

## THE BRIEFING EPISODE 7 – THE FAA STRIKES OUT

Thank you. I'm Steve Edmiston. I'm here on behalf of The Briefing Project. With today's comment, I'll review what went wrong with last year's FAA briefing by FAA Deputy Regional Administrator for the Northwest Mountain Region, David Soumi.

Mr. Soumi's briefing does not require much deconstruction. It was fundamentally a sales presentation. And, like your staff's noise briefing the same day, Mr. Soumi never briefed you on the potential adverse impacts from NextGen and increased overflights on human health or the environment.

To his credit, Mr. Soumi confirmed that we receive no benefit from NextGen because when aircraft are actually over our neighborhoods they shift to a conventional approach; he said "[the pilot] is usually in a dirty configuration." The problem magnifies with more overflights: Mr. Soumi stated the "total absolute number is increasing at such a rate that it's erasing savings in noise and emissions."

Mr. Soumi also stated the FAA has learned it needs better engagement and outreach. Which was good to hear, except for two remarkable postscripts. First, after his briefing, Mr. Soumi was invited to stay and listen to public comment. But perhaps forgetting what he'd just said about better engagement, he refused. And literally walked out. The second remarkable thing was a Port employee's phone call with Mr. Soumi the next day. As reported in an internal Port April 27 e-mail:

"[Mr. Soumi] felt like the Port Commission meeting was a 'bait and switch' because they were invited to talk about Nextgen issues but instead they got questions about noise. He is upset that Commission President Albro 'allowed two Commissioners to get on a soapbox and hold us to task about noise issues that we didn't expect to answer.' [The FAA] won't agree ever again to give a public presentation to the Port Commission. The noise issues aren't the FAA's fault. Those are the same routes and it's the airport's responsibility that there are so many more planes in the air."

While Mr. Soumi's opposite-MacArthur, "I shall NEVER return" meltdown does not bode well for future FAA engagement, it's the last thing he said that matters most, when he cut through the finger-pointing to a truth. He said "*The noise issues aren't the FAA's fault... and it's the airport's responsibility that there are so many more planes in the air.*"

Thank you for giving a citizen two-minutes to comment. I have today's transcript, slide for your deck, and the correspondence I've referenced.



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1. No brief on noise, emissions, or impacts
2. A dirty configuration
3. Formula: frequency erases savings on noise or emissions
4. The broken engagement
5. A walkout
6. Opposite MacArthur: I shall NEVER return
7. FAA slings an inconvenient truth

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Subject: FAA update



Date: April 27, 2017 at 12:08 PM

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I spoke to Dave Suomi today, and his message was as follows:

- He felt like the Port Commission meeting was a “bait and switch” because they were invited to talk about NextGen issues but instead they got questions about noise
- He is upset that Commission President Albro “allowed two Commissioners to get on a soapbox and hold us to task about noise issues that we didn’t expect to answer”
- They won’t agree ever again to give a public presentation to the Port Commission
- The noise issues aren’t the FAA’s fault. Those are the same routes and it’s the airport’s responsibility that there are so many more planes in the air

Commissioner Albro has offer to go to Renton to meet with Dave Suomi, which I will work to set up unless someone feels strongly to the contrary.

Thanks!

Yours,

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