

**Highline Forum –Minutes**  
**Wednesday, March 24, 2010**  
**2:30 P.M. - 4:30 P.M.**  
**City of SeaTac – City Hall**

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**Attendees:** **Burien:** Gordon Shaw, Rose Clark, Mike Martin; **SeaTac:** Mia Gregerson, Todd Cutts; **Tukwila:** Joan Hernandez, Steve Lancaster; **Normandy Park:** George Hadley, Shawn McEvoy, Doug Schulze; **Des Moines:** Tony Piasecki, Bob Sheckler; **Port of Seattle:** John Creighton, Kym Sulman, Diane Summerhays, Marco Milanese, Stan Shepherd, Elizabeth Leavitt; **Highline Public Schools:** Bernie Dorsey, Geri Fain

**Presenter:** Rob Adams, Landrum & Brown

**Part 150 Presentation**

Rob Adams, from Landrum & Brown, began with a brief overview on the Part 150 Noise Compatibility Study process. Rob went on to explain Landrum & Brown's and the Port's respective roles in the study and provided his company's previous history with similar noise studies at other airports.

The FAA, Rob explained, establishes the Part 150 guidelines. Airports must follow these guidelines in order to obtain funding for the study and implement the study's recommendations. FAA guidelines use 65 DNL as the noise threshold for defining areas significantly impacted by noise and all Part 150 recommendations must show benefits within that 65 DNL. Rob detailed the goals for the current Part 150 study:

- To identify noise from the airport and to specifically focus on the 3<sup>rd</sup> runway,
- To look for opportunities that have not been thought of, or that new technology will allow,
- To engage the public in an improved, more transparent public process,
- And to complete the study within a two year timeframe.

Rob presented an outline of the Port's various opportunities for public involvement including six separate public workshops, updates to the Highline Forum, special presentations before city councils and community groups, a dedicated Part 150 website, the "Airmail" community newsletter, the "Constant Contact" e-mail notification service, and a dedicated email for Part 150 comments or questions. A Technical Review Committee (TRC) has also been formed, Rob explained, not to develop recommendations or make decisions, but rather to provide technical feedback, and local land use data to the Part 150 team.

The first public workshop, held February 24<sup>th</sup> at Mount Rainier High School in Des Moines, was quite successful Rob explained. The overall consensus on the meeting format, based on a survey provided to the participants, was overwhelmingly positive, Rob said, citing only a handful of suggestions for a later start time and broader outreach for future meetings. With approximately 150 people in attendance, the workshop began with a presentation on the Part 150, included 15 separate breakout stations, managed by facilitators, to provide immediate feedback and assist with potential refinement to the study's scope of work. The facilitators received an outpouring of input at the meeting

and Rob and his team are still in the process of sorting through it all and determining what's possible within this Part 150 study and what falls outside. Data collected from the February 24th workshop showed areas of citizen concern in the following areas:

1. Third runway noise
2. Potential health risks
3. Run-ups and background noise
4. Nighttime noise
5. Concerns with the validity of the 65 DNL
6. Potential affect on property values

Rob ended his presentation by announcing the date for the next Public Workshop – June 9, 2010. The plan on June 9<sup>th</sup> is to report back on what was heard at the first meeting and in terms of next steps, give the attendees a sense of what's pursuable under this Part 150 and what isn't.

There were a number of questions and comments from the Forum members that came up during and after Rob's presentation including:

- Are run-ups included within the DNL metric? *Yes.*
- Are there are other metrics besides DNL that can be used to define noise? *Yes - but they can't be used as the basis of a noise mitigation program within the Part 150.*
- The Part 150's five year look forward isn't particularly helpful to the cities' long-term land-use planning. Can you consider extending the planning horizon date out further? *This Part 150 also includes a 10 year look forward. Anything more would be difficult because of the volatility in the aviation industry. However, there might be other information, not tied directly to the noise contours, we can offer the surrounding cities to help with their long-range planning.*
- Will there be opportunity for "give and take" at the next public meeting? *Yes, the public will have the opportunity to help refine the developing noise plan.*
- Will the comments and suggestions made at the last Commission meeting and today be included officially as part of the Part 150's public record? *Yes.*
- What's stopping the Forum members and the Port from going to DC "arm and arm" and lobbying for changes to FAA rules that presently prevent airports from setting curfews/restricting runway use?
- Can we provide incentives to airlines that make an effort to either fly quieter aircraft or take other actions that reduce their noise footprint? *Because of FAA restrictions, financial incentives would be tricky. But there might be other options that can be looked at as part of the Part 150.*
- Will you look at noise walls on the west side and the east side of the airport? *Yes.*
- A hush house would have a huge impact on engine run-ups and hence, the number of noise complaints the airport receives.
- There have been increased fights over Normandy Park and the Shorewood area since the third runway opened. Also aircraft are turning over Des Moines earlier than they have in the past. Also, more east-west traffic heading over Burien.
- Is the 4-post plan still being adhered to? *Yes.*
- It appears that the weather has an impact on noise. *Certain weather events lead to more noise while others lead to less.*

- The noise reducing “sling shot” takeoffs that occur at John Wayne Airport in Orange County should be applicable here.
- Low frequency noise does long-term damage to the body.
- The insulation program should be expanded to include rentals, apartments (multi-families), fire departments and churches.
- At the end of the public meeting when the facilitators were reporting back about what they heard, it appeared the facilitators in the interest of providing new information to the crowd looked for something different to say as opposed to relaying what they actually heard in the breakout sessions.
- Deputy Mayor Clark requested the possibility of a field trip to see the Noise monitors, to which Stan Shepherd agreed to arrange.

In terms of improving the Part 150 outreach:

- Have the cities put Part 150 meeting notices on their websites and use the cities’ public access channels
- Consider social networking sites.
- Consider bilingual meetings and publishing meeting notices and handouts in other languages.
- Consider adding planning commissioners to the TRC.
- Provide presentations/Part 150 updates to city councils, school boards, sewer district boards, water district boards, etc.

### **At Close of Meeting**

Shawn McEvoy would like to focus on the following Part 150 related items at the next Forum: an appropriate airport/noise foot print planning horizon that will help the cities with their long-term planning, clearly defining third runway noise and confirming airline compliance with existing noise abatement procedures.

John Creighton and Rose Clark suggested the idea of having the Highline Forum become the venue for discussing and prioritizing noise related items that fall outside of the Part 150.