



**THE LEAGUE OF QUIET SKIES VOTERS PRESENTS:**

# **A TOWN HALL**

## **Aviation Expansion and our Quality of Life**

Aircraft noise and emissions present health and environmental concerns, impact property values and public safety, and create social and environmental justice disparities. Sea-Tac has 1,200 daily flights, has added 100,000 annual flights in four years, and will add 80,000 more annual flights. This growth is challenged by new science, legislation, lawsuits, and activism.

The League seeks to empower voters with information to understand the risks of expansion, the alternatives, our rights and choices, and how to engage policymakers for change.

- **Keynote Address: Congressman Adam Smith**
  - **Speaker: Chris McCann – Airnoise.io**
- **Special Report: World Health Organization 2018 Environmental Noise Guidelines**
  - **Aviation Noise and Emissions 101**

Where: Highline Performing Arts Center, Burien, WA  
When: April 25, 2019  
Time: 6:00 – 8:00 p.m.

**Free tickets, learn more, and follow at [www.LOQSV.org](http://www.LOQSV.org)**

*Notice: this Town Hall will be live-streamed and recorded for a documentary film.*



The League of Quiet Skies Voters enthusiastically announces a presentation by Inventor, Chris McCann, best known for his innovative Airnoise.io device that automatically reports users' aircraft noise complaints directly to Sea-Tac Airport. Used throughout the U.S., the Airnoise.io "button" has become a popular and easy-to-use tool for complainants expecting more accountability from unresponsive airports.

With an aviation background as a combat pilot in the Air Force and upon completion of a Master's Degree in Software Engineering, Chris McCann became a software developer for Fairway Technologies in La Jolla, CA. Additionally, Chris has over 5,000 hours flying time in 39 different aircraft and he flies a Cirrus SR-22 for fun now.

When friends and family in his neighborhood complained about aircraft noise due to FAA's NextGen routes and their airport's lack of response associated with registering these complaints, it occurred to Chris that the difficulty of filing complaints with no actionable responses from airports might be solved by the invention of the Airnoise.io button. As a combat veteran and software developer, Chris believed "There was no place in our democracy for the injustice I saw happening, so it was pretty much a call to duty."

Today, Chris' Airnoise button has led to 1,819,914 (Steve check this number) complaints being registered at 39 airports nationwide. McCann and Airnoise.io have received substantial nationwide media attention, including a feature story in the Wall Street Journal last Fall, when Port of Seattle's Perry Cooper was quoted as saying there had been over 2,000 complaints filed at Sea-Tac per week.

At the League's kick-off event on April 25, McCann will share with the audience the impacts nationwide of capturing complaint data more efficiency; the effectiveness (or ineffectiveness) of airport responses to noise complaints; and how citizens might better use complaint data to influence local policy-makers. McCann will also discuss the tactics used by airports to push back against increased numbers of noise complaints. "We're excited to have Chris speak to our airport communities at the League's first Town Hall because this type of out-of-the-box innovation is precisely what we need to address Sea-Tac's broken complaint response system," said Burien Quiet Skies Coalition President, Larry Cripe.

Chris McCann will discuss how the Airnoise.io button has motivated conversations between residents, local airport authorities, the FAA, and elected officials with attendees at the April 25 League event. According to the Quiet Skies Coalition's Treasurer, Debi Wagner, "Chris is a perfect fit for our first Town Hall because it's purpose is to maximize voter education on health and environmental risks from airport expansion, and to emphasize there is fact and science-based information associated with aircraft noise issues. Airnoise.io is just that—*real* information and *real* data."

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Chris McCann <admin@airnoise.io>

3/21/2019 11:48 PM

Re: League of Quiet Skies Voters' Forum

To SHARYN PARKER <sparkerward@comcast.net> Copy Debi Wagner <debi.wagner4@gmail.com>

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Sharyn,

My responses are inline below.

My bio:

I'm a graduate of the US Air Force Academy with a BS in Astronautical Engineering. After completing pilot training I flew transport jets, graduated from Air Force Test Pilot School, flew U-2 reconnaissance aircraft, and taught at Test Pilot School. While on staff at Test Pilot School I completed my Master's Degree in Software Engineering. I completed my career as a U-2 test pilot in Palmdale, CA. During my time on active duty I saw combat multiple times, including the first and second Gulf Wars, Iraq, Afghanistan, and Bosnia. I have over 5,000 hours flying time in 37 different aircraft and fly a Cirrus SR-22 for fun now.

Upon my retirement from the Air Force I became a software developer for a defense company. I've worked for several startups since and now am a Business Solutions Architect at Fairway Technologies, a technology consulting firm in La Jolla, CA, helping bring new clients onboard and getting development teams started on new projects. I have a wife and two boys, ages 11 and 13.

Chris McCann  
[airnoise.io](http://airnoise.io)

On Tue, Mar 12, 2019 at 11:57 AM SHARYN PARKER <[sparkerward@comcast.net](mailto:sparkerward@comcast.net)> wrote:

Good afternoon Mr. McCann,

My name is Sharyn Parker and I am assisting Debi Wagner with gathering important information as we organize in advance of our kick-off event for the League of Quiet Skies Voter's Forum on April 25. On Sunday afternoon, our "steering committee" met and decided that certain background information about you would be helpful to provide prospective attendees-- and the media--about our special guests presenting at the forum.

To that end, could you please forward me a brief bio for use in our promotional materials for use to advertise our event? Our preliminary overview of the forum agenda provides 20 minutes for your presentation; and listed below are some topics we identified that you're uniquely qualified to address in your remarks. A few days prior to the event, we will contact you by phone to make sure we've sufficiently covered your topic consistent with the themes listed below:

- What was your inspiration for the invention of the AirNoise button?

>> People in my community were complaining about aircraft noise due to FAA NextGen and the difficulty in filing noise complaints. The airport authority's noise office also complained about receiving inactionable complaints that

lacked enough information to do anything. Between my airplane experience and my software skills it occurred to me there might be a way to solve both problems, so in the course of two nights I hacked together a rough version of the application. Also, as a veteran, I felt that there was no place in our democracy for the injustice I saw happening so it was pretty much a call to duty.

- What has been the reaction from communities using the AirNoise button; and users' feedback from its use?

>> It's been very positive and a bit overwhelming. I had no idea when I did this for my local community that there might be other people facing the same challenges. It's certainly a national problem, and even international as I've had inquiries from folks in other countries about using the technology there.

I've had many users tell me that the button helps them deal with the noise problem in a constructive, almost therapeutic way, especially late at night or early in the morning. The aggravation of having your whole house rattling due to the noise and not being able to do anything is very stressful, so I'm glad to know that Airnoise can help folks regain a little bit of their sanity and try to move the needle on the problem at the same time.

- What communities/regions have utilized the AirNoise button the most effectively?

>> Communities across the country have used the noise complaints as a way to motivate conversations with local airport authorities, the FAA, and elected and appointed officials. In San Diego the large volume of complaints we generated forced the airport authority to add more voting seats for citizens from our community on the airport noise advisory committee. Other areas have gotten the FAA to agree to look at making changes to new flight paths that brought noise to their communities by using the detailed complaint data Airnoise generates to point out the most problematic flight paths and aircraft. Still others have been able to use the large volume of complaints to get their Congressional representatives to sponsor changes to the FAA's reauthorization.

- How is the AirNoise button influencing public policy debates?

>> It puts more of the power back in the hands of the people and adds large volumes of highly detailed data to back up the assertions that the new flight paths are causing tremendous suffering for people who were previously free of aircraft noise. By being easy to use people are truly able to express the regularity of the noisy intrusions into their daily lives, something the "official" systems just aren't designed to do. By offering free accounts Airnoise has allowed more members of a community to join in the fight to restore peace and quiet.

- Do you produce reports for "airport" communities to see what effect use of the button is having on policy makers?

>> I don't formally track that but I regularly receive reports from users about the progress they're making with getting their local officials to at least sit down and talk about the issue. It has also made people much more aware and proactive when it comes to airports who announce expansions or plans to begin commercial service. It gives people a way to make their voices heard without having to spend all their free time doing so.

- As a voter what questions would you ask policymakers about their use of noise complaints? What actions should voters ask them to take?

>> I would first ask them if they are aware of what the FAA's NextGen effort has done to noise in their constituents' communities and if they are aware of how many noise complaints have been filed. What action they can take is really dependent on where they sit in the range of organizations that has any input on the issue, from local airport authorities up to Members of Congress.

- How have airports responded to the use of the AirNoise button?

>> Great question. At first, let's just say they were less than enthusiastic about the rather major jump in the number of complaints they were receiving. Some tried to simply block Airnoise from being able to submit complaints and others changed their reporting statistics to try to downplay the exponential increase in complaints. I called out these shenanigans to the Airnoise users in those communities and democracy took over. It's amazing how quickly an organization will change bad behavior when it receives calls from three levels of government, 100 angry citizens, and multiple press outlets!

Now airports, and the vendors who supply the noise complaint systems they use, are being much more proactive and are in fact reaching out to me to ensure that complaints from Airnoise can flow unimpeded into their system. I think they're finally seeing the value of allowing citizens to provide copious and detailed information about the aircraft noise that's intrusive.

1. Follow up: what do you say when an airport seeks to dismiss the importance of the increased complaints by focusing on the large number of complaints from a small number of people?

>> Two things: First, any fool can lie with statistics, and I've seen that happen all over the country. As soon as the raw complaint data starts to look bad, switch to a metric that is less bad, say, new households complaining per month, and call out the outliers to put a "tin foil hat" spin on the folks filing the most complaints.

Imagine someone who is elderly, has lived in their house in peace and quiet for 50 years, and spends most of their time in their garden. Then the new FAA flight path puts an airplane over their house at 2000 feet every 45 seconds from 6 am until midnight, every day. Her favorite outdoor chair is now covered in fine, black soot every morning. Is that person crazy for filing 100 or more complaints a day, or are they just really suffering and trying to motivate a solution?

Second, I'd simply ask, what's the right number of complaints, and from whom, to indicate there's a problem desperately seeking a solution?

If no one filed a single complaint the airport authorities, FAA, and airlines would all say, "Look, there's no problem!".

If 1,000 people file 100 complaints a day, those same officials will say, "It's only 1000 people out of 400,000 filing all these complaints - they're just cranky!"

If 400,000 people filed a single complaint every day they'd say, "It's only a single complaint -- people can't be that bothered!"

Bottom line: there is no "right number" of complaints, either in aggregate or per person, that most of the officials involved in the issue will say, "Okay, these complaints indicate there is a problem we need to address."

For this reason we are constantly trying to make Airnoise easier to use for more people and to amplify the signal these complaints send to all those involved.

2. Follow up: do you think the huge numbers reflect a few people that are mad, or reflect a better understanding of just how upset an entire community is over the noise?

>> It's both. But something important to note is that the perceived noise and the nuisance it presents varies from house to house and person to person. Noise that drives one person crazy may be completely tolerable by someone else. The same aircraft passing over two houses next door to each other can be perceived drastically

differently depending on the construction and orientation of the houses. Noise is not a one-size-fits-all problem, though the pollution may be.

- For our airport, Sea-Tac:

1. Do you know how much noise complaints at Sea-Tac have increased over its traditional numbers of around 2500 per year?

>> Well, there have been 4,844 complaints to Sea-Tac in the last week alone as of my writing this, so I'd say it's gone up nearly 100x.

2. Do you have one full year of data at an airport to compare to a partial or completed previous year?

>> Not sure what you're asking here.

3. Have you noticed any trends (i.e., more complaints after 5:00 pm or in the middle of the night?) at Sea-Tac since complainants are now using the AirNoise button?

>> I have not analyzed the Sea-Tac data to that level.

>> I'll have to get to these last few tomorrow.

- In your opinion, which airports are responding well (i.e. posting AirNoise complaints on their website) and how has the community reacted?

- Time permitting:

1. What do you forecast the future of AirNoise button will be in the US?
2. Do you foresee any upcoming innovations in the design or use of AirNoise buttons?

Also along with your bio, we would love to have a black/white and color photo of you as soon as possible for use to advertise our event.

Thank you for your participation and we all look forward to meeting you and learning more about your very useful product!

Sharyn Parker

## LEAGUE OF QUIET SKIES VOTERS – FOR IMMEDIATE RELEASE

Contact: Steve Edmiston 206-372-6647 [steveedmistonQ45@gmail.com](mailto:steveedmistonQ45@gmail.com)  
Airnoise.io Inventor Chris McCann  
First Speaker Announced for Community Town Hall  
SEA-TAC AIRPORT, SEATAC, WA

The League of Quiet Skies Voters today announced Airnoise.io inventor Chris McCann will speak at the League's April 25, 2019, Town Hall at Burien's Performing Arts Center. McCann is a software developer, former Air Force pilot, and a representative on the San Diego Airport Noise Advisory Committee. Described as "the fast, easy way to file airport noise complaints," and "make your voice heard, to help your community, and get your life back," the app can be downloaded for free, or a small thumb-drive sized device can be purchased to register a complaint at an airport with simple push of a button.

Airnoise.io has already led to 1,8190,914 complaints being registered at 39 airports nationwide.

McCann and Airnoise.io have received substantial nationwide media attention, including a feature story in the Wall Street Journal last fall that quoted the Port of Seattle's Perry Cooper that Sea-Tac had seen an increase to over 2,000 complaints per week. It is anticipated that McCann will discuss the need to for better tracking of complaints; the impacts nationwide of capturing complaints more efficiently; the effectiveness (or ineffectiveness) of airport responses to the complaints; and how citizens might better use the complaint data for influencing decision-making by their local policy-makers. McCann will also discuss the tactics used by airports to push back against the increased number of complaints. "We're excited to have Chris speak to our airport neighbor communities at the Town Hall because this type of out-of-the-box problem-solving is precisely what we need to address the ineffective complaint response system at Sea-Tac," stated Burien Quiet Skies Coalition President Larry Cripe. "We need real numbers – and some sense of just how upset our communities really are – so that our policymakers can make better decisions." The Quiet Skies Coalition's Debi Wagner stated "Chris is a perfect fit for the Town Hall because its purpose is to maximize voter education on the health and environmental risks from airport expansion, and to make sure there is fact and science-based information about the issues. Airnoise.io is just that – real information and real data." More information about airnoise.io at <https://airnoise.io/>.

February <sup>26</sup> 2019 <sup>4th June) mo.</sup>

**FOR IMMEDIATE RELEASE**

**Contact:**

Steve Edmiston 206-372-6647  
[steveedmistonQ45@gmail.com](mailto:steveedmistonQ45@gmail.com)

**Citizen Groups Launch New "League of Quiet Skies Voters"**  
*Dates for Town Hall and Candidate Forums Announced*

**SEA-TAC AIRPORT, SEATAC, WA** – Citizen and activist groups from Sea-Tac Airport neighbor communities, including Quiet Skies Puget Sound, Burien's Quiet Skies Coalition, and The Briefing Project, have formed the "League of Quiet Skies Voter" to assure that impacts from recent and proposed airport expansion on human health and the environment are a focal point for the 2019 election cycle.

"The Port of Seattle and airport added 97,000 annual flights since 2014, and want another 80,000 flights. This growth is inconsistent with the avalanche of new science – particularly including the World Health Organization's new 2018 Environmental Noise Guidelines – which requires policymaker action right now on reducing aircraft overflight noise to levels. The science is showing noise, and particularly nighttime aircraft noise, is causing increases in high blood pressure, strokes and heart attacks, and learning environment impairments" said Sheila Brush, Quiet Skies Puget Sound founder. Larry Cripe, President of Quiet Skies Coalition, said, "We see a real opportunity for current Port Commissioners, and their challengers, to listen to voters, explain their records and their positions with concrete details, proposed actions, and commitments. And the over 100,000 voters in the six airport neighbor communities can decide."

Two Port of Seattle Commissioner seats, currently held by Fred Felleman and Courtney Gregoire, are up for election.

**Town Hall and Candidate Forum Dates Announced**

The League will sponsor a Town Hall forum on <sup>Thurs.</sup> April 25, 2019, at the Highline Performing Arts Center in Burien. In addition to guest speakers, all current Port Commissioners will be invited to participate and respond to community questions. "The Town Hall is educational," said Steve Edmiston, creator of The Briefing Project. "The purpose is to maximize voter education on airport expansion, the health and environmental risks, make sure there is fact and science-based information about the issues, create an opportunity for live community questions and answers, and hear from the Commissioners and other local elected officials about they're ideas and plans."

The League will also sponsor three candidate forums

In advance of the August 6, 2019, primary:

- <sup>Wed</sup> June 12, 2019 – Burien
- <sup>nites</sup> June 26, 2019 – Federal Way

In advance of general election:

September 25, 2019 – Des Moines

*Kaiser siting @  
bill dropped last  
week*





### **About Quiet Skies Puget Sound**

Founded by Des Moines resident Sheila Brush, QSPS is a grass roots organization of committed, well-organized community members who are concerned about the newly added flight paths and increased noise and emission levels over the residents and businesses of the Puget Sound region. We seek education and activism premised on a foundation that balances the desire for safe and efficient air travel without sacrificing the livability of our neighborhoods – our quality of life.

Sheila Brush, Founder

shebrush@gmail.com

<https://www.facebook.com/groups/QuietSkiesPugetSound/>

### **About Quiet Skies Coalition**

The QSC's was launched with a mission to restore the quiet skies over the greater Burien area following new and significant negative impacts from sudden FAA flight procedure modifications. QSC has since successfully tangled with the Federal Aviation Administration over new flights turning over Burien and continues to support the City of Burien's litigation with the FAA in the 9<sup>th</sup> Circuit Court of Appeals.

Larry Cripe, President

larrycripe@comcast.net

<https://www.quietskiescoalition.net/>

<https://www.facebook.com/QSCBurien/>

### **About The Briefing Project**

The Briefing Project is a year-long social media and documentary project created by Des Moines resident, attorney, and filmmaker Steve Edmiston that merges journalism, commentary, activism, and documentary feature all serving an anticipated film about elected officials with a choice to make to continue, stop, or mitigate, the harms caused to humans and the environment by noise and emissions from overflight operations. The Briefing Project has introduced the "Port of Seattle Airport Neighbor Community (POSANC) Accords," with ten initiatives ranging from general policy (e.g., protecting health and environment as a pre-condition to increasing flight frequency); to specific mitigation (e.g., policies prioritizing night time curfews and siting a regional airport); and initiatives reforming Port culture (e.g., policy of non-interference with environmental studies). See the POSANC Accords at <https://bit.ly/2Q3LKsf>.

Steve Edmiston

[steveedmistonQ45@gmail.com](mailto:steveedmistonQ45@gmail.com)

206-372-6647

See all episodes at <https://www.quadrant45.com/#/thebriefingproject/>

[www.facebook.com/thebriefingproject/](http://www.facebook.com/thebriefingproject/)

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**Town Hall – April 25, 2019**

**6:00 PM Welcome**

**6:05-6:10 Announcements**

**6:10 Aviation Noise/Emissions 101  
Overview – Steve Edmiston**

**6:40 Congressman Adam Smith  
Keynote Address**

**7:00 Chris McCann, inventor of the  
Airnoise.io noise complaint button**

**7:20 Special Report: World Health  
Organization 2018 Environmental  
Noise Guidelines**

**7:30 Representative Mike Pellicciotti  
30<sup>th</sup> district – Washington Aviation  
Legislative Update**

**7:40 Panel Q & A**

## **League of Quiet Skies Voters**

As aircraft noise and emissions present increasing human health and environmental concerns, the impact to our property values and public safety, and create social, economic, and environmental justice disparities.

The League of Quiet Skies Voters seeks to empower us the voters living in the shadow of the 8th busiest airport in the United States with the information to fully understand the risks of this expansion, the alternatives, our rights and choices, and how to engage our policymakers for change.

The adoptions of the Community Accords is our guiding principle. We seek all current and future elected officials to publicly endorse the Port of Seattle Airport Neighbor Community Accords.

The League was created as an association of regional citizen-led groups including:

**Quiet Skies Puget Sound**

**Quiet Skies Coalition**

**Federal Way Air Noise Alliance**

**The Briefing Project**

## **“POSNAC”**

### **PORT OF SEATTLE AIRPORT NEIGHBOR COMMUNITY ACCORDS**

**First:** The Health of humans and the environment is a paramount duty and pre-condition to increased frequency of aircraft operations, requiring reversal of the Port’s 2018 bylaw amendment deleting “quality of life.”

**Second:** Transparency is a core value requiring independent audit of historical mitigation expenditures.

**Third:** Trust is a core value requiring non-Interference with independent health and environmental studies.

**Fourth:** Tax Levy funds shall be prioritized for airport neighbor community mitigation.

**Fifth:** A nighttime curfew shall be a policy priority supported by Port resources.

**Sixth:** Fully remediating the failed commitments for 3<sup>rd</sup> Runway usage shall be a policy priority.

**Seventh:** Establishing increased glide slopes for all runways to reduce noise and protect human health shall be a policy priority supported by Port resources.

**Eighth:** Establishing a regional airport to preserve statewide economic growth and reduce the unfair burden on airport neighbor communities shall be a policy priority supported by Port resources.

**Ninth:** Citizen complaint processes shall be reformed to provide meaningful engagement and solutions.

**Tenth:** A moratorium shall be placed on capital projects that expand aircraft operation capacity until a comprehensive plan developed in collaboration with airport neighbor communities to protect health and the environment is achieved. Full text of the POSANC Accords can be found

at: <https://bit.ly/2Q3LKsf>