

Highline Forum –Minutes
Wednesday, June 29, 2011
2:30 P.M. - 4:30 P.M.
Seattle-Tacoma International Airport
Beijing Conference Room

Attendees: **Burien:** Rose Clark; Gordon Shaw; **Des Moines:** Bob Sheckler, Tony Piasecki; **Normandy Park:** Shawn McEvoy; **SeaTac:** Todd Cutts; Terry Anderson; **Tukwila:** Joan Hernandez, Kimberly Matej; **FAA:** Ronald Fincher, Cayla Morgan; Janell Barriileaux; **Federal Way:** Linda Kochmar; **Port of Seattle:** Rob Holland, Mark Reis, Marco Milanese, Diane Summerhays, Stan Shepherd, Kym Sulman, Elizabeth Leavitt, Kurt Beckett

Presenters: Rob Adams, Landrum & Brown

In Audience: Marion Yoshino (Normandy Park), Ralph Shape (SeaTac)

Part 150 Study Recommendations

Noise Programs Manager Stan Shepherd introduced Rob Adams, the Port's Part 150 Study consultant.

Rob started by giving the members of the Forum a general sense of how the Part 150 process works and more specifically, what it means to carry a recommendation forward unchanged, carry a recommendation forward with modification and withdraw a recommendation. Items covered in Rob's presentation included:

- Updated, proposed Noise Remedy Boundary based on the 2016 forecast – within the updated Noise Remedy Boundary is ultimately where the noise reduction recommendations need to show a benefit as required by the FAA
- Noise reduction recommended options under review:
 - Residential and condominium sound insulation
 - Pilot project for apartments
 - Air conditioning added to new insulation work
 - Avigation easements for mobile homes
 - Church insulation feasibility study
 - Voluntary South Approach Transition Zone acquisitions
 - Hush House evaluation
- Program management recommended options under review
 - Updated noise monitoring system
 - Enhancements to the Fly Quiet Program
 - Updating Noise Exposure Maps when necessary
- Finally, Rob ended with a high level review of the steps leading to FAA approval of the Part 150.

Following Rob's presentation, Port Commissioner Rob Holland opened the floor to questions. Questions and comments that arose after Rob's presentation (some responded to by Rob and some responded to by Port staff):

- Federal Way Councilmember Linda Kochmar questioned the 65 DNL as the basis for the Noise Remedy Boundary. The Congressional process that led to the adoption of the 65 DNL was explained.
- Councilmember Kochmar asked about what ever happened to plans for a second regional airport. It was explained that the PSRC identified Sea-Tac Airport's Third Runway as where added capacity could be met.
- Councilmember Kochmar expressed frustration with what she perceives as planes turning too early over Federal Way (particularly the Marine Hills neighborhood) and not abiding by the noise abatement corridor over the City.
- Councilmember Kochmar ended by expressing a general frustration with all aircraft traffic over Federal Way. The Port responded that flight track changes are outside of the parameters of the Part 150.
- Burien Councilmember Rose Clark expressed confusion about the number of flights over her house. Ron Fincher with the FAA explained go-arounds happen occasionally for safety reasons.
- Normandy Park Mayor Shawn McEvoy also noted an increased number of flights over his city. If there are safety related reasons for the over-flights, he understands. But if the over-flights are turning over Normandy Park for reasons not related to safety, he has concerns.
- Des Moines Mayor Bob Sheckler asked about the notification process planned for those who live within the current noise remedy boundary but outside of the proposed, updated boundary. It was explained that the Port, as the lead agency, is in the process of identifying who the target audience is. Once complete, a final correspondence will be sent by the Port.
- Burien Councilmember Gordon Shaw commented on the complexities of insulating apartments and why some apartment complexes might not be able to be insulated for a variety of reasons.
- During the Hush House discussion, SeaTac City Manager Todd Cutts asked for which location would work best for the community from a noise reduction standpoint. Councilmember Shaw had some questions about a number of the considered sites particularly those at a lower elevation than the runways. Sea-Tac Airport's Managing Director Mark Reis explained there aren't admittedly any perfect locations and that an analysis evaluating the various possibilities is ongoing. Some comments from SeaTac Mayor Terry Anderson prompted a decision to look at the Port-City of SeaTac ILA to see if it specified anything related to the location of a Hush House. Many of the Forum members spoke up in support of the Hush House's construction and urged its inclusion in the final Part 150 packages submitted to the FAA.
- Des Moines City Manager Tony Piasecki questioned if Sea-Tac could have tiered landing fees as a way to incentivize airlines not to fly at night. The Port responded that operational restrictions could only be used to reduce congestion and Congress would be reluctant to institute any other type of restrictions.
- Burien Councilmember Clark received advice on how best a City can articulate their feedback to the FAA and the Commission on the recommendations. She also challenged the members of the Forum to come up with noise reduction ideas for those residents outside of the noise remedy boundary.