



Airport Advisory Committee Minutes

DRAFT

Monday, June 17, 2019

6:00 PM

SeaTac City Hall – City Council Chambers

Members: Present: Commence: 6:04 P.M.
Adjourn: 7:50 P.M.

Joel Wachtel, Chair X
Erin Sitterley, Mayor
Clyde Hill, Deputy Mayor X
Craig Baker X
Doris Cassan X
Roger Kadeg X
Jeffrey Guite X
Savio Pham X
John Oden X

Other Councilmembers: Peter Kwon

Staff Present: Steve Pilcher, CED Director; Kyle Moore, Government Relations/Communications Manager

Chair Wachtel welcomed new members John Oden and Savio Pham and presented a certificate of re-appointment to Doris Cassan. Mr. Oden and Mr. Pham related a bit of their personal and professional background.

1. Public Comment	None.
2. Minutes of 05/20/19 meeting	Moved and seconded to approve; approved unanimously.

<p>3. Dept. of Commerce Airport Study</p>	<p>The consultant for the study, Joe Pobiner of Stantec, had interviewed several members of the Committee as part of developing the study.</p> <p>Roger Kadeg, a Technical Advisory Committee member, provided background on the purpose of the study and what it is intended to address. The consultant is in the data gathering stage, which includes the interviews held (or to be held) with people from surrounding jurisdictions. He reported about the last TAC meeting and the desire for upcoming public participation.</p> <p>Discussion ensued about the issue of non-invited members appearing at the TAC meetings, which are not supposed to be open to the public.</p> <p>Craig Baker and Chair Wachtel summarized their interviews with Mr. Pobiner. Issues with noise from airplanes was discussed and the need to measure areas of impact more thoroughly. Operational safety was also brought up as a concern. Chair Wachtel noted the fuel pipelines that are needed to serve the airport are being adequately monitored. He suggested this could be a topic for future discussion.</p> <p>Jeffrey Guite recommended that the area south of 200th along 12th Ave. S could be rezoned to allow commercial development.</p>
<p>4. What's next for the Committee?</p>	<p>Materials regarding the Highline Forum, StART Committee and Commerce Study were handed out. Staff suggested the Committee determined what "niche" they can fulfill that isn't being covered by these other activities.</p> <p>The Chair asked for input from members about what the Committee could be doing. He noted that since forming, the City has entered into a new ILA with the Port.</p> <p>There was discussion about the building of a new airport to serve the State and how the City could participate. Kyle Moore explained there is no role for citizen representatives from SeaTac. There was further discussion about where a new airport might be constructed, given the amount of growth that continues to occur.</p> <p>Also discussed:</p> <ul style="list-style-type: none"> • the potential of allowing people behind the gates in order to be able to eat at airport restaurants, shop at retail stores, etc. • focusing on the impacts from the airport, especially as the Commerce study progresses. • the 12th Ave. S neighborhood and potential rezoning ensued. • investigating the potential of providing HEPA filters to residents for use in their homes. • Business access to the airport. <p>Clare Gallagher of the Port described some of the work they are doing to address noise and other impacts of airport operations.</p>
<p>5. Round Robin</p>	<p>None.</p>

6. Next Meeting	<p>Staff pointed out that the next regular meeting date is being considered as a potential public meeting date for the Commerce study.</p> <p>The Chair decided to cancel the July meeting. The next meeting will be in August.</p>
7. Adjourn	<p>The meeting adjourned at 7:50 P.M.</p>

LETTER OF AGREEMENT

EFFECTIVE: September 4, 2019

SUBJECT: Informal Runway Use Program

1. **PURPOSE:** To establish the Noise Abatement Informal Runway Use Program for the Seattle-Tacoma International Airport (KSEA).
2. **CANCELLATION:** Informal Runway Use Program Letter of Agreement dated December 6, 2010.
3. **BACKGROUND:** This program has been established by the Port of Seattle (POS) and is administered by the Federal Aviation Administration (FAA) at Seattle Terminal Radar Approach Control (S46) and Seattle Airport Traffic Control Tower (SEA). The goal of this informal runway use program is to establish a clear understanding of the preferred way in which all of the runways will be used in various operating conditions. However, it is not intended that the program described herein would restrict operations or adversely discriminate against any user. Deviations from specified runway use may be necessary because of emergencies, weather, traffic volume, airport construction, or maintenance work. Under these circumstances, runway selection will be in accordance with FAA Orders 7110.65 *Air Traffic Control*, and 8400.9 *National Safety and Operational Criteria for Runway Use Programs*.
4. **SCOPE:** The policy outlined herein provides for the preferential arrival and departure usage of each runway at KSEA. This voluntary program applies to all turbojet aircraft weighing 12,500 pounds or more. The program that is described herein must be utilized to the maximum extent possible whenever wind, weather, traffic density, controller workload, equipment, operations and field conditions and other considerations permit.
5. **RESPONSIBILITIES:**
 - a. POS, S46 and SEA must ensure that all appropriate personnel are briefed on this voluntary program.
 - b. SEA and S46:
 - (1) Reserve the right to determine under what conditions flight operations may be conducted without causing degradation of safety.
 - (2) May be required to follow different policies than detailed herein and reserves the right to determine runway usage such that it is not unsafe, unjustly discriminatory nor incompatible with the efficient management of navigable airspace.
 - (3) Have the responsibility for managing air traffic.

Seattle Terminal Radar Approach Control, Seattle Airport Traffic Control Tower and Port of Seattle

(4) At any time, maintain the right to change the way they use the runways to safely and efficiently manage air traffic. This does not abrogate the authority and responsibility of the pilot in command to ensure the safe operation of his aircraft.

6. PROCEDURES: The following is the planned runway usage during typical operations at KSEA under normal conditions:

a. South Flow Runway Use Program:

(1) Daytime and Evening Hours. The third runway (16R) will be used primarily as an arrival runway. The east runway (16L) and center runway (16C) will be used as arrival and departure runways.

(2) Late night usage. During regular late night operations between the hours of 12:00 a.m. and 5:00 a.m. in normal weather patterns, departures and/or arrivals take place on 16L, and 16C, and use of 16R only when required for safety or efficiency reasons.

b. North Flow Runway Use Program:

(1) Daytime and Evening Hours. The third runway (34L) will be used primarily as an arrival runway. The east runway (34R) and center runway (34C) will be used as arrival and departure runways.

(2) Late night usage. During regular late night operations between the hours of 12:00 a.m. and 5:00 a.m. in normal weather patterns, departures and/or arrivals take place on 34R, and/or 34C, and use of 34L only when required for safety or efficiency reasons.


c. Emergency and Closed Runway Conditions. In the event of an emergency or closed runway condition, the policy outlined in this document may not be followed as prescribed. With safety as the primary goal, the FAA maintains the right to determine the optimal runway assignments and usage during emergency and closed runway conditions.

d. Operational and Safety Criteria (per FAA Order 8400.9). A variety of weather and operational conditions may preclude the application of the normal runway use policy outlined above. These include, but are not limited to, the following:

- (1) Wind Shear or Thunderstorms.
- (2) Visibility.
- (3) Runway Braking Effectiveness.
- (4) Wind.

Seattle Terminal Radar Approach Control, Seattle Airport Traffic Control Tower and Port of Seattle

- e. Annual Review: The parties to this agreement will review this Letter of Agreement (LOA) annually on or around the anniversary of the signing thereof or upon request by any signatory to the LOA.



Jason Poole
Air Traffic Manager
Seattle ATCT



Lawrence Beck
Air Traffic Manager
Seattle TRACON



Lance Lyttle
Managing Director Aviation
Port Of Seattle

YOU'RE A GEM!

The City Council and staff cordially invite you to the
Annual Volunteer Appreciation luncheon

MONDAY, OCTOBER 14, 2019
NOON – 1:30 PM

SeaTac Community Center
13735 - 24th Avenue S.



Reservations required
Please call the RSVP line at 206.973.4817
or your staff coordinator by October 9.
The cost to bring a guest is \$22 payable to the City of SeaTac