

**From:** [Bernedine Lund](#)  
**To:** [Commission-Public-Records](#)  
**Subject:** [EXTERNAL] Commissioner meeting today - public comment  
**Date:** Tuesday, March 9, 2021 7:51:04 AM

---

**WARNING:** External email. Links or attachments may be unsafe.

Hello,

I would like to make a verbal public comment and have attached a copy of what I plan to say - it has three pictures on the second page that will help the Commissioners see the effect of the dispersion of the flight paths.

Can I do both the verbal comment and have the written comment as well? If not, I would rather just have the written comment included in the packet.

Thank you.

Bernedine Lund

3-9-2021 PoS Commissioner's meeting, Public Comment, Bernedine Lund, resident of Federal Way, member of QSPS and volunteer for 350 Seattle Aviation Group

Hello, Commissioners,

On Feb 23-26, I attended the virtual presentation of the Aviation Noise & Emissions Symposium 2021. The first presentation was on dispersion of flight departures as a way to reduce the constant noise created by overhead flights. In the presentation an example dispersion of flight tracks at Charlotte Douglas Int airport was shown in before and after dispersion pictures. The dispersion effected about 308 flights, with the before flight path about 1.6 miles across widening to 2.5 miles, and further out the width went from 3.2 miles across to 6 miles across. See the attached before (2014) and after (2019) pictures. The before picture reminded me of the picture of the departure flight paths going over noise monitor 22 that I included in my written public comment on Feb. 23. See attached 3<sup>rd</sup> picture.

The similarities in the two different before pictures is striking, in that the flight paths were well defined in the before picture. The after picture shows much more spread out flight paths so that you do not have single lane flight paths. This made me made me wonder if you have ever considered asking the FAA to disperse the departing flight paths The FAA authorization of 2018, Section 175, gives airports the right to make such a request for departing flights paths. Note that the dispersion does not apply to flight approaches. Below is a copy of the slide from the FAA presentation listing the 3 conditions needed to request dispersion of the departure flight paths.

- What does Section 175 say?

- New or amended procedure between the surface and 6,000 feet.
- Request must come from an Airport Operator, not community.
- Must not increase noise over noise sensitive area.

**SECTION 175. ADDRESSING COMMUNITY NOISE CONCERNS.**

*When proposing a new area navigation departure procedure, or amending an existing procedure that would direct aircraft between the surface and 6,000 feet above ground level over noise sensitive areas, the Administrator of the Federal Aviation Administration shall consider the feasibility of dispersal headings or other lateral track variations to address community noise concerns, if—*

- (1) the affected airport operator, in consultation with the affected community, submits a request to the Administrator for such a consideration;*
- (2) the airport operator's request would not, in the judgment of the Administrator, conflict with the safe and efficient operation of the national airspace system; and*
- (3) the effect of a modified departure procedure would not significantly increase noise over noise sensitive areas, as determined by the Administrator.*

Next page has the 3 pictures.

Charlotte Douglas International Airport – before and after dispersion

Departure Flight Tracks (2014)



CLT

Departure Flight Tracks (2019)



CLT

SeaTac South Flow Departures over two noise monitors 22 and A002 in Federal Way

