

**FINAL Highline Forum –Minutes**  
**Wednesday, May 25, 2011**  
**2:30 P.M. - 4:30 P.M.**  
**Burien City Hall Council Chambers**

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**Attendees: Burien:** Jack Block, Jr., Rose Clark; Gordon Shaw, Mike Martin; **SeaTac:** Todd Cutts; **Tukwila:** Joan Hernandez, Steve Lancaster; **Normandy Park:** Shawn McEvoy, Doug Schulze; **Highline Public Schools:** Geri Fain; **Port of Seattle:** John Creighton, Rob Holland, Diane Summerhays, Stan Shepherd, Marlys St. Laurent, Russ Simonson, Dave Soike

**Presenters:** Craig Kenworthy and Eric Saganic, Puget Sound Clean Air Agency

**Part 150 Noise Study Discussion**

Stan Shepherd, the Manager of Airport Noise Programs, covered the following topics during his brief presentation:

- Review of how the fourth public meeting (April 9<sup>th</sup>) went, the open house format and what topics were covered at the meeting's information stations.
- The specific outreach plan implemented to inform the public about the April 9<sup>th</sup> meeting was described.
- Other efforts to engage with community stakeholders including local city councils and limited English communities were described by Stan.
- Stan reminded the audience about the tentative mayoral roundtable with the Port of Seattle Commission on the Part 150 on June 28<sup>th</sup>.
- Finally, he ran through the Part 150 schedule for the rest of the year ending with the plan's submittal to the FAA in December.

Stan's presentation generated the following questions and comments:

- Some of the members expressed an interest in having a presentation at one of their upcoming city council meetings.
- A number of specific flights were sighted for the early hour they fly or the perception they aren't remaining in the flight corridors or adhering to the FAA's four-post plan. The early morning EVA flight over Federal Way received particular attention. The members were reminded that aircraft in the air fall under the jurisdiction of the FAA, not the Port, and that aircraft continue to get quieter. The Greener Skies initiative may also eventually help with noise but the benefits will mostly be felt by those communities much farther outside of the airport vicinity.
- A night-time curfew came up and why it's so difficult for one to be imposed. Some of the members suggested working together at the federal level to make it easier for airports to impose curfews.
- One member recommended focusing on converting land in close proximity to the airport to uses more compatible with aircraft operations.
- The various opportunities by the public to offer input during the Part 150 process prior to the plan's submittal to the FAA in December.

- It was further described that each of the recommendations would need to be approved by the Port Commission, who should advocate on the community's behalf, before FAA submittal. And those recommendations that are not included in the Part 150 will also be discussed with the Commission and shared with the public including the reasoning for why they weren't included.
- It was suggested that noise-related items that fall outside of the formal Part 150 process should be considered by the Highline Forum and once a determination is made on how to deal with the item, they should be brought to the Commission and FAA for further discussion and consideration in a separate process from the Part 150.
- Members of the Highline Forum suggested that they evaluate the recommendations and take a position on each of them. Port staff suggested moving up the next Highline Forum to June to give the members a chance to evaluate the recommendations prior to their Part 150 roundtable with the full Port Commission later in the summer.
- The conversation ended with a dialogue on the need for other noise metrics, outside of DNL, to describe aircraft noise.