

StART

MEETING SUMMARY

JUNE 28, 2023; 5:00 PM – 7:00 PM

VIA ZOOM VIDEOCONFERENCE

Meeting Objectives:

- Recap: Commercial Aviation Coordinating Commission's (CACC) Final Meeting
- Aviation Noise Working Group Activities
- Federal Update

- I. Facilitator welcome, introduction and meeting agenda, Andres Mantilla, Partner, BDS Planning & Urban Design
 - Sarah Cox, StART Chair Alternate/Aviation Environmental Services Director, welcomed and thanked Warren Hendrickson, CACC Chair for coming to present. Sarah is filling in for Lance Lyttle who was unavailable.
- II. Recap: Commercial Aviation Coordinating Commission's Final Meeting
Warren Hendrickson, CACC Chair
 - Warren introduced himself and clarified that he is also the Airport Senior Manager at Olympia Regional Airport. This report is made in his capacity as the Chair of the CACC.
 - Last August 24, the now former Chair of the CACC presented at StART (David Fleckenstein). At the meeting, he announced the timeline for the CACC's process for researching and recommending a preferred site for the Puget Sound's next commercial airport (single/recommended site was to be announced in June 2023).
 - Since that announcement, state legislators passed a law, partially vetoed by the Governor, that created a Commercial Aviation Working Group to succeed the CACC. The CACC disbands officially at the end of June and met for a last time on June 9th.
 - The new work group becomes official on July 23, after the CACC disbands.
 - Warren described the mission of the CACC
 - Identify a single preferred location for a new commercial aviation facility by June 15, 2023.
 - 15 voting members; 12 non-voting members
 - WSDOT Aviation tasked with administrative support role
 - They were to provide recommendations on a commercial aviation facility that must exclude those located in a county with a population of two million or more (i.e. King County) or a facility on or in the vicinity of a military installation
 - Phase One: Conclusions

- History and challenge: concerns about capacity and when it would be reached have been known since the early 1990s
- Can the required capacity be met by existing airports? No.
- Only a new airport on a “greenfield site” will successfully provide the needed capacity
- Phase Two: Developing Possible Recommendations
 - Add capacity to Paine Field according to its Airport Master Plan
 - Continue to develop a greenfield site option with a two-runway configuration in Pierce County Central, Pierce County East, or Thurston County Central
 - Not a single local government entity in Pierce and Thurston Counties supports a new greenfield site airport
 - Universally widespread public opposition in these areas
 - Transportation/infrastructure limitations
 - Environmental concerns
 - City of Yakima has formally requested that the CACC choose Yakima as the single preferred location
 - No Action Alternative – potential implications
 - Implementation of slot control / demand management techniques
 - Increase in ticket prices / fares become less competitive
 - Overall airfield restrictions / increased delays
 - Decreased passenger level of service / less seats available
 - Increased pressure on existing small commercial service airports
 - Public engagement results
 - Build to meet capacity in an environmentally sustainable way
 - Expand existing airports
 - Maximize travel by rail
- Final outcome: Commission voted to submit the results of the member survey to the WA State Legislature as its final report. The survey represented 73% of the entire Commission and 83% of its voting members.
 - Majority agreed that a greenfield site was necessary for a new airport
 - A majority agreed this site is yet to be identified
 - The No Action Alternative received only five yes votes to 11 no votes.
 - Survey results will be shared with the transition to the future Commercial Aviation Work Group
- Discussion
 - City of SeaTac supported the process – possibly moving JBLM to Moses Lake and having the airport at JBLM. Not able to consider it by the law. New group may be able to consider it. Controversial though because of the impact to Pierce County.
 - Flight limitations at Paine Field are part of an agreement already established. Airport has capacity for more flights but is currently constrained by this limitation.
 - Hope that the new group will take an honest look at JBLM. Long-term economic

outlook would be strengthened.

- Chris Herman, Deputy Director of the Washington Ports Association thanked Warren for serving on the Commission.
- The Governor issued a veto statement that he wasn't satisfied with the effort spent looking at existing facilities.
- Hope the data and expertise can be maintained. Have to be careful about particulates and emissions, studies being done on noise improvements. Buffer around the airport. Electric aviation. Leverage new technology. All options that could be considered.
- No airport sponsor besides Yakima has expressed interest in hosting a commercial airport.

III. Aviation Noise Working Group Activities, Marco Milanese, Community Engagement Manager, POS

- SEA continues to see low use of the third runway during the late night hours and that noise comments/complaints continue to trend downward. For example, in May 2022 SEA received 22,000 complaints as compared to May 2023 when SEA received 7,500.
- The continuous taxi to takeoff language was approved and will soon be entered into the SEA's master record.
- Working group received a comprehensive air cargo presentation from the air cargo team that covered operational trends since COVID and what type of freighters SEA is regularly seeing at night along with their typical schedules. The presentation ended with the acknowledgement that FedEx (the loudest aircraft operator during the late night hours) has begun to modernize its fleet and that StART will pursue a letter to FedEx praising them for their efforts and encouraging them to aggressively introduce new, quieter aircraft into their fleet.

Finally, the working group received an early heads-up on the summer operational schedule from Aviation Operations on why it's still down slightly when compared to the pre-pandemic year of 2019.

IV. Federal Policy Working Group Activities, Eric Schinfeld, Federal Government Relations Manager, POS

- DC Fly-in: On April 25-27, several StART and city representatives flew to Washington, DC. The group lobbied the Washington Congressional delegation and FAA leadership on StART's seven priorities. The trip was very successful by all accounts, and four of the group's seven priorities were included in the draft FAA bills released last month. Members of Congress were impressed with StART's ability to lobby as a group on specific and well thought out priorities. It made a huge difference to have everyone standing shoulder to

shoulder asking for the same things. There was concern expressed about not having community representatives participate in the Fly-In. That is a lesson learned and StART will increase its efforts to provide more opportunities to include them.

- FAA Noise Policy Review

- The FAA kicked off a detailed noise policy review public comment period focused on possible changes to the 65 DNL noise metric. This is a huge opportunity for StART to weigh in on.
- The Federal Policy Working Group agreed to a joint letter. A letter is being drafted and circulated for review in advance of the September 29 deadline. Individual communities and cities can send their own letters as well. Link to the FAA policy website is [here](#).

- FAA Reauthorization Legislation

- For 2023, the working group identified seven aircraft noise and emissions policies to advocate for inclusion in the FAA Reauthorization bill.
 - 1) Secondary insulation funding, 2) EPA engagement in aircraft noise and emissions, 3) deadline for FAA action on 65 DNL policy change consideration, 4) ultrafine particulate study, 5) sustainable aviation fuel investments, 6) FAA environmental mitigation grant, and 7) regional airport capacity technical assistance.
 - Four of the seven policies currently included in House and/or Senate bills
 - Other noise and emissions provisions currently included:
 - Creation of a Chief Noise Officer
 - Prioritizing noise mitigation in the setting of new flight paths
 - Creation of a community taskforce to advise the FAA on noise
 - Creation of an internal FAA program to coordinate and interact with the taskforce
 - A National Academies study of noise metrics
 - Both House & Senate versions include language to increase flexibility around the future of North SeaTac Park

V. Public Comments

- David Goebel: from Vashon Fair Skies requests the meetings go back to the previous Zoom format go back to an in-person option for the meeting. Doing it the current way makes everyone invisible to each other. It seemed like this change was made after the meeting with Congresswoman Jayapal when she was gazing at a sea of Vashon Island residents who attended the meeting. Speaking of the CACC they were given an impossible task. Can't snap your fingers and create an airport. However, the FAA's NextGen impacted Vashon with zero outreach to Vashon residents. Half of SEA Airport's flights created overnight.
- Carol Jones: I wanted to say the same thing that David said about the meeting format. I'm impressed with panel members but you don't seem to know the impact to Vashon residents. I can't sit in my backyard without a plane going over my house every two minutes. We need

to have inclusiveness in our groups. Why has StART not allowed Vashon to join? You've got to understand how impactful these flights have been. Back to the FAA – thank you Eric for your efforts there.

- Ursula Euler: A critic of the CACC process. Supports airport and travel innovation with a different business model. Cannot continue with unfettered growth. Airlines and airports can right-size themselves. Population growth in Washington is very modest. The level of growth forecasted must assume the opening of new markets. Aircraft are noisy and dirty and it's not clean regardless of what fuel you use. I'd like to see some revolutionary thinking about how to approach the future. And I agree that I should be able to see all people at the meeting.

VI. Next Steps

- Bob Leonard, member of StART asked about \$240 million in stimulus the airport with 18% targeting surrounding communities and where the money went? Did Des Moines receive any? Port will provide a written response.
- Next Meeting: August 23, 2023; 5:00-7:00 PM

MEMBER	INTEREST REPRESENTED	PRESENT
ADOLFO BAILON	BURIEN - CITY	✓
AMY ARRINGTON	NORMANDY PARK - CITY	✓
BILL VADINO	FEDERAL WAY - CITY	✓
BOB LEONARD	DES MOINES - COMMUNITY REPRESENTATIVE	✓
BRANDON MILES	TUKWILA - CITY	-
BRYAN TOMICH	NORMANDY PARK - COMMUNITY REPRESENTATIVE	-
CARL COLE	SEATAC - CITY	✓
DAVE BERGER	FEDERAL WAY - COMMUNITY REPRESENTATIVE	-
DENISE LATHROP (ALT)	DES MOINES - CITY	✓
DIANA SMITH	BURIEN - COMMUNITY REPRESENTATIVE	✓
ERIC SCHINFELD	PORT OF SEATTLE	✓
GARMON NEWSOM II (ALT)	BURIEN - CITY (ALT)	✓
GRADY STONE	FAA (EX-OFFICIO)	-
JEFF HARBAUGH	BURIEN - COMMUNITY REPRESENTATIVE	✓
JUSTIN BIASSOU	FAA (EX-OFFICIO)	✓
LANCE LYTTLE (CHAIR)	PORT OF SEATTLE - CHAIR	✓
KYLE MOORE	CITY OF SEATAC (ALT)	✓
MARCO MILANESE	PORT OF SEATTLE	✓
MICHAEL BRUGATO	FEDERAL WAY - COMMUNITY REPRESENTATIVE	✓
MICHAEL MATTHIAS	DES MOINES - CITY	-
MOIRA BRADSHAW	NORMANDY PARK - COMMUNITY REPRESENTATIVE	✓
PETER PHILIPS	DES MOINES - COMMUNITY REPRESENTATIVE	✓
PETER SCHILLING	TUKWILA - COMMUNITY REPRESENTATIVE	✓
RANDY FIERTZ (ALT)	ALASKA AIRLINES	✓
ROBERT AKHTAR	SEATAC - COMMUNITY REPRESENTATIVE	✓
SARA COX	PORT OF SEATTLE - CHAIR/ALT	✓
SCOTT INGHAM (ALT)	DELTA AIR LINES	✓
SCOTT KENNEDY	ALASKA AIRLINES	-

TOM FAGERSTROM	PORT OF SEATTLE	✓
NON-MEMBERS	INTEREST REPRESENTED	
ALEX STONE	U.S. REPRESENTATIVE ADAM SMITH	✓
CHRIS SCHAFER	FAA	✓
PARIS EDWARDS	PORT OF SEATTLE	✓
CHRIS HERMAN	WA PUBLIC PORTS ASSOCIATION	✓
KAREN KALANICK	PORT OF SEATTLE	✓
DAVE KAPLAN	PORT OF SEATTLE	✓
ANTHONY HEMSTAD	CITY OF DES MOINES	✓
CLARE GALLAGHER	PORT OF SEATTLE	✓
KELLY SCHIMELFENIG	PORT OF SEATTLE	✓
LESLIE LARDIE	FAA	✓
RYAN ZULAUF	FAA	✓
STEVE VITTNER	PORT OF SEATTLE	✓
PRESENTER		
WARREN HENDRICKSON	CACC	✓
CONSULTANTS		
ANDRES MANTILLA	BDS PLANNING & URBAN DESIGN	✓
CHERYL SWAB	BDS PLANNING & URBAN DESIGN	✓
DORI KRUPANICS	BDS PLANNING & URBAN DESIGN	✓
VINCE MESTRE	CONSULTANT	-
PUBLIC COMMENTS		
CAROL JONES	PUBLIC	✓
DAVID GOEBEL	PUBLIC	✓
URSULA EULER	PUBLIC	✓
HOLLY MOUSER-GUERRA	PUBLIC	✓
DANA CARMICHAEL	PUBLIC	✓

NEXT MEETING: AUGUST 23, 2023 - 5:00 PM - 7:00 PM

LOCATION: ZOOM VIDEOCONFERENCE