



To: StART DC Fly-in Participants
From: Eric Schinfeld
Date: April 10, 2023
RE: Background for 2023 StART DC Fly-in

Overview

From April 25 through April 27, you will participate in the first-ever SEA Stakeholder Advisory Roundtable (StART) DC Fly-in. The goal of this event is to advocate to Members of Congress and representatives of the Biden-Harris Administration in support of the joint Port-Cities federal policy priorities related to aircraft noise and emissions.

Below, please find additional information to help prepare for these meetings.

Goals

- Promote the inclusion of the shared Port-Cities federal priorities for inclusion in the 2023 FAA Reauthorization Act and/or any other relevant legislative vehicles (i.e. – FY2024 Appropriations)
- Build relationships with Members of Congress from other airport communities
- Find opportunities for partnership with Biden-Harris Administration officials on Port-Cities federal priorities

Agenda & Logistics

- **Attire:** Business
- **Participants:**
 1. Port of Seattle Commissioner Hamdi Mohamed
 2. SEA Airport Managing Director Lance Lyttle
 3. Port of Seattle Federal Government Relations Manager Eric Schinfeld
 4. Port of Seattle Local Government Relations Manager Dave Kaplan
 5. Port of Seattle Commission Staff Preston Tucker
 6. Normandy Park Mayor Sue-Ann Hohimer
 7. Normandy Park City Manager Amy Arrington
 8. Normandy Park Councilmember Sheri Healey
 9. SeaTac Councilmember Peter Kwon
 10. SeaTac Councilmember Mohammed Egal
 11. SeaTac Government Relations & Communications Manager Kyle Moore
 12. Des Moines Mayor Matt Mahoney
 13. Des Moines Deputy Mayor Traci Buxton
 14. Des Moines Government Relations Consultant Anthony Hemstad
 15. Burién Councilmember Sarah Moore
 16. Washington State Representative Tina Orwall
 17. Washington State Representative David Hackney
 18. BDS Planning Principal Andres Mantilla
 19. Elevate Government Affairs Principal and Co-founder Jeff Markey
 20. Elevate Government Affairs Executive Vice President David Marten

Agenda

Tuesday, April 25

- *Travel to Washington, DC*
- **6:00 pm:** Welcome Dinner @ Inspiration Room, Bistro Bis, 15 E Street NW, Washington, DC

Wednesday, April 26

- *Breakfast on your own*
- **Morning Meetings**
 - **TBD**
- **12:00 pm:** Lunch @ Elevate Government Affairs (440 1st St NW #7)
- **Afternoon Meetings**
 - **1:30 pm:** Meeting with US Senator Maria Cantwell (511 Hart)
- **7:00 pm:** Dinner @ Botticelli Room, Carmine's DC, 425 7th Street NW, Washington, D.C.

Thursday, April 27

- *Breakfast on your own*
- **Morning Meetings in House Armed Services Committee Room (2216 Rayburn)**
 - **TBD**
- **12:00 pm:** Lunch @ Senate Visitors Center Room 202
- **Afternoon Meetings (Senate Visitors Center Room 202)**
 - **2:00 pm:** Meeting with US Representative Adam Smith
 - **2:30 pm:** Meeting with US Representative Pramila Jayapal
 - **3:00 pm:** Meeting with US Representative Kim Schrier
 - **3:45 pm:** Meeting with US Representative Derek Kilmer (TO BE RESCHEDULED)
- **4:15 pm:** Depart for airport
- *Travel to Seattle*

Meeting requests submitted but yet to be finalized

- US Senator Patty Murray
- US Representative Rick Larsen
- US Representative Marilyn Strickland
- US Representative Suzan DelBene

- Federal Aviation Administration
- US Representative Stephen Lynch
- US Representative Grace Meng
- US Representative Brian Fitzpatrick

Run of Show

- For Congressional Meetings – See Appendix A
- For FAA Meeting – See Appendix B

Federal Priorities

I. Reducing the impact of overflight noise on near-airport communities

- 1) **Pass the *Sound Insulation Treatment Repair and Replacement Program Act*:** Current FAA policy restricts airports from using federal funds to upgrade or repair noise insulation other than in those homes that received packages pre-1993. We believe strongly that homes located within the airport's current FAA-recognized noise contours that meet broader criteria for "failed" insulation should be eligible for secondary investments – particularly those homes where the warranty has expired, or the product manufacturer is out-of-business and therefore unavailable to honor warranties. We strongly support this legislation introduced by US Representative Smith and US Senator Murray
- 2) **Pass the *Aviation Noise and Emissions Mitigation Act*:** The Port and the airport cities share a belief that the U.S. Environmental Protection Agency (EPA) can play a productive role in addressing community concerns about aircraft noise and emissions. While the FAA is excellent at maintaining the safety and efficiency of the national airspace system, the EPA's core mission of protecting human health and the environment makes them a natural partner in such efforts. US Representative Adam Smith's legislation would support the collection of data and then fund initiatives to mitigate aircraft noise and emissions. These new tools could make a significant difference, particularly in terms of environmental justice.
- 3) **Impose a deadline for action on FAA Neighborhood Environmental Survey (NES):** Without a clear timeline and deadline for whether and how FAA may act on the results of the NES and its impact on current FAA noise policy, airports and communities are stuck in a frustrating limbo of uncertainty; we also believe that FAA could use a wider range of input on this challenging and complicated topic. To that end, we propose two policies for inclusion in the 2023 FAA Reauthorization:
 - *Creation of an Aircraft Noise Advisory Committee (ANAC):* Congress should direct the FAA to convene – within 60 days of passage – an aircraft noise advisory committee to evaluate existing research on aircraft noise impacts and annoyance; the costs and benefits of a wide variety of noise metrics; and other factors related to this topic. The ANAC should consist of representatives from key federal agencies such as EPA and the National Aeronautics and Space Administration (NASA), airports, airlines, aerospace manufacturers, and community groups from airport cities. Within one year of creation, the ANAC should submit its recommendations on the question of whether and how current aircraft noise policy should change.
 - *Deadline for action on ANAC recommendations:* Congress should set a statutory deadline six months after the submission of the ANAC recommendations. During that period, FAA should

consult with Congress on the recommendations, conduct a public comment period to solicit stakeholder input, and then make a final determination on next steps.

II. *Reducing aircraft emissions*

- 4) **Expand Sustainable Aviation Fuels (SAF) incentives and investments:** We urge Congress to do everything possible to successfully implement policies that move the United States toward the Biden-Harris' Administration's SAF Grand Challenge goal of producing at least three billion gallons per year of sustainable aviation fuels by 2030. In particular:
- *Increase the authorization for the Fueling Aviation's Sustainable Transition via Sustainable Aviation Fuels (FAST SAF) grant program by at least \$300 million, with a focus on SAF projects.*
 - *Extend the current tax credit programs to further incentivize SAF production capacity and spur investments; specifically, extend the total duration of the SAF tax credits (SAF Blender's Tax Credit and Clean Fuel Production Credit combined) to producers for 10 years from the date a facility is placed in service.*
 - *Invest in US Department of Energy, the US Department of Agriculture, and US Department of Defense research and development, investments, grants, loans, and loan guarantees that support SAF. In particular, provide continued support for the Center of Excellence for Alternative Fuels and Environment (ASCENT) and the FAA's Continuous Lower Energy Emissions and Noise (CLEEN) Program.*
- 5) **Renew the Environmental Mitigation Pilot Program:** Section 190 of the 2018 FAA Reauthorization directed the creation of this fund, which was implemented as a one-time competitive grant opportunity in 2021. While SEA's application for funding through this program was not successful, we support the permanent authorization of this program at \$6 million per year, because of its potential to support innovative technology solutions to reduce aircraft noise and emissions issues.
- 6) **Pass the *Protecting Airport Communities from Particle Emissions Act*:** We strongly support US Representative Adam Smith's legislation, which would bring more federal attention and engagement on the sources, characteristics, dispersion, and potential health effects of ultrafine particulates from aircraft engines.

III. *Addressing regional airport capacity needs*

- 7) **Ensure FAA support for new regional airport capacity:** We would like to see policy language in the FAA Reauthorization legislation that accomplishes three goals: 1) clarifies the process for FAA regulatory review and agency collaboration with cities and states in high air travel demand regions looking to invest in new airport capacity; 2) dedicates funding for new airport capacity in high demand regions; and 3) provides additional FAA guidance on necessary steps to implement any final decisions from the Washington State Commercial Aviation Coordinating Commission.

Additional Background

StART

- The SEA Stakeholder Advisory Round Table provides a forum that fosters a spirit of goodwill, respect, and openness while encouraging candid discussion between the Port and residential and business community members from the Highline Forum-member cities of SeaTac, Burien,

Des Moines, Normandy Park, Tukwila, and Federal Way. StART is the preeminent forum for information-sharing, discussing Highline Forum-member cities' concerns, and providing feedback to the Port for issues related to the airport.

- Each city designates three members to serve on StART who are joined by airline representatives, an air cargo representative, and Port staff. The Federal Aviation Administration provides agency expertise. Meetings are convened by Lance Lyttle, Airport Managing Director, and are facilitated by Brian Scott, BDS Planning & Urban Design.

Why a Joint Port-Cities Federal Agenda

- Prior to the COVID-19 pandemic, SEA was not only the 8th busiest airport in the country in terms of passenger volumes, but also one of the fastest growing – increasing from 31 million passengers in 2010 to almost 52 million passengers in 2019. This growth – and the associated number of operations and overflights in near-airport communities – has elevated aircraft noise and air emissions as one of the highest community priorities for the Port and the cities of SeaTac, Burien, Des Moines, Normandy Park, Tukwila, and Federal Way.
- The Port and these six cities work closely together to identify new mitigations and abatements for aircraft noise and emissions in our community. We are proud that StART has resulted in specific changes which have resulted in measurable changes to-date, such as reduced late night noise and less use of the 3rd runway (closest to the local neighborhoods) for late night landings.
- However, there is only so much we can do on our own; the Port is extremely limited in its ability to directly impact these issues, and so we need federal partnership to provide new tools, new authorities, new resources, new approaches and new FAA engagement that can make a tangible difference. To that end, StART has been able to develop a significant list of jointly supported federal policies that we believe will move us toward this vision. The 2023 FAA Reauthorization is the best vehicle for us to make progress in implementing these priorities.

SEA Noise Programs

- Seattle-Tacoma International Airport (SEA) offers one of the most comprehensive aircraft noise reduction programs in the nation. The airport's Noise Programs Office works closely with the Federal Aviation Administration (FAA), the airlines and the local communities to monitor existing noise programs and develop new ways of reducing airport and aircraft noise. The office has two primary focuses: sound insulation programs and noise abatement programs.
- **Aircraft Engine Run Ups:** One of the concerns of residents living near SEA Airport is noise caused by engine maintenance run-ups. An engine run-up is necessary after certain types of maintenance procedures are performed on an aircraft. To conduct these procedures, the aircraft will be taxied to one of four locations designated for run-ups on the airfield. There are two locations on the north end of the airfield and two locations on the south end. Once there, the aircraft will park and the engine is allowed to be brought up to a higher power setting to test for proper performance. At all times, the aircraft is positioned to assure that the jet-blast from the back of the engine is directed into the airfield, rather than toward an adjacent community.

The Port of Seattle has established a period that restricts engine run-ups from 10:00 p.m. to 7:00 a.m. If absolutely necessary, run-ups may be conducted during these hours with the

airport's permission and may not exceed two minutes in duration. Aircraft operators may conduct longer run-ups from 6:00 a.m. to 7:00 a.m. only if the aircraft is scheduled for a flight that departs between the hours of 7:00 a.m. to 8:30 a.m. and has the airport's permission.

- **Aircraft Noise Monitoring Program:** The Port of Seattle operates a system of 24 noise monitors located throughout the greater Seattle area. The majority of the monitors are placed in close-in communities within 5 miles of the airport. Other monitors are placed farther out to capture aircraft overflight noise for various arrival and departure flight paths. Data from the noise monitoring system provides a general perspective on aircraft noise and is not intended to be inclusive of every community. Noise monitors are just one component of a very comprehensive suite of tools the Port uses to understand aircraft noise impacts. Other tools include monitoring and tracking flight paths, types of aircraft being flown, winds, runway usage and periodically performing sophisticated modeling of the impacts.
- **Fly Quiet Awards:** The "Fly Quiet Incentive Program" was developed by Port of Seattle staff and a citizen advisory committee as a way to increase airline and pilot awareness of the impact of aircraft noise on local communities. Fly Quiet encourages airline compliance with noise abatement efforts by evaluating flight procedures for jet aircraft, as well as jet aircraft noise levels, and recognizing the two airlines with best record of achievement in the scoring categories. A third award is given to an airline that showed significant noise improvement or made an impactful change that lessened their noise over the course of the year at SEA.

Airlines are given scores based on four categories:

- Compliance percentage with existing noise abatement flight procedures
- Compliance with SEA's aircraft engine testing run-up rules and regulations
- Overall noise of their operations as measured by four of our permanent noise monitors (two to the north of the runways and two to the south) in our system of 24 total monitors
- Noise levels that exceed specific thresholds established at the four monitor locations during the late-night hours of 12:00 midnight to 5:00 a.m. These occurrences reduce the overall score.

Recognition of the Fly Quiet Award recipients include a press release, a congratulatory notice in an industry magazine and banners placed in the main terminal at SEA. Winning airlines are also acknowledged at a Port Commission meeting as a component of the Port's annual Sustainable Century Awards.

- **Late Night Noise Limitation Program:** The Late Night Noise Limitation Program is a new, voluntary Port of Seattle program designed to reduce late night noise at SEA Airport by encouraging air carriers to fly during less noise-sensitive hours or transition to quieter aircraft. The program was developed to increase air carrier awareness of the impact of aircraft noise on local communities.
 - Focuses on the hours of 12:00 a.m. to 5:00 a.m. to help alleviate late night aircraft noise within the community
 - Captures noise levels for any take-offs and landings between these hours using four close-in airport noise monitors; noise level data collection began July 1, 2019

- Reports out any exceedances of noise thresholds to the public and air carriers on a quarterly basis
- Beginning in 2020, a penalty score will be assigned as part of the Port's Fly Quiet Incentive Program if an operation exceeds an established noise threshold

Single Event Noise Exposure Level (SEL) is the metric the program uses to measure aircraft noise at the four monitors. SEL is measured in decibels and represents the total sound energy from an aircraft operation at a given location.

- **Noise Abatement Procedures and Flight Patterns:** Noise abatement flight procedures for jet aircraft are specific flight headings and altitudes designed to minimize noise over surrounding communities. The FAA, in cooperation with the SEA Airport and local communities, established the procedures to take advantage of existing geographical and compatible land use conditions wherever possible.

Although the FAA has sole authority over aircraft in flight, the SEA has taken the lead responsibility for monitoring and reporting air traffic activities in regard to noise abatement procedures. This information is used to track trends and identify problem areas. The FAA can direct aircraft to deviate from the noise abatement procedures for a variety of reasons, including weather, traffic safety, and aircraft performance. Propeller aircraft, being smaller and slower, cannot fly within the noise abatement corridors with jet aircraft and are allowed to deviate from the jet noise abatement flight procedures.

- **Sound Insulation Program:** This voluntary program is designed to reduce the impact of aircraft noise within buildings near the airport. Funding for sound insulation typically comes from approximately 20 percent SEA Airport revenues and 80 percent FAA Airport Improvement Project (AIP) grant funds. Eligible residences must be located inside Seattle-Tacoma International Airport's (SEA) current Noise Remedy Boundary and have been built prior to the enactment of local building codes (in 1986 and 1987) that required the inclusion of sound insulation materials. The Federal Aviation Administration (FAA) requires that a home must also undergo interior noise testing to determine if it qualifies for the program.

Sound Insulation Statistics:

- Single-family homes – over 9,400 sound insulated since 1985
- Condominium complexes – five sound insulated (246 total individual units)
- Highline Schools - Implemented a \$100 million agreement with the Highline School District for sound insulated (\$50 million from the Port and \$50 million from the Federal Aviation Administration (FAA) in noise impacted school buildings being constructed as part of the District's capital facilities improvement plan; ten of the 15 identified schools are complete.
- Highline College – Approximately \$14 million provided to assist in sound insulation of buildings located on the college campus; 14 buildings were completed through this program

Appendix A – Run of Show for Congressional Meetings

- 1) Welcome & Introductions**
- 2) Opening Remarks – Commissioner Mohamed**
- 3) Additional Comments from Fly-in participants**
- 4) Remarks from Member of Congress**

Appendix B – Run of Show for FAA Meeting

- 1) Welcome & Introductions
- 2) Opening Remarks – Commissioner Mohamed
- 3) Remarks from FAA
- 4) Roundtable Discussion