

Highline Forum – FINAL Minutes
Wednesday, May 26, 2010
2:30 P.M. - 4:30 P.M.
City of Burien, Council Chambers

Attendees: Burien: Rose Clark, Gordon Shaw; Michael Lafreniere; **SeaTac:** Terry Anderson, Todd Cutts; **Tukwila:** Joan Hernandez, Steve Lancaster; **Normandy Park:** Shawn McEvoy, Doug Schulze; **Des Moines:** Bob Sheckler, Tony Piasecki; **Highline Public Schools:** Bernie Dorsey, Geri Fain; **Port of Seattle:** John Creighton, Mark Reis, Stan Shepherd, Marco Milanese, Kym Sulman

Presenters: Rob Adams, Landrum & Brown; Lloyd Hara, King County; Holly Moore, Highline School District

In Audience: State House: Mary Solderlind (Rep. Tina Orwall's office); **Burien:** Joan McGilton, Kathy Keene; **FAA:** Brian Schimpf; **Normandy Park:** Marion Yoshino; **SeaTac:** Rich Forschler

Part 150 Noise Study Update

Rob Adams, with Landrum & Brown and the lead consultant on the Part 150 Study, provided the Forum members with a status update on the Part 150 Study. Rob started with a preview of the next public workshop scheduled for June 9, 2010. The process, Rob said, would be similar to the February 25 workshop's process with three breakout sessions facilitated by members of the consulting team with themes formulated from issues identified at the February public workshop.

The topics of the three breakout sessions at the June 9 meeting are:

- Report back on questions/comments heard at the first workshop
- Suggestions for reducing noise
- A noise model/input data explanation

Rob then went into more detail on how the information gathered from the public at the February workshop led to the topics at the three breakout sessions. He cited some of the more common requests received at the last workshop (better meeting notification, request for further information on noise modeling and general noise concerns) and the next steps taken with each to further illustrate his point.

Next, giving the members of the Forum a greater sense of how the June 9 workshop will work, Rob picked a topic (reducing ground noise) and walked through how it would be tackled on June 9 – providing background information on ground noise, possible recommendations for reducing it and the specific questions that will be asked of the public.

The Part 150 Integrated Noise Model was then discussed and all the input factors (runway use, operating levels, fleet mix, etc.) associated with the model. A number of slides were presented detailing operational levels of aircraft by type, detailing how the three runways were used in 2009 and ending visually describing south and north-flow

flight tracks. Rob finished up his presentation by asking some specific questions of the Forum members:

- How will the study improve airline compliance with existing noise abatement procedures?
- How can the cities get a better sense of the airport's long-term operational expectations, development plans, and the corresponding noise environment?
- Are there ways both within a Part 150 and outside of a Part 150 where issues such as nighttime noise can be addressed?

There were a number of questions and comments from the Forum members that came up during and after Rob's presentation (many Mark Reis responded to) including:

- What has the Study team done to reach out to non-English speakers? *A plan is being developed and will be rolled out soon.*
- Is there a precedent for providing air conditioning to homeowners impacted by aircraft noise? *Yes, the FAA, through Part 150s, has helped fund the installation of air conditioning at other airport communities. However, participation does not include upgrading homes to be able to accept central air systems, so things like upgrading electric systems and running ductwork are normally not covered.*
- Please identify where noise monitors are currently located around the airport? *A slide at the Forum directly addressed this question.*
- Are there other carrots that can be used to improve airline compliance with noise abatement procedures or influence them from flying at night? *This is a topic the Part 150 study is considering. However, Mark Reis reminded the audience that when it comes to nighttime flights, the airlines have a business case for why they fly when they do.*
- The idea of joining forces and going to DC was brought up to lobby legislators and regulators to make it easier for airports to exercise greater control over their runways. *Mark Reis reminded the group of the power of airline lobby. The equitable treatment rule would be very hard to overcome.*
- There was interest in FAA Next Gen technology and how it could lead to more planes using the center runway and less of a reliance on the third, which means less noise for the communities on the west-side.
- Long range planning at the airport was discussed and the difficulty of making estimations beyond 10 years. A strong interest was expressed by some of the city representatives to come up with twenty year contours to help local cities when it comes to their long term land use plans.
- A member of the Forum requested the Commission to pledge to never build a 4th runway.
- A quick status report was given on the voluntary runway use plan currently being developed by the FAA.

Rob ended the briefing by inviting the members to attend the June 9 workshop.

Finally, Michael Lafreniere, with the City of Burien, recommended videotaping the June 9th Part 150 public workshop and distributing the video to local public access stations so people who couldn't attend, would have the opportunity to watch the proceedings at a later date. Port staff agreed to investigate this possibility and return to the next Forum with their findings.