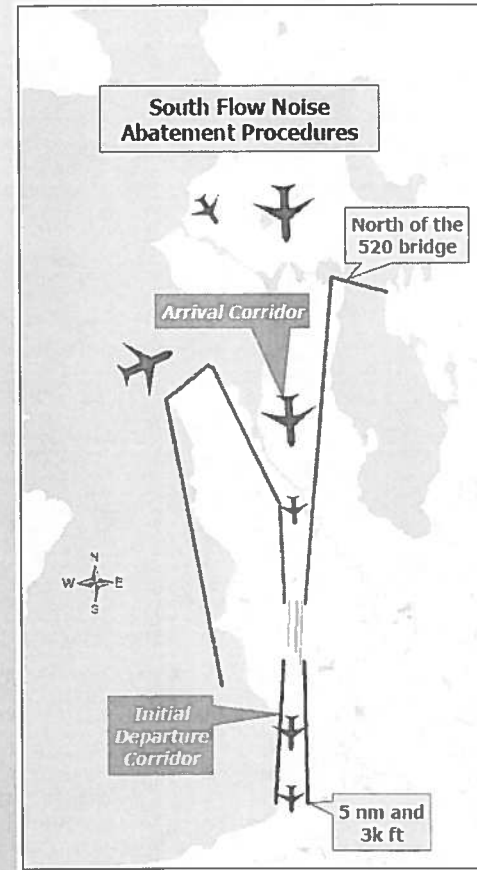
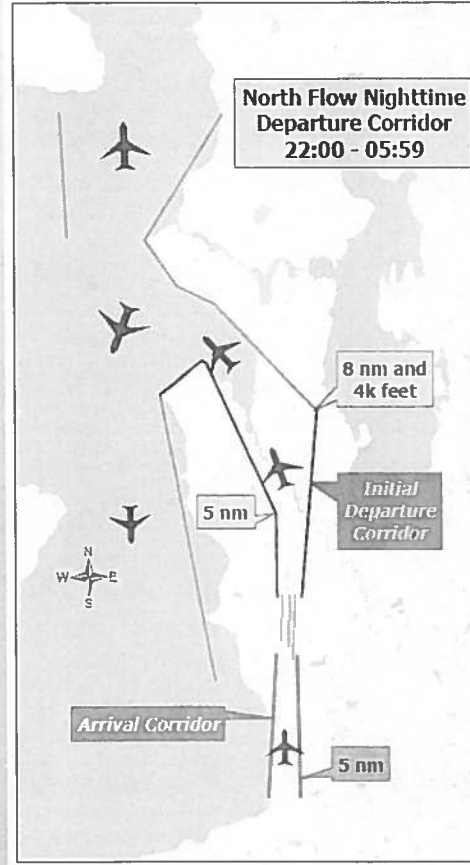
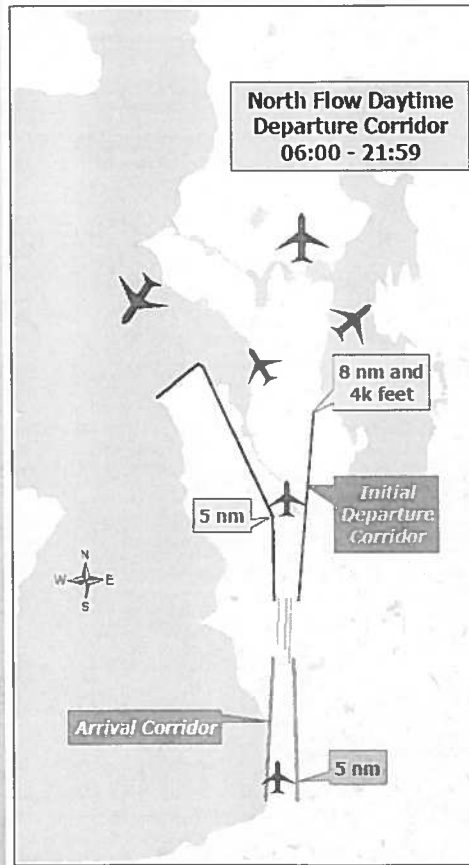
# Noise Abatement

- Flight Procedure Monitoring



Procedures are designed to minimize noise impacts

# Jet Noise Abatement Procedures



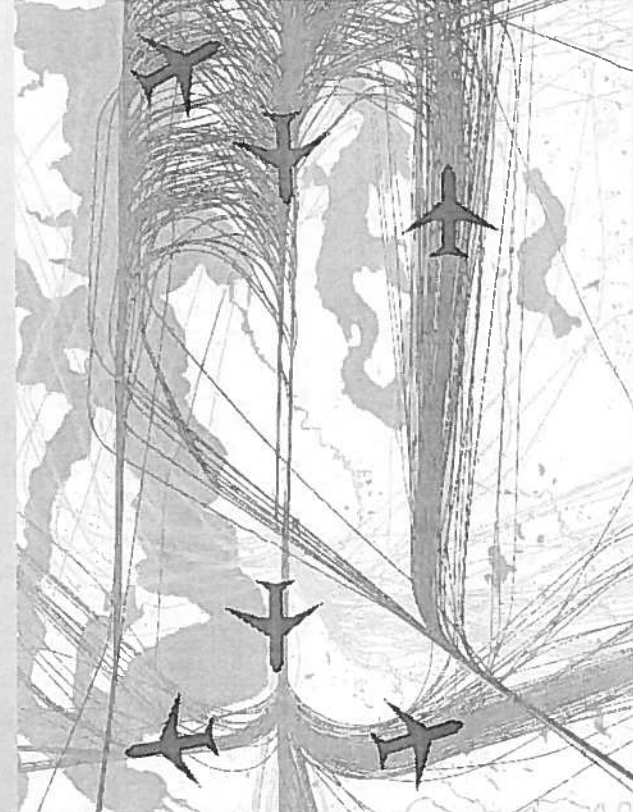
Noise Abatement Procedures are for jet aircraft only

# Flight Paths

North Flow



South Flow



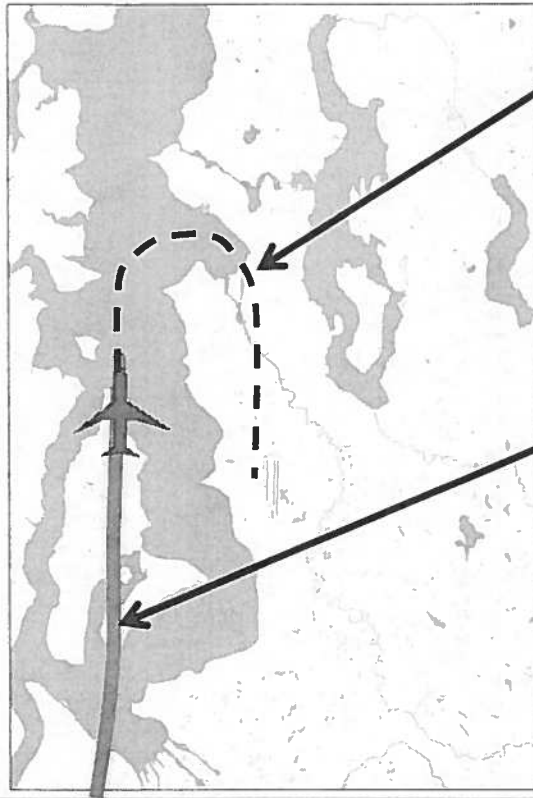
Flight paths have been in place since 1990



# NextGen And Conventional Approaches At SEA

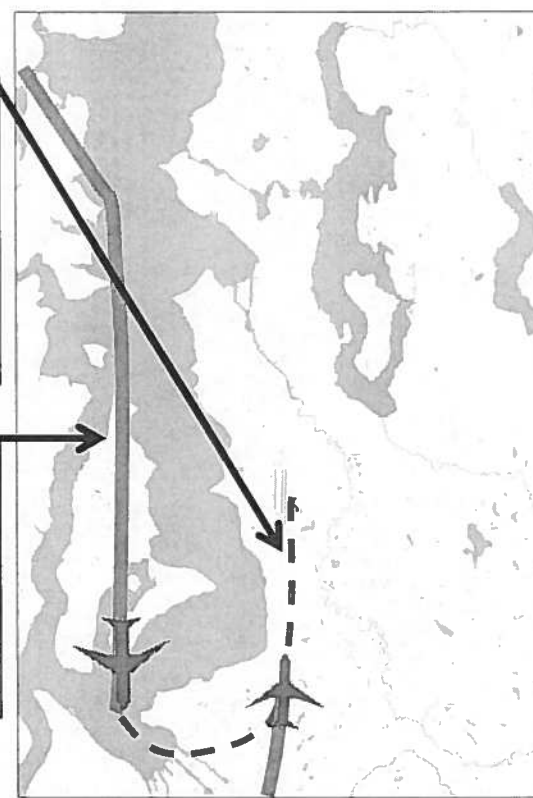
South Flow

North Flow



Conventional Approach Segment  
Black Dashed Line

NextGen Track Segment  
Red Line

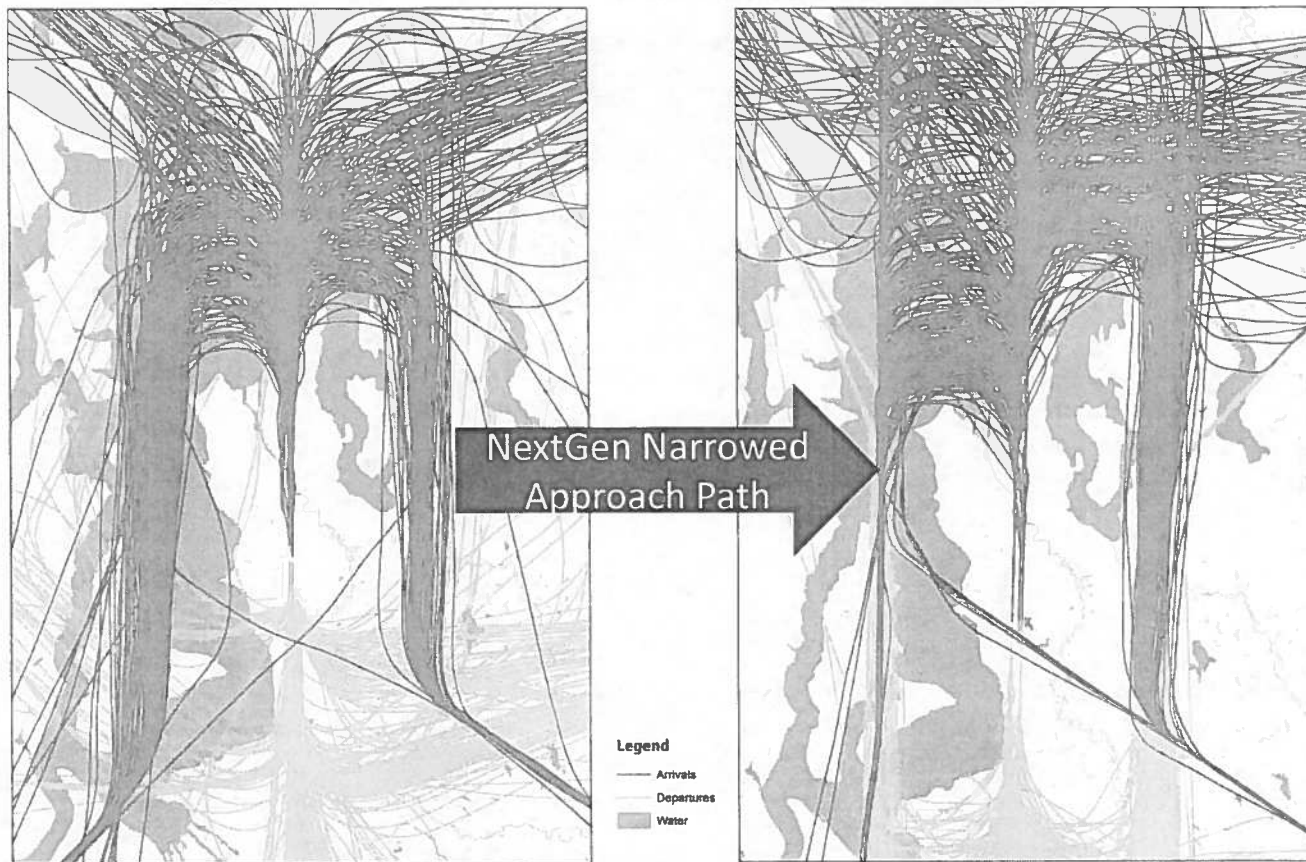


Not all approaches are NextGen

# South Flow Before and After Greener Skies

March 28, 2012

March 29, 2017

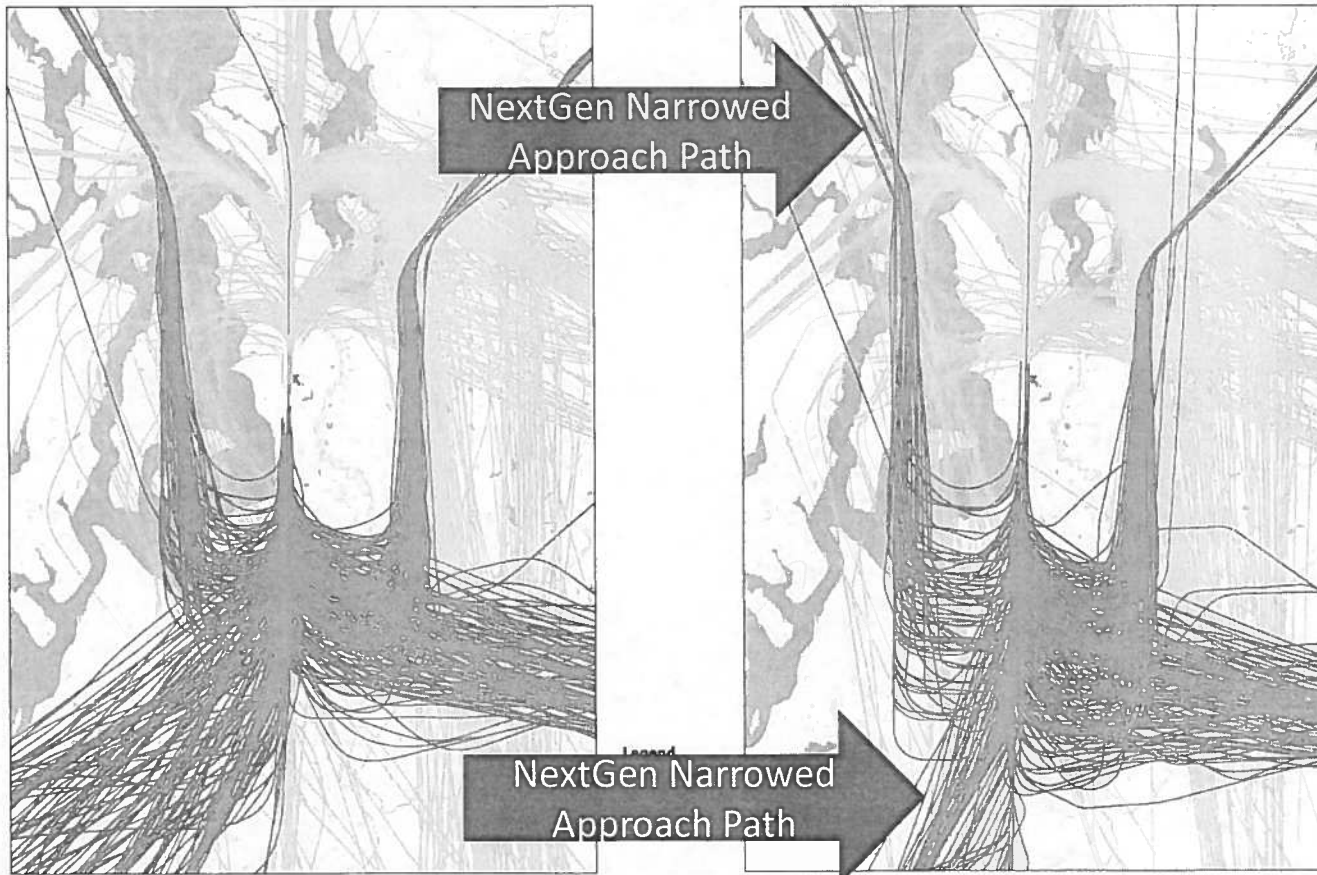


Greener skies approaches are west side only

# North Flow Before and After Greener Skies

July 5, 2012

January 31, 2017



Greener skies approaches are west side only

Questions?