



SeaTac Airport Committee Agenda

April 17, 2017

6:00 PM

City Hall - Council Chambers

Council

Michael J. Siefkes, Chair
Peter Kwon
Erin Sitterley

Community Members

Craig Baker
Doris Cassan
Tom Dantzler
Douglas Hill
Roger McCracken
Joel Wachtel

Staff Coordinator

Joseph Scorcio
City Manager

Note: A quorum of the Council may be present.

ITEM	TOPIC	PROCESS	WHO	TIME
	Call to Order		Chair	
	Public Comment	Please raise your hand if you'd like to speak so the Chair can call on you. Public comments are limited to 10 minutes total and three minutes per individual speaker. Time may be reduced for each speaker to stay within the 10-minute time limit.	Chair	10
	Approval of March 20, 2017 Minutes	Approval	All	2
	Mayor's Topics	Discussion	Chair/All	10
	Update on Mayor's Roundtable Meeting	Update	Chair/Joe	10
	Referred to Committee from 3/28/17 Council Meeting: Beautification around the airport			
	Referred to Committee from 3/28/17 Council Meeting: Status of Tub Lake Project			
	Review & Discussion of Action Items: Invite Agencies/Officials to future meetings Comparative list of City authorities and Port/Airport authorities New topics	Discussion	All	10
	Round Robin Comment/Question Opportunity	Committee member comments	All	10
	Future Meeting Schedule May 15, 2017	Discussion	All	3
	Adjourn			



Special SeaTac Airport Committee Summary Minutes

Monday, February 13, 2017

6:00 PM

City Hall - Council Chambers

Committee members present:

Michael J. Siefkes, Chair; Peter Kwon, Erin Sitterley, Joel Wachtel, Craig Baker, Doris Cassan, Douglas Hill, Tom Dantzler, Roger McCracken, Craig Baker (arrived 6:25 PM)

Absent: Mark Johnsen, Sr. Asst. City Attorney

Staff: Acting City Manager Joseph Scorcio (arrived late), Acting CED Director Jeff Robinson, Exec. Assistant Lesa Ellis

Councilmembers in the Audience: Rick Forschler (6:44 PM)

TOPIC	ACTION
Call to Order	Meeting called to order at 6:00 PM.
Public Comment	Earl Gibson; Would like to suggest \$20 mil "signing bonus" in the framework for the ILA for the lost parking tax revenue. Chair Siefkes stated that major topics have been identified for the ILA and staff is working on it weekly. Mr. Gibson also suggested an outside, third-party review the ILA.
Approval of the January 9, 2017 Minutes	Motion to approve the minutes as written by Doug Hill and seconded by Erin Sitterley.
Mayor's Topics	Near the end of the tonight's meeting, would like to know from the committee "where you'd like this committee to go"?
Update on Mayors' Roundtable	<p>The first meeting of the Roundtable (formerly named the turbulence council) was held January 30. The purpose is to coordinate information and support each other. Each city has unique airport-related issues.</p> <p>Mr. Wachtel stated that the FAA didn't respond to the City of Burien or QuietSkies Friday. Thus, they are going to file a lawsuit against the FAA. According to Mr. Wachtel, Burien will file on Wednesday. Burien officials have agreed to let QuietSkies have a place at the table during meetings with the attorneys.</p>
FAA Meeting Summary Notes	<p>Mr. Robinson reminded the Committee that Chair Siefkes and Mr. Scorcio briefed the Committee at the last meeting. Attached in tonight's packet are the written notes from the meeting. The key topics discussed included: 1) NextGen, 2) role, scope and authority of the FAA, and 3) ongoing communications with the FAA.</p> <p>Councilmember Kwon stated he asked specific questions of the FAA at the meeting and has not yet received a response.</p>
Updates on Requests to the Port	Acting City Manager Scorcio sent an email to Lance Lyttle in regard to access from the south via the tunnel (copy included in the packet).

<p>Action Items</p> <ul style="list-style-type: none"> • Invite Agencies/Officials to future meetings • Comparative list of City authorities and Port/Airport authorities • New topics 	<p>Invitation letter sent to Alaska Airlines on February 10, 2017.</p>
<p>Round Robin Comment/Question Opportunity</p>	<p>Mr. McCracken: We need to work together with the Port. We both need each other. Would like to have more one on one meetings with the Port and City to discuss issues, especially roads. Need a mechanism for the local businesses to meet with airport planners. Can the City help with that? Local businesses touch about 20% of the Port's travelling public outside the fence line.</p>
	<p>Mr. Dantzer: The Port doesn't need us since they have permitting, SEPA authority, and are self-sustaining. Businesses are providing feedback at open houses, but not receiving any responses back from the Port. We need a tool, perhaps the ILA or PSRC Growth Management Act on Transportation.</p>
	<p>Chair Siefkes: Agrees with statements from the business owners at previous meetings that the Port should have the business community and the City involved earlier in the process. Currently, the Port presents a fully-formed planned.</p>
	<p>Ms. Cassan: Port and City hires expensive consultants, and the community has to live with whatever they come up with. Community should have input in process.</p>
	<p>Mr. Gipson (audience): the Port has the resources to outgun the City with attorneys and consultants.</p>
	<p>Mr. Wachtel: Historically, nothing has worked. Thinks the City should just let the ILA expire and negotiate after the City takes back permitting authority.</p>
	<p>Mr. McCracken: Doesn't want to wait for the ILA to expire. We did see a response during Christmas when the Port changed the routes based on comments from the City on S. 160th.</p>
	<p>Mr. Robinson: The City has several ILA negotiating teams that meet regularly. They cannot discuss ongoing negotiations in public at this time. Teams include addressing issues of: traffic, land use, permitting, master document, and community/neighborhood mitigation. The City cannot be disingenuous when looking for a win/win with the Port. Both sides have attorneys; an agreement is in the best interest of both parties, not litigation. He cautioned the members not to jump to conclusions. Staff is working toward an ILA that will be presented to Council for approval.</p>
	<p>Mr. Robinson continued his comments that SAMP is a different issue than the ILA. They work with Port Planners Tom Hopper and Elizabeth Leavitt.</p>

	Mr. Scorcio arrived from an out of town trip and joined the meeting. He reiterated that the teams working on the ILA are making headway in crafting language. Some sections of the ILA are more complex than others. Details of the negotiations cannot be discussed in public, but citizens and business owners can relay their issues via city staff.
Where do we want this Committee to go?	Ms. Sitterley: Focus on SeaTac and our needs; arguing with the FAA is not beneficial; avoid hysteria regarding flight plans. Wants: Fairness from the Port, realize the Airport was here first, wants to coexist with the Port, develop a work plan and smart goals, businesses to do well, population to thrive, let staff negotiate the ILA, and make the city better by working with the Port.
	Mr. Kwon: Wants ongoing dialogue with the Port (City officials, residents and businesses want real-time dialogue); the airport to be successful with the city along with it (seems out of balance in growth and financially); and good avenue to move forward to finding mutually beneficial solutions to problems.
	Chair Siefkes: Commented that he saw Commissioner Albro at the Tree Safety Flight Corridor Meeting. No official wants to see a line of people signed up to complain. Although unpleasant, wonders if they might consider holding public meetings more often as many other issues were raised by the public.
	Mr. Hill: Thanked the airport related businesses for being here and wants them to succeed, concerns include: property values, crime, safety (an perception of safety); need resources to transform the community, with the infuse of money comes higher property values and vibrancy.
	Mr. Wachtel: Wants a better understanding and more information coming back to the committee from the negotiations, find an effective way for business owners to provide input to the Port for perspective beyond the fence line.
	Mr. Baker: Trees are dying due to the airport, feels sure that when the ILA was adopted years ago the Port knew it wouldn't be updated, a small wins list would be: co-exist and grow with the Port, identify the big issues to businesses, residents and the environment.
	Ms. Cassan: Appreciates the Council and staff for listening to their issues. Need resources to focus on crime. Port and City both experience crime.
	Mr. Dantzler: Wants to see caution in negotiating the ILA – who will control it? The City should have more control over how the mitigation dollars are spent.
	Mr. McCracken: Agrees with Ms. Sitterley on focus; parking lots sometimes get a bad rap and we need to get this right with the Port, vision of a world-class Port and City.
	Mr. Scorcio: The Committee formed a year ago. It has been a great learning experience with lots of questions and answers and will continue to be a forum for discussion.
	Chair Siefkes: Agreed that he has learned something new at each meeting, energizing, agrees with Roger's vision of the City

	and Port working together. Airport needs to see our vision and help make it happen.
Next meeting	March 20, 2017 – staff will work on bringing in a guest from the Alaska Airlines or the Port.
Adjourn	7:52 PM

Information e-mailed after the meeting:

FAA Grant Assurances

Port of Seattle Connections

Articles-Past and Present



FOR MORE INFORMATION, CONTACT:
Emily Inlow-Hood
City of Burien Communications Officer
Office: (206) 439-3167

NEWS RELEASE

FOR IMMEDIATE RELEASE

FAA Responds to City of Burien's Petition Regarding Turbo Prop Overflights

Burien, WA, April 14, 2017—On April 13, 2017, the City of Burien received a letter from the Federal Aviation Agency (FAA) stating they would be ceasing the North Flow flight patterns over Burien. The North Flow flight corridor, also known as the “New Route,” has caused significant noise impacts to Burien parks, schools, residential neighborhoods and other noise-sensitive areas.

In the letter, the FAA states they have amended the letter of agreement they hold with Seattle Airport Traffic Control Tower by removing language that allowed propeller-driven aircraft to make automatic turns using the North Flow route. They also state they will return to previous procedures guiding flight corridor routes.

Quiet Skies Coalition spokesperson Larry Cripe says, “We are pleased the FAA recognized our concerns about the impact of low-flying propeller-driven aircraft on our quality of life. The Coalition will continue to work with the FAA to make sure the voices of Burien residents are heard.”

On February 14, 2017, the City of Burien petitioned the US Court of Appeals for the Ninth Circuit to review final decisions by the FAA related to North Flow flight departures from Seattle-Tacoma International Airport. The petition asked the Court to review FAA's denial of requests to modify or cease flights using the North Flow. The petition also asks to review the FAA's decision to not reopen consultation or conduct the required environmental review of alternative routes that would cause less harm to the City and its residents. The City will continue working with the Quiet Skies Coalition to ensure resident concerns about flight patterns are included in the process.

“We are looking forward to working with the FAA to ensure they use the appropriate process for public engagement and environmental review of future flight patterns,” says Interim Burien City Manager Tony Piasecki. “We will remain vigilant, and continue to protect the interests of Burien residents.”

More information

- [Letter: North Flow Departures from SeaTac Airport over the City of Burien \[PDF\]](#)
- [Petition for review \[PDF\]](#)
- [City of Burien Files Petition for Review Regarding Change in Flight Path \[February 16, 2017, press release\]](#)

About the City of Burien

- SeaTac Blog | Local News, Events, Arts & More for SeaTac, WA
- <http://seatacblog.com> -

FAA responds to City of Burien's Petition, will stop airplane overflights

Posted By *Scott Schaefer* On April 14, 2017 @ 3:10 pm In [Headlines](#), [Life](#), [Politics](#), [Science](#) | [No Comments](#)



On Thursday, April 13, 2017, the City of Burien received word from the Federal Aviation Administration (FAA) stating they would be ceasing the North Flow flight patterns over Burien.

As we've previously [reported](#)^[1], the North Flow flight corridor, also known as the "New Route," has caused significant noise impacts to Burien parks, schools, residential neighborhoods and other noise-sensitive areas.

In the letter, the FAA states they have amended the letter of agreement they hold with Seattle Airport Traffic Control Tower by removing language that allowed propeller-driven aircraft to make automatic turns using the North Flow route. They also state they will returning to previous procedures guiding flight corridor routes.

"We are pleased the FAA recognized our concerns about the impact of low-flying propeller-driven aircraft on our quality of life," Quiet Skies Coalition spokesperson Larry Cripe said. "The Coalition will continue to work with the FAA to make sure the voices of Burien residents are heard."

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"We are looking forward to working with the FAA to ensure they use the appropriate process for public engagement and environmental review of future flight patterns," Interim Burien City Manager Tony Piasecki added. "We will remain vigilant, and continue to protect the interests of Burien residents."

More information:

[Letter: North Flow Departures from SeaTac Airport over the City of Burien](#) ^[2] [PDF]

[Petition for review](#) ^[3] [PDF]

[City of Burien Files Petition for Review Regarding Change in Flight Path](#) ^[4] [February 16, 2017 Press Release]

About the City of Burien

The City of Burien is a vibrant and creative community, where the residents embrace diversity, celebrate arts and culture, promote vitality, and treasure the environment. For more information, visit www.burienwa.gov ^[5].

About the Quiet Skies Coalition

Quiet Skies Coalition is a 501c4 organization whose missions to restore the quiet skies over the greater Burien area. For more information, visit www.quietskiescoalition.net ^[6].

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[Facebook](#) ^[7] [Twitter](#) ^[8]

Article printed from SeaTac Blog | Local News, Events, Arts & More for SeaTac, WA:
<http://seatablog.com>

URL to article: <http://seatablog.com/2017/04/14/faa-responds-to-city-of-buriens-petition-will-stop-airplane-overflights/>

URLs in this post:

[1] reported: <http://b-townblog.com/index.php?s=airplane+noise>

[2] Letter: North Flow Departures from SeaTac Airport over the City of Burien:
<http://burienwa.gov/DocumentCenter/View/6912>

[3] Petition for review: <http://burienwa.gov/DocumentCenter/View/6913>

[4] City of Burien Files Petition for Review Regarding Change in Flight Path:
<http://burienwa.gov/DocumentCenter/View/6793>



WEST SEATTLE | P. 3
Whole Foods won't open.



BALLARD | P. 5
Amazon Fresh opens in Ballard.

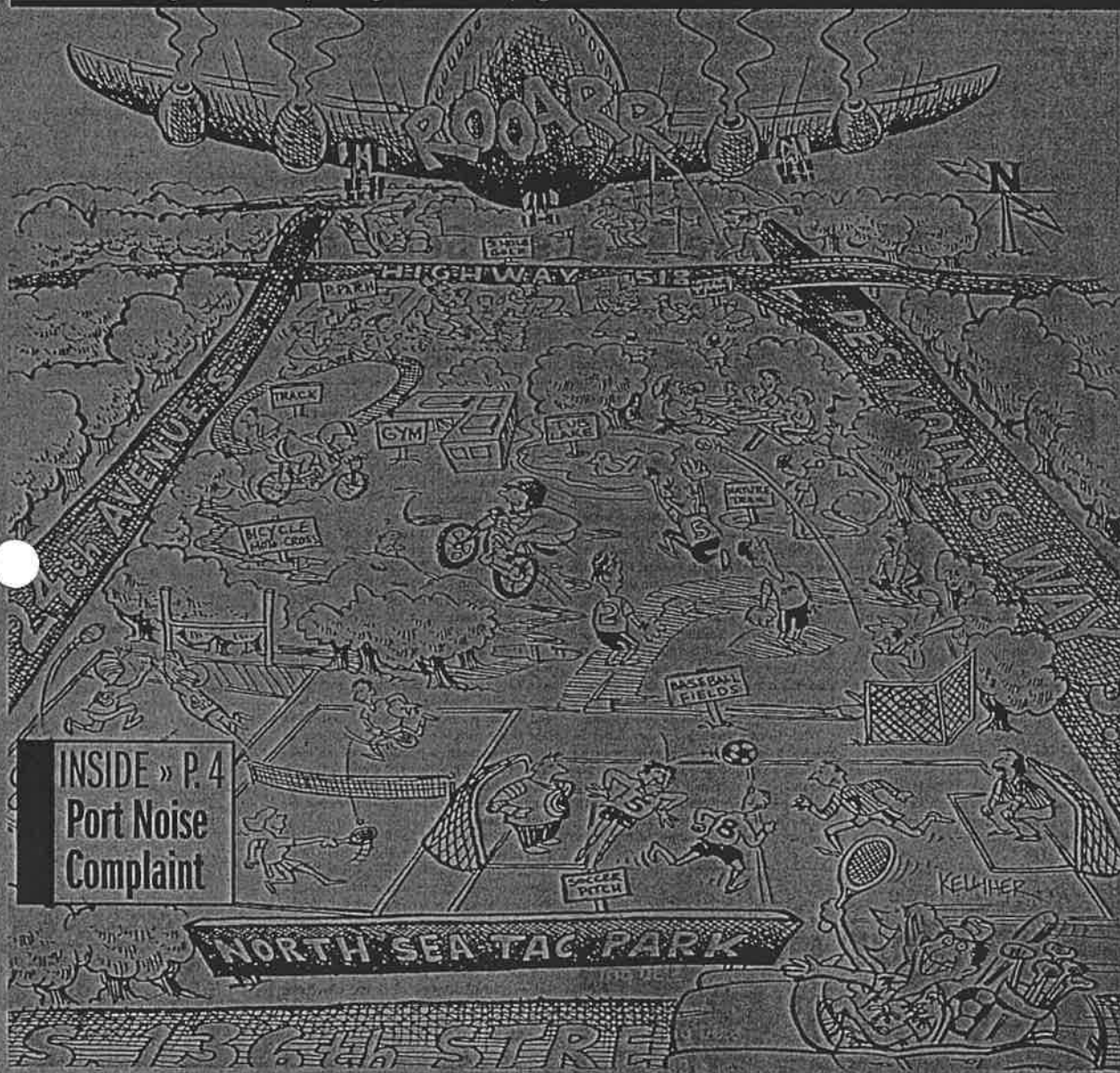


AMANDA KNOX | P. 7
Mask-making.

FRIDAY, APRIL 7, 2017 | Vol. 99, No. 14

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INSIDE » P. 4
Port Noise Complaint



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HIGHLINETIMES

DES MOINES NEWS & SEATAC NEWS SINCE 1945

Fighting for quieter skies in Burien—and less pollution down below

By Lindsay Peyton

It's not just about quieter skies anymore. Burien resident Larry Cripe contends that the issue is much broader and spreads way beyond the borders of Burien.

"In the beginning for me, it was nothing but noise," he said. "Then I realized this is a health issue. These airports across the country are making people sick and nothing is being done about it."

The retired pilot for Alaska Airlines first addressed the Burien City Council in July—simply in an attempt to understand why it seemed like more and more planes were flying overhead at all hours of the day and night.

"It was unbelievable," he said. "There were 60 to 70 flights a day, and it sounded like they were coming through my front door. I knew this was not normal."

He wasn't the only one in the area who noticed a lot more noise overhead. Residents who shared his concerns began reaching out after his appearance in City Hall. They joined forces and formed the nonprofit Quiet Skies Coalition.

Now the organization is waiting for the results of a lawsuit it filed against the Federal Aviation Administration (FAA) in February—and Cripe says the action will set a precedent.

"The decision in the courts will impact the Puget Sound like nothing else," Cripe said. "I'm totally convinced of that. This

is about the entire citizenry of Burien, not just one section of Burien. But it's really much larger than that. What we're attempting to do is going to affect all of Puget Sound."

One of the group's members who helped open Cripe's eyes to the even greater implications of increased airplane traffic was Councilmember Debi Wagner, who wrote the book "Over My Head," about her fight against local airport expansion.

She is also kept awake at night by constant noise from turbo jet engines. "It's kind of like a Mack Truck driving through your living room," she said.

Her research revealed that ultrafine particle pollution coming from planes' exhaust affects communities miles away from the airport.

"We don't know if it's safe to live here," Wagner said. "We're getting toxic crop-dusted. You can't see it, because it's so small. But it gets absorbed in your eyes, your skin, your lungs."

She added that studies show that, in the flight paths, higher occurrences of brain, lung and breast cancer have been recorded—as well as higher rates of hospitalization for children with lung-related illnesses.

Coalition member Walt Bala, who served as an inspector for the FAA for 10 years, explained that with increased traffic above and new flight paths that stretch across the



Burien resident Larry Cripe serves as president of the Quiet Skies Coalition—a group that recently filed a lawsuit against the FAA, challenging flight paths that cause noise pollution in Burien.

city—more and more people are seeing the effects of the noise and pollution.

As he delved into the reasons why the noise was increasing, the coalition discovered that in July the FAA directed aircraft to turn immediately to the west and to cross through airspace at a lower elevation.

"They had several different options for getting airplanes off the runway," Bala said. "They said to go over Burien, because they thought we wouldn't have the money or stamina to fight them."

As an inspector, Bala knew that the FAA had to follow certain procedures, including performing environmental impact studies.

But the FAA did not do this—and that's the basis of the lawsuit.

"If you do something arbitrarily and capriciously, you're left holding the bag," Bala said. "They didn't do their homework."

Cripe said he was furious when he learned about the decision to fly over Burien. "It's public officials behind closed doors making decisions that affect tens of thousands of people, without any accountability," he said. "That's what got to me."

The Quiet Skies Coalition is on a mission to get the FAA to stop routing flights to the west after departing from Sea-Tac Airport, and to reestablish the pattern that existed prior to July.

"We're trying to force the FAA to go back, sit at the table and explain them-

selves," Cripe said. "We're on an uphill battle, but we believe we have a chance."

Ultimately, Cripe believes another airport is needed to accommodate the traffic. "If they continue to expand Sea-Tac, they're going to ruin the Puget Sound," he said. "They're going to totally destroy it."

The Burien City Council signed on to support the case. Communications officer Emily Inlow-Hood said the City of Burien petitioned the U.S. Court of Appeals for the Ninth Circuit to review final decisions by the FAA related to flight departures using the "new route" at Seattle-Tacoma International Airport.

"The petition also asks the Court to review FAA's denial of requests to modify or cease flights using the new route as well as the FAA's decision to not reopen consultation or conduct the required environmental review of alternative routes that would cause less harm to the City and its residents," she said.

As the case unfolds, the Quiet Skies Coalition will continue putting pressure on the Port of Seattle and Alaska Air Group.

A community forum on the issues will be held from 6:30 p.m. to 8 p.m. on Wednesday, April 26 at Mt. Rainier High School, 22450 19 Ave S. in Des Moines.

For more information about the Quiet Skies Coalition, visit www.quietskiescoalition.net.



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Port Recommends \$16 Million Sea-Tac Land Purchase



Plan Would Acquire 75 Acres - 600 Homes in Next Four Years

Small text describing the land purchase plan.



Small text describing the impact on homes.

Local Funds Go Begging Of A Suitable Site

The Highline Times

Small text about the publication.

Share! Weekly Meetings Hospital For Takwila Cancer

From page one, 1973 Highline Times.



SeaTac at a Glance



Resident Population

28,350



Employment

38,250



Average Airport Users / Day

95,200*



Average Hotel Guests / Day

9,270**

TOTAL Daily Population

171,380

*140,000 users per day x 68% who arrive to or leave from, airport proper

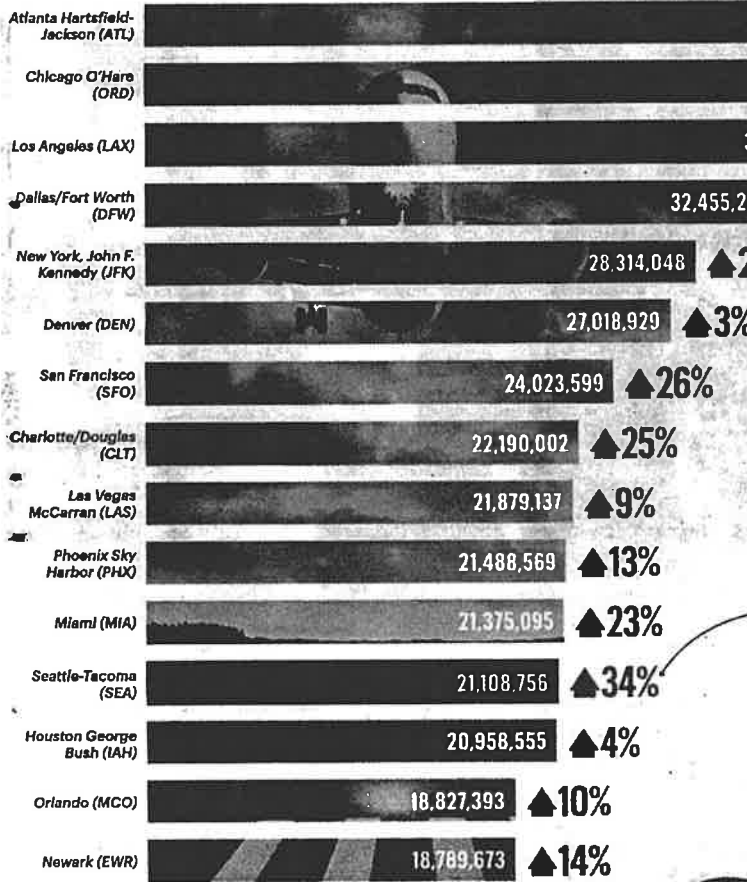
**5,518 rooms x 80% occupancy x 2.1 guests per room

SPECIAL REPORT: AEROSPACE

MORE PASSENGERS, LESS CASH

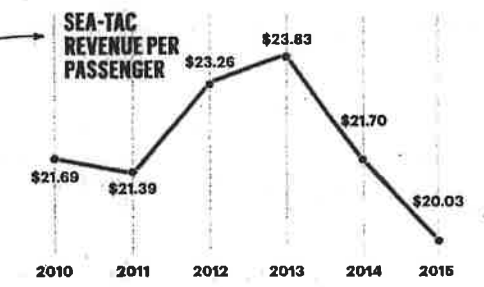
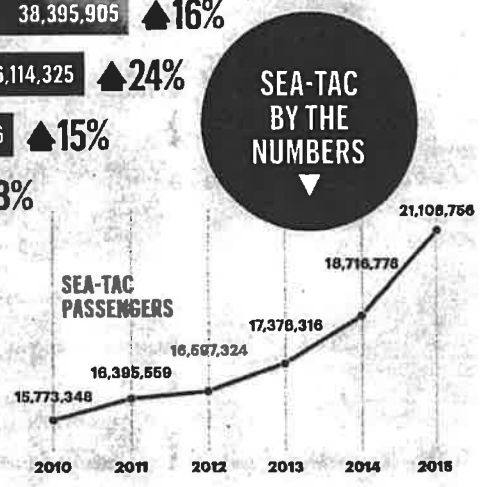
Seattle-Tacoma International Airport is one of the busiest airports in the U.S. In 2015, Sea-Tac ranked No. 12 for passenger traffic. However, the airport's revenue per passenger is among the lowest in the U.S. The airport brought in \$20.03 per passenger in 2015. Meanwhile, Lehigh Valley International Airport, located about 65 miles north of Philadelphia, ranked No. 1 with revenue per passenger reaching \$56.48. That small airport had 338,596 passengers pass through in 2015.

TOTAL PASSENGERS IN 2015



5-YEAR GROWTH ▼

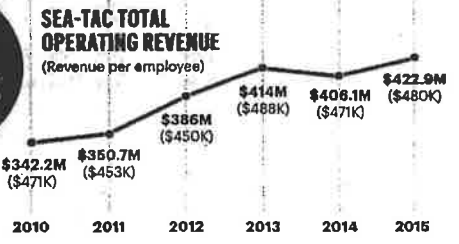
SEA-TAC BY THE NUMBERS



REVENUE PER PASSENGER IN 2015



24%
Sea-Tac 10% operating revenue growth from 2010 to 2015



SEA-TAC FULL-TIME EMPLOYEES

SOURCE: AMERICAN CITY BUSINESS JOURNALS RESEARCH

Joseph Scorcio

From: Lesa Ellis
Sent: Tuesday, April 04, 2017 6:08 PM
To: (craigcbaker@gmail.com); (dc@dollarseattle.com); (dougo53@comcast.net); (jlwachtel@verizon.net); (RM@MCCRACKENPROPERTIES.NET); (tomdantzler@hotmail.com); Erin Sitterley; Jeff Robinson; Joseph Scorcio; Mark Johnsen; Mike Siefkes; Peter Kwon
Subject: SAC: J.D. Power: Sea-Tac airport among 10 worst in the US

From: Peter Kwon
Sent: Monday, April 03, 2017 10:17 PM
To: Lesa Ellis; Joseph Scorcio
Cc: Mary Mirante Bartolo; Mark Johnsen; City Council
Subject: J.D. Power: Sea-Tac airport among 10 worst in the US

Lesla, please forward this to the airport committee. Thanks.
-Peter Kwon

The 10 worst airports in the US
By KYLE FELDSCHER (@KYLE_FELDSCHER) • 3/27/17

President Trump wants to upgrade the nation's infrastructure, and much of that desire comes from his hatred of the nation's airports.

Trump in a presidential debate compared the nation's airports to what he would expect to find in a "third-world country." As a frequent flyer on his own personal jet, the subject of airports is something very close to the president's heart.

Here are the 10 worst large airports in the United States based on customer satisfaction, according to a year-end study by J.D. Power and Associates, in descending order of quality.

10. Seattle-Tacoma International

Flight delays are the biggest problems at this airport in the Pacific Northwest. A hub for Alaska Airlines, Sea-Tac is constantly plagued by bad weather and airport officials are always fighting against delayed flights. Even though new landing strips were opened in 2008, the airport's woes continued, according to Smarter Travel. The airport received about an average score in J.D. Power's study, and those constant delays could be a major reason...

<http://www.washingtonexaminer.com/the-10-worst-airports-in-the-us/article/2618338><http://www.washingtonexaminer.com/the-10-worst-airports-in-the-us/article/2618338>