

Last evening at our August meeting, Nancy asked that I review the attachments to July's meeting minutes handout regarding 1) Debbie's summary of Sea-Tac history concerning the history of regional airport planning, and 2) Notes completed by Tony Piasecki after several of us met to write a an outline for a white paper. In response, today I re-read Debbie's chronology of Sea-Tac milestones consistent with planning for an additional regional airport and I thought they were succinct, thorough, and I really couldn't add anything new to them except to re-enforce the origin and timing of the Four-Post Plan; but I think this is an important archive for us to use as reference and mention in our white paper that this effort has been stalled since the early 1990s--almost 30 years ago!

Tony Piasecki's notes from our July meeting were consistent with my fading memory of what we discussed and it's good to have them, even if they contain some incomplete thoughts. I commit to working on a draft white paper with one caveat: I have some serious and non-negotiable time commitments until September 16 that prevent me from starting this task until then. If our next committee meeting is after 9/16, then I will attempt to have a draft ready by then.

Further, I want to share with committee members an analysis I completed last week that uses recent Port handouts to the committee and Part 150 excerpts (Sea-Tac online) that suggest that, based upon recently reported aircraft operations at Sea-Tac (page 4 of the handout provided by Stan Shepherd and Arlyn Purcell), and information from the Port about numbers of operations projected in 2034 (66 million passengers), **Sea-Tac operations will meet the 2034 forecast during 2020--less than 3 years away!**

My analysis is enclosed and I annotated the dates and sources of the information I used--all of which are from Port-originated documents. In mid-page, note that I used an average (9%) growth factor using Sea-Tac's actual annual operational increases between 2013-2016 (from Page 4 of their 4/18/17 handout to BAC) and applied that 9% average to projected operational levels from 2017-2021.

The point of this analysis was to illustrate the miserable lack of credible operational projections from the Port (i.e. consistently under-estimated) and that the noise footprint is growing each year well beyond what is included in the Port's Part 150 Study. At the April BAC meeting, I asked Stan Shepherd about when we might anticipate new noise modeling and he indicated after 2021! New noise modeling--whether connected to a new Part 150 Study or not--needs to occur real soon, particularly for the Seahurst and adjoining communities. As long as Sea-Tac pretends that noise is static and justifiably communicated in their 2013 Part 150 Study, we are totally at their mercy for noise accountability.

If the City of Burien intends to keep the Port accountable, this is a high priority because looking in the rear-view mirror and pretending that the noise is as projected, means we will have to wait many more years after 2021 to get credible data. In the meantime, as we work with other jurisdictions and organizations, we should demand that the Port update is woefully outdated noise maps and accompanying operational levels because they are committing fraud by perpetuating a myth that Part 150 acknowledges anything close to existing noise levels.

***Note to members: If you see anything illogical about my use of an annual operational average of 9% or if my calculations are faulty, please let me know and I will correct my analysis pronto!***

Thanks, Sharyn

## Operational Levels Reported by Sea-Tac Airport

## Comments

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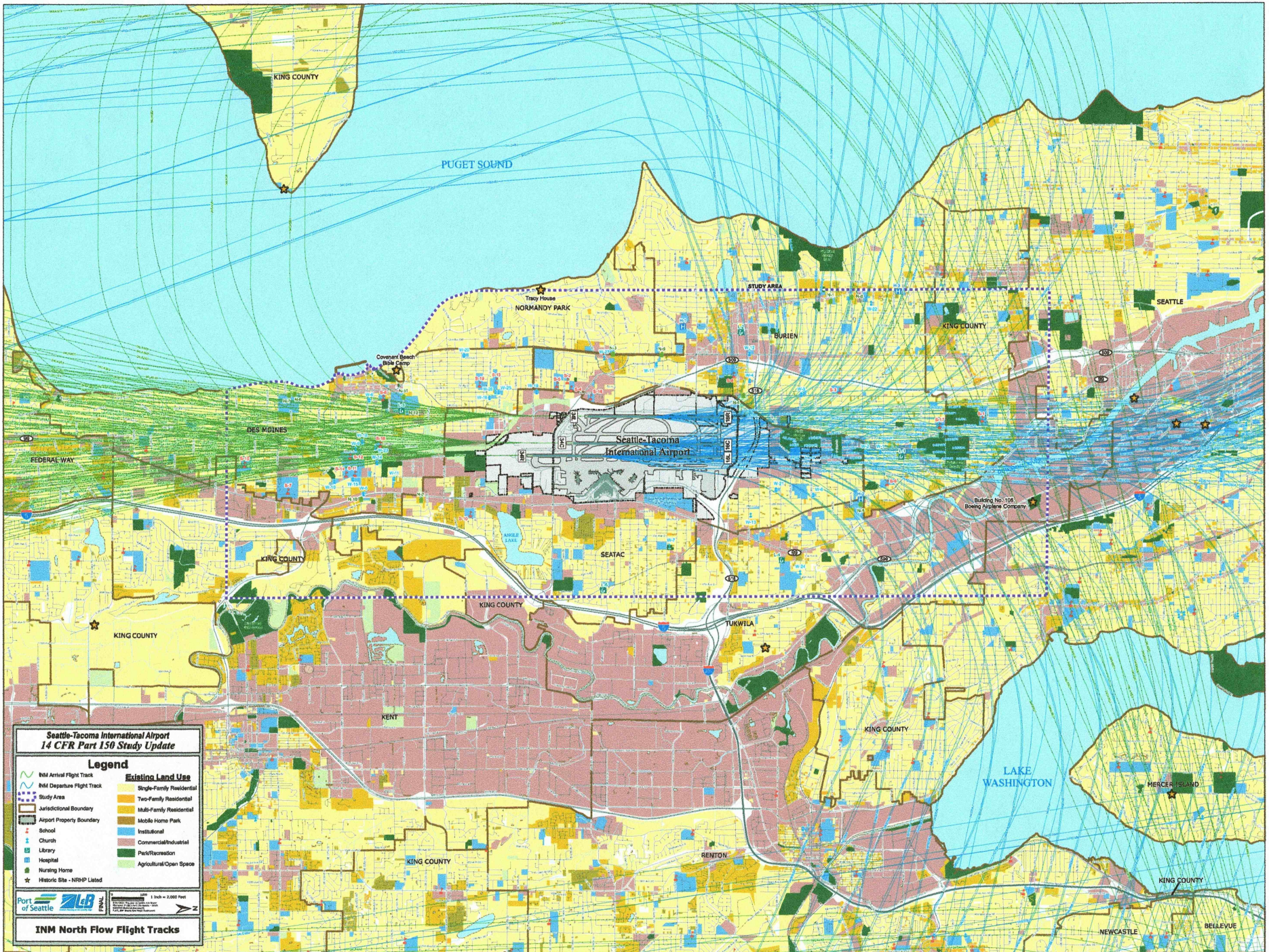


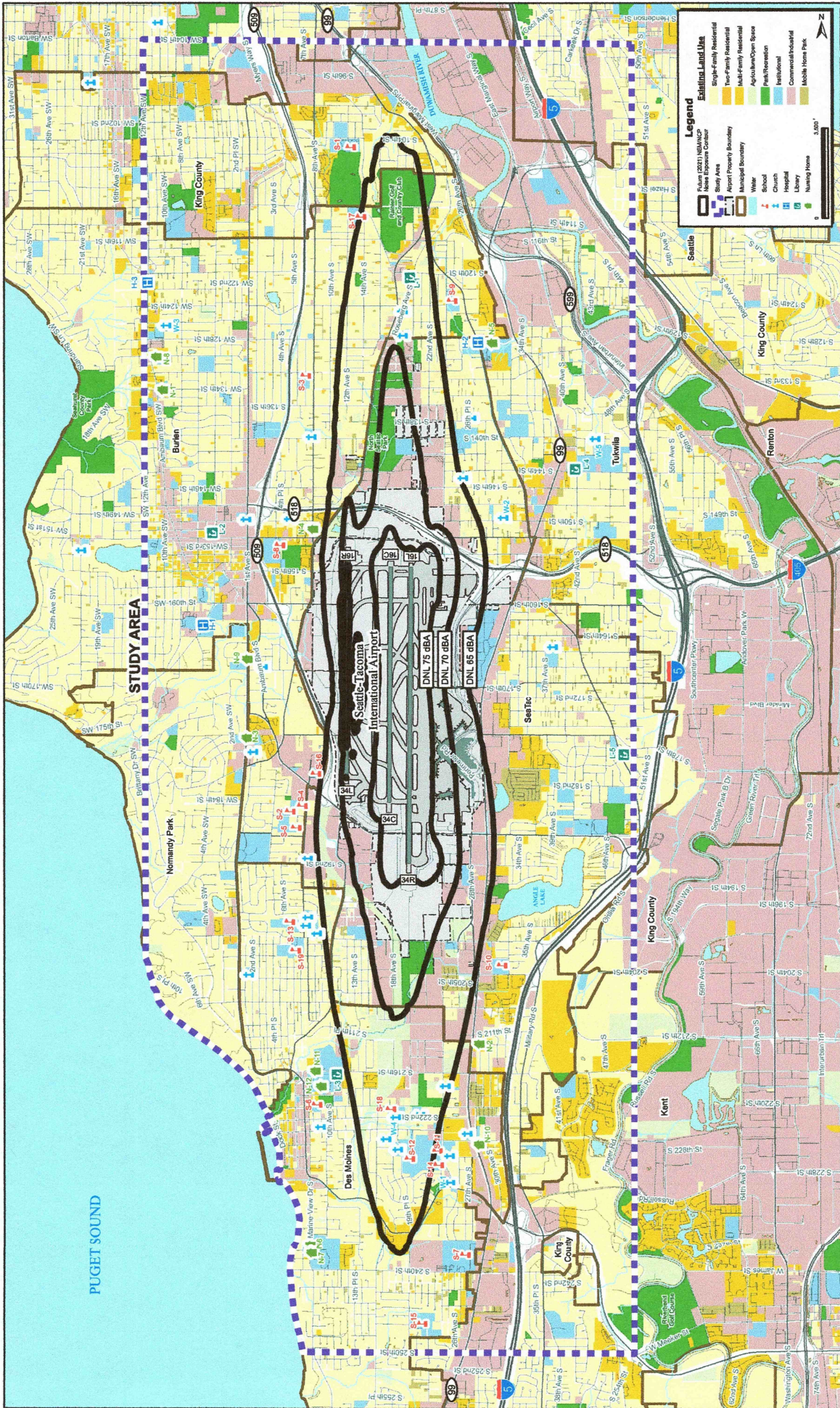
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**Legend**

**Existing Land Use**

- Single-Family Residential
- Two-Family Residential
- Multi-Family Residential
- Apartment/Condo
- Public/Institutional
- Commercial/Industrial
- Mobile Home Park

**Other Features**

- Water
- Church
- Hospital
- Library
- Nursing Home

**Boundaries**

- City Boundary
- County Boundary
- Managers Boundary
- Study Area
- Runway
- Taxiway
- Proposed Runway
- Proposed Taxiway

**Scale:** 1" = 3,000'

Exhibit: G-1

**Future (2021) NEM/NCP Noise Exposure Contour**

PNW  
 14 CFR Part 150 Study  
 of Seattle-Tacoma International Airport

Port of Seattle  
 L&B

14 CFR Part 150 Study  
 of Seattle-Tacoma International Airport

2017

412,170 <sup>yr</sup>  
+9% 37,095.30

449,265.30

2018

449,265.30  
x90% 40,433.88

~~489,699.18~~  
489,699.18

2019

489,699.18  
+9% 44,072.93

533,772.11

2020

533,772  
x9% 48,039

581,811

2021

581,811  
52,363

634,174

634,174 w/ 9% projections in 2021

419,597 Part 150 Study projections for 2021

214,577

51% inc. over Part 150 projections

94,174

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7/17/18  
 noise testing  
 all homes orig  
 included in  
 S/T's NMB.  
 within  
 S/T's orig  
 noise mitigation  
 program  
 since they did not refer  
 to window replacement program

volume and noise levels of air then or now. rendering them uninhabitable by current standards.  
 window replacement program  
 accommodation was made to install  
 - no ~~correct~~ proper ventilation that meet st-mandated  
 - Inadequate <sup>insulated</sup> windows, were installed, and the manufacturer  
 - Inadequate attention to acoustical features of doors  
 and windows

Because of technological advancements that  
 and performance of vinyl acoustical windows with the additional  
 of "layers" of glass, today's acoustical windows are far superior  
 - No <sup>anthropometric</sup> assessment was made about the historical  
 features of homes insulated that would have possibly qualified many homes for wood  
 windows to preserve the historical character of the older homes treated.

program in  
 in low-income  
 multi-unit  
 housing  
 against  
 pollution

Residents deserve <sup>env.</sup> protection fr. noise and air pollution  
 and the windows installed when Sea-Jac began its  
 program in the 1980-90s. For three-four decades residents  
 have suffered and endured the results of inadequate  
 program provisions that denied them of some higher  
 standard of env. protection simply because of the  
 proximity of their homes to the airport.

S/T's punitive approach to Part 150 study quote fr. Port's web pg  
 "What is a C150 & ✓ x"  
 Does the Port write letters to new homeowners that they cannot sue  
 the airport if they purchased their prop after Part 150 study completed!  
 So how many homeowners have been notified since Feb 2014?  
 Why doesn't the easement expire when the windows performance expires?  
 But what if the windows were inadequate from the start of the program?  
 The Airport didn't stop operating, only the windows did.

Research of WA Regs re: replacement of windows by S/T.  
Handbook published only in English; no other translations available to homeowners

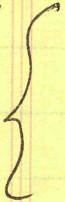
Special purpose districts RCW 36

Municipal airports 14.07, 14.08, 14.16, 14.12

Aircraft noise abatement 53.54

Impacted Area 53.54.020 - 6 mile limit

requires  
recruiting



mitigation not even mentioned  
investigate and monitor aircraft noise (P (S))  
✓ S J

Port of Seattle  
Aircraft noise  
abatement  
53.54  
add (6)  
program in  
multiple  
languages

53.54.030 (3) Sound proofing; owner must waive damages and convey an easement and (accepts) noise and noise associated conditions therewith

(5) limits to one time-only for homeowner participation

"unless the property is subjected to increased aircraft noise or suffering aircraft noise impacts."

53.54.040  
amended  
Authorized  
Funding  
Sources

1993, 1985, 1974

can be funded by general obligation bonds not exceeding 1/8 of one percent of the value of taxable property in the port district.

RCW  
53.54.900

Liberal Construction

Reference  
53.54.020  
exchange  
abatement  
& mitigation

Under take a new Part 150 as soon as possible, but no later than July 2019.

(1) In addition to FAA mandated regulations, <sup>S/T</sup> will engage experts to analyze best practices for <sup>S/T</sup> operations to reduce noise 3dB/annually within its district boundaries (i.e. <sup>the</sup> county).

(2) Examine way to redefine <sup>and supplement</sup> I<sub>dn</sub> <sup>formula</sup> that takes into account: noise propagated over water

(b) water quality <sup>and noise impacts that</sup> deterioration that potentially impacts local area population

(c) <sup>reflects use</sup> air quality studies of <sup>VPPs</sup> suspended particulates

(d) includes inventories of tree species that the Port has eliminated and how reforestation would improve air quality w/ surrounding communities.

(3) Amend RCW 53.54.030 that limits homeowners to "one-time" only opportunity to have windows replaced by the Port since they are ..... This <sup>existing</sup> provision allows the easement to run forever, but the "so-called" benefits of inferior acoustical products installed during the 80-90s were limited to their <sup>short term</sup> expiration dates.

also amend RCW 53.54.020 to remove <sup>6-mile</sup> limits of mitigation because of aircraft <sup>airspace</sup> congestion and esp for extra-ordinary number of increased "missed approaches" in airspace over surrounding communities.

(4) <sup>Begin</sup> ~~Make~~ <sup>continued efforts and</sup> arrangements and report <sup>results</sup> back to the Leg <sup>in one yr.</sup> about the Port's efforts to move <sup>late-night</sup> cargo flights to other feasible locations.



An amendment to ~~Act~~ Chapter 14 RCW

~~Legislation~~

that mandates the location of additional airspace capacity <sup>and airport that</sup> ~~once~~ <sup>provides</sup> S/T reaches its capacity limits in 2027 <sup>in sufficient time</sup> ~~that~~ <sup>that</sup> ~~predates~~ <sup>predates</sup> S/T's

GMA 6.

Chapter 53.94 RCW  
ref (d) (e)  
mitigation, and  
impacts on quality  
of residents surrounding  
large HUB commercial passenger  
and cargo aircraft operations

Amend Aviation Land Use Compt Programs included  
in RCW 35.63, 35A, <sup>63</sup> 36.70 or 36.70A to include <sup>S/T</sup> ~~Part of~~ airport.

requiring the ST of <sup>WSDOT and PSRC?</sup> ~~WA~~ to mediate locations for expanded  
airport operations w/ commuting distance of S/T airport.

010 noise control Act of 1974  
WAC 173-60-030 ~~of~~ <sup>view</sup>

- (2)(2) <sup>Resi</sup> class A EDNA
- (b) <sup>Comm</sup> class B EDNA

Statutory Auth: Chapter 70.107 RCW (DOE)

70.107.020 does not include special purpose districts as

Definition

- (3) "local governments"
- (4) noise means the intensity, duration and character of sounds from any and all sources."

70.107.030 Powers and duties of dept

~~amend~~ to add (7) The dept shall determine the cumulative level of  
all vehicle and aircraft noise in the vicinity of S/T airport  
with the sole purpose of determining the detrimental health impacts  
of noise, air and water quality on the population of surrounding  
communities. A report shall be presented by DOE to the St Leg  
no later than Jan 1, 2020.

Review 70.107.050 Civil Penalties - fines not closed

add Fair Lanes Districts L&I

Wash. St Human Rights Comm. Sharon Ortiz, Exec Director

www.hum.wa.gov/about-us Chapter 49.60 RCW St law prob div.  
File a complaint re: Race/Color in housing

DOH

Env. Justice www.doh.wa.gov/dataandstatistics/Reports/Env...health  
2020

\* add, SIT env concerns as part of DOH 2019 Rules Agenda

amend  
Requesting  
DOH to  
conduct  
health analyses  
of level of illness,  
resp illnesses,  
learning deficiencies  
attributable to air, noise,  
water quality and secondary  
primary and secondary  
school env health

Chapter 70.05.070  
SEPA

43.21C RCW

WAC 246-366

1/20/18  
1/20/18  
1/20/18

submit a petition for rule making 560h.wa.gov/rulemaking)  
petitionforrulemaking

Download and email form to WSBH, Rules Coordinator, PO Box 47990,  
Download this page of instructions only 98504-7990

Issue	Comments for Resolution or Legislation	Relevant Statutes
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1-53  
53  
118  
1965  
53  
2018

**TABLE 17.1 Suggested Metrics to Determine or Describe Noise Impacts.** This table is intended to guide analysts who evaluate a project's noise effects. In addition to DNL, the table provides information on other metrics that may further disclose and explain those effects.

POSSIBLE HUMAN RESPONSE	CORRESPONDING AVERAGE, CUMULATIVE NOISE METRIC	CORRESPONDING SINGLE EVENT METRIC	TIME AIRCRAFT HEARD ABOVE A PARTICULAR NOISE LEVEL	THE NUMBER OF EVENTS THAT WILL OCCUR ABOVE PARTICULAR NOISE METRIC
<p><b>Community annoyance</b> – How people psychologically respond to a given noise.</p>	<p>DNL - Average Day-Night Sound Level.</p> <p>*<math>L_{eq}</math> - Equivalent Sound Level.</p>	<p>*<math>L_{max}</math> – Maximum Sound Level.</p> <p>*SEL - Single Exposure Level.</p>	<p>*Time Above - Typically, 60 or 65 dB. Above these levels, noise would interfere with normal conversational levels.</p>	<p>*<math>N_x</math> – Numbers of events specified at each sound level.</p>
<p><b>Sleep disturbance</b> - Sound levels causing sleep arousal.</p>	<p>*<b>Nighttime <math>L_{eq}</math></b> (10:00 p.m. - 7:00 a.m.= typical sleeping hours)</p>	<p>*SEL - (Federal Interagency Committee on Aviation Noise (FICAN), 1997, uses SEL to predict the percentage of people an SEL would awaken.</p>		
<p><b>Speech interference</b> - Intruding noise levels that may mask normal conversational speech levels and reduces listener understanding.</p>	<p>*<math>L_{eq}</math> daytime (7:00 a.m. to 10:00 p.m. = typical activity hours)</p>	<p>*<math>L_{max}</math> or SEL</p>		
<p><b>School learning</b> –Noise level and that could adversely affect classroom activities. This information is used to determine the level of noise level reduction needed to reduce or</p>	<p>*<b>School hour <math>L_{eq}</math></b> (vary)</p> <p>*<math>L_{eq}</math> - 45 dB interior sound level goal.</p>	<p>*SEL used to determine the interior noise level reduction (NLR). The minimum standard is 5 dB SEL. SEL is favored for analytical</p>		

Premiums and Benefits	Aetna Medicare Choice Plan (PPO)	What You Should Know
<ul style="list-style-type: none"> <li>Routine hearing exam (one exam every year)</li> </ul>	In-network: \$0 copay Out-of-network: 45% of the cost	
<ul style="list-style-type: none"> <li>Hearing aids</li> </ul>	Not Covered	
<b>Dental Services</b>		
<ul style="list-style-type: none"> <li>Oral exam &amp; cleaning</li> </ul>	Not Covered	
<ul style="list-style-type: none"> <li>Fillings</li> </ul>	Not Covered	
<b>Vision Services</b>		
<ul style="list-style-type: none"> <li>Medicare-covered eye exams</li> </ul>	In-network: \$0 copay for glaucoma screenings \$0 copay for diabetic eye exams \$50 copay for other exams to diagnose and treat diseases and conditions of the eye Out-of-network: 45% of the cost	
<ul style="list-style-type: none"> <li>Routine eye exam (one exam every year)</li> </ul>	In-network: \$0 copay Out-of-network: 45% of the cost	
<ul style="list-style-type: none"> <li>Contacts and Eyeglasses (frames and lenses)</li> </ul>	Our plan pays up to \$100 for contacts and eyeglasses every year (See the Evidence of Coverage for details)	You are responsible for any amount over the eyewear coverage limit.
<ul style="list-style-type: none"> <li>Eyeglasses or contact lenses after cataract surgery</li> </ul>	In-network: \$0 copay Out-of-network: 45% of the cost	
<b>Mental Health Services</b>		
<ul style="list-style-type: none"> <li>Inpatient visit</li> </ul>	In-network: \$1,500 per stay Out-of-network: 45% per stay	Prior authorization may be required.

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**Properties**

Select an object on the map to view its detailed properties



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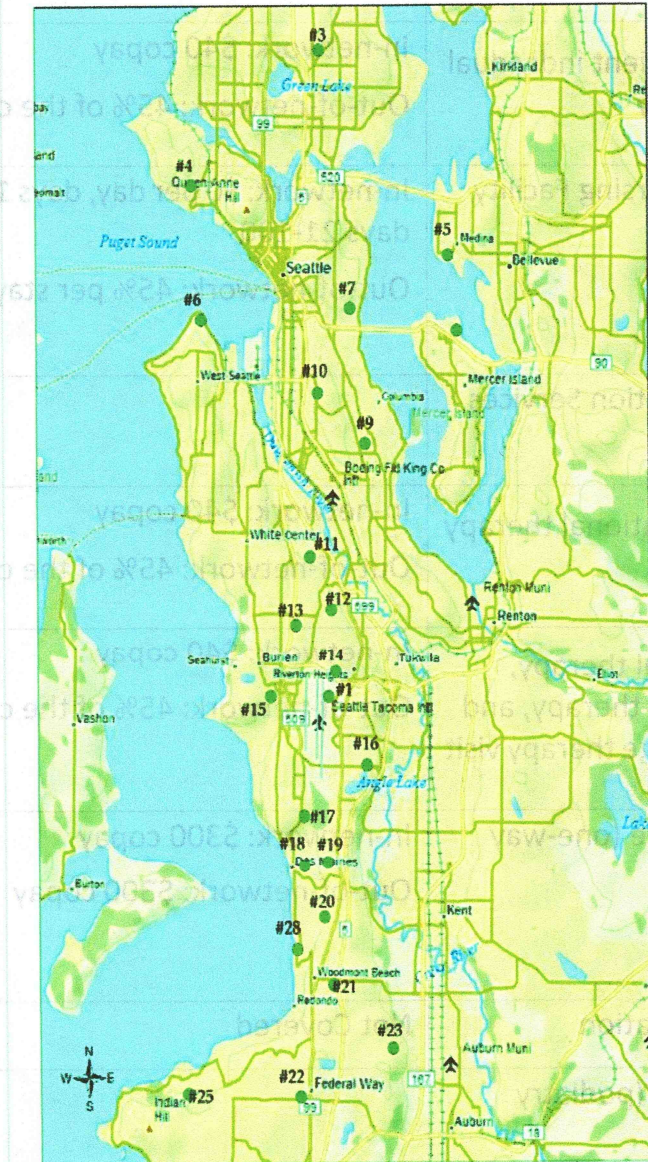
Updated: 10/21/16 7:19:37 AM (10 Minute Security Delay)

Premiums and Benefits	Aetna Medicare Choice Plan (PPO)	What You Should Know
<ul style="list-style-type: none"> <li>• Durable medical equipment (wheelchair, oxygen, etc.)</li> </ul>	In-network: 20% of the cost Out-of-network: 45% of the cost	
<ul style="list-style-type: none"> <li>• Prosthetics (e.g., braces, artificial limbs)</li> </ul>	In-network: 20% of the cost Out-of-network: 45% of the cost	
<ul style="list-style-type: none"> <li>• Diabetic supplies</li> </ul>	In-network: 0% of the cost (preferred manufacturer) 20% of the cost (non-preferred manufacturer) Out-of-network: 20% of the cost	Preferred manufacturer: OneTouch/LifeScan. Prior authorization is required for blood glucose monitors in excess of one monitor per year and test strips in excess of 100 per 30 days, regardless of brand.
Wellness Program (e.g. fitness)	Free membership at participating Silver&Fit fitness facilities. Also access to online wellness related tools, planners, newsletters and classes. For more information about Silver&Fit <a href="https://www.silverandfit.com">https://www.silverandfit.com</a> . The nursing hotline provides members with a toll-free telephone number to speak with a registered nurse at any time to discuss medical issues or health and wellness topics, 24 hours a day, 7 days a week.	
Medicare Part B Drugs	In-network: 20% of the cost for chemotherapy drugs 20% of the cost for other Part B drugs Out-of-network: 45% of the cost	Prior authorization may be required.
<b>Other Information and Benefits</b>		
Referrals	You don't need a referral from a PCP.	

## Noise monitor locations

\* numbers are not sequential

1. Air Cargo 4, SeaTac
3. Maple Leaf Reservoir, Seattle
4. Old Magnolia School, 2418 28th Ave W, Seattle
5. Medina Elementary, 8001 NE 8th St, Medina
6. Hamilton Viewpoint Park, 1531 California Way SW, Seattle
7. Central Area Senior Center, 500 30th Ave S, Seattle
8. Mercer View Community Center, 8236 SE 24th St, Mercer Island
9. Beacon Hill Reservoir, Seattle
10. Brighton Playfield, 6000 39th Ave S, Seattle
11. Beverly Park School, 1201 S 104th St, SeaTac
12. 2226 S 126th St, Burien
13. Cedarhurst Elementary, 611 S 132nd St, Burien
14. North Clear Zone, SeaTac
15. Sylvester Middle School, 16222 Sylvester Rd, Burien
16. Chinook Middle School, 18650 42nd Ave S, SeaTac
17. 1217 S 207th St, SeaTac
18. 1205 S 226th St, Des Moines



Premiums and Benefits	Aetna Medicare Choice Plan (PPO)	What You Should Know
<ul style="list-style-type: none"> <li>Outpatient group therapy visit</li> </ul>	In-network: \$40 copay Out-of-network: 45% of the cost	
<ul style="list-style-type: none"> <li>Outpatient individual therapy</li> </ul>	In-network: \$40 copay Out-of-network: 45% of the cost	
Skilled Nursing Facility (SNF)	In-network: \$0 per day, days 1-20; \$160 per day, days 21-100 Out-of-network: 45% per stay	Our plan covers up to 100 days in a SNF. Prior authorization may be required.
Rehabilitation Services		Prior authorization may be required.
<ul style="list-style-type: none"> <li>Occupational therapy visit</li> </ul>	In-network: \$40 copay Out-of-network: 45% of the cost	
<ul style="list-style-type: none"> <li>Physical therapy, speech therapy, and language therapy visit</li> </ul>	In-network: \$40 copay Out-of-network: 45% of the cost	
Ambulance (one-way trip)	In-network: \$300 copay Out-of-network: \$300 copay	Prior authorization is required for non-emergency transportation.
Transportation	Not Covered	
Foot Care (podiatry services)		
<ul style="list-style-type: none"> <li>Medicare-covered foot exams and treatment</li> </ul>	In-network: \$50 copay Out-of-network: 45% of the cost	
Medical Equipment/Supplies		Prior authorization may be required.