



**AGENDA**  
**AIRPORT ADVISORY COMMITTEE**  
**City Council Chambers**  
**Monday, December 8, 2025 - 4:00 PM**

**CALL TO ORDER**

**AGENDA**

- Item 1. APPROVAL OF THE NOVEMBER 10, 2025 AIRPORT COMMITTEE MEETING MINUTES  
[Approval of Minutes](#)
- Item 2. StART MEETING UPDATE
- Item 3. SAMP UPDATE  
[SAMP NEPA Public Graphic - Draft](#)  
[SAMP SEPA Public Graphic - Draft](#)
- Item 4. COMPLAINTS/COMMUNICATIONS  
[Airport Complaints and Draft Response](#)
- Item 5. COMMITTEE WORKPLAN/FORMAT  
[Airport Committee Work Plan](#)

**ADJOURNMENT**

**MINUTES**

**DES MOINES CITY COUNCIL  
AIRPORT ADVISORY COMMITTEE  
City Council Chambers  
VIA ZOOM**

**Monday, November 10, 2025 - 4:00 PM**

**CALL TO ORDER**

Committee Chair Joe Dusenbury called the meeting to order at 3:57 p.m.

**ROLL CALL**

**Committee Present:**

Joe Dusenbury; Steve Reagin; Todd Downing; and Jeffrey Bogen

**Committee Absent:**

Barton DeLacy

**Staff Present:**

City Manager Katherine Caffrey; Senior Planner Jason Woycke; and Administrative Coordinator Laura Hopp

**AGENDA**

Item 1: APPROVAL OF THE OCTOBER 13, 2025 AIRPORT COMMITTEE MEETING MINUTES

**Direction/Action**

**Motion:** made by Steve Reagin to approve the October 13, 2025 Airport Committee Meeting Minutes; seconded by Todd Downing.

Motion passed 4-0.

Item 2: STEVE EDMISTON - Q & A

- Steve Edmiston shared handouts and answered questions from the Committee.

Item 3: START MEETING UPDATE

- Committee Chair Joe Dusenbury shared documents on the StART Meeting Update.

Airport Advisory Committee Minutes  
November 10, 2025

Item 4: SAMP UPDATE

- There was not an update on the Sustainable Airport Master Plan, SAMP.

Item 5: COMPLAINTS/COMMUNICATIONS

- Complaints will be compiled for the December 8, 2025 meeting.

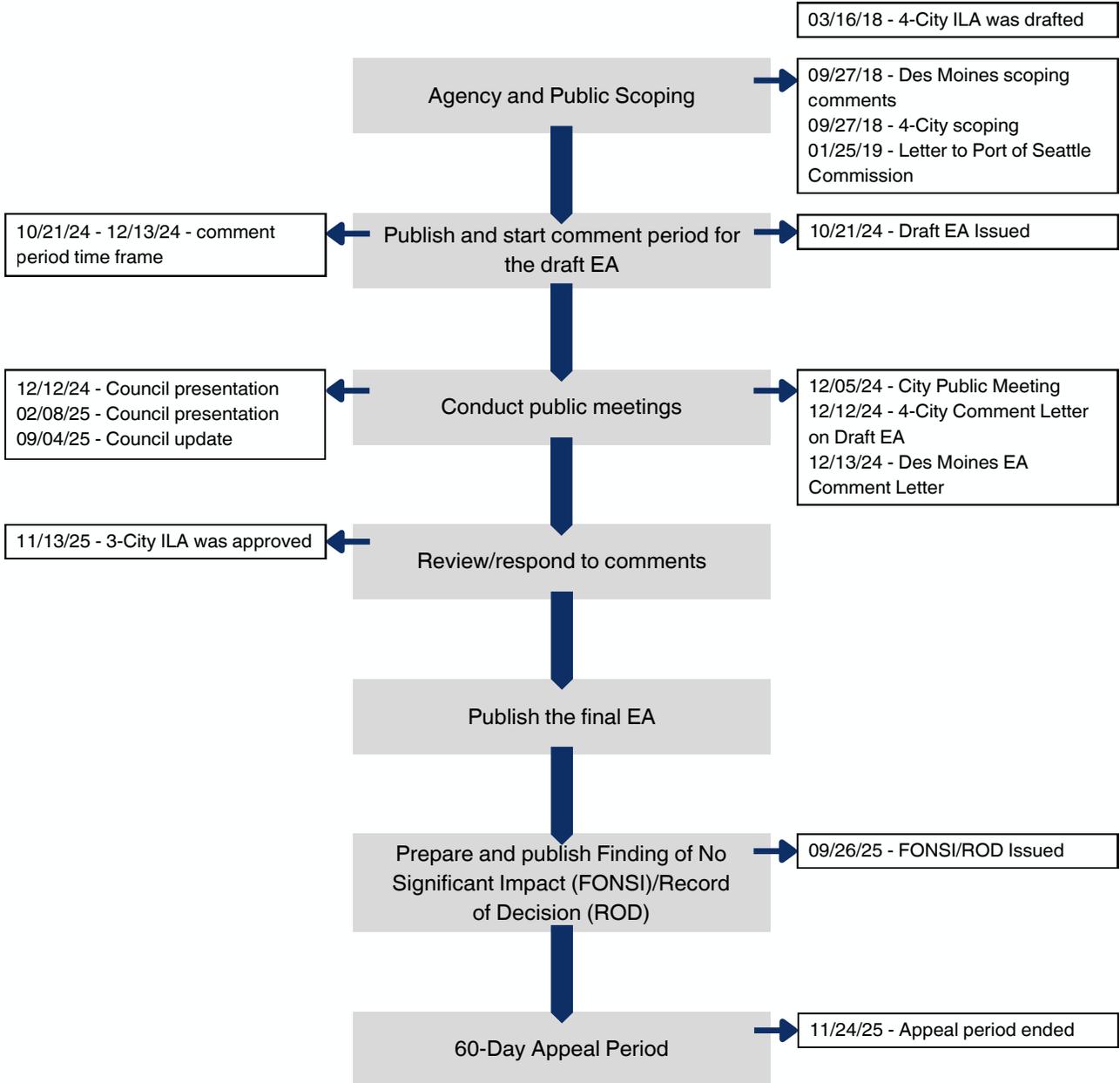
**ADJOURNMENT**

The meeting adjourned at 5:13 p.m.

# NATIONAL ENVIRONMENTAL POLICY ACT (NEPA)

## NEPA PROCESS

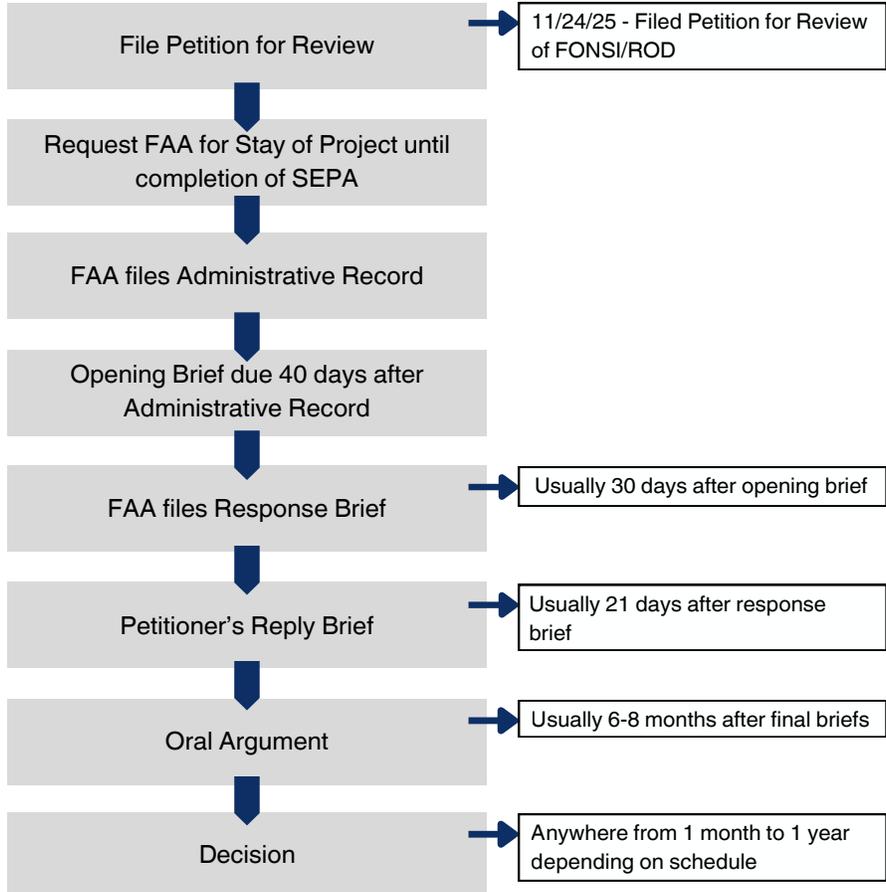
## NOTES



## COURT NEPA APPEAL

### COURT NEPA APPEAL PROCESS

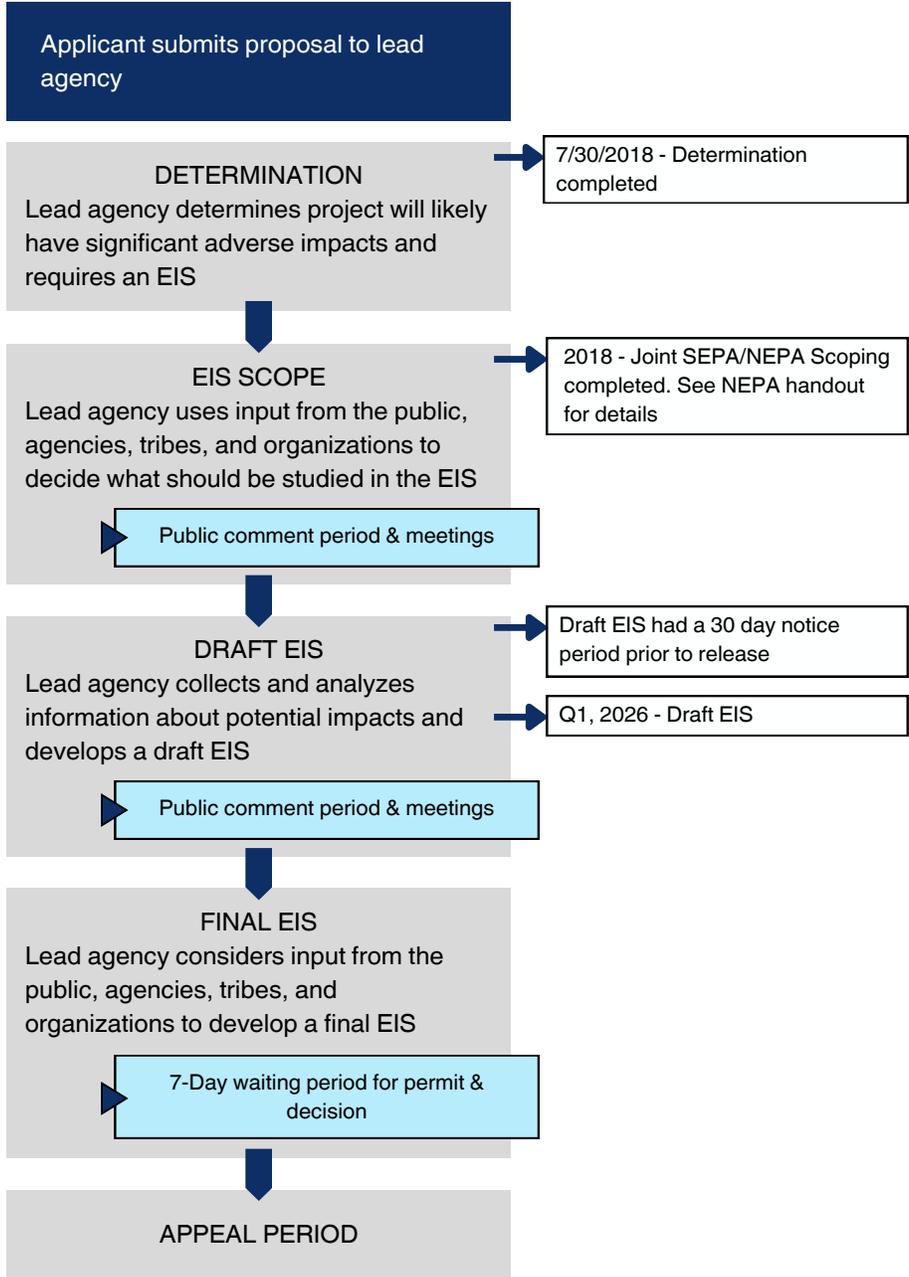
### NOTES



## STATE ENVIRONMENTAL POLICY ACT (SEPA)

### SEPA PROCESS

### NOTES



**From:** [Laurel J Hughes](#)  
**To:** [Airport Committee](#)  
**Subject:** Fwd: Airport flight takeoff noise  
**Date:** Wednesday, October 1, 2025 3:42:08 PM

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CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

----- Forwarded message -----  
From: **Laurel J Hughes** <[4laurelj@gmail.com](mailto:4laurelj@gmail.com)>  
Date: Tue, Sep 30, 2025, 1:16 PM  
Subject: Airport flight takeoff noise  
To: <[citycouncil@desmoineswa.gov](mailto:citycouncil@desmoineswa.gov)>

Greetings. Since no one seems to be serving on the airport advisory committee I'm emailing you all.

The airport has recently changed its landing and takeoff directions so that takeoffs occur southbound over Des Moines. This is considerably noisier than landings, especially at night when takeoffs are as frequent as one every 60 seconds before and after midnight. I have at times had to wear earplugs in order to sleep.

Please contact SeaTac and have them return to the previous takeoff schedule they used for decades. It had always been that takeoffs over Des Moines were only very occasional when weather demanded it.

The airport noise was already terrible. Now it's intolerable. Please act!

Thank you,  
Laurel Hughes  
23007 Marine View Drivw S

**From:** [Laurel J Hughes](#)  
**To:** [Airport Committee](#)  
**Subject:** Still continuous noise  
**Date:** Saturday, October 25, 2025 3:26:13 PM

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[CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.](#)

After days if not weeks of winds from the north seatac is still departing planes to the south. This means near continuous loud jet noise for Des Moines. It's bad all day but especially from 10:30pm to midnight and beyond. PLEASE communicate with the port and let them know this is unacceptable and to change flow based on the wind and not to save them money.

Thank you.

Laurel Hughes  
23007 Marine View Dr S, Des Moines, WA 98198  
206-437-4421

## Email Response to Resident Concerns About Noise

Subject: Thank You for Sharing Your Concerns About SeaTac Airplane Noise

Dear Des Moines City Resident,

Thank you for reaching out to share your concerns regarding airplane noise from SeaTac Airport. We appreciate you taking the time to contact us and understand how important this issue is to you and our community.

Your feedback helps us better understand the impact of airport operations on our residents. We are actively working with airport authorities and local agencies to address concerns about noise levels and explore possible solutions to minimize disruptions in affected neighborhoods.

We encourage you to continue sharing your experiences and suggestions. One of the best ways to ensure that your Noise concerns are officially captured and reviewed is to contact the Noise Programs Office at the Port of Seattle and/or the FAA directly.

The Noise Programs Office at the Port of Seattle receives noise comments through various methods - noise hotline phone calls, online Noise Comment Forms, the Port's Noise Comment App, and the PublicVue flight tracking tool. The link and contact information for the Port of Seattle Noise Office is:

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<https://www.portseattle.org/environment/airport-noise-programs>

Port of Seattle Noise Program Office Phone is: [206-787-5393](tel:206-787-5393)

You may also contact the Federal Aviation Administration directly by writing or calling the FAA Northwest Mountain Region Acting [Noise Ombudsman](#). Vikas Uberoi at [9-anm-noise@faa.gov](mailto:9-anm-noise@faa.gov) or (206) 231-4202.

<https://www.portseattle.org/environment/airport-noise-programs>

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If you have any questions or would like further information, please feel free to contact our office at [insert contact information for Des Moines City contact ].

Thank you again for your engagement and for helping us advocate for a quieter and healthier community.

Sincerely,

The City of Des Moines Team

## Summary of Ms. Hughes' Email to Des Moines City

Ms. Hughes contacted the Des Moines City team regarding recent changes at the airport that have affected residents in her area. Her email highlights three major concerns she would like the city to address:

1. **Change in Airport Operations:** Ms. notes that the airport has recently altered its landing and takeoff directions, resulting in southbound takeoffs over Des Moines. This operational change has increased the frequency and intensity of aircraft noise in the area, particularly during nighttime hours.
2. **Increased Nighttime Noise:** She describes the noise from takeoffs as being considerably louder than landings. Ms. reports that takeoffs can occur as often as every 60 seconds before and after midnight, making it difficult for residents to sleep and forcing her to use earplugs.
3. **Request to Revert to Previous Takeoff Schedule:** Ms. asks the city to request SeaTac Airport to restore its former takeoff schedule, takeoff flights over Des Moines occur only occasionally and mainly due to weather. She emphasizes that airport noise was already a significant issue

## Methods for Addressing SEA Aircraft Noise Complaints

There are several ways the Des Moines City could respond to direct SEA aircraft noise related inquiries/requests such as this. It is certainly possible to analyze the complaint using a data driven, analytic approach. The objective is to assess the complaint and offer feedback on the individual items mentioned. Or we could just respond more generally and acknowledge receipt of the complaint noting the Des Moines engagement with the various Local, State, and Federal organizations and processes which work to support the reduction of Noise and Pollution around SeaTac. There are certainly other ways to address submitted Noise, Traffic, Pollution etc. complaints that come in through City, but specific to noise, we should at least direct and encourage the complainant to utilize and file the complaint with the official respective Port and/or FAA offices.

## Formal Analysis of Ms. Hughes' Airport Noise Complaint

To demonstrate the data analysis of this complaint report, I have provided concise visual summaries and commentary based on publicly available data.

In this case, since the Hughes complaint was filed on September 30<sup>th</sup>, 2025, I pulled September's SEA Port Noise Monitor and NOAA weather data to get a good snapshot of SEA

Noise and Runway configurations that were in use over that period. It requires time to accurately filter the Noise Monitor data in order to obtain the necessary information for addressing Hughes' key issues. Public, post-processed reports for Hughes' complaint are not available. Doing more than just a few/month may not be the best or even appropriate way for Des Moines City and/or our Airport Advisory Group to use our time. Anyway, let's look at what I found on this:

I have attached 5 plots showing what was going on at SEA during September which show General Runway Flow Statistics, Individual RWY Operations/Flow Statistics, Monitored Runway SEL Noise Statistics, as well as a breakout of SEA Overall Operations/Hour.

## Background and Geographic Context

RWYs 16R/16C/16L are associated with South Flow – meaning that these are used on North End for Departures and Arrivals. 34L/34C/34R are at South End and associated with North Flow for Departures and Arrivals. Ms. Hughes lives about 3.2 miles south of SEA aligned approximately with RWY 16R/34L and as a result has significant noise due to proximity of 34L/R/C RWYs used for both takeoff and landing during South and North Flow Runway configurations.

## Response to Principal Complaint Issues

### 1. Considerations Regarding Change in Airport Operations

There does not appear to be a significant overall change in runway configurations during September that are not driven by long standing, standard SEA Runway Operations. For September, this is about a 60/40 South/North Flow Rate percentage. It is generally true the Flow Direction is driven primarily by both airport landing/takeoff operational configuration efficiencies as well as safety related wind conditions exceeding about 7 knots. As we roll into Fall/Winter, stronger winds typically are from the south resulting in more South Flow. What the data shows is an even mix of North/South Flows except for the last few days of September when SEA was almost always in South Flow. **When aligned with NOAA wind/storm data there were some storms during the last few days of September which resulted in SEA going South Flow exclusively. This may be what Ms. Hughes is referring to in her letter to us.**

The South Flow data shows that in the vicinity of Ms. Hughes' home, aircraft are primarily departing primarily from 16L and are about 2300 ft in altitude and have an average SEL of about 85 dBA. Interestingly, during North Flow, aircraft landing using RWYs 34L/C/R, are at an altitude of about 1200 ft and these landings are noisier with average SEL of about 90 dBA. **Therefore, it is hard to correlate Lural Huhges concern about it being noisier during South Flow operations.**

Reviewing NOAA Weather Data for September, strong winds drove the airport to change flow directions appropriately during the month of Seattle. Also, there were no NOTAMs indicating a closed runway which could affect runway usage during September.

2. Considerations Regarding Increased Noise Day/Night

SEA Aircraft Operations during September show overall maximum operational rates of about 75 per hour. Since Ms. Hughes is only affected by North Flow Arrivals and South Flow DepDepartures, data indicates Arrival Average Operational Rates of about 30-35 per hour and Departure Average Operational Rates of about 35-40 per hour. Note that during parallel approach/takeoff maximum rates can be much higher. Ms. Hughes certainly is accurate on this. But SEA night operations (12 AM-5AM for this complaint period) are far less with averages well below 5 per hour and generally never more than 10 over the entire night hour period (12 AM-5AM). **Given this, Ms. Hughes' complaint about night operations at a 60 per hour rate cannot be confirmed.**

3. Considerations Regarding Request to Revert to Previous Takeoff Schedule

Ms. Hughes has asked SEA to adjust flow directions, suggesting a modified heavy North Flow mix to reduce takeoffs from Des Moines. SEA Flow Direction is driven primarily for wind considerations that primarily affect aircraft safety and performance – coupled with considerations in terms of SEA Flow rate efficiencies. A North Flow configuration results in much more landing traffic and is even more noisy than takeoffs affecting her home location. It is not clear that Ms. Hughes appreciates the Operational complexity and safety concerns in making such a request. Des Moines, as well as all the other surrounding SEA communities, appreciate and understand the desire to reduce aircraft noise. **It would not be appropriate for us to endorse a noise reduction request for a Flow Direction change which is contrary to the critical operational Flow Direction constraints that have been in place for years to safely and efficiently manage SEA takeoffs and landings.**

As representatives of the residents of Des Moines, the Citizen's Airport Committee commits to the following action plan:

- We recognize that a healthy environment is essential to the quality of life in Des Moines. To ensure that we have a healthy environment, the Committee will advocate for adding a nationally recognized toxicologist(s) to the team responding to the Port of Seattle's Sustainable Airport Master Plan (SAMP). The Committee will network with similar advocacy groups in the other airport communities to explore funding avenues for this extra effort.
- We believe that the recommendations that come out of the Part 150 Study currently underway will determine changes to the area impacted by sound from the Airport's operations could shift the burden of mitigating the noise impacts to the surrounding communities by de-emphasizing sound insulation packages and recommending significant changes to land use designations that can tolerate higher noise volumes. The Committee will endeavor to start discussions in the City about how this will impact our community.
- The Committee is concerned that the completion of the Highway 509 project will not decrease traffic on Marine View Drive and 16th Avenue, but has the potential to increase traffic congestion by turning an improved 24th Avenue into another corridor thru the City that puts more traffic on Kent-Des Moines Road and 16th Avenue. The Committee will advocate for a more comprehensive traffic analysis in the SEPA process for the SAMP.

The Committee will advance these objectives by engaging our citizens through one-on-one conversations, social media, and public meetings that are not attended by Port of Seattle or Airport Staff.