**FINAL Highline Forum –Minutes**
**Wednesday, January 26, 2011**
**2:30 P.M. - 4:30 P.M.**
**Seattle-Tacoma International Airport – Amsterdam Conference Room**

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**Attendees: Burien:** Gordon Shaw, Rose Clark; **SeaTac:** Todd Cutts, Terry Anderson, Jeff Robinson; **Tukwila:** Joan Hernandez, Kimberly Matej; **Normandy Park:** Clarke Brant, Shawn McEvoy; **Des Moines:** Tony Piasecki, Bob Sheckler; **Port of Seattle:** John Creighton, Rob Holland, Mark Reis, Kym Sulman, Diane Summerhays, Marco Milanese

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

**Part 150 Noise Study Discussion**

Mark Reis introduced Landrum & Brown's Rob Adams – the Port's Part 150 consultant. Rob began his talk with an update on the recently finalized Runway Use Plan, a collaborative effort between the Port of Seattle and FAA. The plan indicates how and under what conditions the runways are expected to be used. Next steps with the plan will be analyzed as part of the Part 150 and will focus on how the plan can be better communicated and monitored.

Next up, Rob focused on the work being done on the airport's long range forecast. The plan is to develop a 30 year forecast that reflects two operating scenarios – a positive economic situation and a less positive economic situation. Under each scenario, when does the airport reach 550,000 operations? 550,000 is presently Sea-Tac's best guess at what represents airfield capacity for a reasonably operating airport. There was plenty of discussion about what constitutes capacity at Sea-Tac and the other factors including vehicle numbers, larger aircraft, air cargo that need to be taken into consideration when talking about capacity. Once a thirty year forecast is finalized, Rob stated the next step is developing noise contours.

Rob next discussed the study's Hush House evaluation and reminded the members how one works and the two design options (three-sided and circular versions). Members of the Forum expressed their desire to have Rob come to future council meetings to brief them on the hush house analysis. Rob said he and Port staff would work to make that happen. Members of the Forum had questions about the timeframe for the hush house's possible construction and questions about their overall impact on the noise contours. Members of the Forum made the offer to assist the Port should they need help in securing funding for the project from the FAA.

Rob ended the presentation by talking briefing about the tentative plan for the next Part 150 public event which will have more of an open house format.