



September 28, 2018

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Mr. Steve Rybolt  
Aviation Environment and Sustainability  
Port of Seattle  
P.O. Box 68727  
Seattle, WA 98618

Re: Sustainable Airport Master Plan Near Term Projects NEPA EA and SEPA EIS  
Scoping comments

Mr. Rybolt:

City of SeaTac staff has reviewed the July 30, 2018 Scoping document and supporting materials posted on the SAMP Environmental Review website. We also participated in the September 6, 2018 Agency Scoping meeting and the public Open House held at the SeaTac Community Center on September 19, 2018.

As you know, SeaTac has joined with our neighboring cities of Burien, Des Moines and Normandy Park to retain professional assistance to help us to respond to areas of concern for all four jurisdictions. The comments in this letter are intended to supplement, but not abrogate, any comments made in that letter.

The Port formally assured a variety of commitments to the City within the new Interlocal Agreement (ILA) that became effective in February 2018. These provisions need to be acknowledged and incorporated as necessary into the environmental documents. Our comments reflect our understanding and affirm our commitment to the terms of the ILA.

The City has the following comments regarding the proposed scope of the environmental analysis:

1. It is clear from reading the available documents that the Port has developed concepts for how future expansion will occur after completion of the defined "near term projects." For example, there is reference to future airplane hangars being constructed in the South Aviation Support Area (SASA), yet that and other project(s) are not proposed for analysis at this time. There are other statements in the Executive Summary that refer to projects that will be needed to accommodate forecasted growth in activity through 2034, beyond the horizon of the "near term projects."

The State SEPA Guidelines (WAC 197-11-005 (2)) clearly provide that "the lead agency shall prepare its threshold determination and environmental impact statement (EIS), if required, at the earliest possible point in the planning and decision-making process, when the principal features of a proposal and its environmental impacts can be reasonably identified." We have formally raised this same concern in past Port

**Mayor**  
*Erin Sitterley*

**Deputy Mayor**  
*Clyde Hill*

**Councilmembers**  
*Rick Forschler*  
*Joel Wachtel*  
*Peter Kwon*  
*Pam Fernald*

**City Manager**  
*Joseph Scorcio*

**City Attorney**  
*Mary Mirante Bartolo*

**City Clerk**  
*Kristina Gregg*

SEPA actions (International Arrivals Facility, North Satellite Expansion, Flight Corridor Safety Program, Concourse D Hardstand), yet the Port continues to “piecemeal” its environmental analyses. We direct your attention to WAC 197-11-060 (3) and WAC 197-11-060 (5.d.ii), the latter which specifically notes that “phased reviewed” is not appropriate when “it would merely divide a larger system into segmented fragments or avoid discussion of cumulative impacts.” The statement in the Scoping document that although the “SAMP includes the Long Term vision, those projects are not ripe for environmental review because it requires more study and is not reasonably foreseeable” is clearly not consistent with SEPA.

In summary, the City’s position is the scope of the environmental analysis needs to be expanded beyond “near term projects” to analyze the impacts of conceptual buildout of the airport as it is currently envisioned. If the environmental impacts of the components of the Long Term Vision are not analyzed in conjunction with the “near term projects,” the City will likely consider the environmental review as incomplete.

2. In 2015, the City raised concerns with the Determination of Nonsignificance that the Port issued for the proposed International Arrivals Facility (IAF). Our concerns were that the IAF was clearly indicated as being needed to “ensure continued growth” and deal with “accelerated growth in international traffic.” Following our initial comments, there were various communications that eventually resulted in a Letter of Understanding dated September 15, 2015, which was signed by our respective chief administrative officers and Responsible SEPA Officials. In that letter, the Port committed to addressing the “growth of passengers that will be processed in the IAF” as part of the SAMP environmental review process (Item #6). We are reminding you of that binding commitment and our expectation to see that full analysis in the Draft EIS.

We raised similar concerns with the environmental reviews for the North Satellite expansion, the Concourse D Hardstand project and the Flight Corridor Safety Program. We respectfully insist that this analysis include the impacts and other growth-related effects of these projects.

3. The September 15, 2015 letter also notes the City and Port have worked together on a shared transportation plan model that was to be used to inform the City’s Transportation Improvement Plan as well as the SAMP. This approach is confirmed in the 2018 ILA. We remind you of your binding commitment in the SAMP process to “identify transportation and other improvements necessary to accommodate future growth and mitigate where necessary” (Item #4).

Finally, in the September 15, 2015 letter, the Port clearly stated its “intention to fully and appropriately assess the transportation and other impacts of all airport growth...as part of the Sustainable Airport Master Plan” (Item #8). This commitment relates to the concerns raised throughout our comments, in which we insist the environmental analysis address all anticipated airport growth discussed in the SAMP, not just the “near term projects.”

4. In regards to Transportation, the analysis should include projected use of public transit (light rail and RapidRide in particular) as a mean of both workers and travelers accessing the airport. This data should be consistent with Sound Transit ridership projections. Sound Transit’s light rail Airport Station provides a convenient stop for

transit and passenger vehicles dropping off individuals to access the skybridge across International Blvd. As part of the Federal Way Link Extension, the light rail station in the Kent/Highline area is projected to have 30-second bus headways by 2040. The environmental assessment needs to address the impacts and mitigation of future bus passengers at the Airport Station.

5. The Transportation analysis should also evaluate the pending construction of SR 509 and its impact on airport-related cargo truck traffic's use of city streets.
6. The planned employee surface parking lot (Project L06) is proposed adjacent to known wetlands that have been delineated by the Port. The EIS needs to describe the nature of the potential wetland impacts and prescribe appropriate mitigation measures to ensure the integrity of these wetlands. In addition, Project L06 does not indicate how it is proposed to access and utilize the City's streets, the traffic volumes and frequency of trips to be generated and related environmental issues.
7. The transportation analysis needs to consider the impact airport-related truck traffic will have on City streets from both a traffic and street integrity standpoint, due to the two proposed cargo facilities (Projects C02, C03).
8. The City's road network may not have the capacity to support the likely increases in traffic to be caused by projected airport growth. The City is not obligated to accommodate that growth or fund improvements to increase road capacity for private or public projects of this nature. The transportation analysis conducted for the SAMP needs to address how the Port will mitigate its off-site transportation impacts.

Thank you for providing an extended Scoping comment period and also providing numerous opportunities for public and agency participation in the Scoping process. We look forward to receiving the SEPA Draft EIS and NEPA EA upon issuance of those documents.

Sincerely,



Steve Pilcher, SEPA Responsible Official  
Community & Economic Development Director

Cc: City Manager  
City Council



September 28, 2018

Mr. Steve Rybolt  
Aviation Environment and Sustainability  
Port of Seattle  
P. O. Box 68727  
Seattle, WA 98618

Re: Sustainable Airport Master Plan Near Term Projects NEPA EA and SEPA EIS Scoping Comments

The Port of Seattle (the Port) has prepared a Sustainable Airport Master Plan (SAMP) for Seattle-Tacoma International Airport (Airport). It is understood that the purpose of the SAMP is to develop a facilities plan that will allow the Airport to satisfy the region's air transportation needs through 2034 and identify measures that enable the Port to build, manage, and operate the Airport's facilities in ways that meet the Port's sustainability goals and objectives.

The airport has experienced substantial growth in aircraft operations, passenger enplanements, and air cargo. Forecasts for the planning period suggest that growth will continue, exceeding the capacity of the current airfield, terminal, and cargo processing facilities.

The SAMP process resulted in both a vision for comprehensive long-range Airport development and a Near-Term plan, with projects to be constructed by 2027. The planning constraints included using airport-owned property (not acquiring new land) and not adding to the airport's current three runways.

The SAMP addresses five operational areas: airfield (runways and taxiways), terminal, access and parking, air cargo, and airport/airline support functions. The main goals for each, is to improve efficiency, increase airport capacity, reduce delay, and do this while supporting the Port's sustainability goals. The environmental analysis to be conducted needs to address the impacts of proposed improvements for each of these operational areas to the surrounding communities.

The cities of SeaTac, Burien, Normandy Park, and Des Moines, are the closest communities to the airport, and while the airport provides social and economic benefits to the region, our four cities are disproportionately impacted by airport operations. These impacts will only increase with the planned growth in flights, passengers, and air cargo.

Aircraft noise is of primary concern for our communities, especially those located in close proximity to flight paths. We are also heavily impacted by air emissions and reduced air quality, increased traffic congestion, and expanded industrial activity that occurs near residential neighborhoods.

After careful review of the SAMP, with a focus on the Near-Term projects, we have compiled the following comments and concerns related to potential impacts for our communities and areas which must be included in the NEPA and SEPA reviews and considered by the Port as part of managing the long-term operation and growth of Seattle-Tacoma International Airport.

Aviation forecasts call for a 60% increase in aircraft operations and a 75% increase in annual passengers through 2034, and the Port's long-term goals include doubling international passengers, international destinations, and tripling air cargo processed through the airport. The increase in overflights alone will result in a substantial increase in noise exposure to our communities and will be especially impactful for those areas located below arrival and departure paths.

The Port has committed to adopting a "sustainable" airport master plan which includes pledging to be a "responsible environmental steward" and a "good neighbor." In doing so, the Port must objectively assess benefits and impacts, understanding that regional benefits may not offset local community impacts. To fulfill its commitment to be a good neighbor, the Port must carefully analyze and acknowledge both the current impacts, as well as the increased impacts and reduction of quality of life that will result from the planned growth assumed in the SAMP.

#### **Joint Comments from the Cities of Burien, Des Moines, Normandy Park and SeaTac**

The issues raised in this letter need to be considered within the scope of the environmental reviews being conducted for the proposed projects derived from the SAMP. Although during the Agency Scoping meeting on September 6, 2018, some of the following issues were characterized as "Long Term" and therefore beyond the scope of the upcoming environmental review process, we find them to be current and relevant. They are not issues for future analysis, but have arisen from recent, ongoing, and planned changes to the facilities and airspace surrounding the Airport in an ongoing effort to enhance airport capacity. These efforts are intrinsically linked to the proposed projects and cannot be ignored by segmenting the environmental review through limiting the analysis to the near term projects, and ignoring the remainder of the SAMP.

These issues are a derivative of the actions taken by the airport and FAA to increase capacity to meet growing demand. More gates, expanded cargo facilities, improved airspace and procedures, etc., have and will lead to more traffic, more overflights, more noise events, and other impacts. Air Traffic Control (ATC) procedures have already changed within the past few years to accommodate the projected increase in air traffic.

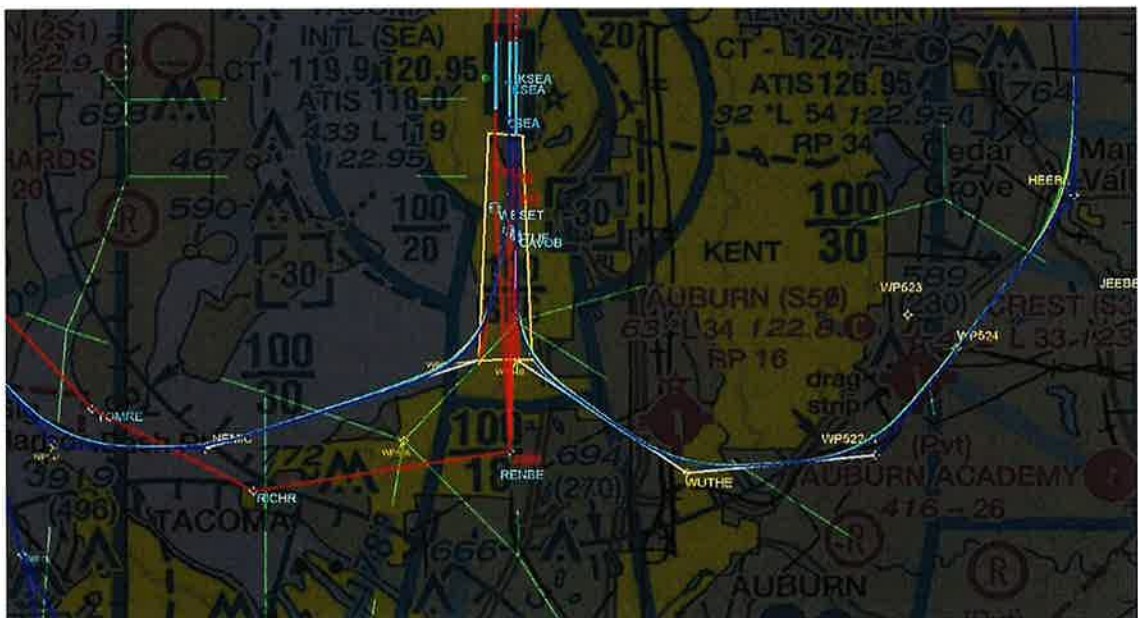
#### **General issues:**

1. The environmental analysis must address what has recently been implemented as part of the overall growth planned and projected at the airport to have a true assessment of the impacts to the communities. The cumulative effect of the changes added to the proposed near and long-term changes (including continued double-digit growth in operations) will have substantial and lasting impacts on our cities. The environmental analysis needs to address these impacts as well as reasonable and attainable mitigations measures.
2. The environmental review process must include the entire SAMP rather than only the near-term projects from the SAMP for the following reasons:

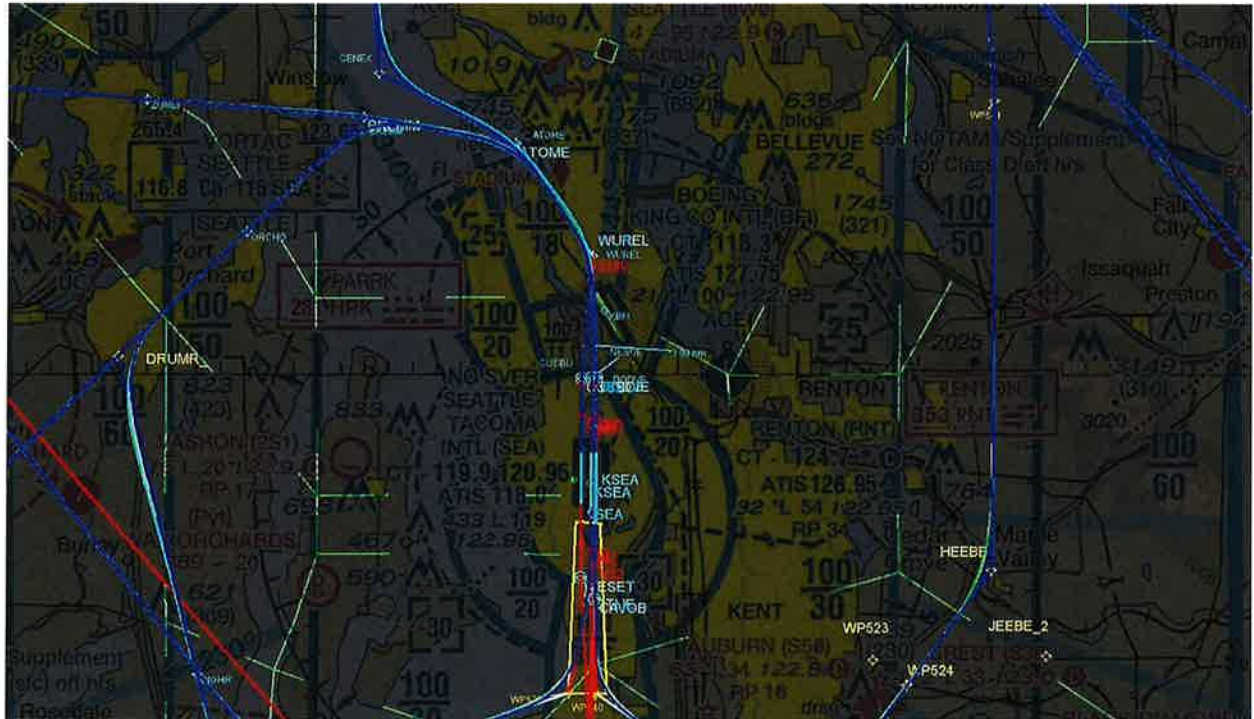
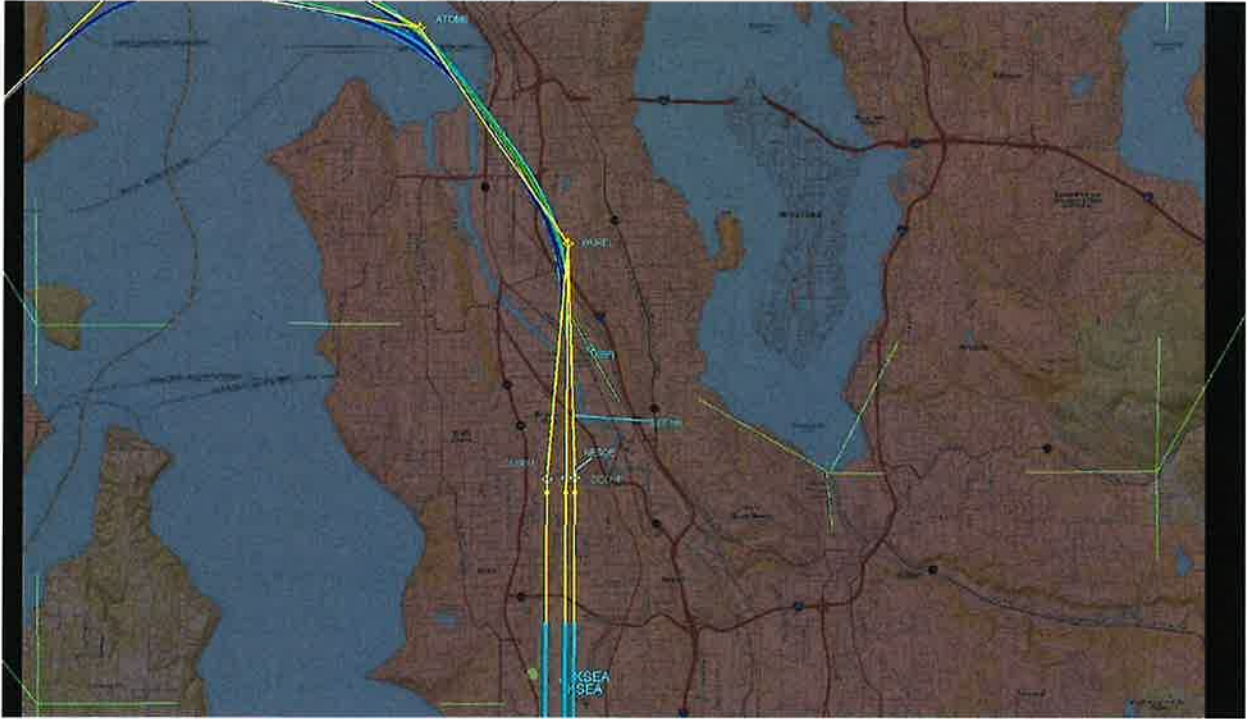
- a. Previous project approvals outside of the SAMP are now proposed to be included as part of the baseline. (Reference the attached letter from the City of Des Moines expressing concerns and the Port's response letter assuring the City that no additional capacity projects would be completed outside of the SAMP.) By including only the near term projects in the environmental review, this pattern of increasing capacity outside of the SAMP and associated environmental review is proposed to be inappropriately continued.
  - b. The SAMP has been completed and includes a long term vision, but only the short term projects are proposed to be included in the environmental review. This is an inappropriate use of the phased review provisions of WAC 197-11-60. Phased review could be utilized when the scope is from a broad policy document (the SAMP) to a narrower scope (the near term projects of the SAMP) as provided under state law. The near term projects environmental review is proposed to precede the broader scope policy document upon which the near term projects are based.
  - c. The "proposal" is improperly defined as the SAMP near-term projects, while the SAMP itself is complete. The proposal is the SAMP (which contains the near-term projects) and analysis should occur to the extent feasible.
  - d. Implementing the near term projects outside of the SAMP, would establish the development pattern and preclude consideration of options when the SAMP eventually undergoes environmental review.
  - e. Environmental review is starting late in the process of the development of the SAMP and near-term project list. Reference the entirety of WAC 197-11-400 - Purpose of EIS. Note particularly that, "...An environmental impact statement is more than a disclosure document. It shall be used by agency officials in conjunction with other relevant materials and considerations to plan actions and make decisions." Including the entire SAMP will allow decision-makers more appropriate information related to environmental impacts, options and mitigation on which to base decisions.
3. The baseline activity for environmental assessment and review is proposed to be 2018. Our concern is that the very significant growth that has occurred at Sea-Tac during the period 2012-2018 is relegated to a foregone conclusion without sufficient environmental review or analysis. The baseline impacts need to be from 2012-2018.
    - a. The revisions to agreements that established usage of the third runway, and that now operates at higher capacity levels, have substantially increased operations without sufficient environmental review.
    - b. The most recent Part 150 submitted to the FAA for their Record of Approval (2013), preceded very significant year over year growth. This Part 150 has not accounted for noise impacts occurring in this dynamic, steadily increasing growth environment over the last six years.
  4. The analysis should include as an alternative, the use and/or siting of other airports.

**Operational issues:**

1. Any Airport Modeling Data and TAM Simulation Results from the past ten (10) years needs to be included in the EA/EIS.
2. AEDT Modeling Data also needs to be included.
3. The existence of the current FAA Performance Based Navigation Implementation Process (FAA Order 7100.41A) Full Working Group and the Notional Procedures that were being considered before the suspension of the Working Group in 2017, needs to be included in the EA/EIS. Specifically, the following Notional Procedures:
  - a. South Flow proposed departure track changes as depicted below:



b. North Flow Proposed departure track changes as depicted below:





4. The EA/EIS needs to include further evaluation of the “Automated Turnouts” westbound over Burien including alternative headings available, frequency of use, and potential mitigation strategies.
5. The EA/EIS needs to address the impact of Wake RECAT on residents under the flight paths due to increased number of events.
6. Existing and Proposed Run-Up Pads need to be addressed in the EA/EIS due to the ongoing and potential disturbance caused to communities in close proximity to these facilities. Mitigation measures for noise generated by these facilities need to be identified.
7. The Baseline of the EA/EIS should not be the airport configuration in 2018, but rather the airport configuration that existed in 2012, as major changes have been implemented since that time without appropriate environmental analysis. Facility changes at the airport since 2012 need be included in the EA/EIS.
8. The EA/EIS needs to address those ATC procedures that were implemented via a Categorical Exclusion (CATEX) over the last decade. These procedures, including Greener Skies, were implemented based upon existing and projected traffic at the time. Since growth and current traffic levels exceed the projected amounts of traffic when implemented, the impacts due to the number of events has increased and will continue to increase as procedures such as Wake RECAT and Equivalent Lateral Spacing Operations (ELSO) are implemented.
9. The EA/EIS needs to evaluate impacts and measures (such as Point-Merge) to mitigate noise for residents living underneath the final approach course,

**Other Issues:**

1. An increase in operations and current levels of congestion suggest an increase in nighttime operations are likely. Additionally, the Port’s stated intention to expand cargo operations will likely further increase nighttime operations which are the most impactful for communities, at the time they are most sensitive to noise. Many citizens mention a middle-of-the-night flight to Asia as well as night cargo flights.
2. The increase in operations (close to 70% over the SAMP planning period) will result in significant increases in noise and emissions.
3. The increase in operations will result in an increase in health effects for communities, especially those close-in to the airport. Health impacts have been associated with aircraft noise, air pollution, and water quality affected by aircraft and airport operations. Include the potential for increased jet fuel releases over water and homes.
4. Sustainable growth requires adequate and effective mitigation to offset or reduce impacts. These should be identified and prioritized in collaboration with affected communities.
5. Regarding noise, the EIS needs to specifically analyze ground noise and address mitigation measures, such as sound absorption walls.
6. The document should clearly delineate those impacts the Port can address vs. those subject to FAA purview.

7. Address and mitigate impacts of noise exposure and air emissions on children’s learning and environmental justice populations adjacent to the airport.
8. Address and mitigate congestion impacts associated with increased commercial truck traffic on off-airport roadways as a result of expanded cargo operations at the airport.
9. Quantify and mitigate for climate change impacts resulting from Green House Gas (GHG) emissions resulting from expanded airport operations.
10. Ensure all SAMP documents and review processes conform to the Limited English Proficiency and Environmental Justice provisions of Title VI of the Civil Rights Act of 1964.
11. The EA/EIS needs to specifically address impacts associated with development of the “L-Shaped parcel” for air cargo processing (Site #3 in the table below).

**Figure 5-6  
Cargo Sites Round 1 Screening Matrix  
Seattle-Tacoma International Airport**

Criteria	Site			
	Site #1 North Cargo Area	Site #2 North of Cargo 1	Site #3 L-Shaped Parcel	Site #4 SASA
Potential to meet PAL 4 area requirements	-1	-1	-1	1
Site development cost	1	1	0	-1
Potential direct airfield access	1	1	-1	1
Potential to improve access and congestion	1	-1	-1	1
Potential to promote optimum utilization	1	1	0	1
Site availability	1	0	1	-1
Phasing	0	1	1	0
Reduced engine run time (ground vehicles)	0	0	-1	0
Impact on wetlands/creeks	1	1	-1	-1
Limits addition of impervious surfaces	0	0	-1	-1
Proximity to noise and light sensitive land uses	0	0	-1	0
Consistency with zoning	1	1	1	1
Consistency with public expectations	1	0	1	1
Score summary	7	4	-3	2
	-1	poor/undesirable	1	good
	0	neutral		

Source: Logplan and LeighFisher, 2016.

Although this site scored poorly and was not selected in the final screening, Development of Site #3 is selected for the Near-Term project portfolio.

12. The SAMP notes that off-airport roadways are outside the scope of the SAMP itself, however, SEPA requires consideration of transportation impacts including increased roadway use and congestion. The EA/EIS needs to address congestion and increased traffic on local surface streets.

**Issue: Impacts to NEPA 4(f) areas, including recreational resources.**

There are several parks and recreational resources in proximity to SEA and within the current DNL 65 dBA contours for the airport. The increase in aircraft overflights and resulting increase in noise exposure and air emissions will substantially diminish intended use and enjoyment of these properties. The EA/EIS needs to analyze both indirect and cumulative impacts of the air traffic levels enabled by implementation of the near-term projects, as well as those included in the long-term vision for airport.

**Issue: Maintenance of existing noise abatement program and procedures.**

A number of elements in the Current Part 150 appear to be inconsistent with the plans included in the near-term projects within the SAMP. These include:

1. Voluntary rescheduling of nighttime flights (10PM-7AM). The forecasted operational level, particularly the substantial increase in cargo operations suggests an increase in nighttime operations may be required.
2. Preferential runway system. A preferential runway system was established to minimize community noise impacts during nighttime hours. This program was limited to nighttime hours due to the relatively low(er) volume of operations during this time. Increased operations at night, combined with impacts to the preferential runway system will increase community noise impacts when residents are most sensitive.
3. The EA/EIS needs to evaluate the increased level of operations enabled through implementation of the SAMP Near-Term projects and whether they may result in modification or elimination of the noise abatement corridors. The environmental analysis needs to address impacts to the elements included in the SEA Fly Quiet program and subsequently, the SEA noise abatement program.

**Issue: Include supplemental noise metrics.**

Public annoyance and sensitivity to aircraft noise is changing. This has been acknowledged by the FAA and others and has prompted a great deal of research by the FAA, Airport Cooperative Research Program, and others. Despite the reduction in numbers of people exposed to DNL 65 dBA, noise complaints are skyrocketing across the United States. Though the FAA has recently completed an aircraft annoyance study, the findings have yet to be released. However, most expect the results will confirm annoyance levels are different than they were in the 1970s when DNL was initially adopted as the standard for predicting annoyance.

While DNL remains the federal standard for assessing aircraft noise impacts, supplemental metrics have been used around the country to help the public better understand the expected changes associated with airport projects and procedure changes. This also helps inform decision-makers and public-authorities who participate in the planning process including airport master planning, compatibility planning, and local land-use planning. While DNL is mandated, reporting a change in DNL alone is less informative than supplementing the DNL values with supplemental metrics such as the Number-of-Events-Above and Time-Above metrics, especially for non-industry experts.

The EA/EIS needs to include use of supplemental metrics to include exposure beyond DNL 65 (i.e. down to the DNL 55 dBA levels of exposure), such as Number of Events Above and Time Above.

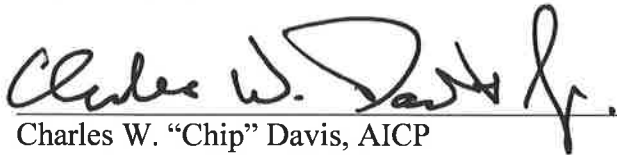
We appreciate the opportunity to comment on the scoping for the near term project environmental review. We look forward to receiving the SEPA Draft EIS and NEPA EA upon issuance of those documents.

Sincerely,



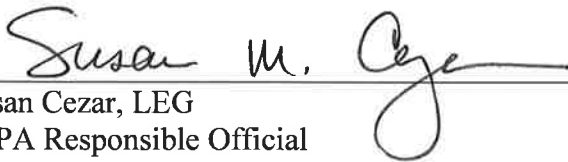
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Steve Pincher, AICP  
SEPA Responsible Official  
City of SeaTac



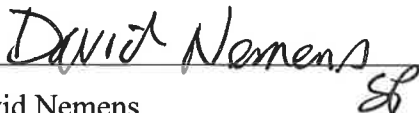
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Charles W. "Chip" Davis, AICP  
SEPA Responsible Official  
City of Burien



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Susan Cezar, LEG  
SEPA Responsible Official  
City of Des Moines



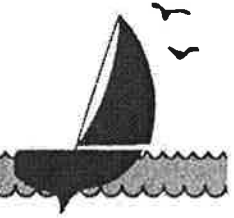
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David Nemens  
SEPA Responsible Official  
City of Normandy Park



# City of Des Moines

PLANNING, BUILDING AND PUBLIC WORKS  
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June 21, 2017

Steve Rybolt  
Port of Seattle Aviation and Sustainability Department  
P.O. Box 68727  
Seattle, WA 98168

RE: DNS for Concourse D Hardstand Holdroom  
Port of Seattle SEPA File Number 17-02

The City of Des Moines appreciates the opportunity to comment on the SEPA Determination of Nonsignificance (DNS) dated June 6, 2017 for the Concourse D Hardstand Holdroom project.

The project documents indicate that the Concourse D Hardstand Holdroom is intended to serve existing passenger levels, however, the environmental checklist also notes that Sea-Tac airport has experienced rapid growth in both passengers and aircraft operations in the past few years which is maximizing use of terminal holdrooms and airplane gate capacity. The environmental checklist further indicates that current estimates and near-term forecasts of gate capacity and demand show increasing gate short falls. It appears that the facility is anticipated to serve current operations as well as future growth.

It is unclear where this proposal fits in the context of the Sustainable Airport Master Plan in addressing future passenger growth, needed passenger handling facilities, and appropriate mitigation. The DNS should clarify how this proposed enhancement to airport facilities is related to future growth and the Sustainable Airport Master Planning process.

The City of Des Moines experiences disproportionate impacts from aircraft operations because of our proximity to Sea-Tac International airport, and Des Moines residents are constantly challenged by noise and health impacts. As a result, the City continues to request that any enhancements to the airport facilities are thoroughly analyzed in a comprehensive manner for impacts to our residents, and appropriate mitigation provided.

Sincerely,

Susan M. Cezar, LEG  
Community Development Director

Cc: Michael Matthias, City Manager  
Dan Brewer, Chief Operations Officer  
Tim George, City Attorney



P.O. Box 68727  
Seattle, WA 98168  
Tel: (206) 787-5388

City of Des Moines  
21630 11<sup>th</sup> Avenue S., Suite A  
Des Moines, WA 98198

July 26, 2017

Dear Mayor Pina:

I appreciated the City of Des Moines' work to convene last week's discussion with Normandy Park, Burién, SeaTac and airport staff to review the airport's Concourse D Hardstand Holdroom project and the Determination of Non-Significance (DNS). I understand this was a direct and open conversation about concerns with the project.

We recognize that growth-related projects at Sea-Tac must be evaluated together in the Sustainable Airport Master Plan (SAMP) to assure that cumulative environmental impacts are addressed. The addendum to the DNS issued on July 21, 2017, which Port staff prepared after last week's meeting, provided more specifics related to the Hardstand Holdroom project timing and scope, showing a net reduction of gates in operation until mid-2021.

The SAMP environmental review, which is anticipated to be conducted in 2018, will account for all existing and approved gates and passenger loading facilities. This includes the North Satellite, the International Arrivals Facility, and the Concourse D Hardstand Holdroom. No additional gates are anticipated until the completion and approval of the Sustainable Airport Master Plan and associated environmental review.

At the same time, we recognize the need for increased effective and informative communication with our adjacent cities. I have greatly appreciated the leadership you and your colleagues in the city of Des Moines have shown in working with the Airport on airport issues and regarding the formation of an Aviation Advisory Committee at Sea-Tac Airport. I am currently in the process of seeking input from our city partners and have scheduled a meeting with city managers in August. Input received at that meeting will help determine the best way to proceed in this regard.

I appreciate your concerns and look forward to a stronger relationship in the future.

A handwritten signature in black ink, appearing to be "Lance Lyttle", enclosed in a simple oval outline.

Lance Lyttle  
Managing Director, Aviation  
Seattle Tacoma International Airport

Cc: Deputy Mayor Vic Pennington  
Councilmember Melissa Musser  
Councilmember Robert Back  
Councilmember Luisa Bangs  
Councilmember Dave Kaplan  
Councilmember Jeremy Nutting  
Michael Matthias, City Manager  
Susan Cezar, Community Development Director

**Lesia Ellis**

---

**From:** Joseph Scorcio  
**Sent:** Tuesday, October 02, 2018 5:45 PM  
**To:** Lesia Ellis  
**Subject:** FW: See what's on the horizon for ANE Symposium topics in 2019!

Please forward this to the Airport Committee for discussion at our next meeting. Thanks, Joe

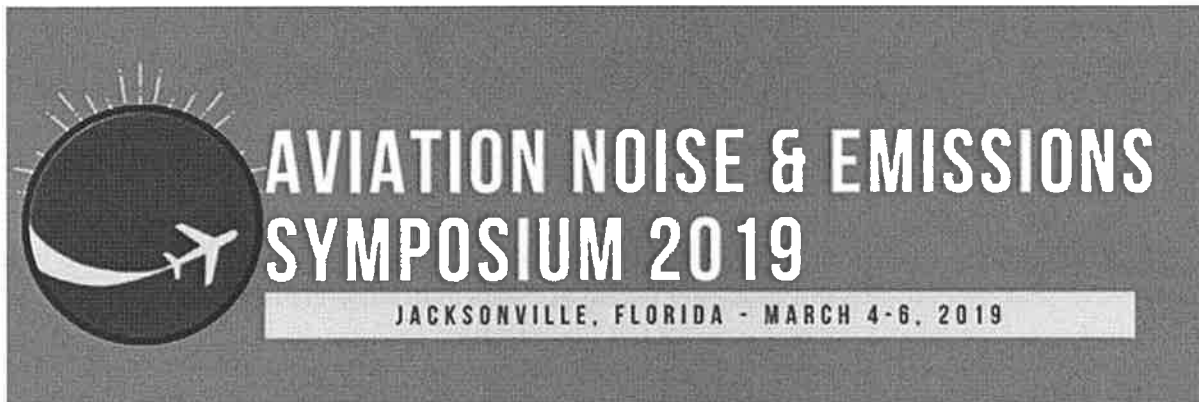
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**From:** Sandra Hall - UC Davis [mailto:airqualityevents@ucdavis.edu]  
**Sent:** Friday, September 28, 2018 2:52 PM  
**To:** Joseph Scorcio <jscorcio@seatacwa.gov>  
**Subject:** See what's on the horizon for ANE Symposium topics in 2019!

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Ends December 15, 2018

**General Attendee: \$750**

**Government/Academic: \$550**

**Community/Tribe: \$280**

**Undergrad/Grad Student: \$95**

## REGULAR REGISTRATION

**General Attendee: \$850**

**Government/Academic: \$650**

**Community/Tribe: \$380**

**Undergrad/Grad Student: \$125**

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Attend ANE to learn about the following topics from experts in the field!

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- PBN: What is it and why is it necessary?
- Possibilities within the Framework
- Examples of Real World Results
- Case Studies on Community Involvement

### DAY 2

- Aviation Emissions
- High Tech Noise and Emissions Control and Reduction
- General Aviation
- Noise Issues on the Horizon

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Would you and your organization be interested in exhibiting during the conference? Or sponsoring community member attendance? Contact the conference manager, [Sandra Hall](#), for more information.

Hosted by [UC Davis Air Quality Research Center](#)  
Questions? Contact Conference Manager, [Sandra Hall](#)

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MEMORANDUM

**DATE** September 12, 2018

**TO:** Sea-Tac International Airport Study Advisory Committee (SSAC)

**FROM:** Gary Idleburg, Senior Planner, Local Government Division

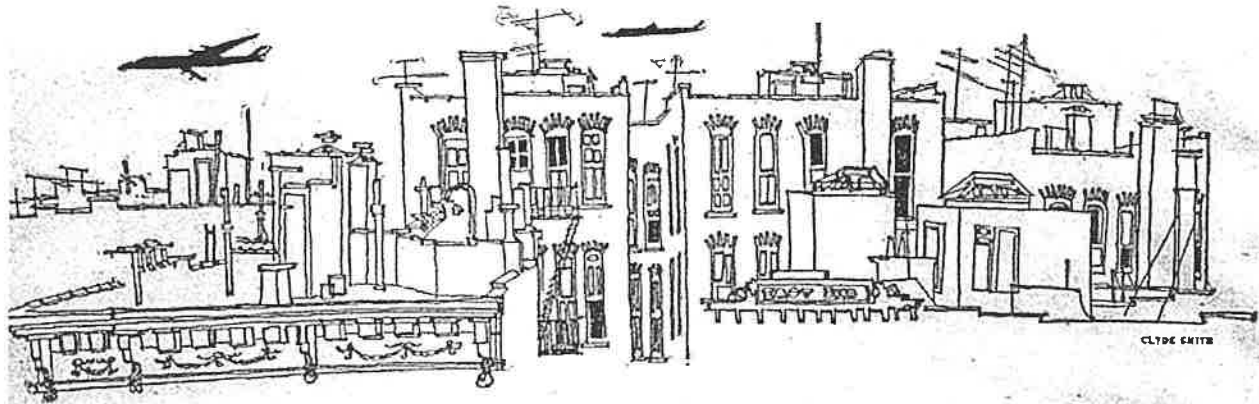
**SUBJECT:** Public participation and next steps for the study

This memorandum is a reminder and a request for public participation in this study. Our last meeting resulted in a number of important decisions which will affect our work

1. Committee representative from each City and the Port of Seattle will select a public representative from their jurisdiction to sit on the full SSAC in developing the "statement of work" among other duties tasked to the committee.
2. A new project schedule and project charter will be developed for signature by the full SSAC.
3. Subsequent meetings will be in the following format; A subcommittee composed of City and Port staff representatives will develop draft work products for the full SSAC (including public representatives) to review and help finalize.
4. The State Legislators on the SSAC will work with their colleagues in the legislature to change the due date of the study.

The Department of Commerce (Commerce) requests that the the City and Port representatives select a public representative for the committee as soon as possible. We will need an aggressive schedule to complete this work. This added step in our process will likely delay our delivery date to the legislature until sometime in the spring of 2020. We would like to reduce that delay as much as possible by filling the public representative positions and meeting again as soon as practicable.

Please contact me at Commerce ([gary.idleburg@commerce.wa.gov](mailto:gary.idleburg@commerce.wa.gov)) or by phone 360.725.3045 if you have questions or need assistance. Thank you for your participation and cooperation.



## AIRPORT NOISE: controllable?

■ One problem of the rapidly expanding jet age of transportation is that it is not moving forward quietly. No one is more aware of this than people living or working close to an airport. Today there are 40 jet airports in the U. S. By 1966 there will be more than 110. There is no doubt that the aircraft which will operate from these airports will be faster and more powerful than today's planes. There is doubt, though, that they will be much quieter.

Airport noise is not a new problem. Even before jets began operating, propeller-driven aircraft were also disturbing communities surrounding airports. As commercial jets increased in number, the problem became more serious. These planes brought with them new sounds that are less tolerable to people on the ground. At the same time, because of the tremendous population increase in the suburbs, residential neighborhoods were built closer to airports.

**THE FEDERAL AVIATION AGENCY** has been working on the airport noise problem for several years. According to the FAA, there are three ways to attack the problem:

- 1) Move people away from the noise.
- 2) Move the noise away from people.
- 3) Reduce the noise at its source.

The first solution, moving—or keeping—people away from airports is the most promising, according to the FAA and the aviation industry. To accomplish this, community co-operation is essential in planning and zoning. Homes, schools, churches and recreation facilities must be built out of the approach and departure paths of planes. When a new airport is proposed, authorities urge communities to set enough land aside to prevent neighborhoods from moving so close to the field that noise will be a problem to residents. Civic groups and community clubs can take an active part in this type of program. They can keep the public informed of possible noise problems and publicize the preventive steps that can be taken.

One example of a community which acted to avoid a noise problem is Oklahoma City. Its Chamber of Commerce will buy enough land for sound-buffer zones around the local airport. The land will be held in trust for the city until funds become available

to buy it back from the Chamber of Commerce at the original purchase price. Communities can get some guidance on how to meet the problem from the National Aircraft Noise Abatement Council, in Washington, D. C., an independent agency formed by the airlines, aircraft manufacturers and commercial pilots.

**IF YOU OWN A HOME** near an airport, you may not find it practical—or possible—to move to escape a noise problem. In that case, you will have to depend on airlines and airport authorities to do what they can to move noise away from you. To help accomplish this, the FAA and aviation authorities have established airport noise-abatement procedures. Take-off and landing patterns keep planes away from populated areas whenever possible, without sacrificing safety. At some fields (such as New York International Airport) certain runways are normally not used from 10 P.M. to 7 A.M. This, of course, is designed to prevent sleepless nights in neighboring homes. Too, airlines have moved training flights to fields located in less-populated areas.

To reduce airport noise at its source, the aviation industry has spent \$50 million to install sound suppressors on jet engines. The devices have reduced jet noise to some degree. The FAA points out, though, that any reduction in sound level, even through the use of noise suppressors, also reduces the power of the plane. Airlines are already operating planes with some sacrifice of power. Any greater loss, says the FAA, could result in sacrifice of safety.

Another way to reduce airport noise at its source is to control the sound of engines while they are on the ground. Devices, such as portable suppressors and silencing screens, have been developed to muffle noise when engines are operated before take-off and during maintenance work.

**NO REALISTIC APPRAISAL** of airport noise problems shows much hope for a total solution. Najeeb E. Halaby, administrator of the Federal Aviation Agency, told **GOOD HOUSEKEEPING**: "There is no easy answer in sight, but almost all members of the aviation community are now working hard on the problem . . . because the vigor and the future of U. S. aviation at home, even across the world, may depend in important measure on a practical solution." ♦

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