

From the City Manager

Airport Issues



Mark Hoppen,
ICMA-CM
City Manager

People reasonably think they need to find the fulcrum that will lever the FAA into action on behalf of residential, quality of life issues: health preservation, noise reduction, visual mitigation, environmental preservation, and more. Burien is fighting this battle right now, and if it wins it would also change the nature of FAA considerations of flight departures over Normandy Park.

Generally speaking, however, local, direct lawsuits against the FAA have not resulted in much re-direction of FAA intent or policy. Other actions, currently engaged by local jurisdictions in united effort, may also result in change, namely: 1) the joint jurisdictional response to the environmental issuance of the Sustainable Airport Master Plan; 2) a joint State of Washington/local jurisdiction study of baseline airport conditions (more on that in a subsequent article); and 3) the ultrafine particulates study currently underway at the UW.

The ultrafine particulates air quality study being conducted by the UW will provide empirical support for federal legislation that can guide FAA actions consistent with law. Through federal legislation, the study can foster change in airport operational practices consistent with new legislation pertaining to public health.

I think the chief benefit of the study is that public health epidemiologists will be able to correlate disease and aircraft ultrafine emission measurements. The study itself is just producing the data, the epidemiological analysis will come later.

Moreover, the study itself will not assure that the FAA will have to do anything, but of course, the FAA officials working directly underneath the flight path presumably want to live too.

I suppose this isn't a satisfying answer to a citizen who expects a direct result to a study. But long term, the study may be the fulcrum that the residential areas surrounding the airport need to move the FAA to remediate unhealthy conditions.

Nevertheless, there is one immediate set of data that I'm hoping Normandy Park citizens will review, and provide feedback to me or Ernest Thompson or Eric Zimmerman. There were two presentations at a recent StART Meeting (the airport advisory group regularly attended by Eric Zimmerman, Ernest Thompson and me): Aircraft Noise 101 and Aircraft Arrival Altitude Analysis. I have provided links to the presentations. These presentations are also available on the StART website. I highly recommend reviewing them:

www.portseattle.org/sites/default/files/2018-05/SEA_Noise_101_Presentation_20180522.pdf

www.portseattle.org/sites/default/files/2018-05/SEA_May_Altitude_Analysis_Presentation_20180522.pdf

Of particular interest to me is the very last data slide of the Altitude Analysis Presentation, slide 37, that shows the increase in cargo flights and identifies the times. This is the first data I have seen that appears, perhaps, to correlate with some of the noise complaints I hear from time to time from citizens. I would greatly appreciate your review and comment about this slide.

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4th of July Fireworks

The rules concerning fireworks can be found in Chapter 7 section 32 of the Normandy Park Municipal Code. Just like last year, the hours for fireworks are 6pm–11pm July 3 and 4pm–11pm July 4. Fireworks can only be used on private property (with permission of the property owner obviously). It is unlawful to possess or discharge any fireworks in or on any public park, public open space, public playground, public street, public road, public right-of-way, or other publicly owned property in the City of Normandy Park. Only consumer fireworks are allowed. Any illegal fireworks will be seized, and the owner cited. If you have any questions on this, please refer to the City Municipal Code or call the Police Department during business hours at 206-248-7600.



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