Appendix D: Public Comments and Responses

This Appendix is divided into two parts. The first part contains generalized responses to concerns voiced by the public. Responses to each of the submitted comments are contained in Part 2. Responses to individual concerns within each comment may refer back to a generalized response. Part 2 also contains a table of all submitted concerns with the page number in which a response is provided for easy reference.

PART 1: GENERALIZED RESPONSES

Response 1:

Increases in aviation noise may result from FAA action such as creating new flight paths, modifying existing flight paths, or implementing flight paths using satellite-based navigation that concentrate flights over a narrower footprint or from non-FAA actions such as increases in the number of flights. When FAA is considering taking any of the above FAA actions, the FAA will determine the level of noise changes resulting from the FAA action based on computer modeling of aircraft flight tracks. Between July 26, 2016 and March 24, 2017, the FAA utilized automatic turning, which is where SEA ATCT issues the westerly turn instead of the departure controller at Seattle Terminal Radar Approach Control (S46), for approximately 90 percent of the southbound turboprops while SEA was in north-flow[1]. This was authorized through a paragraph in a Letter of Agreement (LOA) which was later removed from the LOA in March 2017. Any observation of increased turboprop overflights around the 250 heading outside of the July 2016-March 2017 LOA timeframe is a result of the operational increases at SEA and is not due to the Proposed Action currently analyzed here.

The FAA uses an established metric and noise impact criteria that were recommended by a Federal Interagency Committee[2]. This inter-agency committee was comprised of the Environmental Protection Agency (EPA), the FAA, the Federal Highway Administration (FHWA), the Departments of Defense (DOD), Housing and Urban Development (HUD), and Veterans Affairs (VA).

For aviation noise analyses, the FAA has determined that the cumulative noise energy exposure of individuals to noise resulting from aviation activities must be established in terms of Yearly Day-Night Average Sound Level (DNL), the FAA's primary noise metric. This established noise metric, was identified by the Federal Interagency Committee as the most appropriate means of evaluating aviation noise.

The DNL does not measure sound as it occurs in real time, but represents noise as it occurs over an averaged 24-hour period, with one important exception: DNL treats noise occurring at night differently from daytime noise. In determining DNL, the metric assumes that the A-weighted[3] noise levels occurring at night (defined as 10 p.m. to 7 a.m.) are 10 decibels (dB) louder than they actually are. This 10 dB increase is applied to account for the fact that there is a greater sensitivity to nighttime noise, and the fact that events at night are often perceived to be more intrusive because nighttime ambient noise is less than daytime ambient noise. Research has confirmed that a community's aggregate response is generally predictable and relates reasonably well to measures of cumulative noise exposure such as DNL[4]. Based upon the recommendations of the Federal Interagency Committee, a number of Federal Agencies, including the FAA, have adopted the criteria that significant noise impacts occur if there is a ≥ 1.5 dBA increase within the 65 DNL noise exposure or greater.

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[1] Approximately 90 percent of southbound turboprops taking-off in north-flow conditions make the westerly turn with the 250° heading. The remaining 10 percent of the southbound turboprops will follow the existing procedure where SEA ATCT turns them to the east on a heading of 20°, and there will be no changes to non-southbound turboprops.

[2] Federal Agency Review of Selected Airport Noise Issues, Federal Inter-Agency Committee On Noise (FICON), August 1992, Section 3-1. pp 3-1.

[3] A weighted noise is standard weighing of the audible frequencies designed to reflect the response of the human ear to noise

[4] Federal Agency Review of Selected Airport Noise Issues, Federal Inter-Agency Committee On Noise (FICON), August 1992, Section 2-4-1. pp 2-4.

In accordance with FAA Order 1050.1F Desk Reference, Section 11.1.3., the approved FAA methodology to evaluate potential noise impacts of the Proposed Action uses the following noise level changes

– For DNL 65 dB and higher: +1.5 dB
– For DNL 60 dB to <65 dB: +3 dB
– For DNL 45 dB to <60 dB: +5 dB

FAA's guidance does not include noise impact criteria for noise levels lower than 45 dB. Given this, many of the FAA's noise screening applications do not detail noise levels below 45 dB.

FAA's noise significance threshold is triggered if the proposed action would increase noise by DNL 1.5 dB or more for a noise sensitive area that is exposed to noise at or above the DNL: 65 dB noise exposure level; or that will be exposed at or above the DNL: 65 dB level due to a 1.5 dB or greater increase, when compared to the no action alternative for the same timeframe.[5]

FAA evaluates whether the proposed action will result in reportable noise level changes as part of the extraordinary circumstances review. Reportable noise level changes are defined by FAA as:

– For DNL 60 dB to <65 dB: +3 dB
– For DNL 45 dB to <60 dB: +5 dB

FAA performed two noise analyses using the DNL metric. The first noise analysis only used turboprop fight tracks. This is the analysis that was included as part of the Preliminary Environmental Analysis[6]. The noise results from the Turboprop-Only model showed both the Proposed Action and the No Action alternatives produce noise environments that fall below 45 decibel (dB) DNL, except in the immediate vicinity of SEA, which is depicted in Figure 22 in the CATEX.

As FAA started preparing NEPA documentation for the Preferred Alternative, the results from the first noise analysis were compared to the noise contours from the SEA Part 150 Study dated October 2013. FAA discovered that the noise exposure levels in the Turboprop-Only Analysis were not consistent with the Part 150 Study noise contours. This resulted in FAA conducting a second noise analysis that used all arriving and departing aircraft to account for the noise from all aircraft operating within the General Study Area.

Both noise analyses used the same 60 random days of aircraft flight tracks. Through the use of the DNL metric, the FAA evaluated the effect of the observed concentration of flight tracks over Burien.

- The Turboprop-Only noise analysis used the turboprop aircraft tracks only, a subset of the All Arrival and Departure aircraft tracks, which exaggerates any potential changes in noise exposure from the concentration of turboprop flight tracks. The Turboprop-Only noise results emphasize any changes in noise exposure, but the results do not reflect the existing cumulative noise environment because only the turboprop flight tracks were modeled.
- The All Arrivals and Departures noise analysis evaluated the cumulative noise environment by using all arrival and departure fight tracks. The Proposed Action, not the Preferred Alternative, was modeled in this second noise analysis because it was determined to be more conservative. The Proposed Action does not suspend the automatic westerly turns during Sleepytime hours, so the southern concentration of

[5] FAA Order 1050.1F, Appendix B, Paragraph B-1.5 Significance Determination

[6] FAA prepared a Preliminary Environmental Analysis, which was a summary of the environmental impact analysis completed to date. This analysis was posted to FAA's website as part of community outreach to ask the community to identify the best place to have aircraft fly.

turboprop flight tracks would continue to be modeled at night, which has the potential to result in higher noise exposure levels in the areas underlying the flight track concentration.

The FAA has determined that it is appropriate to use the results from the two noise analyses to determine potential impacts to specific environmental impact categories.

- The All Arrivals and Departures shows the cumulative noise environment, and the results show there were no changes in noise exposure levels and no noise impacts.
- The Turboprop Only noise results indicate very minor changes in noise exposure levels when comparing the Baseline to the Proposed Action, and no noise impacts. The noise impact shows no change because none of the changes in noise exposure do not exceed FAA's significant or reportable noise impact levels.

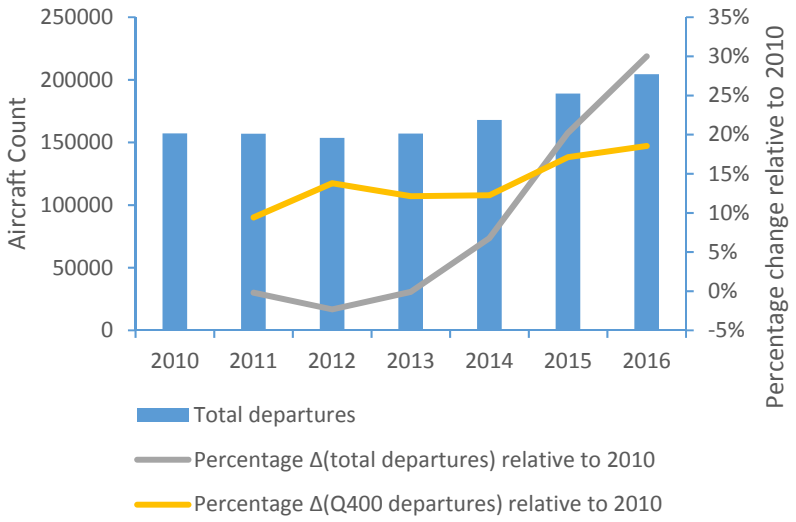
The noise exposures of the Proposed and No Action Alternatives were screened using the Aviation Environmental Design Tool (AEDT) plug-in tool for the Terminal Area Routes Generation and Traffic Simulation (TARGETs) software, one of the approved FAA noise screening tools. The result of the noise analysis was that there were no reportable or significant noise impacts as a result of the Proposed Action.

The implementation of the Proposed Action would result in a concentration of turboprop overflights around the 250° heading from SEA, but this concentration of flights does not result in reportable noise change. Also, the total number of flights that follow the 250° heading is only about 2 percent of the annual SEA departures.

Many comments voiced concerns over the current level of overflights over Burien. It should be noted that the automatic westerly turn of turboprops in north flow has not been utilized since March 2017. According to the FAA's Traffic Flow Management System Counts[7] data from 2010-2016, and as shown in Figure D1 below, there has been approximately a 33% increase in operations at SEA since 2010, most of which has occurred since 2014. Included in this, is a 20% increase in use of Bombardier Q400, the principal aircraft which are turned west in north flow. Another source of westerly turned overflights in north flow are missed approaches into SEA. FAA data shows that these missed approaches have remained at an approximate constant percentage of total SEA arrivals since January 2016. In other words, as the number of arrivals go up, the number of missed approaches also have also increased.

[7] https://aspm.faa.gov/tfms/sys/Airport.asp

Figure D.1: Change in the number of departures at SEA from 2010-2016



Response 2: In accordance with the Clean Air Act (CAA), the EPA developed the National Ambient Air Quality Standards (NAAQS) for six common air pollutants. These criteria air pollutants are carbon monoxide (CO), nitrogen dioxide (NO2), ozone (O3), particulate matter (PM), sulfur dioxide (SO2), and lead (Pb). The EPA determined that these criteria air pollutants may harm human health and the environment, and cause property damage. The EPA regulates these pollutants to permissible levels through human health-based (primary standards) and environmental-based (secondary standards) criteria.
EPA sets, reviews, and revises standards for air pollutants and how they are measured. Air pollutants are measured within a geography area, called an air basin.

The FAA evaluated the air quality impacts of the Preferred Alternative in accordance with the CAA. The implementation of the Preferred Alternative will not result in more aircraft being turned on westerly headings in north-flow. Furthermore, while there is expected to be a shift in where these turboprops fly, since the No Action and Preferred Alternatives are located within the same region tested for air quality standards, the implementation of the Preferred Alternative would not change the amount of aircraft emissions in this air quality region. Therefore, the FAA determined that there would be no air quality impacts as a result of the implementation of the Preferred Alternative.

EPA was provided the opportunity to review FAA's air quality analysis under Section 306 of the CAA but did not note any issues or inadequacies with the air quality analysis.

Response 3: The FAA recognizes that there have been few studies on the subject. In one study looking at low flying propeller overflights[8], it was found that such overflights are not expected to result in building damage.

Response 4: There are a few studies conducted to evaluate the relationship between airports and property values and these studies have focused primarily on the noise effects.

[8] Building Vibrations Induced by Noise from Rotorcraft and Propeller Aircraft Flyovers, NASA Technical Memorandum 104170, June 1992

The 2008 report by the Airport Cooperative Research Program (ACRP) Synthesis 9: Effects of Aircraft Noise: Research Update on Selected Topics concluded[9]:

> In summary, the studies of the effects of aviation noise on property values are highly complex owing to the differences in methodologies, airport/community environments, market conditions, and demand variables involved. Whereas most studies concluded that aviation noise effects on property value range from some negative impacts to significant negative impacts, some studies combined airport noise and proximity, and concluded that the net effect on property value was positive. Prospective homebuyers were at times not well-informed about the noise levels of aircraft operations near the property of interest. Lack of information often led to high bid prices and possible disappointment after purchase.
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> Homeowners that experienced an increase in noise levels bore the burden of aviation noise, once noise levels stabilized, the next homeowner was compensated once the property value adjusted owing to the effects of noise. Lastly, the technology available to analyze data has improved throughout the years. The spatial nature of aircraft operations, noise contours, and property location will continue to prompt studies founded in GIS analysis that will improve our understanding of the effects of aviation noise on property value.

One of the difficulties in evaluating the effect of aircraft noise on property values is the application of findings from one location to another. The Effect of Airport Noise on Housing Values, a report prepared in 1994 by Booz-Allen & Hamilton for the FAA[10], outlined a viable method of examining the effects of airport noise on housing values at the national level by using an approach referred to as the "neighborhood pair model." A series of studies conducted at Baltimore-Washington International, Los Angeles International, and New York LaGuardia and Kennedy International Airports determined that the neighborhood pair model can be used to establish the boundaries of the effect that airport noise has on housing values at a given airport. However, Booz-Allen recommended that their approach not be used at this time to determine property values due to the small sample size. Furthermore, Booz-Allen concludes that, "Although these studies have been useful in provide some insight into this complex issue, it is difficult to draw any clear and unambiguous conclusions from the results, since each of the studies used a variety of quantitative and qualitative techniques, different measures of noise, and dissimilar sources of information. Therefore, the results of the study cannot be applied to airports in any general overall sense."

Older studies conducted at other airports, which are summarized in documents such as FAA's 1985 Aviation Noise Effects Report, have also concluded that airport noise has only a slight impact on property values within the 65 DNL or greater noise contour. Additionally, comparison of older studies to more recent studies indicates that noise impacts were greater in the 1960s, when jet aircraft first entered the fleet, than in the 1980s or 1990s. this presumably is the result of stabilization of real estate markets following an initial adjustment to noisier jets, and of noise reduction in more modern aircraft using Stage 3 engine technology. In addition, proximity to an airport could have a positive effect on property values in some markets as they provide access to travel and employment opportunities[11,12].

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[9] *Effects of Aircraft Noise: Research Update on Selected Topics, A Synthesis of Airport Practice*. Transportation Research Board, Airport Cooperative Research Program, Washington, DC, 2008

[10] Booz-Allen & Hamilton, Inc. *Effect of Airport Noise on Housing Values: A Summary Report*, 1994 (Prepared for the Federal Aviation Administration, Office of Environment and Energy)

[11] *Aviation Noise Effects*, Federal Aviation Administration, Washington, DC, March 1985

[12] *Meta-Analysis of Airport Noise and Hedonic Property Values: Problems and Prospects*, Jon P. Nelson, 2004

In the Summary and Conclusions section of the FAA's 1985 Aviation Noise Effects Report[3], it was stated "the magnitude of this impact [of noise on property values] cannot be estimated at the national level at this time, since the results varied across a wide range for the airports studied, and only a small sample of airports was considered.

While there are a number of studies that have been conducted regarding property values, none of them have been conclusive; therefore, FAA has not adopted any of the approaches in the studies at this time.

Response 5: In accordance with FAA's Order 1050.1F, there are fourteen environmental impact categories to be evaluated as part of the NEPA process, as well as other special use regulations to be considered. One of these categories is biological resources. There are multiple statues, Executive Orders (EO) or other guidance that the FAA considers in its evaluation of impact on biological resources. These statutes, EOs, and guidance are listed below in Table D1. Given the nature of the Preferred Alternative, an impact to biological resources would be a result of either noise or air quality impacts. As the analysis shows that both the noise and air quality impacts are at most *de minimus*, there would be no expected impact to biological resources, under any of these statutes, EOs, or other guidance as a result of the implementation of the Preferred Alternative.

Table D1: Statues, Executive Orders and other guidance considered in evaluating impacts to biological resources

Statute, EO, Guidance	**Location in U.S. Code or *Federal Register***	**Oversight Agency**
Bald and Golden Eagle Protection Act	16 U.S.C. § 668 et seq.	USFWS
Endangered Species Act	16 U.S.C. §§ 1531-1544	NMFS, USFWS
Fish and Wildlife Coordination Act	16 U.S.C. §§ 661-667d	USFWS
Magnuson-Stevens Fishery Conservation and Management Act	16 U.S.C. § 1801 et seq.	NMFS
Marine Mammal Protection Act	16 U.S.C. § 1361 et seq.	NMFS, USFWS
Migratory Bird Treaty Act	16 U.S.C. § 703 et seq.	USFWS
Executive Order 13112, Invasive Species	64 *Federal Register* 6183, (February 8, 1999)	
Executive Order 13186, Responsibilities of Federal Agencies to Protect Migratory Birds	66 *Federal Register* 3853, (January 17, 2001)	
CEQ Guidance on Incorporating Biodiversity Considerations Into Environmental Impact Analysis Under the National Environmental Policy Act (January 1993)	Not applicable	
Memorandum of Understanding to Foster the Ecosystem Approach (December 1995)	Not applicable	

Response 6: Aircraft have two major types of weight limits: the maximum takeoff weight and the maximum structural landing weight, with the latter almost always being the lower of the two. This allows an aircraft on a

normal, routine flight to take off at the higher weight, consume fuel en-route, and arrive at a lower weight. If a flight takes off at the maximum takeoff weight and then faces a situation where it must return to the departure airport, there will not be time to consume the fuel meant for getting to the original destination. If an aircraft lands at more than its maximum allowable weight it might suffer structural damage, or even break apart on landing. In such rare emergency situations, airlines may dump fuel (jettison). A 1999 report issued by the Intergovernmental Panel on Climate Change[13] describes very rare emergency situations where jettisoning of fuel is necessary. According to this report, British Airways estimates that only a very small percentage (on the order of 0.01%) of fuel used by the aviation industry each year is released in this manner. Furthermore, FAA Order 7110.65W section 9-4 specifies that fuel dumping occur "at least 2,000 feet above the highest obstacle within 5 miles of the route or pattern being flown." Jet fuel evaporates quickly when dispersed in flight. When jet fuel is released at an altitude above 5,000 feet, the fuel is expected to evaporate completely before it reaches the ground.

Response 7: FAA has limited options with where it can route turboprop airplanes. Turboprops and jets typically have different flight paths due to safety concerns resulting from their differing performance. North flow turboprops from SEA historically have been turned east or west, depending on their destination. Over the past few years, the operational levels at SEA have been steadily increasing, which has led to the need to change how air traffic control provides sufficient separation between aircraft.

One of the ways ATC has to effectively manage SEA traffic and minimize potential safety issues is to put jets and turboprops on different headings using vectoring rules. Doing so minimizes/resolves the potential separation safety issues between these aircraft. ATC has been manually turning southbound turboprops to the 250° heading for many years. Under the manual turn procedures, some turboprops end up in the BFI conflict area and some end up being turned right away by the departure controller if there is no conflicting traffic. The departure controller is controlling departures off BFI and SEA, so they know what aircraft are released to depart BFI. The tower controller does not control aircraft at BFI and has no knowledge of the traffic situation that the departure controller has created. Delaying the turn would not ensure separation with the BFI departure path.

Automating this turn, which is where SEA ATCT issues the westerly turn instead of the departure controller at Seattle Terminal Radar Approach Control (S46), would reduce ATC workload and would ensure a more predictable path for turboprops as they leave SEA. In particular, this automatic westerly turn ensures separation with BFI traffic and SEA's arrival missed approach procedure, as well as allowing more aircraft to depart SEA within a given window of time. The reason the tower has to ensure the turn is made within 1 mile is that they are not working the airplanes off BFI so separation from that path must be ensured.

One purpose of the Preferred Alternative is to help ensure separation between turboprops departing SEA and the turboprops departing BFI airport. Ensuring this separation allows air traffic control to safely accommodate the increased operational demand at SEA without increasing ground delays for the flying public. There is no clear reverse correlation that the implementation of this tool would increase operational demand at SEA.

Response 8: The National Environmental Policy Act of 1969 (NEPA) requires federal agencies to disclose to federal decision makers a clear, accurate description of the potential environmental impacts that could arise from proposed federal actions. Through NEPA, Congress has directed federal agencies to consider environmental factors in their planning and decision-making processes and to encourage public involvement in

[13] Penner, J.E, D.H Lister, D.J Griggs, D.J Dokeen, M.McFarland, "Aviation and the Global Atmosphere" IPCC, 1999, Prepared in collaboration with the Scientific Assessment Panel to the Montreal Protocol on Substances that Deplete the Ozone Layer. Cambridge University Press, UK

decisions that affect the quality of the human environment. The FAA has established a process to ensure compliance with the provisions of NEPA through FAA Order 1050.1F, Environmental Impacts: Policies and Procedures (FAA Order 1050.1). FAA Order 1050.1 specifies 14 environmental impact categories as well as consideration of other executive orders and regulations to determine whether the Proposed Action would result in a significant impact.

Preferred Alternative is similar to the Proposed Action. The difference between the Preferred Alternative and the Proposed Action is that for the Preferred Alternative, the turning of approximately 90 percent of the southbound turboprops in north-flow will revert to the departure controller at Seattle Terminal Radar Approach Control (S46) during the Sleepytime hours between 10 pm and 6 am. In accordance with NEPA and FAA Order 1050.1F, the FAA analyzed the impacts of the Preferred Alternative. Given the nature of the Preferred Alternative, impacts to any of these environmental impact categories would generally be caused by either noise or air quality impacts. The result of the noise and air quality impact analysis indicated that there were no significant noise impacts or air quality impacts as a result of the Preferred Alternative. Given these results, the FAA determined that the appropriate level of NEPA documentation is a Categorical Exclusion (CATEX). The environmental impacts to each of these 14 impact categories are discussed in the Initial Environmental Review (IER), which is part of the supporting documentation for the CATEX. For the purpose of this document, the CATEX memo, which determines the use of the CATEX, as well as the IER is collectively called the "CATEX."

Response 9: The FAA does not govern the number of flights at a given airport. That is a business decision made by airlines, with input from the airport. The FAA also does not govern an airline's schedules. Rather, the FAA is tasked with managing the aircraft in the National Airspace System (NAS). Similarly, the FAA does not have any discretion to reduce or increase overall operational levels in the NAS. Furthermore, the FAA does not own airports, which are typically owned by local municipalities.

Under current conditions, SEA ATCT coordinates with S46, and the departure controller at S46 issues the westerly turn for approximately 90 percent of the southbound turboprops taking-off in north-flow conditions. The Preferred Alternative for the CATEX is to update the Letter of Agreement (LOA) between SEA Airport Traffic Control Tower (ATCT) and Seattle Terminal Radar Approach Control (S46) to include a paragraph that would allow the SEA ATCT to issue a westerly turn departure with a 250° heading within one nautical mile of the runway end between 6 am and 10 pm for approximately 90 percent of southbound turboprops taking-off in north-flow conditions. Between 10 pm and 6 am, the departure controller at S46 will issue the westerly turn. This change in air traffic control procedures is referred to as an automatic or automated turn in the CATEX. A similar action was implemented in a paragraph in a LOA from July 26, 2016 – March 24, 2017 before being removed in March 2017.

Any observation of increased turboprop overflights around the 250° heading outside of when the LOA action was implemented from July 2016 to March 2017 is a result of the operational increases at SEA and is not due to the Preferred Alternative.

Response 10: NEPA provides a framework for evaluating the environmental impact of a proposed action. The FAA's NEPA compliance policies and procedures are contained in FAA Order 1050.1F, Environmental Impacts: Policies and Procedures. FAA Order 1050.1F specifies 14 environmental impact categories that may be relevant to FAA actions. There is no specific requirement to prepare health impact assessments to comply with NEPA. However, there are multiple environmental impact categories that address health impacts including: air quality, hazardous materials, solid waste, pollution prevention, noise, compatible land use, and

water resources. The analysis contained in the CATEX shows that, in accordance with FAA Order 1050.1F, there are no significant impacts to any of these environmental impact categories.

Response 11:
The FAA is primarily tasked with the safe and efficient use of the National Airspace. The FAA views "efficiency" as how quickly aircraft can be moved out of a section of airspace. The more predictable an aircraft routing, the less possibility of a separation issue with another aircraft. In this way, safety and efficiency are closely related.

The 250º heading for southbound turboprops in north flow is safe. It was recommended by an FAA workgroup, which was tasked with ensuring that these turboprops were separated from BFI (by a 3 NM buffer under most conditions) and from the SEA missed approach protected airspace (which starts at the 290º heading from SEA), as well as resolving the inefficiencies resulting from the necessary verbal coordination between SEA ATCT and S46 for these turns when done on a manual basis. This workgroup eventually recommended that SEA ATCT should issue the westerly turn instead of the departure controller at Seattle Terminal Radar Approach Control (S46) for these north-flow southbound turboprops on a 250º heading within 1NM of the departure runway end.

ATC typically builds in flexibility into its air traffic procedures, whenever possible. This flexibility allows each aircraft to be flown in the best way specific to that aircraft. For example, with regard to the 250 º heading, there are no altitudes or speed restrictions on the turn. Within the safe framework of the turn, this allows the pilot to decide at which altitude and speed their aircraft should execute the turn. This ties in with the fact that the pilot is ultimately responsible for the safe flying of their aircraft[14]. Once ATC issues the heading, it is then up to the pilot how best to turn their aircraft within the capability of the aircraft.

Response 12: In accordance with the FAA Order 1050.1F desk guide, environmental justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. *Fair treatment* means that no group of people should bear a disproportionate share of the negative environmental consequences resulting from industrial, governmental, and commercial operations or policies.

As there are no significant or reportable noise increases as a result of the implementation of the Preferred Alternative, there would be no disproportionate share of significant or reportable noise increases as a result of the implementation of the Preferred Alternative.

Response 13: FAA is committed to giving the public an opportunity to be informed, become involved, and have their concerns and views considered as the FAA makes aviation decisions that might affect them. On June 8, 2017, the FAA issued a press release stating the availability of a summary of the preliminary environmental analysis prepared for the NEPA Proposed Action[15]. From June 8, 2017 through July 5, 2017, the FAA solicited comments on this preliminary analysis, specifically requesting input on the best place to have aircraft fly from a community standpoint. On July 25, 2017 and then again on September 14, 2017, the FAA met with the City of Burien to discuss possible alternatives. All alternatives that were suggested during the public comment period as well as during the meetings with the City of Burien have been incorporated into the Alternatives Section of the CATEX and have been fully analyzed.

[14] 14 CFR Section 91.3 - Responsibility and authority of the pilot in command.
[15] https://www.faa.gov/nextgen/communityengagement/sea/

FAA ultimately designed and selected the Preferred Alternative in response to comments. The Preferred Alternative is the same as the Proposed Action, except that automatic westerly turns, which are where SEA ATCT issues the westerly turn instead of the departure controller at Seattle Terminal Radar Approach Control (S46), would be suspended and ATC would revert to coordinating turns between SEA ATCT and S46 during Sleepytime operations, when operationally feasible. Sleepytime operations typically take place between 10 pm and 6 am. FAA made this change in response to comments from the City of Burien and other comments. Suspending the automatic westerly turn is consistent with procedures currently in place to avoid flight noise over sensitive areas after 10 pm during north flow. FAA can accommodate the request to suspend automatic westerly turns during Sleepytime because there are fewer departures after 10 pm.

FAA understands that community outreach does not always lead to a broadly supported decision. The FAA's role is to manage the National Airspace System in a safe and efficient manner while considering the competing interests of minimizing noise and emissions with the increasing demand to move people and goods using the National Airspace System. The Preferred Action reflects the need to balance the competing interests.

Response 14: Generally speaking, during the summer months, SEA is in north flow (arrivals and departures land and take off to the north) and the rest of the time SEA is in south flow (departures take off and arrivals land to the south). Between July 26, 2016 and March 24, 2017, the FAA authorized automatic westerly turning, which is where SEA ATCT issues the westerly turn instead of the departure controller at Seattle Terminal Radar Approach Control (S46), for approximately 90 percent of the southbound turboprops while SEA was in north flow through an authorization in a Letter of Agreement (LOA). This authorization was removed from the LOA in March 2017. The FAA is now looking at reinstating this automatic turn and is analyzing the environmental impact of such reinstatement. Any increases in aircraft noise and overflights since March 2017 is not related to either the original LOA provision or the Proposed Action analyzed in the preliminary environmental analysis, but rather is a byproduct of the operational increases at SEA, while SEA is in north-flow.

Any increases in jet overflights are not due to the Preferred Alternative, which applies only to turboprops. Instead, these overflights may be jet arrivals into SEA that are going missed approach on the 290º heading. Missed approach data shows that since January 2016, the percentage of total SEA arrivals that have used the missed approach has remained approximately steady. However, given that there has been a steady increase in operations, there has also been a corresponding increase in missed approaches.

Response 15: In accordance with FAA Order 1050.1F, a socioeconomic analysis evaluates how elements of the human environment such as population, employment, housing, and public services might be affected by the Preferred Alternative.

The Preferred Alternative would not cause an increase in operations at SEA and therefore, is not expected to result in any changes in ground transportation in and around SEA. Therefore, the primary cause of any potential impact from the Preferred Alternative would be as a result of air quality and noise impacts. The results from the air quality and noise impact analysis indicates that the air quality impacts are *de minimus* and that there are no significant or reportable noise changes as a result of the implementation of the Preferred Alternative.

The principal social impacts to be considered are those associated with relocation or other community disruption, transportation, planned development, and employment. Since the Preferred Alternative will not change the number of flights and given the air quality and noise impact determinations, there is no foreseeable way in which the implementation of the Proposed Action would impact transportation, planned development, or employment within the Study Area. Given these factors, FAA has found that, the Preferred Alternative will not have a significant socioeconomic impact.

Response 16: The preliminary environmental analysis was not intended to be presented as a draft or final NEPA document, but rather as a summary of the environmental impact analysis undertaken, which may be incorporated into a NEPA document. The intent of presenting the preliminary environmental analysis was transparency and to allow the public to suggest alternatives pathways to best place these southbound turboprops departures where it would least intrusive from a community perspective.

Response 17: In response to comments received on the Proposed Action, FAA made changes to the Proposed Action, which resulted in the selection of the Preferred Alternative. The Preferred Alternative is the same as the Proposed Action, except that automatic westerly turns, which are where SEA ATCT issues the westerly turn instead of the departure controller at Seattle Terminal Radar Approach Control (S46), would be suspended and ATC would revert to coordinating turns between SEA ATCT and S46 during Sleepytime operations, when operationally feasible. Sleepytime operations typically take place between 10 pm and 6 am. FAA made this change in response to comments from the City of Burien and other comments.

This change to the Proposed Action resulted in FAA updating its environmental analysis and completing an evaluation of whether any potential impacts from the Preferred Alternative rose to the level of extraordinary circumstances. This evaluation included all the extraordinary circumstances listed in FAA Order 1050.1F, Section 5-2.b. Several environmental impact category analysis results showing they do not rise to the level of extraordinary circumstances are highlighted below:

- The noise results from the Turboprop-Only model conclude that there are only very minor changes to noise exposure levels, and none of the changes are high enough to result in a reportable noise impact. The noise results from the All Arrivals and Departures model show that there are no changes to the noise exposure level within the General Study Area.
- FAA's consultation with the Washington State Historic Preservation Officer concluded that the action would have no effect on historic properties.
- The action will not use any Section 4(f) Properties. The term "use" includes both physical and indirect or "constructive" impacts to Section 4(f) properties. Direct use is the physical occupation or alteration (direct use) of a Section 4(f) property or any portion of a Section 4(f) property. A "constructive" use does not require direct physical impacts or occupation of a Section 4(f) resource, which could be triggered by noise. Since the noise analysis results using the All Arrivals and Departure conclude there are no change in noise exposure, there is no constructive use of any Section 4(f) Properties.
- No additional operations will result from the Preferred Alternative, and there is no change in the number of turboprops within the air basin. The proposed action may result in turboprops making the turn to the 250° heading sooner than under current procedures except during Sleepytime, which may result in equivalent or slightly less emissions since the turboprops may reach their southbound heading sooner. Therefore, the Preferred Alternative is not expected to impact air quality.
- FAA evaluated whether the controversy of the project meets FAA's extraordinary test on whether the impacts on the quality of the human environment are highly controversial on environmental grounds. Public comments received show that there is public controversy. Per FAA Order 1050.1F, Section 5-2.b(10), highly controversial on environmental grounds means there is a substantial dispute involving reasonable disagreement of the degree, extent, or nature of a proposed action's environmental impacts or over the action's risks of causing environmental harm. Mere opposition is not sufficient for a proposed action or its impacts to be considered highly controversial on environmental grounds, but the reasons provided in the comments are based on substantially based on noise impacts. Based on the updated environmental analysis, FAA determined that the Preferred Alternative may be highly controversial, but

the results of the environmental analysis concluded the controversy is not based on environmental grounds.

As per FAA Order 1050.1F 3-1-1, a CATEX refers to a category of actions that do not individually or cumulatively have a significant effect on the human environment and for which there are no extraordinary circumstances. In particular FAA Order 1050.1F, Section 5-6.5.i states that, in absence of extraordinary circumstances, the following actions fall under a CATEX:

> "...modifications to currently approved procedures conducted below 3,000 feet AGL that do not significantly increase noise over noise sensitive areas;.."

FAA Order 1050.1F Section 5-2 details the Extraordinary Circumstances. These are factors or circumstances in which a normally categorically excluded action may have a significant environmental impact that then requires further analysis in an EA or an EIS. For FAA proposed actions, extraordinary circumstances exist when the proposed action meets both of the following criteria (see 40 CFR § 1508.4, CEQ Regulations):

> (1) Involves any of the circumstances which are listed in Table 1 of the Preliminary Environmental Analysis; and
> (2) May have a significant impact (see 40 CFR § 1508.4, CEQ Regulations).

The updated environmental analysis shows that there are no significant impacts in any of the environmental categories and that no extraordinary circumstances exist, per their definitions in FAA Order. A CATEX was therefore determined to be the appropriate level of NEPA review for the Proposed Action.

Response 18: Section 5.2.10 Cumulative Impacts has been updated to detail reasonable foreseeable projects within the General Study Area. These projects were taken from the City of Seattle's, Burien and Normandy Parks' comprehensive plans as well as from the Washington State Department of Transportation list of projects. As detailed in the Appendix A, Section 9, based upon the temporary nature of the construction of these projects and the fact that there are no noise and air quality significant impacts associated with the Preferred Alternative, the construction phase of these projects would not result in a cumulative significant impacts when considered with the Preferred Alternative. Furthermore, once these projects are constructed, given the nature of these projects, there would still not be any significant cumulative impacts under NEPA as a result of the implementation of the Preferred Alternative. Some commenters pointed out that Washington State Department of Transportation has a plan to connect SR509 to Interstate 5. This project is intended to be completed in 2030 and will connect the southern termination point of SR 509, to the south of SEA, to Route 5 in the Des Moines area. This project is wholly outside of the Study area. Due to the geographical separation, and that all impacts from the Propose Actions would be a result of either noise or air quality changes, there are no expected cumulative impacts associated between this project and the Preferred Alternative.

Response 19: In accordance with FAA Order 1050.1F, Federal agencies are directed to make it a high priority to identify and assess environmental health risks and safety risks that may disproportionately affect children. To that end, the FAA may identify and assess environmental health risks and safety risks that the FAA believes could disproportionately affect children. Environmental health risks and safety risks include risks to health or to safety that are attributable to products or substances that a child is likely to come in contact with or ingest, such as air, food, drinking water, recreational waters, soil, or products they might use or be exposed to. Given the air quality and noise impact determinations, there are no significant impacts associated with the implementation of the Preferred Alternative. Therefore, the Preferred Alternative would not disproportionately affect children.

Response 20: In the CATEX, the noise section explains that two noise analyses were performed using the DNL metric. The first noise analysis only used turboprop fight tracks. This is the analysis that was included as

part of the Preliminary Environmental Analysis. The noise results from the Turboprop-Only model showed that both the Proposed Action and the No Action alternatives produce noise environments that fall below 45 decibel (dB) DNL, except in the immediate vicinity of SEA. This first noise analysis concluded there would only be very minor changes to noise exposure levels, and none of the changes would be high enough to result in a reportable noise impact. The second noise analysis considered a broader set of data. The Proposed Action was modeled in this second noise analysis because it was determined to be more conservative. The Proposed Action allows SEA ATCT to issue the westerly turn for turboprops instead of the departure controller at Seattle Terminal Radar Approach Control (S46) during Sleepytime hours. This assumption would model the southern concentration of turboprop flight tracks would continue to be modeled at night, which has the potential to result in higher noise exposure levels in the areas underlying the flight track concentration. The noise results from this All Arrivals and Departures model show that there are no changes to the noise exposure level within the General Study Area. Therefore, the FAA has determined that there would be no use of these 4(f) properties as a result of the implementation of the Preferred Alternative.

Response 21: Council on Environmental Quality (CEQ) Regulations state that during the preparation of an Environmental Impact Statements (EIS) the lead federal agency should invite Federal, state, tribal, and local agencies with special expertise or jurisdiction by law to be cooperating agencies[16]. The intent is to ensure that the views of agencies who may be affected by the Proposed Action, (which in this case is the Preferred Alternative) or who have relevant special expertise are adequately reflected in the environmental document. There is no expected change in overall SEA operations as a result of the implementation of the Preferred Alternative. The Preliminary Environmental Analysis showed that there are no significant noise or air quality impact changes. Based on this information, there was no need to invite the Port of Seattle as a cooperating agency for this CATEX. The FAA did, however, coordinate with the SHPO, EPA, the Port of Seattle, and the City of Burien. Furthermore, during the coordination with City of Burien, at no time was further coordination under Section 106 of the National Historic Preservation Act requested or mentioned.

Response 22: In accordance with FAA's Order 1050.1F, there are fourteen environmental impact categories to be evaluated as part of the NEPA process, as well as other special use regulations to be considered. One of these categories is water resources. There are multiple statues and Executive Orders (EO) that the FAA considers in its evaluation of impact on water resources. These statutes and EOs are listed below in Table D2. Given the nature of the Preferred Alternative, an impact to water resources would be a result of either noise or air quality impacts. As the analysis shows that both the noise and air quality impacts are at most *de minimus*, there would be no expected impact to water resources, under any of these statutes and EOs as a result of the implementation of the Preferred Alternative.

[16] See CEQ regulation 40 CFR 1501.6

Table D2: Statues, Executive Orders and other guidance considered in evaluating impacts to water resources

Statute or EO	**Location in U.S. Code or *Federal Register***	**Oversight Agency**
Executive Order 11990, Protection of Wetlands	42 *Federal Register* 26961	DOT
Clean Water Act	33 U.S.C. §§ 1251-1387	USACE, EPA
Fish and Wildlife Coordination Act	16 U.S.C. §§ 661-667d	USFWS
DOT Order 5660.1A, Preservation of the Nation's Wetlands	N/A	DOT
State statutes protecting wetlands	N/A	DOT

Response 23: The FAA is congressionally directed to ensure a safe and efficient NAS. After an FAA internal workgroup discussed how best to manage certain southbound turboprops departing SEA in north flow, the FAA determined having an automatic turn, where SEA Airport Traffic Control Tower (ATCT) issues the westerly 250° turn instead of the departure controller at Seattle Terminal Radar Approach Control (S46), for these southbound turboprops through the addition of a paragraph in the SEA ATCT-S46 LOA, was the best solution. This automatic turn is in place of the previous coordinated westerly heading. This automatic turn affects approximately 90 percent of the southbound turboprops departing SEA in north flow, which amounts to approximately 2 percent of SEA departures. As shown in Figure 13 in the CATEX, this automatic turn would not change where aircraft has historically flown, and so the addition of this paragraph to the SEA ATCT – S46 LOA was not thought of as procedurally changing where aircraft fly. Given all of this, community outreach was not undertaken at that time when the Proposed Action was initially implemented on July 26, 2016. The FAA removed the paragraph authorizing the automatic turn from the LOA on March 24, 2017. Since then, these southbound turboprops in north flow have been provided a heading through direct coordination between SEA ATCT and S46. Around this time, the FAA initiated an environmental review to investigate the impacts under NEPA of the automatic heading for these southbound turboprops in north-flow. The results of the Preliminary Environmental Review were published online from June 8, 2017 until July 5, 2017. The FAA's intention was to be transparent with its environmental findings and to allow the public to make comments and to suggest alternatives to the automatic turn for these southbound turboprops in north flow. In addition to this outreach, the FAA has had two discussions with the City of Burien regarding possible alternatives to the automatic turn for these southbound turboprops in north flow. These meetings took place on July 25, 2017 and September 14, 2017.

In response to comments received on the Proposed Action, FAA made changes to the Proposed Action, which resulted in the selection of the Preferred Alternative. The Preferred Alternative is the same as the Proposed Action, except that automatic westerly turns would be suspended and ATC would revert to coordinating turns between SEA and S46 during Sleepytime operations, when operationally feasible. Sleepytime operations typically take place between 10 pm and 6 am. FAA made this change in response to comments from the City of Burien and other comments.

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Comment 1

Cabrelle Abel

Page 1

Sent: Friday, June 23, 2017 3:07 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: cabrelle@hotmail.com
Name: Cabrelle Abel
Mailing Address: 2511 SW 121st St
City: Burien
State: WA
Zip Code: 98146

Primary concerns about aviation that exist today with comments to specify the issue(s):

Aviation noise: The increase in aircraft noise over my house has been the most upsetting thing this past year. I first noticed late last Fall, and it seemed to be happening extremely frequently. At times, it seemed to be two minutes or less between planes. I hate the added noise over what has been a quiet and serene neighborhood. One of the reasons we moved in was that we were on a dead-end street, and we hardly had any traffic noise. Then, I started hearing more plane traffic than car traffic, and it was maddening. I was so happy for the temporary cessation of airplanes, and I could definitely notice a difference. Please do not allow these flyovers of our Burien neighborhood to continue. It decreases the enjoyment of our property and beautiful views immensely. It makes you want to spend less time outside! I strongly recommend that you do not allow these flyovers. 1

Other environmental concerns: I also notices quite a change in the rooftops in our neighborhood. We live up on a hill, and I could see the rooftops accumulate a lot more soot this past year, presumably from the flyovers. Please do not allow them to continue! 2

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 1

1. Response 1

2. Response 2

Comment 2

Yonas Abraha

Page 1

Sent: Tuesday, June 20, 2017 9:06 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: abraha.yonas@yahoo.com
Name: Yonas Z Abraha
Mailing Address: 1653 S. 246th Pl
City: Des Moines
State: Wa
Zip Code: 98198

Aviation noise: The planes fly right above my home. We get close to 20-30 flights a night. I can not even hear myself on a phone conversation. 1

Environmental concerns: Frequent and low flights are damaging to our environmental safety.

Possible increase in aviation noise: We have lived in our property for about 10 years and it is apparent how much air traffic has increased. Not only the number of planes by how low they fly. Our home trembles and the ground below our property shakes violently from the low air flights. I worry about the damage to our home from the low and frequent air flights. 2

Air quality: Just sitting hear writing down these concerns we have had 8 planes fly over us in 15 minutes! We have a child less than two years old who likes to play in our front yard but we have to limit his time outside because of the frequent plane and our concerns of poor air quality. 3

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 2

1. Response 1

2. Response 3

3. Response 2

Comment 3

Mary Abushumays

Page 1

Sent: Wednesday, June 21, 2017 7:50 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: ika001@hotmail.com
Name: Mary Abushumays
Mailing Address: 14429 22nd Ave SW
City: Burien
State: WA
Zip Code: 98166

Aviation noise: I object to the increased noise over our house, due to increased flights over Burien. I first noticed the increased noise in the summer of 2016. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 3

1. Response 1

Comment 4

Shannon Adams

Page 1

Sent: Tuesday, June 20, 2017 8:41 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: shannonm.adams@yahoo.com
Name: Shannon Adams
Mailing Address: 16717 Marine View Dr SW
City: Burien
State: Washington
Zip Code: 98166

Aviation noise: Recent changes to flight paths of turbo-prop planes flying overhead has changed our quiet, peaceful neighborhood into a constant whine corridor of noise, making it difficult to maintain conversations outside our home or catch any type of rest during the day. 1

Aviation noise concentration: Heavy checks on aircraft occurring at 10:00 pm is absolutely unacceptable. While I appreciate it's not occurring during dinner, to have to shut our windows and still have the house shake due to the decibels of noise; I can hardly believe it.

Environmental concerns: Numerous studies show the harmful effects, especially to children, who live under flight paths: increase in blood pressure, toxins from jet fuel and particles that damage lungs and lead to cancer. Look at the cancer rates for those in their 50s who grew up around SeaTac Airport; it's staggering. Possible increase in aviation noise: Increase in aviation noise leads to health hazards, decline in our property values, and a diminished way of life in our home and neighborhoods. 2 3 4

Aviation noise concentration: Heavy engine checks should not be allowed in a populous area like SeaTac. Hangers should be located away from population where the impact is minimal. 5

Air quality: Decrease in air quality could be a death sentence for my children (4 of them). 2

Response to Comment 4

1. Response 1

2. With regard to the stated concerns on the harmful effects on children; the intent of the Clean Air Act of 1963 and then 1970 is to protect the public from harmful concentrations of known toxins, such as some particulates in jet fuel.

3. Response 2

4. Response 4

5. The location of hangers at SEA is outside of the scope of the Proposed Action, which is to automate the turning of turboprop aircraft departing SEA in north flow.

Comment 5

Aidan Adante

Page 1

Sent: Wednesday, June 21, 2017 5:08 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: aidancadante@gmail.com
Name: Aidan Adante
Mailing Address: 13677 18th ave SW
City: Burien
State: Wa
Zip Code: 98166

Aviation noise: Noise is a particular concern. It is relentless, all day all night. 1

Environmental concerns: Jet Fuel falling. Noise Pollution. 2

Possible increase in aviation noise: Noise is a particular concern. It is relentless, all day all night. 1

Air quality: Noise is a particular concern. It is relentless, all day all night.

Other concerns: Property Values falling. 3

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 5

1. Response 1

2. Response 6

3. Response 4

Comment 6

Dena Adante

Page 1

Sent: Wednesday, June 21, 2017 5:17 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: denaadante@gmail.com
Name: Dena Adante
Mailing Address: 13677 18th Ave. SW
City: Burien
State: WA
Zip Code: 98166

Possible increase in aviation noise: Jet noise is terrible over my house now.]1

Air quality: I am worried about falling jet fuel only house.]2

Other concerns: Property values falling is a big concern for me!]3

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 6

1. Response 1

2. Response 6

3. Response 4

Comment 7

Gary Adante

Page 1

Sent: Wednesday, June 21, 2017 5:14 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: garya@vulcan.com
Name: Gary Adante
Mailing Address: 13677 18th ave. SW
City: Burien
State: WA
Zip Code: 98166

Possible increase in aviation noise: Jet noise is terrible over my house!]1

Air quality: I'm worried about jet fuel falling.]2

Other concerns: Property values falling is a big concern!]3

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 7

1. Response 1

2. Response 6

3. Response 4

Comment 8

Kim Ahlf

Page 1

Sent: Friday, June 23, 2017 8:12 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: ktahlf@msn.com
Name: Kim S Ahlf
Mailing Address: 15527 11th Ave sw
City: Burien
State: Wa
Zip Code: 98166

Concerning Address: I grew up on Lake Burien and now am living as an adult in the house I grew up in. The increased airplane noise is unacceptable. The environmental damage to the lake and surrounding areas is unacceptable and the decrease in our property values in unacceptable. 1 2 3

Aviation noise: There is a dramatic increase in noise at our property that is disturbing to us and the wildlife on the lake 4

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 8

1. Response 1

2. Response 2

3. Response 4

4. Response 5

Comment 9

Ray Akers

Page 1

Sent: Monday, July 03, 2017 6:53 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: ray@akerscargill.com
Name: Ray Akers
Mailing Address: 5222 37th Ave S
City: Seattle
State: WA
Zip Code: 98118

Aviation noise: STOP dumping noise in 98118 & 98108. The shift east on North Flow has dumped Sea-Tac noise over Beacon Hill and the Rainier Valley disproportionately. Inadequate noise monitors, and computer noise models are a sham, and this violates EPA guidelines for protecting low-income and minority communities from environmental abuses. We stopped the FAA in 2010 from setting-up a new, expanded departure corridor over SE Seattle, but the pattern at FAA is clear. More noise is dumped on the poorest neighborhoods of color. Stop it! 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 9

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. Since analyzing the impacts of increased air traffic over Beacon Hill and Rainier Valley is not within the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 10

Elizabeth Akina

Page 1

Sent: Monday, June 19, 2017 11:25 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: betsyakina@comcast.net
Name: Elizabeth D Akina
Mailing Address: 17016 35th Ave SW
City: Burien
State: WA
Zip Code: 98166

Aviation noise concentration: Last summer I noticed increase turboprop traffic flying low over my neighborhood. Early morning flights that woke my family and late flights, after nidnight made it difficult to fall asleep or woke me up after I had gone to sleep. I have made multiple complaints over the last year+ since I noticed the increased traffic. 1

Environmental concerns: Turbo props are loud, fly low, over my house and neighborhood. If turboprops are allowed now, jets will likely be next as the airport traffic increases. I have made multiple complaint since I noticed increased air traffic over my neighborhood, 2

Possible increase in aviation noise: More noicse from more planes, flying directly over head. 1

Aviation noise concentration: Now it is loud turboprops, woon it will be even louder jets. 2

Air quality: more airpollution from increased air traffic. 3

Other concerns: fuel dumping. Safety: if a plane crashes needs to divert, crash land. 4

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/?CFID=423606801&CFTOKEN=116d2a9289ad9df3-A9B60C82-0278-CA55-994FB147D0C50333&jsessionid=69830C685E771789F5BCD06AC0A438C1.www

Response to Comment 10

1. Response 1

2. The purpose and need of the project is to automate where turboprops turn, in part to get out of the way of the stream of departing jets. Due to safety considerations, ATC avoids mixing turboprops and jets in the same flight path.

3. Response 2

4. Response 6

Comment 11

Joseph Albert

Page 1

Sent: Tuesday, July 04, 2017 7:07 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: joegalbert@gmail.com
Name: Joseph Albert
Mailing Address: 5923 19th Avenue S.
City: Seattle
State: WA
Zip Code: 98108

Aviation noise: While our home is more than 7 miles from the airport, SeaTac jets fly low and loud over our home. Often the jets come 30 seconds apart and we'll into the early morning hours. The flight path should come from over the sound so that it disrupts the least number of people. If that is not an immediate possibility, flights should be rotated so they don't dominate one path, making it impossible to sleep. Someone please do something to help our community! 1

Other environmental concerns: Planes going over the same path every 30 seconds leave a thick smog over our neighborhood! 2

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 11

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is directly under the departures from SEA in north flow and jet arrivals into SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA south flow arrivals and north flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 12

Bette Allen

Page 1

Sent: Wednesday, June 21, 2017 12:12 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: silkpurse@mac.com
Name: Bette Allen
Mailing Address: 2313 SW 120th street
City: Burien
State: WA
Zip Code: 98146

Aviation noise: We have noticed an increased noise issue, since we bought our home in 2003. We chose to spend more for our location, based on the lack of air traffic. Occasional flight pattern changes are understandable, due to weather and Blue Angles for SeaFair. However, lately it sounds more like SeaFair weekend on a daily basis. 1

Environmental concerns: I am not pleased to be the unwilling recipient poor air quality and of all of the environmental toxins that can be rained upon us, under these flight paths. 2

Possible increase in aviation noise: We want less, not more noise

Aviation noise concentration: The noise concentration has increased over the years. Enough is enough 3

Air quality: Lord knows what's in the air. Increased traffic over our neighborhood isn't healthy for anyone. 2

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 12

1. Response 1

2. Response 2

3. Response 9

Comment 13

Christopher Allen

Page 1

Sent: Friday, June 16, 2017 4:14 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: emailthat2me@gmail.com
Name: Christopher J Allen
Mailing Address: 15850 10th Ave SW
City: Burien
State: WA
Zip Code: 98166

Concerning Address: When I move here 2 years ago, I chose my location based on planes from the airport not flying directly over head. I am not ok with having loud prop planes or any other type of planes being redirected directly over my home. 1
Please read and desist. Find another way to have these planes used the existing flight plans. It doesnt seem lawful to just change things like this without first going through proper channels. 2

Aviation noise: Planes are being directed over my house that were not before. 3

Environmental concerns: Airplane exhaust and what ever else falls from them.

Possible increase in aviation noise: This definitely increases the nouse at my house and neighborhood. I live inside the loop created by landing and takeoff. No planes ever flew over my house before. I noticed immediately. I thought therw was something wrong, like an emergency redirect or something. 2 3

Air quality: Planes drop dust and fumes that build up over time.

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 13

1. Response 1

2. Response 23

3. Response 2

Comment 14

Marsha Allen

Page 1

Sent: Tuesday, June 20, 2017 3:49 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: marsha.allen@gmail.com
Name: Marsha Allen
Mailing Address: 26304 20th Ave S
City: Des Moines
State: WA
Zip Code: 98198-9221

Aviation noise: They already pass over my home, almost nonstop it seems. They're so low I can read the fine print. Even with the airport package, the noise is hardly bearable.

Environmental concerns: And then there's all the exhaust.

Possible increase in aviation noise: How much are we supposed to be able to stand?

Air quality: Cough, cough...

1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 14

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The increased air traffic over Des Moines is not within the scope of this document and is likely due to SEA arrivals in north flow and departures in south flow, rather than turboprops departures. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 15

Kerry Allman

Page 1

Sent: Wednesday, July 05, 2017 1:05 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: kerry25651@yahoo.com
Name: Kerry Allman
Mailing Address: 25651 Marine View Dr. S.
City: Des Moines
State: WA
Zip Code: 98198

Other environmental concerns: As part of a full EIS on the NextGEN systems, I want to know how this will impact the quality of life in the surrounding communities, especially Des Moines. I would also want to know how the assessments are done by the FAA on this NextGEN system. What are the measurements and criteria that will be used. I believe this should be presented in a public hearing. I would also like this data publicly available. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 15

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is directly under the arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 16

Amber Anderson

Page 1

Sent: Tuesday, July 04, 2017 9:23 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: arrayartwork@gmail.com
Name: Amber R Anderson
Mailing Address: 1536 S Shelton Street
City: Seattle
State: WA
Zip Code: 98108

Aviation noise: Aircraft flying below 1000 feet are much too loud. All conversations outside within a hands reach distance are completely inaudible in my yard (15th Ave S & Shelton). F 16s should not be flying that low at all.

Other environmental concerns: Dumping fuel to lighten load during landing. Please stop this practice.

Recommendations: Flight paths over I-5, Lake Washington, or the Duwamish waterway are options instead of over land mass neighborhoods. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 16

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is directly under the jet departures from SEA in north flow and arrivals into SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA south flow arrivals and north flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 17

Tricia Anderson

Page 1

Sent: Wednesday, June 21, 2017 8:25 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: tricia.anderson206@comcast.net
Name: Tricia L Anderson
Mailing Address: P.O. Box 1249
City: Seahurst
State: WA
Zip Code: 98062

Concerning Address: My residence is located at: 16040 Maplewild Ave SW Burien, WA 98166

Primary concerns about aviation that exist today with comments to specify the issue(s):

Aviation noise: Since about August of last year, 2016 we have experienced a significant and very unwelcome increase in flight traffic over our home. Please stop this now. It is terribly concerning on so many levels for us and for our beloved community. Thank you, Tricia Anderson 1

Aviation noise concentration: See above

Environmental concerns: See above

Access to knowledge about aviation and or airport concerns: See above

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 17

1. Response 1

Comment 18

Annette Anderson

Page 1

Sent: Tuesday, June 27, 2017 11:52 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: anderberg823@gmail.com
Name: Annette Anderson
Mailing Address: 2402 SW 150th St
City: Burien
State: WA
Zip Code: 98166

Aviation noise: Lived in Burien since 2008. Increase in air traffic over our residential area last couple years but significant numbers beginning spring/summer 2016. It went from 1 path to at least 3 different paths over our area to include directly over our house. Planes went early morning to last night. Not just prop planes, last July 10:30 at night a large engine plane flew over which sounded low. The noise effects our families outdoor recreation & relaxation on our back deck. 1 2

Other environmental concerns: The smell of fuel fumes last summer was noticeably greatly & some days I could gag over it. These fumes are a greater hazard to my health and family. These fumes not only effect the air quality but also the ground in which the plants and edibles grow. 3

Miscellaneous concerns: We bought our home on the far edge of Burien in Seahurst because of no to very little air noise. We specifically avoided areas in or near the airports flight paths. We also paid extra for that in the price of our home. As your increase in planes & failure to notify changes has & will cause a decrease of our property value. So not only does the FAA & Port of Seattle decrease my families quality of life but our resale property value. Because we will still continue to pay the higher taxes on the real estate value until we sell but when we sell the value will not be. Who wants to buy in the path? That's why we didn't in the first place. 4

Recommendations: Since the airport & traffic, airlines, people have increase so much over the years to warrant yet another expansion. Perhaps some flights as you are doing would leave from Boeing North. Perhaps decreasing the airlines into 2

Response to Comment 18

1. Response 1

2. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow. There are numerous reasons why a heavier sounding aircraft may overfly your residence, however this is not part of the Proposed Action. Since analyzing the impacts of heavier sounding aircraft overflying your residence is outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

3. Response 2

4. Response 4

Comment 18

Annette Anderson

Page 2

Seattle. Good grief. What ever you do...you need to keep the public informed & notified. BURIEN Will continue to fight you!!

Response to Comment 18

Comment 19

Benjamin Anderson

Page 1

Sent: Wednesday, June 21, 2017 4:38 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: ftclifer@gmail.com
Name: Benjamin D Anderson
Mailing Address: 2011 sw 154th st
City: Burien
State: Wa
Zip Code: 98166

Aviation noise: Disrupts my infants sleep schedule and our entire lifes! 1

Aviation noise concentration: Prop planes are the most loud and fly consistently over my house!

Environmental concerns: Concerned about being outside with my family and whats being dumped on my garden! 2

Access to knowledge about aviation and or airport concerns: No formal epa studies have been done for the burien flight path, so it doesnt matter if we have acess...!? 3

Possible increase in aviation noise: We need these flights to be stopped asap! 1

Aviation noise concentration: Stop the flights!

Air quality: Cant go outside with my family and whats being dumped on our vegetable garden??? 2

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/?CFID=424104813&CFTOKEN=39450994a07b7df-022BD2F0-E5F6-B1E4-85EE8D605129D0D7&jsessionid=5EAF07C991C2FB6921F7AB8BDC6FD867.www

Response to Comment 19

1. Response 1

2. Response 2

3. Response 23. Furthermore, there is no Formal EPA study required because each individual federal agency is responsible for complying with NEPA requirements.

Comment 20

Robert Anderson

Page 1

Sent: Tuesday, June 20, 2017 6:57 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: andersoncentral@comcast.net
Name: Robert J Anderson
Mailing Address: 442 S 181st St
City: Burien
State: WA
Zip Code: 98148

Aviation noise concentration: seems like the amount of air noise early morning in my neighborhood is increasing (4-5am... jets on the South end of the runways) 1

Environmental concerns: I'm worried about Jetfuel exhaust raining down on the neighboorhood when they route planes over/near my house

Air quality: Overall, I'm worried about more air traffic meaning increased jet fuel exhaust emissions for the surrounding neighborhoods 2

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 20

1. Response 1

2. Response 2

Comment 21

Dayna Anderson

Page 1

Sent: Tuesday, June 20, 2017 9:15 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: daynasnowleopard@gmail.com
Name: Dayna L Anderson
Mailing Address: 601 S 227th St., Unit 404S
City: Des Moines
State: WA
Zip Code: 98198
Concerning Address: Redondo, Vashon Island, WA

Aviation noise: Noise from Aircraft is increasing, i have tracked a/c flying at lower altitudes, changes of flight path, flights circling out over Puget Sound, longer hours of flight operation-take-offs and landings. Frequency is creating a nonstop level of noise which is a great concern not only to our health in this area, but vibration through buildings, homes, etc. is extremely unsettling.

Aviation noise concentration: Straight through Des Moines, veering over and around the Sound, directly over our building- deviation from flight paths.

Environmental concerns: pollution not only directly upon our homes, City and forests, but out over the Puget Sound.

Access to knowledge about aviation and or airport concerns: The Port, SeaTac Airport, Des Moines City Council and Mayor- Not informing Citizens and residents of increasing noise pollution, air pollution, water pollution. Citizens increasingly frustrated with City Officials, etc.

Possible increase in aviation noise: The already increasing noise is stressful, hazardous to health, well-being, interrupts sleep hours and well as constantly during entire day.

Aviation noise concentration: Directly over Des Moines, Puget Sound carries increased noise with deviated or changes flight paths.

1

Response to Comment 21

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to jet departures from SEA in north flow and arrivals into SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA south flow arrivals and north flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 21

Dayna Anderson

Page 2

Air quality: Definite lowering of air quality with increased jet fumes, dumped fuel. 1

Other concerns: QUALITY OF LIFE in our local cities, Marine life, property values, congestion to and from airport through our city.

Form URL: https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 21

Comment 22

Julie Anderson

Page 1

Sent: Wednesday, June 21, 2017 6:16 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: dah001@comcast.net
Name: Julie Anderson
Mailing Address: 13607 17th Ave SW
City: Burien
State: WA
Zip Code: 98166
Concerning Address:

Aviation noise: Flight path increase directly over Burien, specifically Hurstwood and Seahurst beach. Increase in flight and flying low. 1

Environmental concerns: This affects air quality and environmental pollution for our families. 2

Other concerns: Concern regarding the impact of increased air traffic on our home values. 3

Form URL:
https://www.faa.gov/nextgen/communityengagement/sea/community_comments/

Response to Comment 22

1. Response 1

2. Response 2

3. Response 4

Comment 23

Mary Anderson

Page 1

Sent: Wednesday, June 21, 2017 7:32 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: maryfanderson28@gmail.com
Name: Mary F Anderson
Mailing Address: 17105 4th Ave. SW
City: Normandy Park
State: WA
Zip Code: 98166

Aviation noise concentration: Multiple jets taking off back-to-back late in the evening. This level of noise had not been heard from our address until the change in automatic flight path permission to the west over Burien.

Aviation noise concentration: The noise concentration is reoccurring throughout the day and evening. Not only is it affecting our quality of life here in the south sound, but the value of our home. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 23

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to jet departures from SEA in north flow and arrivals into SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA south flow arrivals and north flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 24

Elizabeth Andrew

Page 1

From: Elizabeth Andrew <redpenny72@gmail.com>
Sent: Wednesday, June 21, 2017 3:23 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Noise concerns

I am a Burien WA resident, and I oppose automatic 250 degree turns of propjet planes over Burien when take off and landing is northbound. Thank you for your time and consideration. 1
Best

Elizabeth V. Andrew

Response to Comment 24

1. Thank you for your comment.

Comment 25

Janet Andrews

Page 1

Sent: Tuesday, June 20, 2017 11:04 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: janetda9@gmail.com
Name: Janet D Andrews
Mailing Address: 10209 - 10th Ave S
City: Seattle
State: WA
Zip Code: 98168

Aviation noise: My sister and I have lived in the Burien area for over 10 years and in in the first three years of living at our present address, the noise factor has increase to at least triple the level that it was when we first moved in. Also, airplanes are flying MUCH lower over our house (often we can almost see in the windows of the aircraft, they are that low). It almost sounds like they are going to land on our house!

Aviation noise concentration: The noise concentration is much closer to our house than it once was. We are getting aircraft (in threes, fours, fives, sixes and sevens) coming in at the same time and over our house instead of in the pattern they used to be in. 1

Environmental concerns: We are concerned about the fuel smells and possible contamination from airplane fuel not only for us but for our pets as well. Air quality is definitely not the same as when we moved in.

Other concerns: We are concerned that this pattern (above) is going to continue and that our property values are going to go down as a result. We are also concerned about our health as a result of being continually exposed to the airplane fuel and other toxic chemicals from airplanes flying this close to us and also as a result of the noise that we are experiencing daily (and nightly).

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 25

1. Given your location in relation to Section 2, Figure 13, it appears that you would have less turboprop overflights as a result of the implementation of the Proposed Action. Your concern may be associated with other traffic. Since analyzing the impacts of this other traffic is outside of the scope of this document. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 26

Scotti Andrews

Page 1

Sent: Wednesday, June 21, 2017 10:33 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: paulscotti@comcast.net
Name: Scotti Andrews
Mailing Address: 14605 25th Ave SW
City: Burien
State: WA
Zip Code: 98166

Possible increase in aviation noise: I've definitely noticed the increased flyovers in my neighborhood. The noise has woken me early in the morning and has startled me at times during the day and evening. It has changed to environment of my neighborhood. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 26

1. Response 1

Comment 27

Heather Aquino

Page 1

Sent: Monday, June 26, 2017 10:53 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: mytuesday@me.com
Name: Heather L Aquino
Mailing Address: 12007 30th ave sw
City: Burien
State: Wa
Zip Code: 98146

Concerning Address: We have noticed a HUGE increase in air noise. We are now moving a little further south and fear these airline will still choose to disrupt Burien tax payers and pollute air space in public areas. Please think of your family at your BBQ we just want peace for what we pay for. 1

Aviation noise: We have noticed a HUGE increase in air noise. We are now moving a little further south and fear these airline will still choose to disrupt Burien tax payers and pollute air space in public areas. Please think of your family at your BBQ we just want peace for what we pay for. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 27

1. Response 1

Comment 28

Gay Armsden

Page 1

Sent: Thursday, June 22, 2017 12:33 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: g.armsden@gmail.com
Name: Gay Armsden
Mailing Address: 17164 30th Ave NE
City: Lake Forest Park
State: WA
Zip Code: 98155

Aviation noise: I live 26 miles from SeaTac yet on most days there is a stream of aircraft flying low enough over our house/neighborhood that it makes it unpleasant to spend time outdoors or have the windows open. We bought a house up here in 2003 to escape the airplane noise in Seattle, only to find when we finally moved in 2 years ago that it's just as noisy up here. It definitely reduces the quality of life here in Lake Forest Park.

Possible increase in aviation noise: Worsening steady aircraft traffic over my home will even further reduce the quality of life here 26 miles north of the airport. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/
Thin

Response to Comment 28

1. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow. Given your location, you are unlikely to be affected by the Proposed Action. Since the analysis of how air traffic impacts your residence is outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 29

Olen Armstrong

Page 1

From: Olen Armstrong <olenrae@hotmail.com>
Sent: Tuesday, June 20, 2017 8:25 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Noise and property devaluation.

Please keep takeoffs in normal designated flight corridor.

Turning flights over Burien is at the expense of working class citizens whom already pay to support Port of Seattle. 1

Increased flight traffic and noise will devalue our personal home values without any just compensation. 2

Airlines are banking dollars on cutting a few miles from routes, POS will profit from higher fees, homeowners are getting nothing. Unless you consider increased noise and loss of value on property a benefit. I surely don't. 3

Olen Armstrong – Directly under West bank route.

Response to Comment 29

1. Response 8.

2. Response 4

3. The Purpose of the Proposed Action is to safely accommodate the increasing operations at SEA without increasing ground delays at SEA.

Comment 30

Christine Arneson

Page 1

Sent: Wednesday, June 21, 2017 12:36 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: carneson15@msn.com
Name: Christine Arneson
Mailing Address: 13749 16th Ave Sw
City: Burien
State: WA
Zip Code: 98166

Aviation noise: My husband Gary Patterson are very concerned about the Prop noise over our home in Nurstwood. When the FFA changed the flight pattern the increase in noise pollution over our home was immediately noticeable and frustrating. It made it difficult to have a conversation with our neighbors outside. 1

We didn't move to this neighborhood to have our air space above our home filled with prop plane noise. Moreover, it will have an impact on the value of our home which the FFA, Alaska Airlines and others don't seem to care about. This is just plain wrong and we do NOT grant the FFA or any airlines to access the space above my home and to pollute the air space with additional noise. 2

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 30

1. Response 1

2. Response 4

Comment 31

Michelle Aschenbrenner

Page 1

Sent: Monday, June 19, 2017 12:22 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: jonasche@hotmail.com
Name: Michelle L. Aschenbrenner
Mailing Address: 11934 28th Ave. SW
City: Burien
State: WA
Zip Code: 98146

Aviation noise: The air noise, especially at night, has significantly increased in the Shorewood on the Sound area impacting my ability to sleep. If you intend to add a flight path over our neighborhood, why are our homes not being retrofitted to combat the air noise? 1

Access to knowledge about aviation and or airport concerns: I am unaware of resources or notifications alerting us when there will be increased air travel.

Possible increase in aviation noise: This will likely drive down home costs in our view neighborhood in addition to creating sleep disturbances for all. I did not move into a neighborhood under an airport flight path. If I had, I would have ensured that the hose was retrofitted with proper windows and insulation to offset the air noise. 2

Aviation noise concentration: This will likely drive down home costs in our view neighborhood in addition to creating sleep disturbances for all. I did not move into a neighborhood under an airport flight path. If I had, I would have ensured that the hose was retrofitted with proper windows and insulation to offset the air noise. 2

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 31

1. Response 1

2. Response 4

Comment 32

Margo Ashby

Page 1

Sent: Thursday, June 22, 2017 8:22 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: ashbygardens@hotmail.com
Name: Margo Ashby
Mailing Address: 12250 21st Ave, S
City: Burien
State: Wa
Zip Code: 98168

Concerning Address: Please continue diverting some of the traffic over Burien! I live right under the 1st runway and its time that other communities share the disruption noise and pollution from the increase in traffic. Its too much for us who live under the runways. We need to spread the inconvenience to the wealthier neighborhoods.

Aviation noise: See above

Aviation noise concentration: Too much on the flight path. 1 2 3 runways.

Environmental concerns: Air quality what have the studies reported.

Other concerns: Can you please give me some advice on television reception which s increasing in static and very poor viewing. Every time a plane goes over my house i loose the picture. I dont have cable just antenna.

Aviation noise concentration: Too much in area already!!

Air quality: Im concerned about the effectd of airline traffic on my vegetable garden. Please divert as much traffic to other neighborhoods.

Other concerns: Please let me know how i can support the airline traffic being diverted away from concentrated areas under the flight path

1

Response to Comment 32

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to jet departures from SEA in north flow and arrivals into SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA south flow arrivals and north flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 33

Daniel Averill

Page 1

Sent: Wednesday, June 21, 2017 10:07 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: dkaver.bgi@gmail.com
Name: Daniel K Averill
Mailing Address: 21021 2nd Ave S
City: Des Moines
State: Washington
Zip Code: 98198

Aviation noise: Hello, my wife and i bought a house in the North Hill area of Des Moines four months ago. Since moving from Fremont to this area we have become acutely aware of the aviation noise inside and outside of our home. We are both scientists so it's in our nature to be curious and record observations, and we've found very few hours of the day when we are unimpacted by this noise. It is common to have approaching and departing planes every 45-90 seconds, on three runways, with only the 0100-0500 hours mostly free of aviation noise.

Aviation noise concentration: Noise concentration is certainly a factor in our neighborhood, during most hours of the day. It is common to have less than 60 second periods of plane after plane approaching and/or departing. jet engine takeoffs are the loudest, especially since large tracts of trees/vegetation have been removed west of the third runway. We're losing precious sound buffering under some misguided Seatac approach.

Environmental concerns: While we have only been in our house for about four months, we've not detected any jet fuel odors or particulate matter ourselves. But our neighbors say they have. For us, being gardeners, particulate matter and jet fuel settling in our soils is a big concerns. We already live in the ASARCO plume area and we're about to have our soils tested. Rest assured we will test for hydrocarbons and particulates as well.

Possible increase in aviation noise: Our primary concern is re routing loud, lower flying turbo prop aircraft buzzing our region of North Hill in Des Moines. My

1

Response to Comment 33

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 33

Daniel Averill

Page 2

primary question is why not direct these flights to the east, over businesses and I-5 interstate? Why route over residential areas? I don't see the logic.

Response to Comment 33

Comment 34

Nick Baisch

Page 1

From: Nick Baisch <Nick_Baisch@Valleymed.org>
Sent: Wednesday, June 21, 2017 12:50 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Flights over Burien

To whom it may concern,

My name is Nick. My family and I live at 1216 SW 146th St. in Burien. I bought in this location about 6 years ago because it was NOT under the flight path. Ever since Seafair weekend last year I have noticed a significant increase in air traffic directly over my home. Those prop planes are loud. They wake my son up from his naps with the windows closed and a sound machine going. I feel frusterated and I feel the whole situation is unfair. Please keep the awesome people of Burien in mind for any future decisions you may make. 1 2

Thank you for your time,

Nick Baisch

Response to Comment 34

1. Response 2

2. Response 23

Comment 35

Robert Baker

Page 1

Sent: Thursday, July 06, 2017 9:38 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: robertbaker8288@msn.com
Name: Robert M Baker
Mailing Address: 26222 14th Ave S
City: Des Moines
State: WA
Zip Code: 98198

Aviation noise: Please route all planes over burien, SeaTac and white center instead of Des Moines. Also the port package that was in stalled on my house no longer keeps up with the amount of noise and increased air traffic. Please redo the packages and install thicker insulation. I hope your new headquarters has good insulation that you are installing in Des Moines.

Other environmental concerns: Pollution of property from plane emissions on plants and vegetableS

1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 35

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 36

Walter Bala

Page 1

From: Walter Bala [mailto:walterbala@mac.com]
Sent: Saturday, June 10, 2017 10:30 AM
To: Deem, Patricia (FAA); Larry Cripe
Cc: nogi.jill@epamail.epa.gov; John Parnass; Debi Wagner; Terrance Plumb; Susan Plecko; Linda E Schwaber; John Rizzardi; matthew Adams; Lisa Marshall; Nancy Tosta; Sheila Brush
Subject: Environmental Review Comment Period

Dear Ms. Deem,

With regard to the 26 July 2016 LOA Environmental Review comment period, I am requesting the comment period be extended to a minimum of 30 days, preferably 60 days. Although the FAA has the resources available to process information and conduct investigations and initiate enforcements, the Citizens of Burien have only limited capability unmatched by your expertise. Most may not have access to or any understanding of appropriate references, do not know with whom to consult, and are not versed in the vocabulary associated with Air Traffic Management Procedures, JO 7110.65, Order 1050.1, JO 7210.3, 40 CFR Title 40 or the FIOA process. I was unable to find these references within your Environmental Review, their absence only complicating their research efforts while constructing an adequate response. 1

I have begun initial discussion with the Environmental Protection Agency (EPA), Seattle office regarding the customary comment window of opportunity. Currently, the time you have allocated to the public is inadequate. A simple research question addressed through the FOIA process can take up to 30 business days. My recent FOIA request #2017-000831WS was submitted on October 18, 2016 and was answered on December 16, 2016, a lengthy period just short of two months. That FOIA include a request for the 26 July LOA which had already been published months before? (Items of Proof attached.)
The current comment period provides no time to prepare an adequate rebuttal – a mere 14 days. By what standard drove this compressed period? Is there guidance directing such a short period or a Quality Management System (QMS) procedure involved? The Office of Rule Making in their QMP#ARM-001-015, page 24 states: 2

Response to Comment 36

1. The intent of the comment period was to solicit input on the best place to have aircraft fly from a community stand point. The FAA has the technical expertise to design safe flight paths that are within criteria, as applicable, and is not expecting the public to provide expertise in this manner. Alternatives provided to the FAA during comment period have been fully analyzed and discussed in Section 4.

2. The FAA is reaching out to the public in order to inform and involve the public, engage with communities and give meaningful consideration to community concerns and views as we make aviation decisions that affect them. Furthermore, due to public request, the FAA extended its original 2 week public comment period to 4 weeks.

Comment 36

Walter Bala

Page 2

"Comment periods on the ARC recommendations should not be for less than 30 calendar days unless justified. The agency has the option of holding a public meeting on the recommendations in addition to the re-opening of the comment period."

Your response will become a public record and may be evidence documenting/confirming a hostile disposition of the FAA precipitating a deliberate attempt to limit discovery, hinder public comment, and in direct conflict with 40 CFR, Title 40, Part 1, Chapter 6, paragraph 6.100:

The National Environmental Policy Act of 1969 (NEPA), 42 U.S.C. 4321 et seq., as implemented by the Council on Environmental Quality (CEQ) Regula- tions (40 CFR Parts 1500 through 1508), requires that Federal agencies include in their decision-making processes appropriate and careful consideration of all environmental effects of proposed actions, analyze potential environmental effects of proposed actions and their alternatives for public understanding and scrutiny, avoid or minimize adverse effects of proposed actions, and restore and enhance environmental quality to the extent practicable. (Emphasis Added.)

I sincerely expect these comments to be given full consideration. It is the sincere hope of the Citizens of Burien that an amiable solution can be found that would both minimize departure delays while still protecting the environment of Burien.

I have added Ms. Jill Nogi, Seattle Office of Environmental Protection to the addressee list above as well as members of the Burien City Counsel and I am asking Mr. Larry Cripe to post this email on the Quiet Skies Coalition website as well as to distribute its content via emails to the citizens of Burien. They need to be immediately appraised of the circumstances associated with this Environmental Review comment period and made aware of the unnecessary burden and limitations imposed by curtailing opportunity for thoroughly researched public comment.

THE POINT: It is a deliberate arrogant attempt to pull the wool over the eyes of Burien. As they say in the flying business of which I have over 40 years of experience: I was born at night, just not last night.

Response to Comment 36

Comment 36

Walter Bala

Page 3

Your immediate attention would be greatly appreciated.

Sincerely,
/w/
Walter Bala
703-346-6860

Response to Comment 36

Comment 37

Walter Bala

Page 1

Sent: Monday, June 12, 2017 6:03 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: bixbee@mac.com
Name: Walter Bala
Mailing Address: 2525 SW 169th Pl
City: Burien
State: WA
Zip Code: 98166

Environmental concerns: On June 8th, 2017 the FAA posted a document entitled "Automation of a westerly heading for turboprops aircraft departing SEA in north flow Preliminary Environmental Analysis" on the internet site https://www.faa.gov/nextgen/communityengagement/SEA/community_comments /. The period open for public comment will close on June 21st 2017 11:59 PM. This "Analysis" does not satisfy the requirements of NEPA that need to be satisfied prior to implementing new procedures. The document is invalid in the NEPA context. First FAA Order 1050.1, the governing Order the FAA purports to have referenced, does not contain any reference to an "Environmental Analysis." There is the Categorical Exclusion (CATEX), an Environmental Assessment (EA), and an Environmental Impact Statement (EIS). In FAA ORDER 1050.1F, §3-1, the paragraph ""Three Levels of National Environmental Policy Act Review"" states: "Once the FAA determines that NEPA applies to a proposed action, it needs to decide on the appropriate level of review. The three levels of NEPA review are Categorical Exclusion (CATEX), Environmental Assessment (EA), and Environmental Impact Statement (EIS). Each of the three levels of review is briefly described in the following paragraphs." It appears in this circumstance, new departure procedures, requires an Environmental Assessment, an EA. I say this because there are subjects that "must" be included in document before it can qualify as an environmental assessment; see 1050.1F paragraph 6-2.1. Had the individual preparing this document been thinking "environmental assessment" they should have found the appropriate guidance. There is no guidance for an "Environmental Analysis" in FA Order 1050.1F. If an organization elects to dismiss existing guidance, its motives may be considered dishonest and suspect. According to Order 1050.1F, paragraph

1

2

3

Response to Comment 37

1. The preliminary environmental analysis was not intended to be presented as a draft or final NEPA document, but rather as a preliminary summary of the environmental impact analysis undertaken, which may be incorporated into a NEPA document.

2. As Per FAA Order 1050.1F 3-1-1, a CATEX refers to a category of actions that do not individually or cumulatively have a significant effect on the human environment and for which there are no extraordinary circumstances.
In particular FAA Order 5-6-5 i states that, in absence of extraordinary circumstances, the following action fall under a CATEX:
"..modifications to currently approved procedures conducted below 3,000 feet AGL that do not significantly increase noise over noise sensitive areas;.."
The noise analysis indicates that the noise exposure, as measured in DNL, does not change with the implementation of the Proposed Action.

FAA order 1050.1F Section 5-2 details the Extraordinary Circumstances. These are factors or circumstances in which a normally categorically excluded action may have a significant environmental impact that then requires further analysis in an EA or an EIS. For FAA proposed actions, extraordinary circumstances exist when the proposed action meets both of the following criteria (see 40 CFR § 1508.4, CEQ Regulations):
(1) Involves any of the circumstances which are listed in Table 1 of the Preliminary Environmental Analysis; and
(2) May have a significant impact (see 40 CFR § 1508.4, CEQ Regulations).

Comment 37

Walter Bala

Page 2

6-2.1, an Environmental Assessment "must" contain the following sections: (a) cover page; (b) proposed action; (c) purpose and need; (d) alternatives; (e) affected environment; (f) environmental consequences; (g) List of Preparers; (h) List of Agencies and Persons Consulted; and (i) Appendices (if any). The following statement was not included in the document. Order 1050.1F, Chapter 6, paragraph 6-2.2 Environmental Assessment Process states: "Finally, The FAA or applicant must publish a notice of the draft EA's availability in local newspapers, other media, and/or on the Internet. This notice must include the following statement: (Emphasis Added.) Before including your address, phone number, e-mail address, or other personal identifying information in your comment, be advised that your entire comment –including your personal identifying information –may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so." These omissions tell the public whoever prepared this document never read the Order. Finally, section 6-2.2 states: "There is no set time limit on public comment periods for EAs; however, they are normally 30-45 days." Yes the timing is optional, but I would expect you would be able to explain why 14 days. Perhaps there is time to withdraw the document to at least add the notice regarding personal identification data.

Possible increase in aviation noise: The new departure procedures turns to 230° (south flow) and 250° (north flow) promulgated by Mr. Tracey Johnson, Manager, Operations Support Group, Western Service Center, AJV-W2, FAA in Letter of Agreement ("LOA") titled "Seattle Airport Traffic Control Tower and Seattle Terminal Radar Approach Control Tower Letter of Agreement; Subject: Approach Control Service and Coordination Procedures" dated July 26, 2016 will compromise and destroy the environment of the residents of Burien, Washington. 3

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 37

3. The preliminary environmental analysis shows that since there is no significant impact in any of the environmental categories that no extraordinary circumstances exist. A CATEX has been determined to be the appropriate level of NEPA review for the Proposed Action.

Comment 38

Walter Bala

Page 1

Sent: Tuesday, June 20, 2017 7:08 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: bixbee@mac.com
Name: Walter Bala
Mailing Address: 2525 SW 169th Pl
City: Burien
State: WA
Zip Code: 98166

Environmental concerns: Without pulling out the citations from JO 7210.3z 4-1-6, Order 1050.1, and the 1050.1 Deck Reference, the LOA of 26 July 2016 lists four departure turns (KSEA), one being to turn to 250 degrees along with other turns to 040, 140, and 230 depending on the departure gates. If these turns begin below 3000 feet, have NEPA environmental reviews (CATEX, EA, EIS) been made for these three? 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 38

1. The other three turns referenced in the 26th July 2016 Letter of Agreement (LOA) were previously implemented in a prior LOA. Given that there was no federal decision to implement these turns in the 26th July 2016 LOA, there was no requirement to do a NEPA evaluation on them associated with the 26th July 2016 LOA.

Comment 39

Walter Bala

Page 1

Sent: Wednesday, June 21, 2017 4:24 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: bixbee@mac.com
Name: Bala Walter
Mailing Address: 2525 SW 169th Pl
City: Burien
State: WA
Zip Code: 98166

Aviation noise concentration: ""The FAA kindly requests your comments to ensure that our determination is well informed and alternative proposals, if any, no later than June 21st 2017 11:59 PM."" ""Alternative Proposals?"" Just how are residents of Burien supposed to construct ""Alternative Proposals?"" You have withheld appropriate reference material, restricted the time available to learn the material even if it was provided, offered no explanation of why the turn was implemented, and have omitted the criteria from which one could construct an alternative with a likelihood of being acceptable. In short it's a snow job! I have submitted an alternative proposal. But I have over 30 years flying experience, have flown the Vice President of the United States aboard Air Force 2 as commander, have been a Captain with USAirways, and an Operations Inspector at the Alaska Airlines CMO, FAA. I have gone through “Strings Training” and have been given the FAA’s definition of “MUST.” I know that the reference material is and was available but you chose to screw the people with an arrogant analysis that fails to conform to NEPA and Order 1050.1 as well as the 1050.1 Desk Reference. These are choices you have elected to use to telegraph you attitude and as we say in the FAA provide “Items of Proof.” I know the residents of Burien have deep pockets, have been energized by you attitudes and Dentons will provide the conduit to bring your disposition out in court. I have talked to the folks at the EPA Seattle office and sent them a copy of your ""analysis"" to which, after reviewing, they said they have never seen anything like it. And no it does not conform to NEPA. I only hope that you retain your recalcitrant disposition so as to put this all into the public domain, 9th Circuit Court. There is an old phrase you probably have not heard: “When you are in a hole, stop digging.” Personally, I will be glad to buy you another shovel,

1

2

Response to Comment 39

1. The preliminary environmental analysis was not intended to be presented as a draft or final NEPA document, but rather as a preliminary summary of the environmental impact analysis undertaken, which then may be incorporated into a NEPA document.

2. Response 8

3. Response 13

Comment 39

Walter Bala

Page 2

may be two. I might be worth reading the Orders. Or do we need the DOJ attorney's to repeat the message? Having said all that: QUESTION: How are the residents expected to construct alternative proposals without any knowledge of flight procedures? QUESTION: Is the FAA willing to provide technical assistance from Air Traffic Organization or the All Weather organization? 3

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/?CFID=424102490&CFTOKEN=7a3e160e21cfbb5a-01999196-E767-30E8-0EDC70B15F0BDA4B&jsessionid=23CA65057591AC83BAD9240F3EDE26C2.www

Response to Comment 39

3. Response 13

Comment 40

Walter Bala

Page 1

Quiet Skies Coalition
P.O. Box 238
Seahurst, WA 98062

Noise Concerns
AJV-W25
FAA
1601 Lind Avenue SW
Renton, WA 98057

SUBJECT: Automation of a westerly heading for turboprops aircraft departing SEA in north flow Preliminary Environmental Analysis

Enclosed are two sets of comments.

The first are general comments (18 pages) regarding the overall Analysis. I believe you already have a copy on record, in which case this copy is a duplicate. ON FILE 1

The second set regards the topic of avigation easements. I would like to know if the FAA has confronted non-avigation easements challenges from residents near an airport?

Sincerely,

Walter Bala
2525 SW 169th Pl
Burien, WA 98166

bixbee@mac.com

Response to Comment 40

1. Thank you for your comment.

Comment 40

Walter Bala

Page 2

Avigation Easements:

QUESTION: I noticed that the Avigation Easement applies only, from what I read, to the approach zone, the Runway Protection Zone (RPZ). Can you explain why:

1. this does not apply to departure zones? I know it appears that if you have the approach addressed you have the departure covered as well. However, without conducting a detailed survey, I believe places like Kodiak AK have a runway that has no approaches to one runway for Part 121 aircraft. Those circumstances may apply elsewhere.

2. have easement been obtained for objects, noise, etc. for areas outside the RPZ?

1

1-7. REAL PROPERTY INTEREST TO BE ACQUIRED.
On AIP assisted projects the sponsor shall acquire real property rights of such nature and extent that are adequate for the construction, operation, and maintenance of the grant assisted project. Normally the sponsor will acquire fee title to all land within the airport boundaries and for the runway protection zone (RPZ). If fee acquisition for the RPZ is not practical then an **avigation easement** is required. This easement shall secure the right of flight with **inherent noise and vibration above the approach surface**, the right to remove existing obstruction, and a restriction against the establishment of future obstructions. Generally, where less than fee title is proposed to be acquired the property rights acquired shall be sufficient to encumber the remainder real estate with provisions that will ensure full use of the property as needed for airport construction and/or for safe airport operations conforming to FAA requirements. The FAA project manager should be consulted to assure adequate interest is acquired. As requested, the sponsor will provide evidence to the FAA that adequate title has been obtained, (see Chapter 8 for certification requirements).

(AC No: 150/5100-17, Change 6)

Table 2-4. Runway protection zone (RPZ) dimensions

Approach Visibility Minimums 1/	Facilities Expected To Serve	Dimensions			
		Length L Feet (meters)	Inner Width W1 feet (meters)	Outer Width W2 feet (meters)	RPZ acres
Visual And Not lower than 1-Mile (1 600 m)	Small Aircraft Exclusively	1,000 (300)	250 (75)	450 (135)	8.035
	Aircraft Approach Categories A&B	1,000 (300)	500 (150)	700 (210)	13.770
	Aircraft	1,700 (510)	500 (150)	1,010 (303)	29.465

Response to Comment 40

1. Avigation Easements are handled by the local Airport.

Comment 40

Walter Bala

Page 3

	Approach Categories C&D				
Not lower than 3/4-Mile (1 200 m)	All Aircraft	1,700 (510)	1,000 (300)	1,510 (453)	48.978
Lower than 3/4-Mile (1 200 m)	All Aircraft	2,500 (750)	1,000 (300)	1,750 (525)	78.914

1/ The RPZ dimensional standards are for the runway end with the specified approach visibility minimums. The departure RPZ dimensional standards are equal to or less than the approach RPZ dimensional standards. When a RPZ begins other than 200 feet (60 m) beyond the runway end, separate approach and departure RPZs should be provided. Refer to Appendix 14 for approach and departure RPZs.

(AC 150/5300-13 CHG 4 "Airport Design")

Response to Comment 40

Comment 40

Walter Bala

Page 4

June ____, 2017

SENT BY CERTIFIED MAIL, RETURN RECEIPT REQUESTED

Mr. Craig R. Watson
General Counsel
Port of Seattle
2711 Alaskan Way
Seattle Washington 98121

Ms. KC Yanamuura
Northwest Mountain Regional Administrator
Federal Aviation Administration
Northwest Mountain Region
1601 Lind Avenue Southwest
Renton, WA 98057

Mr. Brad Tilden
President and Chief Executive Officer
Alaska Airlines
19300 International Blvd
Seattle, WA 98188

Re: **No Avigation Easement over Burien Neighborhood**

Dear Mr. Watson,

I am writing to demand that the Port of Seattle cease and desist the increased air traffic over m home and the Burien neighborhood.

As a resident of Burien, about four miles west of SeaTac Airport ("**Airport**"), I am writing inform you that no avigation easement has been granted in the airspace over my property locatec *(insert your address)*, Burien, Washington 98166 (the "**Property**"). Further, should the Port of Seat which operates the Airport, and its tenant airlines claim that a prescriptive easement has been attaine maintain and serve notice that the current use of airspace is not permitted and reserve all related rig and remedies.

Despite the North-South configuration of the runways at the Airport, there has been exponer growth in the number of flights that, upon take-off, have flown in a new pattern perpendicular to runways, directly over Burien and Burien to the west. The new pattern of flights over Burien additional areas of Burien has persisted since August 2016. I am writing this letter to both affirm

Response to Comment 40

Comment 40

Walter Bala

Page 5

rights as a homeowner in Burien and serve notice upon the Port of Seattle that by promoting and permitting this flight pattern, it is in violation of those rights.

By Definition, No Avigation Easement Has Been Granted Over Burien

An avigation easement is defined as "an easement permitting unimpeded aircraft flights over the servient estate." Black's Law Dictionary (10th ed. 2014). More specifically, though, the Federal Aviation Administration has published the following information regarding avigation easements:

> Avigation easements are typically acquired for airspace requirements as indicated on the airport layout plan, including the approach area and approach protection zone layout. This layout depicts the imaginary surfaces for the airport … the existing and ultimate approaches, height and slope protection, a plan and profile for approach protection zones and approach areas, and location and elevation of obstructions to air navigation as identified by the imaginary surfaces. Airport imaginary surfaces are established with relation to the airport and to each runway. The size of each such imaginary surface is based on the category of each runway according to the type of approach available or planned for that runway. FAA Advisory Circular 150/5100-17 (2005).

Generally, an avigation easement permits the easement holder to engage in aircraft flights over the servient estate. Admasu v. Port of Seattle, 185 Wn.App. 23, 36, 340 P.3d 873 (2014).

Property owners who grant avigation easements generally receive some form of consideration in return Cases that involve a taking of property and/or airspace, under the Fifth Amendment of the U.S Constitution, also could require payment of just compensation in what would amount to an inverse condemnation, resulting from an airport's interference with the use and enjoyment of the property.

According to the Port of Seattle website, the Airport serviced 381,408 total aircraft operations i 2015, a 12 percent increase over the prior year's activity.

To date, I have neither granted the Port of Seattle an avigation easement over my Property, no have I ever received any related compensation or consideration.

No Prescriptive Easement Can be Claimed Over Burien Either

The increase in air traffic volume and flight frequency above Burien also undercuts any claime prescriptive easement over the neighborhood. Black's Law Dictionary defines a prescriptive easemen as one "created from an open, adverse, and continuous use over a statutory period." Under Washingto law, "[p]roof of such prescriptive right necessarily includes a showing of uninterrupted hostile use for 1 years which has been open and notorious." Petersen v. Port of Seattle, 94 Wn.2d 479, 485 (1980 (holding that the Port's use was non-hostile and, even had the trial court found a prescriptive easement

Response to Comment 40

Comment 40

Walter Bala

Page 6

it was not for the type and number of aircraft later used and therefore didn't reduce the damages suffered).

Similarly, there has not been an uninterrupted hostile use of the airspace over my home and the Burien neighborhood. And even if the Port of Seattle was to claim a prescriptive easement over Burien properties, the current volume and frequency of disturbances, which has materially increased in the past several months—certainly within a 10-year period—is beyond the scope of any purported easement by prescription. "In ascertaining whether a particular use is permissible under a prescriptive easement the court should compare that use with the uses leading to the prescriptive easement in regard to: (a) their physical character, (b) their purpose, and (c) the relative burden caused by them upon the servient tenement." Lee v. Lozier, 88 Wn. App. 176, 187–88 (1997). Enhanced airport activity following acquisition of an adverse right or a judgment for a damaging, which activity causes further damage, would, of course, be compensable. Petersen at 483 (emphasis added). The physical character of the planes and the substantially greater burden inflicted on Burien homeowners with the recent flight patterns would render any previously claimed prescriptive easement moot and make the current use impermissible and compensable.

Notice is Hereby Given to the Port of Seattle of its Violation of the Airspace over the Property

The Port of Seattle is well-aware of individuals' property rights and where they come into conflict with the operation of the Airport—particularly as it relates to homeowners' claims of takings, trespass, or nuisance resulting from the attendant noise, vibrations, fumes, dust, fuel, etc.

As mentioned above, I demand that the Port of Seattle cease and desist the increased air traffic over my home and my Burien neighborhood. In the interim, I will consider any and all measures available to protect my interests in the Property, in light of the Airport's impermissible use of the airspace at current levels of activity. No avigation easement exists over the Property, and I reserve my rights to all damages, including health issues, loss of sleep, loss of enjoyment, and reduced market value.

I am hopeful that we can find a solution to address my concerns and look forward to hearing from you soon.

Very truly yours,

(Property Owner's Name)
(Mailing Address)
Burien, Washington 98166
(email address, if you prefer)
(Contact phone number, if you prefer)

Response to Comment 40

Comment 41

Dominick Balsoma

Page 1

Sent: Thursday, June 22, 2017 12:21 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: daytona200@gmail.com
Name: Dominick Balsoma
Mailing Address: 432 SW 129th Street
City: Burien
State: WA
Zip Code: 98146

Aviation noise: Under normal flight patterns, I can still hear the planes inside the house. But at a decent volume. I can hear one now. They are no louder than a car and I can speak over them. Not so with the new turboprop traffic.

Possible increase in aviation noise: See comments below. With this project, it is a known increase.

Aviation noise concentration: The time and frequency is terrible. Noise seems highest between 10pm and midnight, when I'm trying to get to sleep, and 5am and 8am, just before and after wake up times. It shakes the house. I can literally still hear the planes while in the shower in the morning. Since the cessation of daily flights, I am jarred when weather patterns bring flights closer. This sort of jarring noise happens every 15 minutes or more from those turbo props with this change. It disrupts the peace of the neighborhood. It keeps me awake at night and wakes me early in the morning. I have to turn the TV up louder and often rewind or turn on CC to understand shows. 1

Other concerns: Honestly I'm concerned about my property values. With the constant nature of the turboprop traffic, housing values will drop. If I don't sell, what are the long term effects of extra noise, from the planes themselves or turning up the TV or radio to hear over something lasting hours. 2 What about nocturnal animals in the area? The noise scares our indoor cat. Will we have any birds or racoons or bats in the area? 3

Response to Comment 41

1. Response 1

2. Response 4

3. Response 5

Comment 42

Erika Bandy

Page 1

From: Erika Bandy <bandyhome@yahoo.com>
Sent: Wednesday, June 21, 2017 9:15 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Burien flight path

Dear FAA

Our family has lived in Northwest Burien for ten years and have enjoyed it's peaceful location until the summer of 2016 when airplanes from Seatac Intl. Airport began flying over our home. We are not wealthy with a view home on the Sound looking to regain an idealistic community. In fact we live on an Arterial in a Middle to Lower class area. We have been fine with loud cars going by at all hours and we were used to planes flying over in the afternoons for one week in August during Seafair while the Blue Angels were flying but the consistant flight path for taking off to the North has been untolerable. I am disabled with two small children so I need my sleep to be able to care for them. I have a very difficult time falling alseep with planes flying over our home. It has taken me hours at times and then I am woken up in the middle of the night and can not get back to sleep because of it. My quality of life is poorer than I have ever experienced. I thought there was a 3 hour period of no flight between 2am to 5am when I could at least sleep at that time but in the past few weeks I have been woken up between that time range as well. 1

If the FAA is not going to send planes straight out to the North until the planes turn West over the water at Downtown Seattle, like they have for over 50 years, then they should pay homeowners to properly insulate their homes so they can at least get a good nights rest. That, however, would not help to restore the peaceful outdoor environment when people want relax in their yard or have a conversation outside without being jarred by the airplane noise. I have also found it annoying trying to watch TV with windows open on a hot day because of the noise. 2 3

Please take your own legal prescribed steps before implimenting a new flight path. Above all please remember that a few minutes added to a flight is not going to hurt anyone and will make life better for some. 2

Erika Bandy

Response to Comment 42

1. Response 1

2. The purpose of the project is to automate the westerly turning of some south bound turboprops while SEA is in north flow. This westerly turning occurred before, but was manually coordinated. ATC from SEA ATCT needed to verbally communicate the turn with ATC from S46. Automating this communication ensures a more consistent path for these turboprops as they leave SEA. The need of the project stems from the increasing operations at SEA. In order for ATC to keep up with the demand at SEA without increasing ground delays, or decreasing safety, tools such as this automation are needed to more efficiently manage the traffic. In particular, this automation ensures separation with BFI traffic, as well as allowing more aircraft to depart SEA within a given window of time.

3. Some Airports manage noise insulation programs, in association with their Part 150 noise programs. It is the Airport's responsibility to maintain this program.

Comment 43

Alyssa Barto

Page 1

Sent: Tuesday, June 20, 2017 7:56 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: alyssa.barto@gmail.com
Name: Alyssa a barto
Mailing Address: 25125 11th Avenue South
City: Des Moines
State: WA
Zip Code: 98198

Aviation noise: There is constant noise related to low flight patterns over my home. If I am outside, I cannot continue conversations with others, even by yelling. Especially the flights before 7 am and after 10 pm are particularly concerning. 1

Aviation noise concentration: Several days out of the week the airplane noise is relentless. By the time you get a sense of relief that one airplane has passed, another one comes to take its place.

Environmental concerns: I worry about the toxicity from jet fuel particles on humans, plants and animals. 2

Possible increase in aviation noise: Everything in life isn't about efficiency and bottom line. Unfortunately for those of us in impacted communities, the many industries that benefit monetarily are not taking into account the impacts on neighbors and the environment. There are great benefits to air travel, and there are downsides to surrounding communities. Those downsides need to be distributed as evenly as possible among all surrounding communities that benefit from air travel, and not a select few. I am fearful that is what will happen with this new program. 3

Aviation noise concentration: As above

Air quality: As above

Other concerns: Environmental impact

Response to Comment 43

1. Response 1

2. Response 2

3. Response 7

Comment 44

Peter Barton

Page 1

Sent: Wednesday, June 21, 2017 8:38 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: pab65@comcast.net
Name: Peter A Barton
Mailing Address: 16415 29th PL SW
City: Burien
State: WA
Zip Code: 98166

Aviation noise concentration: Since August 2016 the air traffic over Burien has been excessive. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 44

1. Response 1

Comment 45

Jeff Bean

Page 1

From: jeff@beyondthecourthouse.com on behalf of Jeff Bean <jeff@beanorama.com>
Sent: Saturday, June 17, 2017 6:58 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Comments re FAA Flightpath Procedures for Port of Seattle

Dear Madam or Sir:

It is my understanding that this address is receiving public comment regarding the FFA's recent change in flightpath procedures for the Port of Seattle. If not, please forward it appropriately.

First, I am commenting and complaining about your public comment process itself. I can find little information about what the FFA has done, its procedures and comments regarding them. The only source of information I have are what I find in our local media and organizations of concerned citizens. I can't know exactly what I am commenting on - in this, I'm apparently not alone, as even the councilmembers of local municipalities have complained to you about the lack of information you have provided. I have heard that you are allowing a 15-day comment period that ends this week. That's ridiculous.

Before we bought our home, we had lived in other locations in south King County that were close to or nearly under flight paths. We knew we did not want to buy a home near them.

We moved to Normandy Park 20 years ago because, not only was it not under any flight paths, but it had the least airplane noise. People were often surprised how quiet it is here, since we are closer than many communities to the airport, but the port's own noise maps confirmed it. Our neighborhood was one of the quietest, not just in south King County, but was quieter than most of Seattle. For years my home and garden were quieter than even my sister's in Laurelhurst in Seattle. We moved here because it was quiet. 1

For nearly 20 years we never experienced jets flying directly overhead. We never had any jet noise that interrupted an outdoor conversation. Now both happen regularly.

Response to Comment 45

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 45

Jeff Bean

Page 2

I have seen jets - not just turboprops - flying barely hundreds of feet directly above us, directly above our small shopping district, directly above Mar Vista school, and directly above my home.

Things have changed. This is new. It is different. It is disruptive. It is unwelcome. The high-frequency whine of jet engines is ear-splitting. Their low-frequency rumbling shakes the walls and windows. I am concerned about the jet engine emissions coming down from directly overhead. All of it makes our home and garden less enjoyable, less livable, less healthy, less safe, dirtier, and when the word gets out how things have changed, less valuable.

I don't know what has changed. I can't get any good information about it. Certainly nothing from the FAA or Port of Seattle. The best information comes, again, from local media and organizations, and they themselves admit that what information they can get from the FAA is incomplete and makes little sense.

You must know what's going on, what you've done to make changes that make our communities louder, dirtier, less healthy and less safe. I resent not only what you've done, but your lack of forthright integrity in failing to inform the citizens in the surrounding communities what you've done.

It is my understanding the FAA made these procedural changes and have not complied with specific directions enacted by Congress. The FAA should follow the law and be held accountable.

Jeff Bean

234 SW 184th St
Normandy Park, WA 98166
206.794.5585

Response to Comment 45

Comment 46

William Becker

Page 1

Sent: Tuesday, June 20, 2017 6:32 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: ptpulley@outlook.com
Name: William Becker
Mailing Address: 16725 Maplewild Avenue Southwest
City: Burien
State: WA
Zip Code: 98166

Concerning Address: At my residence, and also at other homes I own in the area, particularly the home at 15621 Maplewild Avenue Southwest, Burien, WA 98166

Aviation noise: We have lived in this location for almost 30 years and have noticed a significant increase in air traffic noise and activity directly over our home over the past year. Many times flights are low over our home, and the noise is very disturbing, even when we are in our house with the doors and windows closed. If we are outside, it is quite bothersome and impacts our enjoyment of our home. We notice the smell of jet fuel much more than we ever did. 1 2

Aviation noise concentration: The noise over our home has occurred much more than it ever did in the past, especially late in the evening. When we moved to this area, we never had planes flying low over our home. They flew out over the peninsula. Now they fly directly across our home, at a much lower altitude, and create much more noise than ever before. 1

Environmental concerns: We are extremely concerned about the fact that the planes fly low and frequently across the Sound. The smell of jet fuel is much more pronounced than ever before and we worry about the impact it will have on our health. 2

Other concerns: The FAA has been very dishonest over its actions with regard to changing flight paths over our neighborhood, and promises that were made at the time of the third runway development. We want to have these flights reduced to previous levels and have others sites developed for future flight expansion. 3

Response to Comment 46

1. Response 1

2. Response 2

3. Response 9

Comment 46

William Becker

Page 2

Possible increase in aviation noise: Possible increase? There is a huge increase in the traffic in our neighborhood and the noise is untenable. We are being denied the quiet enjoyment of our property due to the significant increase in air traffic. 1

Air quality: Jet fuel is very dangerous and we smell it much, much more than we ever have before. 2

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 46

Comment 47

Austin Bell

Page 1

Sent: Tuesday, June 20, 2017 7:27 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: austinrbell@live.com
Name: Austin Bell
Mailing Address: 15801 Maplewild Ave SW
City: Burien
State: WA
Zip Code: 98166

Aviation noise: Airplane noise over Burien resulting from turning aircraft. 1

Environmental concerns: Increased emissions over our community. 2

Possible increase in aviation noise: The impact of the additional noise over more of Burien has sever negative effects on individuals livelihoods and on their property values. 1

Air quality: Increased jet traffic leads to more emissions which reduce health and wellbeing. 3

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 47

1. Response 1

2. Response 2

3. Response 10

Comment 48

Laurinda Bellinger

Page 1

Sent: Wednesday, June 21, 2017 7:11 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: laurinda.bellinger@gmail.com
Name: Bellinger Laurinda
Mailing Address: 1014 S. 208th Street
City: Des Moines
State: WA
Zip Code: 98198

Aviation noise: I would like to know when the airport extends passenger flight departure/arrival hours. I will move once the airport goes 24 hours. I lived near LAX for a year. It was miserable. John Wayne Airport has a General Aviation Noise Ordinance and I wonder if something similar can be done here.

Environmental concerns: I would like to be informed of any air and/or ground pollution level increase. How often are environmental studies done? Can the information be shared from previous studies?

Other concerns: I wasn't in Des Moines when the 3rd runway went in. But whatever promises were made by the Port of SEA have been broken. The 3rd runway is a primary runway and not an overflow runway. I've noticed that change since being in my home 5 years. I do own a house that had its windows upgraded by the Port for sound reduction - it's shoddy work and all my windows need to be replaced. Per my neighbors, The company that did the work went out of business after the work was complete. Many in my neighborhood complain about the poor job. I and others have windows that fog up in the winter months - yeah they didn't put in dual pane windows, it's two single pane windows. You are not the Port of Seattle but to the general public its all the government screwing us over. You, the Port or SEA and the major airlines (DL & AS) need a better communication plan. I get why the trees need to go in the area. Offer tours of the AOA to show the sight lines needed. AS has airplane deliveries, take community members on a delivery flight with FAA, POS & AS airline officials to show them from the air what needs to be done. When I go to these meetings, people want to be heard. Because you have retired AS pilots leading the charge on the quiet skies coalition. Half of what they 1

Response to Comment 48

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 48

Laurinda Bellinger

Page 2

say is wrong, because very few pilots understand the industry. But because he is a retired pilot, the community thinks he's right.

Possible increase in aviation noise: I want to know the 20-25 year plan for Sea-Tac to grow. I'm not an idiot, I know the airport needs to grow to support the growth in the region. I just want transparency without having to data mine the FAA, Port of SEA and various airlines websites.

Air quality: I want data as it comes in.

Other concerns: I just want transparency without having to data mine the FAA, Port of SEA and various airlines websites.

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 48

Comment 49

Gwendolyn Benedict

Page 1

From: Gwen2 <gwen.benedict@comcast.net>
Sent: Friday, June 23, 2017 4:22 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: FAA Burien

Gwendolyn Benedict
15204 27th AVE SW Burien Wa 98166

I have lived in Burien for 18 years
The air traffic noise has increased and I am also concerned for air quality issues 1
from planes spreading to more homes in this area. 2

You need more public comments to understand the impact of your actions.

Thank you

Response to Comment 49

1. Response 1

2. Response 2

Comment 50

Thomas Benedict

Page 1

Sent: Wednesday, June 21, 2017 4:27 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: benedict.t@comcast.net
Name: Thomas G Benedict
Mailing Address: 15204 27th AVE SW
City: Burien
State: WA
Zip Code: 98166

Aviation noise concentration: I enjoy living near the airport. I like to see and hear aircraft in the area. In the past year, however, the frequency and routes have changed so that it is no longer pleasant to spend the evening on the deck due to the aircraft taking off over head.

Possible increase in aviation noise: I have lived in the Seahurst neighborhood since 1998. Before that I lived in the Sunnydale neighborhood for 20 years, on the west side of Sea-Tac runways. I am very familiar with the noise of airport operations so when air traffic patterns changed last year I noticed it. Living in Sunnydale, airport noise was a norm that I was aware of when I moved there. In Seahurst, 2.5 miles west of Sunnydale, the norm has been much lower levels of airport noise. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 50

1. Response 1

Comment 51

Elizabeth Bentler

Page 1

Sent: Monday, June 19, 2017 11:42 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: lizbentler@dwt.com
Name: Elizabeth Bentler
Mailing Address: 15841 12th Ave SW
City: Burien
State: Washington
Zip Code: 98166

Aviation noise: The increase in aviation noise due to planes immediately turning West over Burien after take off. I am woken up by the planes, it interrupts conversation if outdoors and is noisy even inside the house. I have been a Burien resident since 2002 and there's has never been a path over our house or just south of it aside from when the blue angels are in town for sea fair until this past summer. I find it particularly underhanded that the new route coincided with sea fair as if we would not notice the air traffic continued beyond sea fair week. Shame on the FAA 1

Environmental concerns: I am concerned about the environmental impacts of the increase in jet fuel particulates over the residential neighborhood as well as the increased noise. 2

Other concerns: The tree cutting has also increased the noise as we lost a sound buffer. I am concerned about the impact on property values as well as quality of life. 3

Possible increase in aviation noise: Please don't say possible increase in aviation noise when the result of this illegal activity has been a drastic increase in noise.

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 51

1. Response 1

2. Response 2

3. Response 4

Comment 52

Stefanie Berg

Page 1

From: STEFANIE BERG <bergtraveler@icloud.com>
Sent: Tuesday, June 20, 2017 7:18 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: burien airplane noise

My name is Stefanie Berg and I have lived in Burien since 2010 in the Seahurst area. When my partner and I looked for a home to buy we noticed the quietness compared to other areas that were more directly on the airplane path. That was a large factor in deciding what place to call home. 1 Last summer the frequent loud noises from airplanes crossing above became a common topic of conversation amongst friends and neighbors. 2 Very loud and very disruptive. I had not; at that time, considered the health ramifications. 3 I do now. I also think about the loss in property values as I know I myself would have not moved here if the airplane noise was a constant disruption. Mostly, I am just constantly annoyed by the noise when the planes are right above us.

Thank you for your consideration,

Stefanie Berg

Response to Comment 52

1. Response 1

2. Response 10

3. Response 4

Comment 53

Dorothy Bernard

Page 1

Sent: Wednesday, June 21, 2017 7:04 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: princesadie@yahoo.com
Name: Dorothy J Bernard
Mailing Address: 13662 17th Ave. SW
City: Burien
State: Wash.
Zip Code: 98166

Aviation noise: So tired of airplane noise all hours of the night 1

Environmental concerns: Concerned about the fuel that is being distributed over our homes and the pollution it is causing. 2

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/?CFID=424124459&CFTOKEN=5a19ec03296de72e-073A9AAB-0086-785F-DD22669F750B4598&jsessionid=6BEB89334394D3B2AF1C03263FF6B4AE.www

Response to Comment 53

1. Response 1

2. Response 2

Comment 54

Christina Binz

Page 1

Sent: Thursday, June 22, 2017 1:51 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: ckbinz@gmail.com
Name: Christina k Binz
Mailing Address: 21308 4th ave so
City: Des Moines
State: Washington
Zip Code: 98198

Aviation noise: Noise has become so much worse with 3rd runway. Being outside during the summer can be very unpleasant.

Other environmental concerns: During the summer the smell of jet fuel gives everyone a headache. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 54

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 55

Cary Bischoff

Page 1

Sent: Wednesday, June 21, 2017 8:11 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: cary.bischoff@gmail.com
Name: CARY BISCHOFF
Mailing Address: 20223 2nd ave s
City: des moines
State: WA
Zip Code: 98198

Aviation noise: The noise experienced here at home has increased noticeably over the past several months. Prop planes fly low and right over our house. I don't know what has changed but it is making my family miserable.

Possible increase in aviation noise: The noise experienced here at home has increased noticeably over the past several months. Prop planes fly low and right over our house. I don't know what has changed but it is making my family miserable. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 55

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 56

Justin Blair

Page 1

From: Justin Blair <justin_blair@hotmail.com>
Sent: Wednesday, June 21, 2017 11:15 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Airplane noise from Seatac airport

I've lived at 202 S. 197th St. Des Moines, Wa since April 2009. In that time noise from airplanes has gone up quite a lot. The noise seems to have increased over the last 4 years. I'm also smelling a lot of airplane exhaust. This affects me because I'm spending less time outside because of the noise and smells. 1

Thank you,

Justin Blair

Response to Comment 56

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 57

Renee Boas

Page 1

Sent: Friday, June 16, 2017 7:16 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: reneeboas@comcast.net
Name: Renee J Boas
Mailing Address: 11605 29th Ave SW
City: Burien
State: WA
Zip Code: 98146

Aviation noise: I have lived in burien since Nov 2002. The increase in airplane noice has been very significant. It is even more prevalent in the evening and at night. I have even considered contacting the necessary authorities to have my windows and doors replaced because of the noise. I am very disappointed that the FAA has determined there has been no impact. This is definitely a falsehood. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 57

1. Response 1

Comment 58

Arant Bobby

Page 1

Sent: Wednesday, June 21, 2017 6:03 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: barant2@yahoo.com
Name: Arant Bobby
Mailing Address: PO Box 98216
City: Des Moines
State: WA
Zip Code: 98198

Aviation noise: If the propeller planes that take off to the south would only fly just a bit further before turning west a lot of noise right over the homes on north hill could be avoided. instead, they turn while still over the higher elevations of north hill instead of having more space between then and the ground by flying over the city of des moines. It would not add much additional time so can this be implemented? 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 58

1. The Proposed Action includes the direction that the westerly turn should be established prior to 1 NM from the departure end of the runway to provide sufficient separation between turboprops departing SEA and those departing BFI. Allowing the SEA turboprops to turn later does not provide sufficient separation with departures off BFI. Under the current state, turns are delayed slightly due to the turn not being automated, which means the tower controller is not assigning the turn. The departure controller assigns the turn after evaluating the traffic situation and potential BFI and SEA departure conflicts. The lack of automation with this turn causes the turns to be issued at a later point due to the frequency change that has to occur and the evaluation of the traffic situation because the aircraft is now in an area with more conflicting traffic. Automating the turn is intended to remove the westerly turning turboprop from that conflict area in the vicinity of BFI, allowing them to more quickly and safely turn toward their destination airport. For this reason, the FAA has determined this alternative does not meet the Purpose and Need to enhance NAS safety and efficiency at SEA during north-flow operations.

Comment 59

Debra Boler

Page 1

Sent: Monday, June 19, 2017 9:45 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: bolerdk@gmail.com
Name: Debra K Boler
Mailing Address: 11914 marine view dr sw
City: Burien
State: WA
Zip Code: 98146

Concerning Address: There was a huge increase in air trafgic noise beginning as early as 5:30am and ending at 10pm. Very disruptive.

Aviation noise: Huge increase in noise volume.

Aviation noise concentration: Huge increase in amount of jets.

Possible increase in aviation noise: Disruption of life quality with increase in noise traffic.

Aviation noise concentration: Huge increase in volume of traffic.

1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 59

1. Response 1

Comment 60

Todd and Lisa Bouchard

Page 1

Sent: Tuesday, June 20, 2017 7:14 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: bouchard.lisa@gmail.com
Name: Todd and Lisa Bouchard
Mailing Address: 14915 28th Ave SW
City: Seahurst
State: WA
Zip Code: 98166

Aviation noise: We have lived at this address for 1 year and 2 months. One year ago we did not notice aviation noise; then, after July we noticed a marked increase in aviation noise.

Aviation noise concentration: Last summer we noticed a marked increase in the planes flying overhead, seemingly over our house. The noise continued through the night at times vibrating and rattling our windows and waking us up in the middle of the night.

Environmental concerns: I am concerned with the environmental impact of the increased number of flights and aviation noise to our neighborhood which contains sensitive habitat for marine and forest wildlife.

Possible increase in aviation noise: I am concerned that overhead flights will continue at the level it currently exists or worse will increase in the future. Our quality of life including our child is impacted each time audible noise and physically-sensing vibrations/rattling occurs.

Aviation noise concentration: I am concerned that overhead flights will continue at the level it currently exists or worse will increase in the future. Our quality of life including our child is impacted each time audible noise and physically-sensing vibrations/rattling occurs. 1

Response to Comment 60

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to the jet departures from SEA in north flow and SEA arrivals in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow jet departures and arrivals in south flow are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 60

Todd and Lisa Bouchard

Page 2

Air quality: I am concerned with the environmental impact of the increased number of flights and aviation noise to our neighborhood which contains sensitive habitat for marine and forest wildlife.

Response to Comment 60

Comment 61

Roxanne Boyle

Page 1

From: Roxanne Boyle <roxphox@gmail.com>
Sent: Wednesday, June 21, 2017 11:28 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Airport noise over Burien!

I am complaining to you about airplane noise over Burien. Before we bought our house I researched flight patterns in and out of SeaTac. We were very cautious in purchasing a home due west of the runways. All information indicated no flights in this zone. The established flight patterns were to the north and the south. But weeks after we moved the horrible noise began. The roaring of airplanes awakened me constantly and my blood pressure climbed. I am now on antihypertensive medication: new for me! Recently medical investigations prove the strong association between hypertension and airport noise. 1

Why were Burien residents given no chance to discuss the new flight patterns? And why is SeaTac the major airport for the very large state of Washington? Other airports in this state sit idle and under-used while thousands of people fly here weekly to access distant parts of Washington. Why do we force these commuters to drive through the crowded Seattle/Bellevue corridor if they are going to Anacortes or Wenatchee or Everett? Washington needs other airports which can provide better access to those commuting north, south or east of Seattle. 2

And Burien needs protection from the airport noise! Please do not authorize noisy flights in this area. 1

Thank you,
Roxanne Boyle
16633 Marine View Drive SW,
Burien, WA 98166

Response to Comment 61

1. Response 1

2. Response 10

Comment 62

Roxanne Boyle

Page 1

From: Roxanne Boyle <roxphox@gmail.com>
Sent: Wednesday, June 21, 2017 11:37 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Do not allow ""250"" turns over Burien!

The noise pollution from the planes making these sharp turns is deafening! It is a great injustice to King County's established communities to change the flight patterns and rain down harsh noise on neighborhoods historically quiet. 1

Please rule against the 250 degree heading!

Roxanne Boyle
16633 Marine View Drive SW,
Burien, WA 98166

Response to Comment 62

1. Response 1

Comment 63

Mary Bozanich

Page 1

Sent: Tuesday, June 20, 2017 12:31 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: marybozanich@comcast.net
Name: Mary K Bozanich
Mailing Address: 14421 22nd Ave. S.W.
City: Burien
State: WA
Zip Code: 98166

Aviation noise: Flying directly over our home every 10 minutes where I kept track while doing yard. This is in Seahurst, WA.

Aviation noise concentration: The noise is exactly the same when the air space is used for the Blue Angles flying time for Seafair. Air traffic is rerouted exactly over our neighborhood during those practices and the actual shows. 1

Environmental concerns: Property values will go down for sure and after living here for 50 years without the noise it is not very pleasant. I don't know where you evaluate the noise level, but I understand that it is at Sylvester Middle School, and that does not work for this neighborhood. 2 3

Access to knowledge about aviation and or airport concerns: The information seems to have been pulled out of your spokes people, Quiet Skies has brought it to the attention of the neighborhood.

Possible increase in aviation noise: On days when you use the third runway, the noise is a big factor. 1

Aviation noise concentration: Not good when you use this pattern all day.

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/?CFID=339310660&CFTOKEN=8583ac9faa50458-C5C71DE8-ECE1-CCBC-A8948E7BF2713145&jsessionid=E3D1B78BC7DA7043606BFE3180DC39C1.www

Response to Comment 63

1. Response 1

2. Response 4

3. Response 1

Comment 64

Cheryl Bozarth

Page 1

Sent: Wednesday, June 28, 2017 8:01 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: bozberg@q.com
Name: Cheryl A Bozarth
Mailing Address: 29816 25th PL S
City: Federal Way
State: WA
Zip Code: 98003

Aviation noise: The noise is continuous once it starts. Can't enjoy windows open the plane traffic is too loud. I am considering selling and movingJust hope new buyer won't mind.

Other environmental concerns: The pollution from the plane traffic can't be healthy to breath. I am concerned. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 64

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment are near to the arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 65

William Brant

Page 1

From: William Brant <clarkebrant@msn.com>
Sent: Saturday, June 10, 2017 8:48 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Turbo props turning over Burien & Normandy Park should continue climbing

Public comment, June 10, 2017:

Years ago the Port of Seattle hosted open houses concerning the third runway. At one of the open houses I spoke with an aircraft noise specialist invited by the POS. His point to me was that turbo props should be left in a climb mode to continue increasing altitude separation from homes below. He said that throttling back a turbo prop makes little difference in the noise output and that they should continue climbing. Currently the turbo props that often turn over Normandy Park appear to be held down at a rather low altitude by ATC.

If turns over Burien in a north flow or over Normandy Park or Des Moines in a south flow are considered or continued, these aircraft should be allowed to climb to a much higher altitude than ATC currently allows. The advantage will be increased vertical separation and often with our weather in the NW will get them into the bases of low clouds which will additionally attenuate their noise. Currently the turbo props turning over Normandy Park a held down to an altitude which is usually below the base of local clouds and quiet low. Even several thousand feet in additional altitude would give significant relief. 1

Wm. Clarke Brant
Normandy Park

Response to Comment 65

1. There is no altitude restriction associated with the Proposed Action, so pilots have the ability to climb as much as they feel is within the safe operation of the aircraft. Instituting an altitude restriction may interfere with how the pilots would safely fly their aircraft. For this reason, the FAA has determined this alternative does not meet the Purpose and Need to enhance NAS safety and efficiency at SEA during north-flow operations.

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Comment 66

Brett Piper

Page 1

Sent: Wednesday, June 21, 2017 9:40 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: brettpiper@gmail.com
Name: Piper Brett
Mailing Address: 16600 25th Ave SW
City: Burien
State: WA
Zip Code: 98166

Aviation noise: We have lived at our property in the Gregory Heights / Three Tree Point area since 2010. On rare occasions we hear the distant rumble of airport activity. This is something we are willing to tolerate in order to live in a beautiful part of Washington State with views of Puget Sound surrounded by dense forest and also have access to the amenities of a major metropolitan area. We are directly West of the airport and with the airport runways oriented North/South we knew that we wouldn't have planes taking off or landing over our house. This changed in the summer of 2016 when turboprop airplanes were directed over Burien and subsequently right in front of and over our property at low elevation. Noise that we experience from airport activity has increased enormously since this change. We now have planes loudly gaining altitude directly over our property. The noise is bad inside the house, but even more noticeable when we try to use our decks, patios, yard, and gardens. We also both work out of our home so we experience the plane traffic all day. The noise not only impacts our leisure time but is also highly disruptive when trying to concentrate and engage in our work. 1

Environmental concerns: Burien has many parks and natural areas that are now under the flight path of ascending turboprops. I think that keeping all flights within as narrow a path as possible would lessen environmental impacts. Especially on sensitive wetlands, streams, and forests that have historically been beyond the most damaging effects of airplane exhaust. 2 3

Other concerns: Two other concerns for me are the safety and impacts on property value. In addition to the westerly turn of many planes I've tracked planes online 4 5

Response to Comment 66

1. Response 1

2. Response 21

3. Response 2

4. Response 4

5. The FAA's primary responsibility is safety of the NAS. The purpose and need of the Proposed Action is better ensure that safety of the NAS while ATC is managing the increased SEA operations without increasing departure and arrivals delays for the flying public. The observed 180 turn of aircraft to depart directly south is not part of the Proposed Action. Such operations may be the result of ATC individually managing specific aircraft to ensure separation.

Comment 66

Brett Piper

Page 2

taking off that do a 180 degree turn as they are gaining elevation and end up flying directly South over my house. Were the planes designed for this type of maneuvering on take-off? I imagine there is a higher risk of something going wrong that results in a crash with these types of take-offs compared to the plane traveling in a straight line. As far as property value, we would not have purchased our house had we known that there would be any plane traffic over the property. Clearly this change by the FAA will severely impact the value of our home as well as all the residents of Burien.

Aviation noise concentration: We have lived at our property in the Gregory Heights / Three Tree Point area since 2010. On rare occasions we hear the distant rumble of airport activity. This is something we are willing to tolerate in order to live in a beautiful part of Washington State with views of Puget Sound surrounded by dense forest and also have access to the amenities of a major metropolitan area. We are directly West of the airport and with the airport runways oriented North/South we knew that we wouldn't have planes taking off or landing over our house. This changed in the summer of 2016 when turboprop airplanes were directed over Burien and subsequently right in front of and over our property at low elevation. Noise that we experience from airport activity has increased enormously since this change. We now have planes loudly gaining altitude directly over our property. The noise is bad inside the house, but even more noticeable when we try to use our decks, patios, yard, and gardens. We also both work out of our home so we experience the plane traffic all day. The noise not only impacts our leisure time but is also highly disruptive when trying to concentrate and engage in our work. 1

Air quality: Burien has many parks and natural areas that are now under the flight path of ascending turboprops. I think that keeping all flights within as narrow a path as possible would lessen environmental impacts. Especially on sensitive wetlands, streams, and forests that have historically been beyond the most damaging effects of airplane exhaust. 2

3

Other concerns: Two other concerns for me are the safety and impacts on property value. In addition to the left turn of many planes I've tracked planes online taking off that do a 180 turn as they are gaining elevation and end up flying directly South 4 over my house. Were the planes designed for this type of maneuvering on take-off? I imagine there is a higher risk of something going wrong that results in a crash 5

Response to Comment 66

Comment 66

Brett Piper

Page 3

with these types of take-offs compared to the plane traveling in a straight line. As far as property value, we would not have purchased our house had we known that there would be any plane traffic over the property. Clearly this change by the FAA will severely impact the value of our home as well as all the residents of Burien.

Response to Comment 66

Comment 67

Laurie Briggs

Page 1

From: auntielaurie958@gmail.com
Sent: Wednesday, June 21, 2017 6:19 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Noise over Burien

Be a responsible neighbor. Move the flight pattern away from Burien. 1

Laurie Briggs

Response to Comment 67

1. Response 7

Comment 68

Joy Brimhall

Page 1

From: Joy Brimhall <joybrimhall@hotmail.com>
Sent: Wednesday, June 21, 2017 12:12 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Cc: info@quietskiescoalition.net
Subject: Quiet Skies Coalition - Burien

We have lived in Burien for over 35 years and have always prized the quiet and peaceful neighborhood we have enjoyed. There are a lot of walkers in the neighborhoods and the last several months with the introduction of the increased airplane noise, has spoiled the atmosphere that we have historically enjoyed. In addition, dinner-time hours of airplane noise interruptions again introduces the inclusion for sporadic conversation. It is a major concern for us also relating to the affects of property values. Please keep overflights at a minimal.

1

2

Joy Brimhall
15419 22nd Ave SW
Burien, WA 98166

Response to Comment 68

1. Response 1

2. Response 4

Comment 69

Joy Brimhall

Page 1

From: Ray Brimhall <RayBrimhall@msn.com>
Sent: Wednesday, June 21, 2017 1:52 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Burien, WA flight path

We encourage the FAA to stop or limit the latest takeoffs from SeaTac over the Burien core community. I have lived in Burien since 1979 in the Lake Burien area. The resent change in takeoff patterns especially starting a couple of months age has been very disruptive. The takeoffs would start after 4 in the morning and go until late evening. When you can read the letters and numbers on the planes, they are low. They not only would take off over the community but would turn south before being over the water disrupting the entire community from Burien to DesMoines. The original response was that they were taking off and were to be north of SW 152nd. I live south of 154th and could see them as far south as 160th. There's no way we could have our windows open at night while sleeping, or sit out in the evenings during take offs. The impact on the community if these flights were to continue will have dramatic affect on the community and of course on our property. We know SeaTac is out growing its current facility but adding these flights isn't the solution to airline traffic for the area. It only brings down the community. 1

Respectfully,

M. Ray Brimhall
15419 22nd Ave SW
Burien, WA 98166
206-244-7986

Response to Comment 69

1. Response 1

Comment 70

Cynthia Brinson

Page 1

Sent: Wednesday, June 21, 2017 7:54 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: cdbrinson@comcast.net
Name: Cynthia D Brinson
Mailing Address: 2640 SW 151st Place
City: Burien
State: Washington
Zip Code: 98166

Aviation noise: We moved here 3 years ago from Minneapolis, where we lived directly under the flight path. The top thing we told our realtor here was that our new home was to have NO airplane noise, and we wanted to find a quiet, peaceful, idyllic place to live. We found that dream home in the Seahurst neighborhood of Burien, and have enjoyed peaceful days and evenings watching the wildlife in Puget Sound. However, beginning in the summer of 2016, small jets started making sharp turns after takeoff and flying back over our neighborhood. As we understand it, the proper environmental research was not conducted first, and we purchased in this location knowing that there was to be no air traffic (excepting the small private craft that occasionally fly over from the small Renton strip). This escalating traffic not only destroys the specific neighborhood qualities we were looking for when purchasing this property, and feel strongly that the added disturbance and disruption of this peaceful neighborhood will significantly decrease the value of our property. If planes flew here to begin with, as they had in our Minneapolis neighborhood, we'd have nothing to complain about. But we purchased here with the specific intent of having no airplane interference, and it is unjust to suddenly burden our community with this unwanted noise and potential environmental hazard. 1

Environmental concerns: The correct environmental studies were not completed to determine how flights over our neighborhood would impact the environment and abundant wildlife that inhabit the immediate area. 2 3

Response to Comment 70

1. Response 1

2. Response 23

3. Response 5

Comment 70

Cynthia Brinson

Page 2

Possible increase in aviation noise: Same as above -- extremely concerned about the increased number of planes that have been flying over our neighborhood since the summer of 2016.

Response to Comment 70

Comment 71

Thomas Brinson

Page 1

Sent: Wednesday, June 21, 2017 7:56 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: tbbrinson@comcast.net
Name: Thomas B Brinson
Mailing Address: 2640 SW 151st Place
City: Burien
State: Washington
Zip Code: 98166

Aviation noise: We moved here 3 years ago from Minneapolis, where we lived directly under the flight path. The top thing we told our realtor here was that our new home was to have NO airplane noise, and we wanted to find a quiet, peaceful, idyllic place to live. We found that dream home in the Seahurst neighborhood of Burien, and have enjoyed peaceful days and evenings watching the wildlife in Puget Sound. However, beginning in the summer of 2016, small jets started making sharp turns after takeoff and flying back over our neighborhood. As we understand it, the proper environmental research was not conducted first, and we purchased in this location knowing that there was to be no air traffic (excepting the small private craft that occasionally fly over from the small Renton strip). This escalating traffic not only destroys the specific neighborhood qualities we were looking for when purchasing this property, and feel strongly that the added disturbance and disruption of this peaceful neighborhood will significantly decrease the value of our property. If planes flew here to begin with, as they had in our Minneapolis neighborhood, we'd have nothing to complain about. But we purchased here with the specific intent of having no airplane interference, and it is unjust to suddenly burden our community with this unwanted noise and potential environmental hazard. 1

Environmental concerns: The correct environmental studies were not completed to determine how flights over our neighborhood would impact the environment and abundant wildlife that inhabit the immediate area. 2 3

Response to Comment 71

1. Response 1

2. Response 23

3. Response 5

Comment 71

Thomas Brinson

Page 2

Possible increase in aviation noise: Same as above -- extremely concerned about the increased number of planes that have been flying over our neighborhood since the summer of 2016.

Response to Comment 71

Comment 72

Nicole Brittenham

Page 1

From: Nicole Brittenham <nicoleb@Lynden.com>
Sent: Friday, June 09, 2017 8:03 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: say NO to west turning TURBO PROPS over Burien!

To whom it may concern:

The communities of Seahurst and Gregory Heights in west Burien were established much around the time of the Sea-Tac airport itself. These neighborhoods have seamlessly co-existed for 70 years or more. In July 2016 the FAA decided that it can change its flight patterns with no concern to the thousands of residents of these neighborhoods. This is unacceptable. When you purchase a home in a particularly quiet neighborhood should you need to be concerned that government agencies can decided at will to disrupt and destroy the quality of life you will have in your home? According the FAA that answer is that it should be okay as long as it's just a TURBO PROP JET AT LOW ALTITUDES… Does that sound right, does that sound fair? NO. A Sesna flying over the house at low altitudes is noticeable inside and out. What do you think a TURBO PROP JET sounds like inside??? It's like a freight train! You hear it coming, you hear it directly overhead and you hear it leaving. And then another one, then another and another. And yes FAA, it is just as loud in the house in the winter as it is in the summer. 1

What was the matter with the old fight patterns? Higher altitudes, spread out over multiple neighborhoods, with little sound impact communities below. 2

Keep Burien Quiet!!
Unapologetically,
Nicole Brittenham

Lifelong Burien resident

Response to Comment 72

1. Response 1

2. Response 7

Comment 73

Cheryl Brooten

Page 1

From: Cheryl Brooten <CBrooten@stfoa-parish.org>
Sent: Tuesday, June 20, 2017 11:50 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Flights over Burien

Please do not continue flying over Burien! The noise level is so high at times I cannot sleep or talk in a normal voice. I love working outside in my yard, but not when the planes are flying overhead. I worry about not just the noise, but the pollution from the jet engines. 1 2

Cheryl Brooten
15822 7th Ave SW
Burien, WA 98166

Response to Comment 73

1. Response 1

2. Response 2

Comment 74

Crystal Brown

Page 1

Sent: Tuesday, June 20, 2017 7:31 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: crystal.lynn.brown@live.com
Name: Crystal Brown
Mailing Address: 1034 S 230th St
City: Des Moines
State: WA
Zip Code: 98198

Aviation noise: Constant flight noise during the day.

Environmental concerns: Jet fuel residue.

Possible increase in aviation noise: More noise

Aviation noise concentration: Always right over my house

1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 74

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to the arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 75

Angie Browne

Page 1

Sent: Tuesday, July 04, 2017 8:46 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: angie@anbphoto.com
Name: Angie N Browne
Mailing Address: 3226 16th Ave. South
City: Seattle
State: Wa
Zip Code: 98144

Aviation noise: Planes fly over our house all day. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 75

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to SEA jet departures in north flow and arrivals into SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA south flow arrivals and north flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 76

Bob Bruce

Page 1

From: Bob Bruce <bob.sallee2012@gmail.com>
Sent: Wednesday, June 21, 2017 6:10 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Airplane noise over 154th sw and 22nd ave sw in burien

The fly overs are a nuisance and so loud and low--sounds like they are coming in the house. 1

Sallee Bruce --15408 22nd ave sw -Burien 98166

Response to Comment 76

1. Response 1

Comment 77

Sheila Brush

Page 1

Sent: Tuesday, June 20, 2017 3:26 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: shebrush@gmail.com
Name: Sheila Brush
Mailing Address: 24614 8th Ave South
City: Des Moines
State: Washington
Zip Code: 98198

Environmental concerns: The National Environmental Policy Act of 1969 (NEPA), 42 U.S.C. 4321 et seq., as implemented by the Council on Environmental Quality (CEQ) Regula- tions (40 CFR Parts 1500 through 1508), requires that Federal agencies include in their decision-making processes appropriate and careful consideration of all environmental effects of proposed actions, analyze potential environmental effects of proposed actions and their alternatives for public understanding and scrutiny, avoid or minimize adverse effects of proposed actions, and restore and enhance environmental quality to the extent practicable.

Other concerns: With regard to the 26 July 2016 LOA Environmental Review comment period, I am requesting the comment period be extended to a minimum of 30 days, preferably 60 days. Although the FAA has the resources available to process information and conduct investigations and initiate enforcements, the Citizens of Burien have only limited capability unmatched by your expertise. Most may not have access to or any understanding of appropriate references, do not know with whom to consult, and are not versed in the vocabulary associated with Air Traffic Management Procedures, JO 7110.65, Order 1050.1, JO 7210.3, 40 CFR Title 40 or the FIOA process. I was unable to find these references within your Environmental Review, their absence only complicating their research efforts while constructing an adequate response. 1

Possible increase in aviation noise: The over expansion of Sea-Tac couples with NextGen will destroy the south sound region. We in the south sound deserve quality of life. 2

Response to Comment 77

1. As stated on the website as well as in the preliminary environmental analysis, the intent of the comment period is to solicit input on the best place to have aircraft fly from a community stand point. The FAA has the technical expertise to design safe flight paths that are within criteria, as applicable, and is not expecting the public to provide expertise in this manner. Alternatives provided to the FAA during comment period have been analyzed and discussed in Section 4.

2. NextGen is an congressionally mandated FAA initiative developed to modernize today's national airspace system with the help of the entire industry. NextGen isn't just a single program; it's made up of a series of programs designed to make the airspace system even safer, more efficient, and more predictable. This modernization effort is one of the most ambitious infrastructure projects in U.S. history. Instead of making minor upgrades to aging infrastructure, the FAA and its partners continue to implement major new technologies and capabilities in shaping a modern, resilient, and secure National Airspace System (NAS) that moves more than 2.5 million passengers and 26,000 commercial flights per day[1]. It is not the intent of NextGen to put more planes in the sky, but rather to modernize the system that we have. In doing so the FAA will be in a better place to manage any operational increases resulting from the flying public demands on the NAS. The proposed action is a paragraph in a LOA between SEA ATCT and S46 which allows the automatic 250 heading of some south bound turboprops departing SEA in north flow. The Proposed Action does not rely on any aspect of the NEXTGEN initiative.

[1]https://www.rita.dot.gov/bts/press_releases/bts018_16

Comment 77

Sheila Brush

Page 2

Air quality: The FAA is requiring over 3,000 trees to be removed for safety around Sea-Tac airport, the current C02 at Sea-Tac requires 300 million trees, what you are instructing them to do? Remove trees...the current growth plan for Sea-Tac is going to require 600 million mature trees, yet you are instructing them to remove mature trees. The science is there, support another regional airport now in the State of Washington and stop the over 3

expansion at Sea-Tac our local communities can not continue to host the entire regional needs for the entire state and now tripling cargo and doubling international? Enough! 2

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 77

3. Response 7. Tree removal is not part of the purpose and need of the Proposed Action. Since analyzing the impacts of cutting down trees are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 78

Michael Bunney

Page 1

Sent: Monday, June 19, 2017 11:43 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: michael.bunney@outlook.com
Name: Michael T. Bunney
Mailing Address: 2404 S.W. 151st Street
City: Burien
State: Washington
Zip Code: 98166

Aviation noise concentration: We bought a house in this neighborhood because of the quiet. Routing jets and prop-jets over Burien is not something the city was consulted about nor that we approved as property owners. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 78

1. Response 23

Comment 79

Charles Burgess

Page 1

Sent: Wednesday, June 21, 2017 4:09 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: cpburg@uw.edu
Name: Charles O. Burgess
Mailing Address: 14350 22nd Ave.SW
City: Burien
State: WA
Zip Code: 98166

Concerning Address: These aviation maneuvers have an adverse effect on the very city of Burien itself.

Aviation noise: wave after wave of low-altitude propeller-driven aircraft using a trumped-up east-west runway. 1

Environmental concerns: Seahurst Park fauna (especially birds) and flora. Aircraft and fuel spray. 2

Possible increase in aviation noise: see above 1

Air quality: see above 3

Other concerns: The expectation of the day when Alaska tells us it needs Runway Number 4, which, if gained, would spell the end of our city of Burien. Is this far-fetched? Based on history, no, it isn't. Both the second and third runways came after SeaTac officials declared no more runways were needed. 4

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/?CFID=63591205&CFTOKEN=6309f94ec43aff97-0117BE25-01D6-71F7-4F813D3B3DF1E250&jsessionid=E0D3C0608C7CB52B97D45ED39666C16A.www

Response to Comment 79

1. Response 1
2. Response 5 and Response 6
3. Response 2
4. Response 9

Comment 80

Sam Burkhart

Page 1

From: Sam Burkhart <sburkhart85@gmail.com>
Sent: Wednesday, June 21, 2017 2:41 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Public comment

Hello!
I am a Burien resident and I am against changing any flight patterns that would bring airplanes over Burien. 1

Thanks,
Sam Burkhart

Response to Comment 80

Thank you for your comment.

Comment 81

Aaron Burks

Page 1

Sent: Wednesday, June 21, 2017 5:39 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: atomicale@comcast.net
Name: Aaron Burks
Mailing Address: 14440 24th Ave SW
City: Burien
State: WA
Zip Code: 98126

Aviation noise: We purchased our home in Burien after an extensive analysis of other areas near the SeaTac airport. We chose Burien because the aviation noise is minimal since the flights take off and land to the North and South while Burien is situated directly West of Seatac airport. We eliminated other areas due to aviation noise and specifically chose Burien due to low aviation noise. Now we have found that flights are being diverted directly West over Burien and our property and the noise is intrusive and has a very negative impact on teh quality of our property and our lives.

Aviation noise concentration: These new flight paths over Burien are concentrated over a small area with low flying aircraft which concentrates and amplifies the aviation noise at our property and degrades quality of life and directly spoils the peacefulness of our property and our neighborhood. 1

Environmental concerns: Exhaust fumes.

Possible increase in aviation noise: We purchased our home in Burien because it lies to the West of the SeaTac airport, knowing that the runways are oriented North - South, so that there were no low flying aircraft passing over our property. The increased aviation noise from even just a few flights over our neighborhood is destructive to our property, our peacefulness, and our quality of life.

Aviation noise concentration: The airport was designed for North - South traffic - not for Westerly departures. The concentration of aviation noise due to Westerly diversions is a great concern, especially due to the low elevation of these departure

Response to Comment 81

1. Response 1

Comment 81

Aaron Burks

Page 2

flights. The aviation noise would be concentrated over peacefull quiet neighborhoods that have not had the aviation noise before.] 1

Air quality: Exhaust fumes are a concern due to low-flying aircraft over our property and neighborhood.

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 81

Comment 82

Elizabeth Burn

Page 1

Sent: Tuesday, June 20, 2017 2:19 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: elizabeth.burn@gmail.com
Name: Elizabeth H Burn
Mailing Address: 1204 S 258TH ST
City: DES MOINES
State: WA
Zip Code: 98198

Aviation noise: Airplanes waking us up at 2, 3...AM vibration, rumbling...Airplanes flying low at one per minute way past midnight. Unable to enjoy our deck, our backyard. Unable to hold a conversation with anyone outside. Unable to have our windows open. Aggravating migraines and tinnitus.

Aviation noise concentration: Described above in detail.

Environmental concerns: How is this going to affect the children, environment in our community? I have been diagnosed with asthma for the first time in my life.

Access to knowledge about aviation and or airport concerns: Why 3 flight paths over our homes cannot be diverted to the Pacific Highway - I-5 corridor and 'overflow' or emergency traffic over our communities as we were informed the third runway would only be used. It is now, instead the main runway and nobody at POS or FAA seems to care. 1

Other concerns: We want to know what the FAA and Port of Seattle are doing to fix this problem. I was informed by a call back to the noise complaint line that our homes are under an ""established flightpath"" an established path that was not this busy and abusive to our homes and it just gets worse and worse.

Possible increase in aviation noise: Airplanes waking us up at 2, 3...AM vibration, rumbling...Airplanes flying low at one per minute way past midnight. Unable to enjoy our deck, our backyard. Unable to hold a conversation with anyone outside. Unable to have our windows open. Aggravating migraines and tinnitus.

Response to Comment 82

1. Response 2

Comment 82

Elizabeth Burn

Page 2

Aviation noise concentration: Again, a plane flying low over our homes per minute is no way of life. This is affecting us emotionally, physically and mentally.

Air quality: As I mentioned above, I have just been diagnosed with asthma for the first time in my life.

Other concerns: With POS bringing in more carriers how much worse can this get? We are not against progress but we believe that POS is way above maxed out in capacity. We are paying for it. Our taxes are not getting any lower either.

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 82

Comment 83

Elizabeth Burn

Page 1

Sent: Friday, June 30, 2017 4:08 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: elizabeth.burn@gmail.com
Name: Elizabeth Burn
Mailing Address: 1204 S 258TH ST
City: DES MOINES
State: WA
Zip Code: 98198

Aviation noise: We are located under what is supposed to be the third runway. Jets flying over us wake us up at 2, 3AM, 6AM one-two jets a minute all day sometimes well past midnight. Unable to use our deck. Unable to hold a conversation with anyone, indoors with windows open much less outdoor in our own deck or backyard. Headaches, increased tinnitus from stress and from being unable to get a full night's sleep. Try to sleep with fans, sound machines, ear plugs...nothing works.

Other environmental concerns: Concerned over the long term effects of jet fuel particles raining down on us minute after minute, hour after hour. What will it do our health? How will it affect our lungs? I have been diagnosed with asthma for the first time in my life. Is planting vegetables in my garden safe?

Miscellaneous concerns: Will we lose value on the home because of increase in flights over us? Will we have to leave our community? Our friends and neighbors because it is supposed to get even worse? How much worse can it get? How much more impact can our small community sustain? All we are trying to do is live a healthier life. It Is the reason we moved to Des Moines, WA. Before the third runway was built.

Recommendations: We feel the airport is maxed its capacity and in order to be a good neighbor it should plan on reducing operations or divert operations to another airport. We have nothing against progress, as long as it does not hurt our communities and at this moment I can assure you that you are hurting us badly. We love Seatac airport, please love us back. We can be your biggest supporters and advocates if you let us. 1

Response to Comment 83

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment are near to the arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA south flow arrivals and north flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 84

Eileen Burns

Page 1

Sent: Tuesday, June 20, 2017 7:52 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: eileen.burnscaparoso@gmail.com
Name: Eileen Burns
Mailing Address: 2114 s 229th st
City: Des Moines
State: WA
Zip Code: 98198

Aviation noise: Flights seem to be louder and having to work harder taking off, making it much louder.

Possible increase in aviation noise: How many more flights can our neighborhood handle? How does this impact our resale value? 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 84

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is nearer to SEA arrivals in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA south flow arrivals and north flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 85

Nicholas Butler

Page 1

Sent: Wednesday, June 21, 2017 10:30 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: vaptaindragon@gmail.com
Name: Nicholas Butler
Mailing Address: 12215 1st Ave Sw
City: Burien
State: Wa
Zip Code: 98146

Aviation noise: I am concerned about being able to leave the windows open the warmer months to keep cool and not have the noise wake my newborn we are expecting soon.

Possible increase in aviation noise: It can already get loud sometimes with just being near to the airport. An increase in this noise could do massive damage to being able to catch just a little rest with a new growing family. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 85

1. Response 1

Comment 86

Dianne Byers

Page 1

Sent: Wednesday, June 21, 2017 6:42 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: thenoblehorse@gmail.com
Name: Dianne Byers
Mailing Address: 29411 4th Ave S
City: Federal Way
State: WA
Zip Code: 98003

Aviation noise: I have noticed an increase in noise from aircraft and the frequency of the aircraft over my house. So much so, that I fear for our investment in our house. 1

Aviation noise concentration: If concentration means frequency - I sure notice more frequency. This does not add to our homelife.

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 86

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to SEA arrivals in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 87

Katherine Bysheim

Page 1

Sent: Wednesday, June 21, 2017 5:08 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: kate.bysheim@pse.com
Name: Katherine A Bysheim
Mailing Address: 12819 2nd Ave S
City: Burien
State: WA
Zip Code: 98168

Aviation noise: Early morning ground level noise rattles windows of our house. 1

Environmental concerns: Please stop cutting down trees in the NERA district. It makes for an ugly, noisy and dirty environment and takes habitat away from local animals. 2

Possible increase in aviation noise: Pets are frightened by the aircraft noise now. If it increases, they will endure even more discomfort and none of us can enjoy being outside the only 10 weeks of the year when it's nice enough in the Pacific Northwest to do so. 1

Aviation noise concentration: Why is the third runway being used on a regular basis now? Wasn't it just supposed to only be used during inclement weather? Now planes arrive and depart at all times using this runway . . . 2

Other concerns: I have lived in my home since October of 1996. The noise pollution gets worse every year. Now it seems there is never a time in a 24-hour day that we don't hear noise from the airport. We can rarely visit friends in the surrounding neighborhoods. We either get sprayed by fuel from landing planes and/or we have to ""hold that thought"" and stop conversing completely to be able to hear each other. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 87

1. Response 1

2. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow. Cutting down trees and SEA runway usage are not within the scope of this document. Since analyzing the impacts of cutting down trees and runways usage are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 88

John Calhoun

Page 1

Sent: Wednesday, June 21, 2017 7:45 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: mybikewasstolen@gmail.com
Name: John Calhoun
Mailing Address: 851 sw normandy terrace
City: normandy park
State: wa
Zip Code: 98166

Concerning Address: Burien and Normandy Park

Aviation noise: My children go to school below the new flight path. The noise has substantially increased. 1

Environmental concerns: smell of jet fuel 2

Aviation noise concentration: The number of planes has increased. 3

Air quality: I can smell jet fuel at certain times of day at my residence and in Burien. 2

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 88

1. Response 1

2. Response 2

3. Response 9

Comment 89

David Campatelli

Page 1

Sent: Monday, July 03, 2017 11:31 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: sedaca71@gmail.com
Name: David Campatelli
Mailing Address: 4111 14th ave S
City: Seattle
State: Washington
Zip Code: 98108

Aviation noise: Planes fly very low and they are noisy. Concerned about health.

Other environmental concerns: Pollution and effect on people's health

1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 89

1. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow. In north flow, your concern is more likely associated with SEA arrivals and SEA jet departures in south flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 90

Cameron Campbell

Page 1

From: Cameron Campbell <cam.campbell@gmail.com>
Sent: Wednesday, June 21, 2017 11:48 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Increased noise complaint

I am writing to formally lodge my complaint and desire for the FAA to honor their earlier decision to keep airtraffic from disturbing our neighborhood. The recent and prolonged increase in noise from SeaTac Airport in my primary/only residence located in Normandy Park has been noticeable and detrimental to the enjoyment of my property.

I moved-in to this house in 2012. The noise from the airport was occasional and often faint; typical noise was usually limited in very early mornings and sounded as if they were warming their engines or taxiing.

Recently, the noise has been prolonged noise of constant low-flying aircraft ascending over my property. This is NEW and not welcome.

Please make the right decision moving forward and protect our neighborhood from continued noise. 1

Thank you.

Cameron Campbell
18997 Marine View Circle SW
Normandy Park, WA 98166
206.953.2194

Response to Comment 90

1. Response 8

Comment 91

Lorilee Campbell

Page 1

Sent: Tuesday, June 20, 2017 8:44 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: lorileec@comcast.net
Name: Lorilee Campbell
Mailing Address: 1324 S. 259 St
City: Des Moines
State: WA
Zip Code: 98198

Aviation noise: Too loud - too late at night and early morning

Aviation noise concentration: Rattles our windows

1

Environmental concerns: Hurts environment 2

Possible increase in aviation noise: Too noisy already

Aviation noise concentration: Too frequent and intensely 1

Air quality: Fuel waste and pollution 3

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 91

1. Response 1

2. Response 8

3. Response 2

Comment 92

Sarah Campbell

Page 1

Sent: Tuesday, June 20, 2017 6:40 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: tigrboo@yahoo.com
Name: Sarah B Campbell
Mailing Address: 4503 S 263rd St
City: Kent
State: wa
Zip Code: 98032

Aviation noise: Planes seem to be flying in a path further east more than they used to. I never used to hear plane noise where i live and now it is more frequent. I bought my house 10 years ago not in any flight paths and I am concerned with the complaints from wealthier towns/neighborhoods to the west that they may be pushed further over to the east to appease them. Creating the same set of issues for a different neighborhood.

Possible increase in aviation noise: Same comments as above. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/sea/community_comments/

Response to Comment 92

1. Response 1

Comment 93

Mike Canan

Page 1

From: Mike <mcanans@q.com>
Sent: Friday, June 16, 2017 9:30 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: new flight paths over BUrien

Hello,

I have been a resident of Burien for over 35 years living due west if the airport down on the water at SW 156th.

It has always been quiet until last summer when flights started turning west upon a northerly take off.. 1

And I feel that there are now large jets flying more easterly over Vashon Island when heading north before making the turn over Elliott Bay on a southerly landing. This is now noisy!

Plus now there are large jets taking off north making a left turn over Elliott Bay; then heading south and then turning left again (east) screaming over my house…. Why not turn right after leaving the runway? 2

What the hell?

What gives you the right to wake me up at night and disturb my peace and quiet?

It is stressful and upsets even my dog…

I recommend you return the flight paths to what they were prior to last summer!!!

Mike Canan
2741 sw 156th
Burien 98166

Response to Comment 93

1. Response 1

2. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow. The Proposed Action does not affect any jet flight path. Since analyzing the impacts of jet flight paths are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 94

Charlene Canonica

Page 1

Sent: Thursday, June 08, 2017 10:31 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: canonicac@aol.com
Name: Charlene m Canonica
Mailing Address: 11806 marine view drive sw
City: Burien
State: WA
Zip Code: 98146

Aviation noise concentration: I live on the side of the hill and when the planes were going over it is like they are in a tunnel and the noise continues as they fly over head. They are louder than when a helicopter flys over at low level. Sometimes my windows actually rattle and I definately have to turn the tv up. Since I have the tendacy to shake with loud noises some of the planes caused this action. 1

Aviation noise concentration: as above The peaceful environment is lost with this noise. They need to fly much higher over our neighborhood to relieve the intense noise. 2

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 94

1. Response 1

2. There is no altitude restriction associated with the Proposed Action, so pilots have the ability to climb as much as they feel is within the safe operation of the aircraft. Instituting an altitude restriction may interfere with how the pilots would safely fly their aircraft. For this reason, the FAA has determined this alternative does not meet the Purpose and Need to enhance NAS safety and efficiency at SEA during north-flow operations.

Comment 95

Page 1

Sent: Tuesday, June 13, 2017 1:58 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: canonicac@aol.com
Name: Charlene M Canonica
Mailing Address: 11806 marine view drive sw
City: Burien
State: Wa
Zip Code: 98146

Aviation noise: Your own maps show how the planes used to fly over a much wider area when turning to the left and out over the water and our complaint is with the grouping of the planes in a concentrated the noise is intolerable. The noise is effecting peoples mental and physical health. 1

Aviation noise concentration: The orginal flight pattern the noise was tolerable, not enjoyed but was not physically shocking. Presently the orginal flight pattern is being used and is tolerable but a return to the concentrated pattern will cause physical problems with residents. 2

Environmental concerns: The previous concentrated pattern also caused more pollution in that area over our residents in Burien. 3

Other concerns: Our property values would decrease with the concentrated air flights over Burien. Moving would be a necessary result for myself and others if the concentrated flight pattern is put back. For health reasons I could not continue living in my house of 30 years. 4

Possible increase in aviation noise: It is not ""Possible increase"" it is extreme increase as we had when the concentrated pattern was in effect. 2

Aviation noise concentration: The great aviation noise concentration we experienced with the flight pattern is not sustainable for good health. 1

Response to Comment 95

1. Response 10
2. Response 1
3. Response 2
4. Response 4

Comment 95

Charlene Canonica

Page 2

Air quality: Your own maps of the flights show the concentration of planes would affect the air quality. 3

Other concerns: House values will decrease which will be very detrimental to those of us who will be forced to sell. I also own an apartment in Burien where other tenants were complaining but as a renter it is easier to move. The concentrated flight pattern will cause Burien to be a less desirable place to live and effect the businesses and the city itself economically. The old and current flight patterns are the best for all involved as it is not concentrated. 4

Form URL:
https://www.faa.gov/nextgen/communityengagement/sea/community_comments/

Response to Comment 95

comment 96

Scott Carey

Page 1

From: scarey58 <scarey58@aol.com>
Sent: Thursday, June 22, 2017 7:43 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Burien fly over

To whom it may concern :
Please stop the north bound flights that take a sharp turn west over our Burien neighborhood. It's noisy and disruptive. 1

Thank you,

Scott Carey

Response to Comment 96

1. Response 1

Comment 97

James Carlisle

Page 1

Sent: Wednesday, June 21, 2017 5:10 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: carlise1@frontiernet.net
Name: James Carlisle
Mailing Address: 818 S 147th street
City: Burien
State: WA
Zip Code: 98168

Aviation noise: Living next to the airport, you live with the noise. Of course I support any attempt to make planes quieter. I do not understand why the package to make homes quieter is being offered to those of use who did not benefit but should have. 1

Environmental concerns: When you wake up in the morning and smell aviation fuel this can't be good for your health and what about what can't be seen or smelt. 2

Possible increase in aviation noise: If this happens, more buyouts should be considered. 1

Air quality: No brainer

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 97

1. You may be referring to the SEA airports Part 150 program. See here: http://www.airportsites.net/sea-part150/
This is outside of the scope of the Proposed Action and any further questions should be directed to SEA.

2. Response 2

Comment 98

Jesus Caro

Page 1

Sent: Wednesday, June 21, 2017 9:26 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: jacaro.ms@gmail.com
Name: Jesus A Caro
Mailing Address: 22112 42nd Ave S Unit 201
City: Kent
State: WA
Zip Code: 98032

Concerning Address: I live in Riverview, a cluster of developments near by SeaTac airport and the flight patterns. We are experiencing increasing noise levels produce by aircrafts flying over our neighbourhoods. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 98

1. Response 1

Comment 99

Thomas Cartwright

Page 1

Sent: Tuesday, June 20, 2017 5:22 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: tomcart@hotmail.com
Name: Thomas Cartwright
Mailing Address: 16309 Maplewild Ave SW
City: Burien
State: Wa
Zip Code: 98166

Aviation noise: I've lived in my home for 18 years and though we used to get some airport noise on clear quiet mornings we haven't had the the same low flyovers experienced in the north south routes from Seatac. Those areas have had flyovers for decades and received mitigation plus the value of their property factors this noise in. We bought our home with very little airport noise in 1999 but that changed drastically with very low fying propeller driven planes coming low over our house multiple tmes per hour since the summer of 2016. I understand the recent reduction in traffic is related to a lawsuit won by the City of Burien but that FAA is attempting to reinstate these fight. I will consider any and all measures available to protect my property interests due the airports impermissable use of the airspace above my property. I further reserve my rights to all damages, includin health issues, loss of sleep, loss of enjoyment, and reduced market value of my hom. 1

Possible increase in aviation noise: See above

Form URL:
https://www.faa.gov/nextgen/communityengagement/sea/community_comments/

Response to Comment 99

The FAA thanks you for your comment.

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Comment 100

John Cary

Page 1

Sent: Saturday, June 10, 2017 5:33 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: johnrcary23@gmail.com
Name: John R Cary
Mailing Address: PO Box 419
City: Seahurst
State: WA
Zip Code: 98166
Concerning Address: Residence: 15205 24th Ave SW Burien, WA 98166

Aviation noise: Those turboprop flights listed under your preliminary environmental analysis do, and have in fact, caused significant noise disturbances to our residence, when directed to turn west over Burien. The noise, especially in late 2016 (August) in to early 2017, was very disturbing to our household throughout the day and night. 1

Possible increase in aviation noise: The noise we experienced during the westerly flow of turboprops in 2016/2017, has been significantly anxiety provoking. It has disturbed our sleep and overall quality of daily life on those days of turboprops in the westerly flow. This air traffic was markedly different from the 3 previous years of our residence. I might add that traffic occurs on sunny days, which are at a premium in Seattle.

Air quality: With a 9 month old baby that enjoys being outdoors, I am deeply concerned with the known impact that fuels have on human health. Airplanes that have flown over our residence have done so at a very low altitude. It would be impossible to convince me that exhaust from those planes would have zero impact on the air quality of our residence. 2

Other concerns: The Port of Seattle is well-aware of individuals' property rights and where they come into conflict with the operation of the Airport—particularly as it relates to homeowners' claims of takings, trespass, or nuisance resulting from the attendant noise, vibrations, fumes, dust, fuel, etc. I will consider any and all 3

Response to Comment 100

1. Response 8

2. Response 2

3. Avigation Easements are handled by the local Airport and are outside the scope of the Proposed Action. The FAA sugests that you contact SEA regarding this matter.

Comment 100

John Cary

Page 2

measures available to protect my interests in the Property, in light of the Airport's impermissible use of the airspace at current levels of activity. No avigation easement exists over the Property, and I reserve my rights to all damages, including health issues, loss of sleep, loss of enjoyment, and reduced market value.

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 100

Comment 101

Nicole Cary

Page 1

Sent: Monday, June 19, 2017 10:46 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: nicmhansen@gmail.com
Name: Nicole Cary
Mailing Address: 15205
City: Burien
State: WA
Zip Code: 98166

Aviation noise: Your address I have lived in the area off and on since 1981, most recently living in my current residence since 2013. I first noticed the increased air traffic and associated noise last summer, 2016. This air traffic, more often than not, is on clear sunny days when our windows are open. This has been a significant stressor to our family, my husband and 10 month old son. We ask that you permenantly return all air traffic to its previous routes and stop directing low flying aircraft over our residence. 1

Possible increase in aviation noise: See above

Aviation noise concentration: See above

Air quality: This is a concern as well, especially for my young son. 2

Form URL: https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 101

1. Response 10

2. Response 2

Comment 102

Barbara Castleton

Page 1

From: Barbara Castleton <bcastleton@gmail.com>
Sent: Saturday, June 24, 2017 7:10 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: A VOTE AGAINST THE RETURN OF THE AUTOMATIC LEFT TURN

I am a three plus year resident and home owner in Burien. I live at 17431 Ambaum Blvd S, a stone's throw from the runway farthest west. When I moved in, the airport was like a responsible neighbor, someone who occasionally made noise but kept it to reasonable levels. Since last summer, living next door to the airport has been like having a motorcycle gang as a neighbor with loud, unexpected, and persistent noise. I have called the noise line several times, and I have even heard back by letter, the wording of which was interesting from a linguistic/forensic perspective; it was carefully designed to deny any right to quiet I might have while seeming to sympathize. Why waste the paper?

While I recognize that the airport needs to ""continue"", it does NOT need to do so at the expense of its neighbors' quality of life, nor should the FAA or SeaTac try to discount the solid research that speaks to the negative impact of noise. Just as certain streets are denied truck traffic, others have 10 o'clock noise requirements, and trains are not allowed to block crossings for longer than a few minutes, the airport should consider the people who live in the surrounding area. 1

This line from a recent comment, "The heading would only be used when the airport is landing and departing to the north (north flow), "" is a laughable semantic distinction, since only implies a rare circumstance which experience has taught all of us in the area is not the case. Better and more honest if the posting had read always. 2

While it is rare for a government agency or a profit-based concern to hold themselves accountable to the public, it is my hope that the FAA will not RETURN OF THE AUTOMATIC LEFT TURN at SeaTac airport. 3

Regards,

Barbara Castleton

Response to Comment 102

1. Response 10

2. Aircraft generally take off and land in the direction of the wind. For SEA, this mean that ~70% of the year, aircraft take off and land to the south and ~30% of the year (particularly during the summer months) aircraft and takeoff and land to the north. The Proposed Action is the implementation of the paragraph authorizing the 250º heading for some turboprops while in North Flow. The Proposed Action does not affect how turboprops fly in South Flow. Since analyzing the impacts of the observed aircraft is outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 103

Beth Caucci

Page 1

Sent: Monday, June 19, 2017 10:08 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: bethcaucci@gmail.com
Name: Beth Caucci
Mailing Address: 637 SW 136th Place
City: Burien
State: WA
Zip Code: 98166

Aviation noise: I have been a resident of Burien for two years and have noticed a substantial increase in disruptively loud aviation noise since about October 2016. Not only does it affect our family's quality of life (we have an infant child, and must keep the windows open for temperature regulation making the noise even louder), but it negatively impacts my business. I am a musician and composer and home studio recording and sound mixing is my livelihood. Anytime there is aviation noise in our neighborhood, which is frequently, any recorded takes are unusable and must be redone. As recently as last year I don't recall this ever being a problem, and now it is an ever present annoyance. Please eliminate the new air traffic routes above Burien. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 103

1. Response 1

Comment 104

Jordan Cayabyab

Page 1

Sent: Wednesday, June 21, 2017 6:05 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: iris.jordan.c@gmail.com
Name: Jordan Cayabyab
Mailing Address: 11655 4th Ave S
City: Burien
State: WA
Zip Code: 98168

Aviation noise: New/increased turboprop aviation noise flying over my home and neighborhood and the impact it has on the health of myself, family and neighbors, the environment and the quality of life of my community. 1

Environmental concerns: With the new/increased turboprop engines flying over my home and neighborhood, I have urgent concerns regarding not only the environmental impact this will have, but also the impact on the health of myself, my family and my neighbors. 1

Possible increase in aviation noise: New/increased turboprop aviation noise flying over my home and neighborhood and the impact it has on the health of myself, family and neighbors, the environment and the quality of life of my community. 1

Air quality: New/increased turboprop aviation noise flying over my home and neighborhood and the impact it has on the health of myself, family and neighbors, the environment and the quality of life of my community. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 104

1. Response 10

Comment 105

Charlene Chen

Page 1

Sent: Tuesday, June 20, 2017 1:08 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: charlene.se@gmail.com
Name: Charlene Chen
Mailing Address: 27049 7 place south
City: Des Moines
State: Wa
Zip Code: 98198

Aviation noise: Noise has grown worse given the lower flying planes and the frequency.

Aviation noise concentration: Noise at night especially during my bedtime for our young children and family has required that the grown ups wear ear plugs and purchase of white noise makes to drown out the sound. There isn't a night where my children don't wake up from the noise

Environmental concerns: Low flying planes, concentration of particulates impacting Puget sound, air quality and soil. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 105

1. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow. In north flow, your concern is more likely associated with SEA arrivals and jet departures in south flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 106

City of Burien

Page 1

City of Burien
400 SW 152nd Street
Suite 300
Burien, WA 98166-1911

P 206.241.4647
F 206.248.5539

burienwa.gov

June 21, 2017

Federal Aviation Administration
AJV-W25
1601 Lind Avenue, SW
Renton WA 98057
9-ATO-WSA-Public-Comments@faa.gov

Dear Sir or Madam:

Thank you for the opportunity to review the Preliminary Environmental Analysis ("PEA") prepared by the Federal Aviation Administration ("FAA") in connection with a proposal to establish a new flight path over the City of Burien for turboprop aircraft departing Seattle-Tacoma International Airport ("Sea-Tac") in a north flow (the "Project").

This letter provides comments from the members of the Burien City Council: Mayor Lucy Krakowiak; Deputy Mayor Nancy Tosta; Councilmember Steve Armstrong; Councilmember Austin Bell; Councilmember Lauren Berkowitz; Councilmember Bob Edgar; and Councilmember Debi Wagner.

We have significant concerns about both the Draft PEA and the Project itself. As explained in detail below, (1) the Draft PEA does not contain sufficient information about the Project to permit meaningful analysis and comment; (2) based on the limited information provided, the FAA does not appear to have taken a "hard look" at the Project's potential environmental consequences, as the National Environmental Policy Act ("NEPA") and other federal environmental laws require; and (3) the Draft PEA appears to have ignored alternatives to the Project that would avoid unnecessary damage to Burien and the surrounding community. If the FAA does not remedy these deficiencies, it will not have a legally-defensible basis for reaching a decision on the Project. 1

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1. Based on some public comments, the FAA has included more detailed descriptions of the analysis behind the determinations presented in the preliminary environemtnal analysis. FAA Order 1050.1F specifies 14 environmental impact categories as well as consideration of other executive orders and regulations to determine whether the Proposed Action would result in a significant impact. Given the nature of the Proposed Action, impacts to these environmental impact categories are generally caused by either noise of air quality impacts. The result of the noise and air quality impact analysis indicated that there were no significant noise impacts or air quality impacts as a result of the Proposed Action. Given this, further evaluation into some of the environmental impact categories was not merited.

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1. The Draft PEA Does Not Provide Sufficient Information to Permit Meaningful Review and Comment

While we appreciate the FAA's willingness to make the Draft PEA available, we are concerned that the document does not provide sufficient information to permit meaningful review and comment.

- The Draft PEA fails to provide a reasonable description of the purpose and need for the Project. Although the document contains a general reference to the concept of separating jet aircraft from turboprop aircraft, it provides no specific information or data demonstrating that the absence of such separation is creating safety or operational problems at Sea-Tac. Indeed, the City understands that safety is *not* currently a problem at Sea-Tac. 2
- Similarly, the Draft PEA contains very little description of the Project itself. For example, the document fails to explain how many turboprop flights would be affected, the altitude at which the turboprops would turn onto the new flight path, or the height and speed at which aircraft would pass over the City. Without this basic information, the City and its residents simply cannot get a full picture of all Project impacts or meaningfully review the FAA's draft assessment of those impacts. 3
- There are three — and only three — methods by which a federal agency may document its compliance with NEPA:[1] by preparing an Environmental Impact Statement (or "EIS");[2] by preparing an Environmental Assessment (or "EA");[3] or by properly documenting reliance on a Categorical Exclusion (or "Cat Ex").[4] A PEA is not an EIS, an EA, or a Cat Ex. And *this* Draft PEA fails to specify which of the three compliance paths the FAA intends to follow or the agency's rationale for following such path. For this reason, too, the City and its citizens have not had a reasonable opportunity to review and comment on the FAA's NEPA decision-making. 1
- To the extent the FAA is considering whether to proceed on the basis of a Cat Ex, it is worth noting that the Draft PEA contains no information or analysis demonstrating that such an approach is permissible. For one thing, the Draft PEA does not explain whether the FAA believes the Project falls within the

[1] *See* FAA Order 1050.1F ch. 3.

[2] 42 U.S.C. §4332(2)(C); 40 C.F.R. part 1502; Order 1050.1F ch. 7.

[3] 42 U.S.C. §4332(2)(E); 40 C.F.R. §§1501.3, 1508.9; Order 1050.1F ch. 6.

[4] 40 C.F.R. § 1508.4; Order 1050.1F ch. 5.

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2. The FAA appreciates your comment and has incorporated additional language into Sections 2 and 3, which supports the CATEX in order to clarify the Purpose and Need of the Proposed Action.

It is ATC's primary responsibility to ensure the safety of the NAS. Effectively this means ensuring that there is sufficient lateral and/or vertical separation between aircraft as well as coordination with pilots to ensure that their aircraft can safely fly the procedure/directions provided by ATC. Ensuring safe separation is simple when there are few aircraft in the same area of airspace at any one given moment. This gets more complicated as more aircraft are added into that same section of airspace. ATC manages busy airspace by using separation tools, as well as imposing departure and arrival delays, if necessary to reduce the number of aircraft in the airspace at any given moment. However, the FAA is also congressionally tasked with ensuring that these delays are minimized, as a service to the flying public. Congress has therefore directed the FAA to use available technology as well as other tools to ensure separation while minimizing delays. The proposed action is one of those tools. The turning of these turboprops provides a way for ATC to remove turboprops from the stream of SEA jet departure traffic, as well as turning SEA departing turboprops away from the westerly departures from BFI. As SEA gets busier, ATC has the option of using improved tools to ensure separation while keeping up with the air travel demand at SEA or increasing ground delays. The City of Burien is correct in that safety is not currently a problem at Sea-Tac. The intent of this proposed automation is to help alleviate ground delays while ensuring safety.

3. The intent of the National Environmental Policy Act (NEPA) is to provide a single frame work in which impacts are examined. For example, as accepted by the Department of Transportation and the U.S. Environmental Protection Agency (EPA), aircraft noise is best characterized by the DNL noise metric, and the determination of the potential of a significant or reportable impact is determined by well-defined impact criteria. This impact determination provides a way for the public to understand the noise impact of a proposed action without the need to understand how the noise profile of a given aircraft is affected by speed,

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scope of a recognized Cat Ex. For another, the document does not evaluate whether "extraordinary circumstances" might render a Cat Ex inappropriate. Both of the missing analyses are required by the FAA's own Orders.[5] By failing to provide those analyses, the FAA has deprived the City and its residents of the opportunity to review and comment on them. That failure is not insignificant, for it appears that reliance on a Cat Ex is not, in fact, appropriate here: the Project does not fall within any recognized Cat Ex, and, even if it did, the existence of extraordinary circumstances (in the form of significant public controversy and impacts on noise-sensitive areas) would require the preparation of an EA or an EIS.[6] 4

- NEPA compliance must be integrated "with other planning and environmental review procedures required by law or by agency practice so that all such procedures run concurrently rather than consecutively."[7] The Draft PEA does not reflect such an integrated approach. Among other things, it fails to confront the requirements of the Clean Air Act requirements. And while the National Historic Preservation Act and Section 4(f) of the Department of Transportation Act are briefly mentioned, neither statute is fully addressed. As a result, City residents have not had a meaningful opportunity to address the full range of planning and environmental review requirements implicated by the Project. 5 6

2. Based on the Limited Information Provided, the Draft PEA's Environmental Analysis Appears to be Deficient

Although the FAA has not provided sufficient information to permit meaningful review and comment, the limited information made available to date reveals a number of troubling deficiencies in the Draft PEA.

[5] Order 1050.1F §§ 5-1 (FAA "must determine whether a proposed action is within the scope of a Cat Ex"), 5-2 (requiring "extraordinary circumstances" evaluation).

[6] With respect to the scope of recognized FAA Cat Exes, we note that the Project would cause air traffic to be routed over noise-sensitive areas at less than 3,000 feet AGL, rendering inapplicable Order 1050.1F § 5-6.5i and other, similar provisions. With respect to extraordinary circumstances, we note the extraordinary level of community controversy generated by the FAA's initial decision to implement the Project without any NEPA review whatsoever as well as the substantial concerns raised by elected officials, including members of Congress (*see* Attachment 1). The federal courts have not hesitated to invalidate agency reliance on Cat Exes in circumstances such as these. *See, e.g., United States v. Coalition for Buzzards Bay*, 644 F.3d 26, 34-36 (1st Cir. 2011).

[7] 40 C.F.R. § 1500.2.

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altitude and engine configuration, for example. These variables are all incorporated into the noise metric. The provided document clearly details the noise impact of the proposed action as well as disclosing potential impacts to all other applicable impact categories.

4. Response 17

5. Response 2

6. In accordance with Section 106 of the National Historic Preservation Act and using the Washington State Department of Archeology and Historic Preservation's (DAHP) Wissard application, the FAA identified two places listed on the National Register of Historic Places (NRHP) as well as six places eligible to be listed on the NRHP and Washington Heritage Register which had a potential of being affected by the Proposed Action. The FAA contacted Dr. Allyson Brooks, the Washington State Historic Preservation Officer (SHPO) at the DAHP on May 5th 2017 detailing the Proposed Action, the area in which properties were determined to be potentially affected by the Proposed Action, and providing this list of properties. The FAA also presented its determination of No Adverse Effect based upon the noise and air quality determinations. In a letter dated May 10th 2017, the Washington SHPO responded to the FAA stating that the SHPO concurred with the determination of properties potentially affected by the Proposed Action as well as the FAA's determination of No Adverse Effect. In addition to this, the City of Burien was provided this information and has had multiple meetings with the FAA in which no comment was made regarding the potential adverse effect on historic properties. In accordance with Section 4(f) of the Department of Transportation Act, the FAA identified 34 public parks within the Study Area. Given that the noise analysis showed that there are no changes to the noise exposure level as a result of the Proposed Action, the FAA determined that there would be no use and/or constructive use of these 4(f) properties as a result of the implementation of the Proposed Action.

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- As a general matter, the FAA's analysis is premised on the assumption that the Project will have no impact on the total number or type of aircraft departing from Sea-Tac. That premise does not appear to be accurate. Indeed, the FAA's own website suggests that the Project is designed to accommodate "greater demand and additional air carriers entering the market."[8] This error contaminates the whole Draft PEA and renders the FAA's entire analysis arbitrary and capricious. 7

- The Draft PEA claims the Project will not result in significant noise impacts. That conclusion is based on the results of FAA's noise modeling. But the Draft PEA does not identify or explain the assumptions that were used for that modeling. Unless those assumptions are disclosed and their accuracy confirmed, the noise analysis will not satisfy NEPA. 8

- The FAA assumes the Project will not impact air quality because the total number and type of aircraft departing Sea-Tac will remain constant. This assumption is flawed in two fundamental respects. First, as explained above, it is inaccurate to assume that the total number and type of aircraft departing Sea-Tac will remain constant. Second, the air quality analysis fails to account for the impacts of localized air pollution associated with direct overflights (as distinguished from regional pollution issues). 7 5

- The Draft PEA does not address significant safety concerns. The Project calls for north flow turboprop departures to establish a 250-degree heading within one nautical mile of the Sea-Tac runway. As a practical matter, this requires a sharp left turn at low altitude immediately after takeoff — an unnecessarily risky maneuver in and of itself. That risk is further heightened by the fact that most turboprop departures do not take place on the western-most (left-most, in north flow) of Sea-Tac's runways. In essence, the Project requires turboprops to execute the equivalent of a sharp left turn from the right-hand lane of a four-lane highway. There is simply no reason to subject travelers, airlines, and the communities surrounding Sea-Tac to the risks inherent in such a procedure. 9

- The Draft PEA ignores the fact that the Project is inconsistent with local planning and zoning provisions. The City has invested considerable effort, money, and regulatory resources on noise mitigation within existing noise corridors. At the same time, it has enacted land use requirements directing noise sensitive uses (including residential development required to meet the City's state-mandated share of regional housing needs) into areas outside of

[8] https://www.faa.gov/nextgen/communityengagement/sea/ (visited June 20, 2017).

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7. Response 7.

8. The FAA appreciates your comment and has added language into the CATEX to better explain the FAA's noise modeling methodology. The noise exposure of the Proposed and No Action Alternative was modelled using the Aviation Environmental Design Tool (AEDT) plug-in tool for the Terminal Area Routes Generation and Traffic Simulation (TARGETs) software. In accordance with FAA Order 1050.1F Desk Guide, Section 11.1.3, this methodology is one of the FAA approved noise screening tools for the determination of significant noise impacts. For aviation noise analyses, the FAA has determined that the cumulative noise energy exposure of individuals to noise resulting from aviation activities must be established in terms of Yearly Day-Night Average Sound Level (DNL), the FAA's primary noise metric. The Community Noise Equivalent Level (CNEL) may be used in lieu of DNL for FAA actions needing approval in California. In this noise analysis, all noise exposure was expressed in DNL. Through the use of the DNL metric, in the NEPA analysis, the FAA is able to evaluate the effect of the observed decrease flight track spread within the flight corridor.

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those corridors. The Project is inconsistent with both sets of land use provisions: low-flying aircraft would be directed away from established noise corridors (where mitigation has been implemented at great cost) and toward areas which have been set aside for noise-sensitive uses (where no mitigation has occurred and noise levels are tightly regulated). For example, the Project would route aircraft directly over Seahurst Park, which is subject to strict noise limits imposed to protect habitat conservation areas. Aircraft would also fly directly over the public library, City Hall, schools, churches, and parks, all of which were sited and built with the reasonable expectation that departures from Sea-Tac would stay within existing noise corridors and be consistent with existing land use restrictions. The Draft PEA does not account for these issues. 10

- Although the Draft PEA briefly mentions the concept of environmental justice, it fails to fully address the issue. Under existing conditions, turboprop aircraft are dispersed over the area surrounding Sea-Tac. The Project proposes to concentrate those aircraft over minority and low-income communities. This is precisely the sort of outcome prohibited by federal environmental justice requirements (including the FAA's own Orders and regulations). 11

- The Draft PEA fails to evaluate indirect and cumulative impacts. That failure is significant in light of (1) the Project's potential to increase functional capacity at Sea-Tac and (2) future capacity-enhancing future projects planned for the airport. 12

Additional deficiencies in the Draft PEA's environmental analysis are outlined in Analytical Environmental Services' technical report, a copy of which is attached hereto (*see* Attachment 2).

3. The Draft PEA Ignores Reasonable Alternatives Capable of Avoiding Unnecessary Damage to the Community

The FAA's failure to provide meaningful information and accurate analysis is particularly problematic because there are reasonable alternatives to the Project which are capable of avoiding unnecessary damage to the community.

By way of example, we note a proposal by a group of concerned Burien citizens (including several veterans of the aviation industry with decades of first-hand experience at Sea-Tac) which calls for turboprops to take an automatic 320-degree heading during north flow. Such a procedure would provide lateral separation between turboprops and jets; would keep all departures within existing noise corridors; would avoid additional overflights of noise-sensitive land uses within the City; would eliminate the safety risks associated with sharp, immediate turns onto the 13

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10. In accordance with the Part 150 Land Use compatibility guidelines (14 CFR Part 150), as well as a search of the City of Burien's planning and current zoning provisions, the reasonably foreseeable noise footprint of the Proposed Action is compatible with the current and planned land use within the Study area.

11. In accordance with FAA Order 1050.1F, environmental justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. *Fair treatment* means that no group of people should bear a disproportionate share of the negative environmental consequences resulting from industrial, governmental, and commercial operations or policies. As per FAA's criteria – there are no significant or reportable noise increases as a result of the implementation of the Proposed Action and therefore there would be no disproportionate share of significant or reportable noise increases as a result of the implementation of the Proposed Action. Furthermore, the FAA provided a way in which all members of the public could provide meaningful input into the decision making process of the Federal action, through the four-week comment period on the provisional environmental analysis.

12. As per FAA's criteria – there are no significant or reportable noise increases (in dBA DNL) as a result of the implementation of the Proposed Action. Furthermore, the noise analysis indicates that outside of the immediate vicinity of the SEA, there would be no changes in noise exposure (measured in dBA DNL) as a result of the implementation of the Proposed Action. The Proposed Action is intended to provide an additional tool by which ATC may safely accommodate more aircraft in the NAS – which minimizes ground delays, as is the FAA's congressional directive to best serve the flying public. This proposal is in response to an increase in

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250-degree heading; and would be generally consistent with other departure procedures at Sea-Tac.

Other headings, altitudes, and turn locations also appear feasible. The City stands ready to work with the FAA's technical team to identify the specific options that will best accommodate all parties' interests. We are confident that a good-faith analysis will reveal less-damaging alternatives to the Project.

*****

In light of the deficiencies set forth above, we must respectfully insist that the FAA re-consider both the Draft PEA and the Project itself. If the agency insists on proceeding with the current Project proposal, an EA or an EIS must be prepared. Alternatively, the FAA may elect to develop an alternative capable of avoiding impacts on the City and its residents. Either way, substantial changes are needed. If the FAA fails to make those changes, it will not have a legally-defensible basis for reaching a decision on the Project.

Respectfully submitted,

Lucy Krakowiak, Mayor

Nancy Tosta, Deputy Mayor

Stephen Armstrong, Councilmember

Austin Bell, Councilmember

Lauren Berkowitz, Councilmember

Bob Edgar, Councilmember

Debi Wagner, Councilmember

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operations at SEA and is not expected to increase operations at SEA. Therefore there would be no significant environmental impacts under NEPA, nor significant cumulative impact or indirect impacts or any other associated specials act, including the Clean Air Act.

13. Southbound turboprops in north-flow need to be placed on a heading with at least a 30° separation from the missed approach corridor (currently 290°-310°) to comply with FAA Order 7110.65W Section 5-8-5. This would place them at least at a heading of 340°. Given the proximity to the jet departures from SEA, this combination of headings would negate the efficiency gains intended to be captured by turning the southbound turboprops out of the way of the jet departures. For this reason, the FAA has determined this combination of headings does not meet the Purpose and Need to enhance NAS safety and efficiency at SEA during north-flow operations.

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PRAMILA JAYAPAL
7TH DISTRICT, WASHINGTON

COMMITTEE ON THE BUDGET

COMMITTEE ON THE JUDICIARY
SUBCOMMITTEE ON IMMIGRATION AND BORDER SECURITY
SUBCOMMITTEE ON REGULATORY REFORM, COMMERCIAL, AND ANTITRUST LAW

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May 22, 2017

Michael P. Huerta
Administrator
Federal Aviation Administration
800 Independence Avenue, SW
Washington, DC 20591

Dear Administrator Huerta,

I write to request more information as to how the Federal Aviation Administration (FAA) makes decisions on flight paths over communities.

In particular, I would like to know:

1. How does the FAA determine changes in use of flight paths?
2. How are changes to flight paths communicated with impacted communities?
3. Is there an opportunity for meaningful community and stakeholder input and engagement?
4. How is local community input incorporated into final decisions?
5. What flexibility is there for making changes once decisions have been made?
6. How often does the FAA review flight paths and make modifications?
7. Is there a process to assess potential environmental and health impacts on the ground that result from increased air traffic?

I understand that you have an unenviable task of balancing many competing needs. However, in order to ensure a proper balance of interests, I want to be certain that all points of view are expressed and are given serious consideration.

I have heard from residents and communities in my district, like Burien, WA, where there has been significant public controversy over flight paths. My constituents in Burien are concerned that there has not been adequate community input and consultation before flight pattern decisions have been made. Communities in my district are not only concerned about the process in which these flight paths are determined but the health and environmental impacts that result from increased air traffic.

I do appreciate that the FAA recently made changes to its Approach Control Service and Coordination Procedures Letter of Agreement at Sea-Tac Airport. I certainly hope that this represents the beginning of a dialogue and that you incorporate public consultation as much as possible.

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I would like to be able to better understand how this process works at the FAA and would appreciate a prompt response. Should you have any questions, please contact Ven Neralla of n office at ven.neralla@mail.house.gov or 202-225-3106.

Sincerely,

PRAMILA JAYAPAL
Member of Congress

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ATTACHMENT 2

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ANALYTICAL ENVIRONMENTAL SERVICES

DATE: June 19, 2017

TO: Ms. Lisa Marshall, City Attorney
City of Burien
Lisam@burienwa.gov
(206) 248-5535

FROM: Trent Wilson, Senior Project Manager

RE: **Comments on National Environmental Policy Act Preliminary Environmental Analysis – Federal Aviation Administration Departures over City of Burien**

The following memorandum provides comments on a document titled *Automation of a Westerly Heading for Turboprops Aircraft Departing SEA in North Flow Preliminary Environmental Analysis* prepared by the Federal Aviation Administration (FAA) under the National Environmental Policy Act (NEPA). The FAA is seeking to reinstate a requirement for turboprop airplanes to establish a western flight path within one nautical mile of northern departure from the Seattle-Tacoma International Airport (Proposed Action).

Project Understanding

In July of 2016, turboprop airplanes departing in the North Flow were required to turn west within one nautical mile of the runway departure end. The change in departure maneuvers was instigated to prevent conflicts between turborprop and faster moving airplanes. However, the requirement was lifted in March of 2017. Recently, the FAA released a document titled Prliminary Environmental Analysis (PEA) for the proposed reinstatement of this requirement for turboprop aircraft. The Preliminary Environmental Analysis provides a limited analysis of impacts from reinstating the western heading requirement. Two figures are provided showing the No Action flight tracks and the Proposed Action Flight tracks. No other alternatives are presented in the PEA. The FAA has requested comments concerning the document be submitted by June 21, 2017, 11:59 P.M.

Environmental Analysis

The introduction to the PEA states that the FAA is undertaking an enviornmental review under NEPA as implemented through FAA Order 1050.1F, "Environmental Impacts and Policies and Procedures". As indicated by the title, the FAA presents only the Preliminary Environmental Analysis (PEA) required by Section 4-1-6 of FAA Order 7210.3z, which is used to screen an FAA decision to determine the appropriate level of environmental review level under NEPA (categorical exclusion [Cat-Ex], environmental assessment [EA], or environmental impact statement [EIS]). The PEA provides an unsubstantiated conclusion that, given the preliminary analysis presented in the PEA and the nature of the Proposed Action, there would be no direct, indirect, or cumulative significant impacts associated with the implementation of the Proposed Action.

As stated in FAA Order 1050.1F, environmental impact categories that may be relevant to FAA actions include:

- Air quality
- Biological resources (including fish, wildlife, and plants)
- Climate
- Coastal resources
- Department of Transportation Act, Section 4(f)
- Farmlands

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- Hazardous materials, solid waste, and pollution prevention
- Historical, architectural, archeological, and cultural resources
- Land use
- Natural resources and energy supply
- Noise and compatible land use
- Socioeconomics, environmental justice, and children's environmental health and safety risks
- Visual effects (including light emissions)
- Water resources (including wetlands, floodplains, surface waters, groundwater, and wild and scenic rivers)

As stated in Section 4-2 of Order 1050.1F, the 1050.1F Desk Reference[1] provides details on current guidance and updated technical information for each environmental impact category that the FAA examines for its proposed actions and alternatives. This includes references to current requirements; information about permits, licenses, certificates, or other forms of approval and review; an overview of specific responsibilities for gathering data, assessing impacts, consulting other agencies, and involving the public; significance thresholds; and factors to consider in evaluating impact significance when there is no significance threshold.

The PEA references the need to assess the impacts to these resources areas, listing them in Table 1; however, there is no referral to the 1050.1F Desk Reference as guiding the analysis within the PEA. Stating that no ground disturbance would result from implementation of the Proposed Action, the PEA summarizes that many of the impact categories above would only be affected, if at all, as a result of noise and air quality impacts. The PEA then provides preliminary analysis concerning air quality and climate change; noise; historical, architectural, archeological, and cultural resources; land use; and socioeconomics, environmental justice, and children's enviornmental health and safety risks.

PEA Preliminary Analysis of Impacts

Air Quality and Climate Impact Analysis

As stated in Section 1.2 of the 1050.1F Desk Reference, when discussing the air quality of an area potentially impacted by FAA actions, including impacts from aircraft flight, the analysis must refer to the following:

- The current National Ambient Air Quality Standards (NAAQS);
- Applicable state ambient air quality standards;
- The attainment status(es) of the study area;
- A summary of recent measured air pollutant concentrations, if there are any monitoring sites in the region that are representative of conditions in the study area;
- A brief description of the meteorological and topographical conditions of the study area and an indication of whether these conditions could hinder the dispersal of air pollutant emissions in the study area;
- Other conditions in the study area if relevant to air quality, e.g., local land use or large emission sources nearby. For many Federal actions, discussion of such other conditions may not be needed; and
- List or table of existing permits;
- List or table of new permits that may be required by the action;

[1] Available online at https://www.faa.gov/about/office_org/headquarters_offices/Apl/environ_policy_guidance/policy/faa_nepa_order/desk_ref/

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- For commercial space launch actions, a brief description of the affected layers of the atmosphere (e.g., troposphere, stratosphere, mesosphere, ionosphere).

None of these issues are addressed in the PEA and must be addressed in the Environmental Assessment for the Proposed Action.

Without the analysis required by the 1050.1f Desk Reference, the impact finding presented in the PEA for Air Quality and Climate is unsubstantiated and is contradicted by the figures presented as the No Action and Proposed Action flight tracks (Figures 1 and 2, respectively). Section 1.3.2 of the 1050.1f Desk Reference states that while there is no single, universal criterion for deciding whether an ambient pollutant concentration analysis is necessary for Federal actions, a review of any unusual circumstances, such as intense emission sources in close proximity to areas where the public has access, might indicate a need for further anlaysis. As shown in Figure 1, the No Action flight tracks for turboprops are concentrated due north of SEATAC with a wide spread, vearing west several miles north of the airport; a majority of the western tracks are located outside of the City of Burien limits. Under the Proposed Action, nearly all of the turboprop tracks are concentrated within City of Burien limits, which has the potential to impact local air quality and the City's ability to manage local air quality impacts. Figure 2 shows that air quality within the City would worsen due to the heavy concentration of tracks compared to the tracks shown in Figure 1. The concentration of flight tracks shown in Figure 2 for the Proposed Action constitutes an unusual circumstance for which ambient pollutant concentration analysis is necessary and required to provide the FAA with all the information necessary to make an informed decision under NEPA. As stated in the City of Burien Comprehensive Plan (Comprehensive Plan)[2], Section 5.2.9, Air Quality, air quality impacts associated with SEATAC airport-related aircraft operations are unknown. However, subsequent in-field monitoring by Ecology in 1996-97 found that modeled emission for nitrogen oxides (NOx) (off the north end of the SeaTac runway) predicted that EPA standards may be exceeded. The study concluded that at this time there is no field data to verify, refute, or otherwise qualify the findings. As noted in the Comprehensive Plan, complaints from the community have arisen concerning residue fallout/deposition, jet fuel odors, and long-term health risks associated with exposure to toxic pollutants in ambient air in the vicinity of the airport. With the heavy concentration of western flight tracks arising from the Proposed Action, an Environmental Assessment must be conducted that assesses the air quality impacts arising from heavily concentrated flight paths over the City of Burien, including impacts to sensitive receptors such as residential neighborhoods. In addition to the ambient pollutant concentration analysis required for the Proposed Action under the 1050.1f Desk Reference, the analysis within the environmental assessment must include a health risk assessment that includes dispersion modeling to calculate the cancer risk and short-term health risk due to the uncertainties relating to the concentration of flight tracks within the City of Burien. Air dispersion modelling to determine the health risks should include the following:

(1) Create an emission inventory of the toxic releases,
(2) Identify the source types,
(3) Identify the terrain type,
(4) Determine the detail needed for the analysis: screening or refined,
(5) Identify the population exposure,
(6) Identify the receptor network,
(7) Obtain meteorological data (for refined air dispersion modeling only),
(8) Select an air dispersion model,
(9) Prepare a modeling protocol and submit to the City of Burien for review,

[2] Available online at http://www.burienwa.gov/index.aspx?nid=147

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(10) Complete the air dispersion analysis,
(11) If necessary, redefine the receptor network and return to Step 10, and
(12) Complete the risk assessment

General Conformity
Under the General Conformity Rule, the lead agency with respect to a federal action conducted in an area designated nonattainment or maintenance for any NAAQS for Criteria Air Pollutants (CAPs) is required to demonstrate that the proposed federal action conforms to the applicable State Implementation Plan (CIP) to meet nonconformances before the action is taken. The purpose of the rule is to ensure that federal activities do not cause or worsen existing violations of the NAAQS, or delay attainment for maintenance areas. There are two phases to a demonstration of general conformity:

1. The Conformity Review process, which entails an initial review of the federal action to assess whether a full conformity determination is necessary; and
2. The Conformity Determination process, which requires that a proposed federal action be demonstrated to conform to the applicable SIP.

The Conformity Review requires the lead agency to compare estimated emissions of CAPs to the applicable general conformity de minimis levels (40 Code of Federal Regulations [CFR] 153 (b)(1) and (2)). If the emission estimates from step one are below the applicable threshold(s), then a general conformity determination is not necessary and the full Conformity Determination is not required. If emission estimates are greater than the applicable threshold(s), the lead agency must conduct a Conformity Determination. Therefore, within the environmental assessment for the Proposed Action, the FAA must determine whether conformity requirements apply and consider the following:

- The nonattainment or maintenance status of the area;
- Emissions budget;
- Exemptions from conformity;
- FAA-specific activities that are presumed to conform (72 Federal Register 41565-41580 (July 30, 2007)); and
- Response to emergency or disaster.

Climate Impact Analysis
As stated in Section 3.1.1 of the 1050.1f Desk Reference, climate impacts should be documented in a separate section of the NEPA document, distinct from air quality, under a heading labeled "Climate". Climate impacts are grouped in the PEA with Air Quality, in conflict with the 1050.1f Desk Reference. Furthermore, Section 3.3.1 of the 1050.1f Desk References requires that if the FAA deems there would be no net increase in greenhouse gas emissions from Proposed Action over the No Action alternative, then the environmental assessment must explain the reasoning. The environmental assessment must address the increase in greenhouse gas emissions that would occur within the City of Burien as shown by the flight tracks in Figure 2 compared to Figure 1 and the significant impacts to the City's ability to initiate local climate change planning that would result. The FAA must develop mitigation for incorporation into the environmental assessment of the Proposed Action, in coordination with the City of Burien, to address these impacts.

Response to Comment 106

Comment 106

City of Burien

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Summary

Accordingly, the discussion within the PEA for Air Quality and Climate does not meet the requirements under NEPA nor the policies of the FAA presented in Order 1050.1f and the 1050.1f Desk Reference. An environmental assessment must be developed and include descriptions of the existing air quality setting as outlined in the 1050.1f Desk Reference. An ambient pollutant concentration analysis along with a health risk assessment must be conducted to assess air quality impacts and the FAA needs to comply with the General Conformity provision of the Clean Air Act. Climate change must be addressed as a seperate topic and include mitigation for the singificant impact that would result from concentrating greenhouse gas emissions within the City of Burien.

Noise Impact Analysis

According to Section 11.2 of the 1050.1f Desk Reference, a NEPA document must determine the study area for noise analysis, identify noise sensitive areas in the study area and pertinent land use information, and describe current noise conditions in the study area. According to the 1050.1f Desk Reference, the study area for noise is the three dimensional geographic area with the potential to be impacted by noise from the proposed project. The study area can vary in size from an airport's environs to a larger scale airspace redesign that includes multiple airports. An airport environs study area must be large enough to include the area within the DNL 65 dB contour, and may be larger. An environmental assessment is required to assess the above noise environment.

The PEA states that noise screening of the flight tracks for the Proposed Action were assessed using the FAA computer-based noise screening tool Terminal Area Reoute Generation, Evaluation, and Traffic Simimulation (TARGETS) Aviation Environmental Design Tool (AEDT) Plug-In as recommended under order 1050.1f to assess impacts of the Proposed Action. The PEA then presents the results without providing a summary of the assumptions utilized within the modeling tool. Accordingly, in the environmental assessment for the Proposed Action, the FAA must summarize the assumption utilized for the model to substantiate the findings. Section 11.3 of the 1050.1f Desk Reference is specific in the requirements for such an analysis, stating that:

> "The environmental consequences section of the NEPA document will include the analysis of the potential noise impacts of the proposed action and alternative(s) for each timeframe evaluated. The noise analysis will include DNL contours, grid point, and/or change-of-exposure analysis for the proposed action and each alternative compared to the no action alternative for the same future timeframe. Comparisons should be done for appropriate timeframes. Timeframes usually selected are the year of anticipated project implementation and 5 to 10 years after implementation. Additional timeframes may be desirable for particular projects."

Contour map requirements are codified under 14 CFR Apendix A to Part 150, Noise Contour Maps (Apendix A to Part 150). Part B of Apendix A to Part 150 states that:

> "To determine the extent of the noise impact around an airport, airport proprietors developing noise exposure maps in accordance with this part must develop Ldn contours. Continuous contours must be developed for YDNL levels of 65, 70, and 75 (additional contours may be developed and depicted when appropriate). In those areas where YDNL

Response to Comment 106

Comment 106

City of Burien

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values are 65 YDNL or greater, the airport operator shall identify land uses and determine land use compatibility in accordance with the standards and procedures of this appendix."

In addition, coutour maps must include flight tracks. Accordingly, to fully assess the impacts associated with the drastic change in flight tracks (as evidenced by the comparison of Figure 2 to Figure 1 of the PEA), the FAA must develop noise coutour maps for both alternatives and determine compatible land uses. These countour maps must be included in the environmental assessment for the Proposed Action. After completion of the maps, the environmental assessment must include a detailed assessment in accordance with Department of Transportation Act, Section 4(f).

Summary

Accordingly, the discussion within the PEA for noise does not meet the requirements under NEPA nor the policies of the FAA presented in Order 1050.1f and the 1050.1f Desk Reference. An environmental assessment must be developed and include descriptions of the existing noise setting as outlined in the 1050.1f Desk Reference. Noise countour maps must be developed to assess compatible land uses with the Proposed Action.

Historical, Architectural, Archeological and Cultural Resources

While the FAA received concurence from the State Historic Preservation Office under Section 106 of the National Historic Preservaiton Act, that process is separate from NEPA and the environmental assessment must include the requirements outlined in Secton 8 of the 1050.1f Desk Reference. The environmental assessment must include a discussion of the existing setting as related to historical, architectural, archeological, and cultural resources.

Land Use

According to Section 9.2 of the 1050.1f Desk Reference, a NEPA document must describe the affected environment for land use and determine the existing and planned and future land uses in the area. While the PEA gives a general listing of the land uses within the study area, there is no discussion of the planned and future uses that may be impacted from greatly concentrating flight tracks within the City of Burien. The analysis within the PEA relies on the findings of the noise analysis to conclude that no significant impacts would result from the implementation of the Proposed Action. However, as stated above, the noise analysis does not provide sufficient detail or documentation for such conclusions and the environmental assessment must include an updated noise analysis to assess land use impacts. Furthermore, incompatibility with existing land uses must be assessed in the context of the City of Burien's ability to implement existing and future planned development. Section 9.3.1 of the 1050.1f Desk Reference acknowledges that significance criteria have not been established by the FAA for impacts concerning land use and and the FAA has not provided specific factors to consider in making a significance determination for land use. Accordingly, the FAA states that "(i)f the proposal would result in other impacts that have land use ramifications, for example, disruption of communities, relocation, and induced socioeconomic impacts, the impacts on land use should be analyzed in these contexts and described accordingly." With such an increase in flight tracks over residential areas, impacts to land use would be significant including, but not limited to, disruption of the existing communities, potential relocation of inhabitants, and even socioeconomic impacts from decrease in land values due to the increase in the number of overhead flights. These issues must be addressed in the environmental assessment.

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City of Burien

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Summary

The EA must assess the direct and indirect impacts to land use beyond noise impacts and must include mitigation for community disruption, relocation demands of existing residences, and socioeconomic impacts.

Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks

The PEA assesses socioeconomics, environmental justice, and Children's environmental health and safety risks stating that there are no impacts to the identified minority and impoverished area because there are no significant impacts assocated with air quality or noise . However, as noted above, the PEA does not substantiate the claims that the concentration of flight tracks within the City of Burien would not result in significant impacts. Furthmore, there is no indication that the FAA consulted local transportation, housing and economic development, relocation and social agency officials, and community groups regarding the social impacts of the proposed action and alternative(s) as required under Section 12.1.2 of the 1050.1f Desk Reference. Consultation must be conducted before the environmental assessment is completed and released to the public for review. Furthermore, the principal social impacts to be considered are those associated with relocation or other community disruption, transportation, planned development, and employment. The baseline conditions to be addressed in the enviornmental assessment must include the size of local population centers, the distance from a project site to these areas, and the nature of the local economies.

Please note, that for the sake of this discussion it is assumed that the titles of Figures 5 and 6 are mislabeled as Figure 5 actually represents the Proposed Action flight tracks and Figure 6 actually represents the No Action flight tracks. As shown in Figure 5, the flight tracks are concentrated within impoverished and minority areas. Under the No Action (Figure 6), flight tracks are evenly spread throughout the region which includes areas for which no enviornmental justice thresholds are exceeded. Concentrating the flight tracks within minority and impoverished areas is a significant environmental justice impact and must be mitigated within the environmental assessment. Such concentration of flight tracks conflicts with Executive Order 12898, which directs each federal agency to make environmental justice part of its mission, and sets responsibilities for agencies including developing a strategy to identify and address "disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations."

Summary

The figures presented in the PEA provide evidence that the Proposed Project violates Executive Order 12898 by causing flight tracks to be concentrated over impoverished and minority areas within the City of Burien. The FAA must consult with local agencies prior to completion of the environmental assessment to ensure compliance with the 1050.1f Desk Reference and Executive Order 12898. The discussion within the environmental assessment must acknoledge the significant impacts of the Proposed Action on environmental justice and include mitigation to reduce impacts.

Other NEPA Requirements

FAA Order 1050.1f states that to comply with NEPA, the environmental review process must include analysis of direct, indirect, and cumulative impacts as well as identifty irreversible and irretrievable commitment of resources. The PEA attempts to meet these requirements by merely stating there are no such impacts. In accordance with Section 15 of the 1050.1f Desk Reference, the FAA must assess the cumulative environment by considering past, present, and reasonably foreseeable future actions before an action can be taken.

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www.analyticalcorp.com

Response to Comment 106

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City of Burien

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Accordingly, the environmental assessment must comply with the requirements outlined within Section 15 of the 1050.1f Desk Reference. Furthermore, the FAA needs to provide justification within the environmental assessment as to why implementaiton of the Propsoed Action would not result in irreversible and irretrievable commitment of resources.

Other Environmental Resources

While the resources above were discussed in the PEA, several resource areas were omitted. For example, visual resources were not addressed. With such a clustering of flight tracks over the City of Burien, both daytime and nighttime skyward views would be significantly impacted as such clustering would be considered intrusive, and therefore the statement in Section 13.32 of the 1050.1f Desk Reference that such issues are not to be considered as an adverse affect does not apply to the Proposed Project.

The FAA must fully implement the requirements of the 1050.1f Desk Reference when completing the environmental assessment for the Proposed Action. For those resource areas that would not be impacted by the Proposed Action, as stated in Paragraph of 4-2.c of FAA Order 1050.1F, "[i]f an environmental impact category is not relevant to the proposed action or any of the reasonable alternatives identified (i.e., the resources included in the category are not present or the category is not otherwise applicable to the proposed action and alternative(s)), this should be briefly noted and no further analysis is required." Those impact categories that are minimally affected by a project need not be described in detail, but instead should be briefly discussed and dismissed early in the NEPA review. An explanation as to why these impact categories are being dismissed should be provided. Adequate evidence must support the explanation as to why the impact categories are being dismissed.

Environmental Assessment Required

As shown above, the FAA's PEA for the westerly shift in northern departure flight tracks from SEATAC airport does not meet the requirements outlined by CEQ or FAA policies and procedures for implementing NEPA. Due to the extraordinary circumstances as evidenced above, the FAA must complete an Environmental Assessment. The discussion of the existing setting, analysis, and mitigation must follow the 1050.1f Desk Reference to comply with NEPA. The existing setting and impact analysis must include the areas within the City of Burien and associated sensitive receptors that would be adversely impacted from the increase in flight tracks within city limits. The FAA, in accordance with the requirements outlined in the 1050.1f Desk Reference, must consult with affected jurisdictions, which includes the City of Burien, prior to release of a draft EA. Consultation should include alternatives to the Proposed Action as required under NEPA. 40 CFR Section 1500.1(a) of the CEQ Regulations for Implementing the Procedural Provisions of NEPA states that the purpose of NEPA is to use the process to identify and assess "resonable alternatives to proposed actions that will avoid or minimize adverse effects of these actions upon the quality of the human environment". The FAA must work closely with impacted parties to ensure full compliance under the NEPA process to ensure impacts to the City of Burien are adequately mitigated.

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Response to Comment 106

Comment 107

City of Burien

Page 1

City of Burien
400 SW 152nd Street
Suite 300
Burien, WA 98166-1911

P 206.241.4647
F 206.248.5539

burienwa.gov

August 17, 2017

David C. Suomi
Acting Regional Administrator
Federal Aviation Administration - Northwest Mountain Region
1601 Lind Avenue, S.W.
Renton, WA 98057

Re: July 25th, 2017 City of Burien-FAA Meeting

Dear Mr. Suomi:

Thank you for meeting with me, Matt Adams, and Brian Wilson on July 25th 2017 to discuss the FAA's proposed procedure establishing an automatic 250-degree heading for turboprop aircraft departing Seattle-Tacoma International Airport (Sea-Tac) during North Flow conditions.

The proposed procedure has been the subject of substantial public controversy. The City of Burien and its residents are concerned that the 250-degree heading may result in significant and unnecessary environmental impacts, and have urged the FAA to take a hard look at the procedure's impacts and potential alternatives thereto. I understand that more than 750 public comments on the proposed procedure have been submitted to the FAA so far. 1

I believe our July 25 meeting was a productive first step in identifying feasible alternatives to the 250-degree heading, and I very much appreciate you and your staff's willingness to continue that conversation. This letter clarifies some of the points raised in the meeting and provides an update on follow-up actions the City has taken since then.

1. Alternative Headings

The proposed procedure would assign north flow turboprop departures to a 250-degree heading. As a practical matter, this would require aircraft to make a sharp left turn immediately after takeoff, routing low-flying planes directly over the heart of the City.

Response to Comment 107

1. Response 8. We had in total 716 comments, 205 of which were not associated with the westerly turn of some south bound turboprops in North Flow.

Comment 107

City of Burien

Page 2

On July 25, we discussed the possibility of identifying alternative headings capable of reducing impacts to the City and its residents. Much of the discussion centered on a proposal by a group of Burien citizens to route turboprop departures on a 320-degree heading. The FAA suggested that the 320-degree heading is not feasible because it would require turboprop aircraft to cross the protected path reserved for Sea-Tac missed approaches, which currently occupies a 290-degree heading. But the schematic diagram your team prepared and distributed on July 25, shows that the proposed procedure's 250-degree heading also requires turboprop aircraft to cross the protected missed approach path — particularly when departing Sea-Tac's central and eastern runways. It would be helpful to Burien to have a further explanation of the manner in which the FAA agency protects air space for missed approaches and/or breakouts.

Although you and your team expressed concern about routing turboprops on a 320-degree heading, you also noted that a 270-degree heading for turboprop departures is viable. We appreciate your willingness to discuss routing turboprops on a 270-degree heading, and we agree with you that this option appears feasible. We further agree that it might be somewhat helpful in reducing impacts on the City and its residents.

However, we also believe the availability of the 270-degree heading — and, more specifically, the fact that the 270-degree and 290-degree headings would not conflict — presents an opportunity for an even better solution. Specifically, we suggest that turboprops be routed on the 290-degree heading and the 270-degree heading be reserved for Sea-Tac missed approaches. This would greatly diminish, if not eliminate, impacts to Burien citizens residing under the 250-degree heading, while also addressing the FAA's interest in maintaining a clear path for missed approaches. This option warrants further discussion.

2. Timing Restrictions

Our July 25 discussion also explored the possibility that time-of-day restrictions might also help limit impacts on the City and its residents, either as stand-alone measures or as additions to a procedure involving an alternative heading. I understand that this approach has been used, in various forms, at other airports where environmental impacts are a concern. Your team agreed to evaluate the potential for time-of-day restrictions to help address the City's concerns. The City looks forward to discussing the results of that evaluation.

3. Jet Aircaft

The current version of the proposed procedure applies only to turboprop aircraft. On July 25, Brian, Matt, and I explained that many Burien residents are concerned that the procedure might one day be opened to jet aircraft. In response, your team confirmed that (a) the proposed procedure is limited to turboprop aircraft and (b) a procedure routing jet aircraft over Burien on a 250-degree heading would not be consistent with the FAA Records of Decision governing arrival and departure paths at Sea-Tac. The City appreciates this confirmation. Please let me know immediately if the FAA's plans or interpretations change in any way.

Response to Comment 107

2

2. Aircraft issued different headings from the same point would get further away from each other as they travel along that heading. The greater the difference between those headings, the greater the separation. This difference is known as divergence. While aircraft on the 250º and 320º headings may both cross into the missed approach protected airspace (between 290º – 310º), aircraft on the 250º would have greater divergence from any missed approach than those on a 320º heading. Furthermore placing aircraft on a 320 º heading from SEA are not sufficiently separated from BFI traffic, as it places them within 3NM of BFI.

3

3. A minimum of 30° separation is required between a departure and a missed approach heading per FAA Order 7110.65W Section 5-8-5. Having the missed approach be on the 270º heading and the automatic turning of turboprops in west flow be the 290º heading do not provide the minimum 30° divergence. For this reason, as discussed in the Section 4, Alternatives, the FAA has determined that heading ranges do not meet the Purpose and Need to enhance NAS safety and efficiency at SEA during north-flow operations.

4

4. The FAA evaluated the discussed alternative of having time-of-day restrictions in Section 4, Alternatives. It was determined that reverting to coordinating turns between SEA and S46 during Sleeptime operations[1], when operationally feasible would not decrease the safe and efficient use of the NAS. Upon consideration of public input, the preferred alternative became including the suspension of the automatic turn, when operationally feasible during Sleeptime operations[1].

[1]Sleepytime operations typically take place between 10 pm and 6 am.

Comment 107

City of Burien

Page 3

4. Further Outreach

You suggested that the City may wish to contact Alaska Air Group to discuss some of the alternatives and mitigation measures we addressed on July 25. The City has indeed contacted Alaska Air Group. The Port of Seattle has also requested a meeting. I will continue to update you on the results of the City's discussions with Alaska Air Group and the Port.

5. Status of Environmental Review

As explained in written comments on the FAA's Preliminary Environmental Analysis ("PEA"), a Categorical Exclusion ("CATEX") is not appropriate for the procedure *as proposed*. The City understands your team is continuing to review our comments, as well as those submitted by other stakeholders. I trust no final action will be taken on the environmental review or the proposed procedure while the parties are continuing to discuss alternatives and mitigation in good faith. 1

***

We would welcome the opportunity to discuss the foregoing with you and your team, and would be happy to meet with you again at your offices. Thank you for your consideration. We look forward to hearing from you soon.

Regards,

Lisa Marshall
City Attorney

Cc: Brian Wilson, Burien City Manager
Matt Adams, Dentons

Response to Comment 107

Comment 108

Patricia Clark

Page 1

Sent: Sunday, June 18, 2017 9:44 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: patricia@serenityequinerescue.com
Name: Patricia Clark
Mailing Address: 28818 Se 216th Way
City: Maple Valley
State: WA
Zip Code: 98038

Aviation noise: I live in Maple Valley, WA and operate an Equine Rescue on my farm. Since the second week of June the aircraft traffic and noise has increased about 99%.

Aviation noise concentration: This past week I started counting the number of planes flying over or near my farm and I counted 22 in 70 minutes. On barely got out of ear shot when another came along.

Environmental concerns: The noise is so loud that some planes startle the horses making it a dangerous situation for our volunteers who are handling them. Moreover, these horses have been traumatized and the continuous noise impacts their rehabilitation. As part of our Mission we offer therapy for veterans and others who suffer with PTSD and other psychological disorders. We cannot have therapy sessions out on the farm where we need to work with people and have quiet times of meditation. I also live on the farm and it has become near impossible to sleep. The constant airplane noise is unbearable. This has also impacted my health and well-being. I bought property here so I would have the peace and quiet. This is a farming community and we do not want to live with the noise. I believe this not only impacts my health but will impact my property values as well. We need help to get this to stop immediately. Please email me with any suggestions for contacts. I have emailed the FAA only to get back canned responses and nobody has contacted me. Patricia Clark, Executive Director Serenity Equine Rescue and Rehabilitation 1

Response to Comment 108

1. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow. In north flow, your concern is more likely associated with east bound SEA departures. Since analyzing the impacts of SEA east bound departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 108

Patricia Clark

Page 2

Possible increase in aviation noise: It is extremely load. Sounds like we are living in Burien by the airport.
Aviation noise concentration: Has increased already 99% during the past few weeks.

Air quality: We are in the country and moved here for a better life for our families with cleaner, quieter environment.

Other concerns: This is a quiet farming community. The airplane traffic has a very negative impact on the people who have invested here as well as our animals and wildlife.

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 108

Comment 109

Michelle Clarke-Mason

Page 1

Sent: Wednesday, June 21, 2017 11:53 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: fieldfueler@gmail.com
Name: Michele Clarke-Mason
Mailing Address: 1503 SW 130th Street
City: Burien
State: Washington
Zip Code: 98146

Aviation noise: I have lived in our house for 53 years, having bought the property from my mother's estate (it is the house I was brought home from the hospital to when I was born) We have and are currently updating the house, with full intention staying in the house through retirement. One of the best things about the house is my garden and our access to parks and the beach at Ed Monroe, all in walking distance. For more than a year now we have had many flights a day passing overhead, loud enough to effect indoor conversations, make the yard and garden un-enjoyable, and intrude on our daily walks to the beach. Previously, the only time we experienced any flight noise was for 2-3 hours the three days the Blue Angels were flying for Seafair. 1 If the FAA is not willing to abide by their statement that they will desist the new routing we will have to re-evaluate our decision to stay in the area. 2 The air traffic pattern was altered with out required impact studies and environmental research. This affects our quality of life, home value and future.

Environmental concerns: In the park one block from our house we have many species of wildlife, including bald eagles and herons, owls, foxes and more. Constant low flying aircraft will drive them from the area, and is detrimental to their well being. 3

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 109

1. Response 1

2. Response 4

3. Response 5

Comment 110

Andy Clement

Page 1

From: Andy Clement <dirtinseattle@gmail.com>
Sent: Wednesday, June 21, 2017 9:35 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Loud airplane noise over Burien/White Center

I realize the airport is growing but this is insane. It is ruining our lives. I have moved from two homes over the years from the plane noise and now its started here. Its loud and out of line. I am disabled and have medical conditions that keep me from sleeping, the plane noise is making my health deteriorate. Not that the FAA gives a crap but you all should know what we think of what you do. You aren't here getting your lives ruined, we are. so you should hear it. My taxes pay for this crap? The FAA seems to do what it wants. That 3rd runway is still putting more screws to us. 1

Response to Comment 110

1. Response 9

Comment 111

Charlene Clements

Page 1

Sent: Wednesday, June 21, 2017 7:43 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: Charli.clements@yahoo.com
Name: Clements C Charlene
Mailing Address: 2250 SW 156 st
City: Burien
State: Washington
Zip Code: 98661

Aviation noise: I moved hear for the quietness .I am sensitive to noise witch contributes to stress and my heath

Aviation noise concentration: Noise causes me a great deal of stress

Possible increase in aviation noise: I get I'll when I am around a lot of noise

Aviation noise concentration: Noise Causes me a great deal anxiety . 1

Air quality: I have Asthma and the air quality is very impotent 2

Other concerns: That I will have to move .

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/?CFID=63610103&CFTOKEN=33725b00f79025f6-08BD4746-D5B7-630B-B7BCD25B4304834D&jsessionid=B8A8846C491249F69273EF0F1686F341.www

Response to Comment 111

1. Response 1

2. Response 2

Comment 112

Byron Cline

Page 1

Sent: Tuesday, June 13, 2017 9:01 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: bryoncline@yahoo.com
Name: Bryon Cline
Mailing Address: 703 sw 118th street
City: Seattle
State: Wa
Zip Code: 98146

Aviation noise: Very anoying

Other concerns: We werent part of the vote for the expansion or home upgrades fir the added traffic and noise but get the fly overs.

Possible increase in aviation noise: Same

1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 112

1. Given your location in relation to the Section 2, Figure 13, it appears that you would have less turboprop overflights as a result of the implementation of the Proposed Action. Your concern is more likely associated with other traffic. Since analyzing the impacts of other traffic is outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 113

Roie Cohen

Page 1

Sent: Wednesday, June 21, 2017 7:01 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: roie.cohen@gmail.com
Name: Roie Cohen
Mailing Address: 14960 22nd Av. SW
City: Burien
State: WA
Zip Code: 98166
Concerning Address:

Aviation noise: Noise has been horrible. Please note:
https://gallery.mailchimp.com/22758f2f5c3d60900fdc671a9/files/5ab30275-4ab8-4776-bd50-00af96685e5c/Master_Response_QSC_PUBLIC_FINAL_.pdf

Aviation noise concentration: Noise has been horrible. Please note:
https://gallery.mailchimp.com/22758f2f5c3d60900fdc671a9/files/5ab30275-4ab8-4776-bd50-00af96685e5c/Master_Response_QSC_PUBLIC_FINAL_.pdf

Possible increase in aviation noise: Noise has been horrible. Please note:
https://gallery.mailchimp.com/22758f2f5c3d60900fdc671a9/files/5ab30275-4ab8-4776-bd50-00af96685e5c/Master_Response_QSC_PUBLIC_FINAL_.pdf

Aviation noise concentration: Noise has been horrible. Please note:
https://gallery.mailchimp.com/22758f2f5c3d60900fdc671a9/files/5ab30275-4ab8-4776-bd50-00af96685e5c/Master_Response_QSC_PUBLIC_FINAL_.pdf

Air quality: Noise has been horrible. Please note:
https://gallery.mailchimp.com/22758f2f5c3d60900fdc671a9/files/5ab30275-4ab8-4776-bd50-00af96685e5c/Master_Response_QSC_PUBLIC_FINAL_.pdf

Other concerns: Noise has been horrible. Please note:
https://gallery.mailchimp.com/22758f2f5c3d60900fdc671a9/files/5ab30275-4ab8-4776-bd50-00af96685e5c/Master_Response_QSC_PUBLIC_FINAL_.pdf

1

Response to Comment 113

1. Response 1

Comment 114

Elizabeth Coleman

Page 1

From: Elizabeth Coleman <lzcoleman258@gmail.com>
Sent: Friday, June 16, 2017 3:45 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Requesting quiet skies over BURIEN

To whom it may concern,

I am a very concerned Burien, WA resident. I have lived in Burien almost 5 years now and have loved almost every minute of it. When I was first looking for a home I was interested in various parts of south Seattle. My sister lives near Beacon Hill and has loud planes flying over her home all hours of the night and day. When I told her that I had NO interest in putting up with airplane disruption she suggested I review flight patterns at SeaTac airport to help me best determine where a quiet, healthy neighborhood would be with minimal flight traffic.

Which is why I moved to Burien. At that time, the flight patters over Burien were extremely low, if any. It was great. It was quiet in my neighborhood. I felt good about walking outside as there were minimal toxins from airplanes overhead.

That has all changed! Once the FAA allowed air traffic from SeaTac to fly over Burien and South Burien without any notice, public comment period, or approval of any kind. I noticed IMMEDIATELY when the air traffic was rerouted. The airplanes shake my windows, disturb my outdoor space, pollute our community and cause disruption all day and all night. I've been woken up by the rattling of my bedroom windows when planes fly overhead. 1

This email is to formally request a STOP to the FAA's unauthorized flight pattern change. As a concerned citizen of the Burien community I urge you to honor this request and give back our quiet skies over Burien!

A concerned citizen,

Elizabeth Coleman

Response to Comment 114

1. Response 1

Comment 115

Jason Coleman

Page 1

Sent: Wednesday, June 21, 2017 9:27 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: yojace@gmail.com
Name: Jason Coleman
Mailing Address: 21431 4th Place S
City: Des Moines
State: WA
Zip Code: 98198

Aviation noise concentration: It seems as if over the 9 years I've lived here the noise has gotten much more pronounced. I don't know if it is due to more flights, lower flight ceilings, rerouting or the use of the third runway, but there has been a dramatic increase in the noise footprint as experienced from the ground. 1

Aviation noise concentration: Specific to my area - Des Moines WA off of 216th by Normandy Park - the aviation noise level has markedly increased over the last 9 years.

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 115

1. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow. In north flow, your concern is more likely associated with SEA arrivals and SEA jet departures in south flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 116

Ron Combs

Page 1

Sent: Wednesday, June 21, 2017 7:38 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: therighttracks@comcast.net
Name: Ron M. COMBS
Mailing Address: 20240 1st Ave S.
City: Des Moines
State: WA
Zip Code: 98198

Aviation noise: I wasn't worried about the approval of the third runway at Seatac International, but since it kicked into full time use there has been an abundance of air traffic taking off to the south vectoring off to the west towards Puget Sound at a scary low altitude, and from inside my living room they sound like they are landing on my house. I have lived here since 1988 (29 years). When we moved in you could hardly tell that there was an airport close by. (approximately 30 blocks away) 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 116

1. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow. In north flow, your concern is more likely associated with SEA arrivals and jet departures from SEA in south flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 117

Adelle Comfort

Page 1

From: Adelle Comfort <adelle1016@comcast.net>
Sent: Saturday, June 17, 2017 1:45 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Cc: 'Larry Cripe'
Subject: FLIGHTS OVER BURIEN

I purchased my home at 14329 23rd Ave SW Burien in May of 2001 . This was after a 13 month search to find a home looking over Puget Sound and the Olympic Mountains and in a QUIET neighborhood. I did my homework on the flights from Sea-Tac, as did my realtor at the time. I put my home up for sale in April of 2016 and it sold in 4 days, in part based on the knowledge that it was a quiet neighborhood and about the only 'fly overs' were the few days during Seafair and the Blue Angels.

It was in late July or early August 2016, while I was still in the house that I noticed a startling change in the flight patterns. On one evening alone, I kept track from 11:00pm until 11:40 and every 7 to 9 minutes prop jets were flying very low over the house. I gave up keeping track after 11:40 pm and sent an email to the Port of Seattle as I did not know where else to complain.

These flights would often come over the houses very low as early as 4:30 in the morning! The flights continued during the day to the point that neighbors with whom I could speak across the yard to n a normal voice, suddenly we could not hear each other until the planes were goneThese planes were disturbing all of the peace and creatures that everyone enjoys down at Seahurst Park, at Lake Burien School Park and Eagle Landing park....places
we pay taxes for and to enjoy in peace and quiet. Hikes that should be peaceful; picnics which should be peaceful and fun; tennis matches without roaring engines and leaking noxious gas over people. Some people have no other place to go for open space and to enjoy views. And on the VERY best SUNNY and WARM days the 'flyovers' were even worse. They very days on which people seek the solace of these areas are ruined by these flights. 1

I moved to 14810 16th Ave SW in October. A Rental. I found the flights to actually be SCARY they were so low (even just these few blocks closer to the airport than at 23rd.) There is no way that this is what we should have to put up with.

Response to Comment 117

1. Response 1

Comment 117

Adelle Comfort

Page 2

These flights are dangerous, they are bad for our health. No one purchased homes in this area EVER believing that this part of Burien would become a dangerous 'highway' for planes. 2 3

And how dare you ruin the beauty and enjoyment of the many areas near the water that attract people to come to Burien and enjoy Burien. You take away the quality of life with these 'fly overs' …the quality of life that we have known all of these years!

The City of Burien is not yours to 'own' !

Response to Comment 117

2. Response 11

3. Response 10

Comment 118

Adelle Comfort

Page 1

From: Adelle Comfort <adelle1016@comcast.net>
Sent: Monday, June 19, 2017 10:18 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Cc: 'Larry Cripe'
Subject: You don't own Burien

I sent you messages earlier.

I live across from Lake Burien School Park…I saw the kids coming from a bus from Burien Parks and Recreation Center today . These are kids with no open spaces in which to play!

They were playing volleyball and playing with frisbees. Dogs were being walked and kids on the other side of the park were on the swing sets. Adults were playing with the 'Pulse tennis' games.

In Summer, Burien Parks puts on a 6 week summer series of 'music in the park'…..none of which will be heard when the planes you think you have the right to fly over our properties drown out the music and the beauty of the park. 1

Who do you think you are? Let the planes fly over your neighborhood.

When you try to put a size six 6 foot into a size 4 shoe….think of another solution. You get the big bucks…don't expect us to figure out your solutions. Use Paine Field, Use JLMC…time to think out of the 'box' and the box does not include Burien as your whipping post. 2

Seattle needs to realize we are not big enough to deal with this huge issue of more airport traffic.

Think of it as your neighborhood….Do you want your children to be drenched in jet fuel in the park next to you?? 3

Response to Comment 118

1. In accordance with FAA's Order 1050.1F, there are fourteen environmental impact categories to be evaluated as part of the NEPA process, as well as other special use regulations to be considered. One of these categories is impact on resources protected under Section 4(f) of the Department of Transportation (DOT) Act, such as publically owned parks. Given the nature of the Proposed Action, such an impact to properties protected under Section 4(f) of the DOT Act would be a result of either noise of air quality impacts. Given the analysis that both the noise and air quality impacts are *de-minimus*, there would be no expected impact to biological resources, under any of these Statutes, Orders or other guidance as a result of the implementation of the Proposed Action.

2. Response 9

3. Response 2

Comment 119

Adelle Comfort

Page 1

From: Adelle Comfort <adelle1016@comcast.net>
Sent: Tuesday, June 20, 2017 6:37 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Cc: 'Larry Cripe'
Subject: RE: You don't own Burien

You have heard from me before. But wanted you to know what, in part, happened today at Lake Burien School Memorial Park. Today, there was an outdoor exercise group made up of new mothers (with babies in strollers) along with some toddler/siblings hanging out. Had to be about 15 women along with their instructor. This is the type of thing that goes on at this park all the time. Families enjoying quiet, open, safe space. 1

Your proposed flight paths would bring it all to a halt. Can't imagine a new mom wanting her infant or small toddlers suffering the noise and jet fuel every 10 or 15 minutes….let alone what it does to herself. 2 3

Just want you to know what you should have learned had you done any study whatsoever about what this neighborhood is about and what we are willing to fight for.

Response to Comment 119

1. In accordance with FAA's Order 1050.1F, there are fourteen environmental impact categories to be evaluated as part of the NEPA process, as well as other special use regulations to be considered. One of these categories is impact on resources protected under Section 4(f) of the Department of Transportation (DOT) Act, such as publically owned parks. Given the nature of the Proposed Action, such an impact to properties protected under Section 4(f) of the DOT Act would be a result of either noise or air quality impacts. Given the analysis that both the noise and air quality impacts are *de-minimus*, there would be no expected impact to biological resources, under any of these Statutes, Orders or other guidance as a result of the implementation of the Proposed Action.

2. Response 1

3. Response 2

Comment 120

Anne Connell

Page 1

Sent: Tuesday, July 04, 2017 8:58 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: amconnell@msn.com
Name: Anne Connell
Mailing Address: 2321 16th Ave South
City: Seattle
State: WA
Zip Code: 98144-5101

Concerning Address: "STOP dumping noise in 98144. The noise wakes babies up from naps and stops conversations. I have to wear ear plugs to sleep. Beacon Hill has shouldered too much for the traffic - primarily because the neighborhood has been too poor to protest. I a hopeful that the sale of million dollar homes here will spur newpolititcal activity. It is not fair or healthy. The shift east on North Flow has dumped Sea-Tac noise over Beacon Hill and the Rainier Valley disproportionately. Inadequate noise monitors and computerized 'noise modeling' are a sham, and this violates EPA guidelines for protecting low-income and minority communities from disproportionate environmental impacts. We stopped the FAA in 2010 from setting-up a new, expanded departure corridor over SE Seattle, but the pattern at FAA is clear. More noise is dumped on the poorest neighborhoods of color. Stop it!""

Aviation noise: ""STOP dumping noise in 98144. The noise wakes babies up from naps and stops conversations. I have to wear ear plugs to sleep. Beacon Hill has shouldered too much for the traffic - primarily because the neighborhood has been too poor to protest. I a hopeful that the sale of million dollar homes here will spur newpolititcal activity. It is not fair or healthy. The shift east on North Flow has dumped Sea-Tac noise over Beacon Hill and the Rainier Valley disproportionately. Inadequate noise monitors and computerized 'noise modeling' are a sham, and this violates EPA guidelines for protecting low-income and minority communities from disproportionate environmental impacts. We stopped the FAA in 2010 from setting-up a new, expanded departure corridor over SE Seattle, but the pattern at FAA is clear. More noise is dumped on the poorest neighborhoods of color. Stop it!" 1

Response to Comment 120

1. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow. In north flow, your concern is more likely associated with SEA jet departures and SEA arrivals in south flow. Since analyzing the impacts of SEA south flow arrivals and north flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 121

Tim Connell

Page 1

Sent: Wednesday, July 05, 2017 8:29 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: thconnell@msn.com
Name: Tim Connell
Mailing Address: 2321 16TH AVE S
City: SEATTLE
State: Washington
Zip Code: 981445101

Aviation noise: I live up on Beacon Hill and the constant and growing noise from the airplanes continues to be a major issue at our house. I am writing this note from my back porch and four planes have already flown directly overhead. Please work on redirecting around the city as this is becoming overwhelming. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 121

1. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow. In north flow, your concern is more likely associated with SEA jet departures and SEA arrivals in south flow. Since analyzing the impacts of SEA south flow arrivals and north flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 122

Ronald Conner

Page 1

Sent: Tuesday, June 20, 2017 5:38 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: willowcreekjunior@msn.com
Name: Ronald G Conner
Mailing Address: 1011 East Laurel St
City: kent
State: wa
Zip Code: 98030

Aviation noise: Sometimes when planes are routed over our neighborhood they rattle the house

Possible increase in aviation noise: Worried that we will get increased noise 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 122

1. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow. In north flow, your concern is more likely associated with SEA jet departures and SEA arrivals in south flow. Since analyzing the impacts of SEA south flow arrivals and north flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 123

Joanne Conrad

Page 1

Sent: Wednesday, June 21, 2017 12:18 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: jochartier@comcast.net
Name: Joanne Conrad
Mailing Address: 11929 26th Ave Sw
City: Burien
State: WA
Zip Code: 98146

Aviation noise: I feel the noise has increased and the hours that we are affected by the aircraft noise has increased. I seems like I hear it all the time. It interferes with my sleep. 1

Environmental concerns: The air and nose pollution association with living under or adjacent to flight paths do not foster the healthy lifestyle I expected when I moved into this area. 2

Possible increase in aviation noise: I hear it now. It is 12:20 pm. It starts at 4pm. This seems unacceptable to me. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 123

1. Response 1

2. Response 2

Comment 124

Amy Converse

Page 1

Sent: Wednesday, June 21, 2017 9:52 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: amyconverse@mac.com
Name: Amy Converse
Mailing Address: 1802 SW 149th St.
City: Burien
State: WA
Zip Code: 98166

Aviation noise: There was in an increase in airplane noise and smell as planes turned west to fly directly over the house, the park and the school. The noise was loud enough that it had an impact on normal conversation when we were outside or windows were open. 1

Environmental concerns: I was concerned about the reduction in air quality with the increase in airplanes turning west and flying directly over the house. We have two small children. 2

Possible increase in aviation noise: With the plan to return to allowing sharp westward turns, my concerns as outlined above would return and potentially worsen if this becomes a regular route. Again, the noise of the planes flying over the house, park and school is loud enough to impact conversation.

Air quality: Air quality is a concern for us as we have two small children. An increase in westward turning planes flying directly over the house and park would reduce air quality. 2

Other concerns: Please search for solutions that do not impact the quality of life of Burien residents.

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 124

1. Response 1

2. Response 2

Comment 125

Lyn Coring

Page 1

Sent: Wednesday, June 21, 2017 12:53 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: kindredspirits28@hotmail.com
Name: Lyn J Coring
Mailing Address: 4748 SW 315th Pl
City: Federal Way
State: Washington
Zip Code: 98023

Aviation noise: Constant intrusive noise over home that NEVER existed at any time during the previous 13 years of residence at same address.

Aviation noise concentration: Concentrated periods of extreme low flying aircraft generating stressful levels of noise.

Environmental concerns: Toxic particulates.

Access to knowledge about aviation and or airport concerns: Extensive research of NextGen technology and similar concerns on a global level concerning noise pollution and toxic particulates

Other concerns: Quality of life and quiet enjoyment of one's home have been violated by the FAA without community knowledge or opportunity for input.

Possible increase in aviation noise: Aviation noise has increased ten fold due to low flying aircraft in unmitigated flight paths.

Aviation noise concentration: Ridiculous concentration of aircraft in acceptable available airspace.

1

Air quality: Poor.

Other concerns: The new constant bombardment of overflights in our neighborhood have diminished quality of life and quiet enjoyment of our home. In

Response to Comment 125

1. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow. In north flow, your concern is more likely associated with SEA arrivals and jet departures in south flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 125

Lyn Coring

Page 2

addition, the increased toxins and particulates from low flying are giving us grave concern regarding our health based on multiple scientific studies.

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments

Response to Comment 125

Comment 126

Lyn Coring

Page 1

Sent: Tuesday, June 20, 2017 1:03 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: kindredspirits28@hotmail.com
Name: Lyn J Coring
Mailing Address: 4748 SW 315th Pl
City: Federal Way
State: WA
Zip Code: 98023

Aviation noise: Aircraft are flying in my neighborhood which have rarely been observed in the last 13 years since purchasing the home. This started approximately July 2016. They often come one after another flying low and make a tremendous noise. Night and early morning flights have woken me from sleep.

Aviation noise concentration: Frequent concentration of planes overhead flying straight and low. They don't seem to climb very rapidly and fly low for long distances and make a very disturbing loud rumbling sound. Move the cargo planes out to Moses Lake, and put the Commercial planes back higher in the sky where they used to be and where they belong. People cannot keep accepting this new way that the FAA HAS OF DOING BUSINESS. 1

Environmental concerns: Toxic jet fuel particulates in the atmosphere which are very damaging to health and well-being. Contributes more to global warming.

Access to knowledge about aviation and or airport concerns: I have informed myself through myriad resources regarding NextGen technology and the development of the Port with anticipated increased flights/air carriers and cargo. The new gates being built will bring more planes and abject misery to all Puget Sound residents that are currently suffering and more who don't yet know what's going to be coming their way.

Other concerns: Quality of life and quiet enjoyment of our home as we knew it no longer exists in my neighborhood. The FAA has allowed this to happen with no thought for what anyone on the ground will have to endure. Our formerly perfectly

Response to Comment 126

1. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow. In north flow, your concern is more likely associated with SEA arrivals and SEA jet departures in south flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 126

Lyn Coring

Page 2

quiet and idyllic neighborhood has become a barrage of growling overhead predatory noise. Why can't the planes go back up into the sky where they belong.

Possible increase in aviation noise: I fully anticipate that the Aviation noise will become unbearable at the completion of the new 13 gates for the Delta Hub. There will be so many more planes that have to take off and land on only the same 3 runways.

Aviation noise concentration: Planes will be stacking and circling the runways because they won't be able to take off or land without massive traffic jams. This will make it even more noisy and polluted in neighborhoods.

Air quality: Air quality is very poor. Numerous scientific studies have been conducted that say people under heavy noisy polluted flight paths are much more at risk for multiple cardiac related issues. I also think mental health and stress issues are on the rise. People can only take so much before they start to behave in ways that are different from normal behavior.

Other concerns: People are concerned about their health, their children's health and ability to do well at school because of constant sleep deprivation. They are angry and frustrated about losing the quiet enjoyment of their homes and they are concerned about their homes becoming devalued because of noise pollution and particulates.

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 126

Comment 127

Marilyn Coring

Page 1

Sent: Wednesday, July 05, 2017 9:57 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: kindredspirits28@hotmail.com
Name: Marilyn J Coring
Mailing Address: 4748 SW 315th Pl
City: Federal Way
State: WA
Zip Code: 98023

Concerning Address: Burien. Turning the smaller prop planes westbound over Burien in north flow departures is not an historical precedent. Historicaly it happens once a year only to accommodate a special air display. That does not constitute an established mitigated flight path.

Aviation noise: Ongoing high volume of aircraft in South Flow departures are making extremely loud intrusive overhead noise in my neighborhood. Some of the heavy cargo planes observed at 3,500'. ALL of these aircraft are being turned too soon from historical mitigated flight path and being held down purposefully by ATC. These maneuvers are not included in the detailed Greener Skies 2012 final report and appear to have been implemented without proper community notice/comments.

Other environmental concerns: Toxic jet fuel particulates raining down on neighborhoods and schools. Multiple health and environmental studies indicate a link to an increase in negative health impacts.

Miscellaneous concerns: Over expansion of SeaTac airport is creating a toxic waste land in the south end of Puget Sound. People are suffering outrageous levels of noise and an increase of toxins.

Recommendations: Move all cargo activities out of SeaTac to an outlying location e.g Moses Lake and eliminate/curfew/reduce night flights. Review west turn ATC instructions to pilots when in South flow departures and revert to historical turn

1

Response to Comment 127

1. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow. In north flow, your concern is more likely associated with SEA arrivals and SEA jet departures in south flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 127

Marilyn Coring

Page 2

instructions and raise the altitude back to historical norms. Do proper well advertised/documented community comment periods before implementing any changes and full EIS's. Be more sensitive to community needs. These are people with lives that are being destroyed by what appears to be callous indifference.
Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 127

Comment 128

Maura Costello

Page 1

Sent: Tuesday, June 20, 2017 12:51 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: mauracostello@msn.com
Name: Maura A Costello
Mailing Address: 14604 20th Ave SW
City: Burien
State: WA
Zip Code: 98166

Aviation noise concentration: Some time last summer, something changed. We have always tolerated the Blue Angels 2 weeks of practice flights over our house as part of our civic duty to the city. But last year, we began to have flights over our house in to the fall and winter. Because we are so close to the airport, the planes are still very low as they pass and make a lot of noise! 1

Aviation noise concentration: Planes are too low and noisy over our neighborhood!

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 128

1. Response 1

Comment 129

David Cotlove

Page 1

From: dcotlove@comcast.net
Sent: Wednesday, June 21, 2017 11:26 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Airplane noise over Burien, WA

Please DO NOT permit turns of planes over Burien, WA (which had been done when the take off and landing is northbound). Although we live directly west of the airport, when these turns were permitted the noise very loud and even made it difficult to sleep at night.

David Cotlove

Burien, WA resident

Response to Comment 129

Thank you for your comment

Comment 130

Marcia Cotlove

Page 1

From: mcotlove@comcast.net
Sent: Wednesday, June 21, 2017 12:09 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Noise from airplanes over Burien, WA

Please DO NOT PERMIT airplanes to turn over Burien, WA when taking off in the northbound direction (which had been done in the recent past). This caused considerable noise. At night it woke us up. During the day the noise was frequent. Our home is west of the airport and we still heard this noise constantly.

Marcia Cotlove
Resident of Burien, WA

Response to Comment 130

Thank you for your comment.

Comment 131

Carl Craven

Page 1

From: Carl Craven <carl.craven033@gmail.com>
Sent: Monday, June 19, 2017 8:20 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Burien Turboprop overflights environmental concerns

Hello,

I live at 2501 SW 149th St, Burien, 98166. It is at the end of 149th Street, due west from the end of runway 2 at SeaTac airport. It is clear that before mid August, 2016, occasional overflights by Turboprop (and Jet) aircraft was to be expected; during visits of dignitaries at Boeing Field, as well as SeaFair airshows, all of the traffic was sent over my house, and the noise was tremendous for an afternoon, or a couple of days. We support our community; that is to be expected on occasion.

Since mid August 2016, it seems that every turboprop taking off from SeaTac ends up flying over my house, at full takeoff power, at roughly 1000 to 2000 feet. Flights start as early as 5:15 AM, and do not end until past 11:00 PM at night, sometimes as frequent as every 2 minutes. That is, until the cessation last March. Then its amazing the difference. One day we had 28 flights over our back yard, in August, not a cloud in the sky, and yet with the added noise from the turboprops, we could not hear birds, or even each other speak.

Turning the 185 degree corridor into a full usage lane from the SEATAC airport will dramatically impact my quality of life, and raise the ambient noise level from a pleasant 43-45 dB to upwards of 65 dB when the planes overfly. I believe more thought and study should go into how to better support the neighborhoods, and determine how to spread the impact of the turboprops (I would say these aircraft are almost noisier than most jets). I think if there was a way to make the noise lower during takeoff would be a start. Second, time limitations to ensure that folks living in this previously non-impacted area can sleep properly, avoid pre 8 AM, and post 8 PM flights altogether. 1

2

SeaTac and the FAA are interested in flight volume = revenue. The rest of us are interested in quality of life. There is a limit to the number of aircraft that can take off and land in the current corridors. perhaps the air-carriers will have to curtail 3

Response to Comment 131

1. Response 8.

2. Limiting airport hours and limitations are the subject of 14 Code of Federal Regulation 14 Part 161 and as such, is outside the scope of the Proposed Action. However the FAA evaluated a nighttime cessation of the Proposed Action in Section 4, Alternatives. It was determined that reverting to coordinating turns between SEA and S46 during Sleeptime operations[1], when operationally feasible would not decrease the safe and efficient use of the NAS. Upon consideration of public input, the preferred alternative became including the suspension of the automatic turn, when operationally feasible during Sleeptime operations[1].
[1]Sleepytime operations typically take place between 10 pm and 6 am.

3. Response 9

Comment 131

Carl Craven

Page 2

the expansion of flights to accommodate the number of specific slots available. It seems a little unfair that traffic can increase without a full study of the impact of that traffic on residents, who were until recently not concerned with overflight noise as an issue. 1

Since SeaTac has been operating since March without extensive overflights, (of course, there are still quite a few), the noise has gone back to what I was used to.

Don't change a thing; leave it the way it is now. Today.

Kind Regards,
Carl N Craven

Response to Comment 131

1. Response 23

Comment 132

Heather Craven

Page 1

Sent: Monday, June 19, 2017 8:40 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: chcjbaz@gmail.com
Name: Heather J Craven
Mailing Address: 2501 SW 149th St
City: Burien
State: WA
Zip Code: 98166

Aviation noise: Turboprop traffic has increased dramatically from August 2016 until March 2017, with up to 28 overflights in an afternoon, at high noise level (informally measured at 65 dB at peak, but well above ambient level of 45dB, at 3:30 PM. Overflights range from 5:15 AM to as late as 11:00 PM, disrupting sleep. It is not clear that the noise study was done during any specific timeframe, or under any scientific means whatsoever. Data would be different at my house, during that time period; so go back and try it again.

Aviation noise concentration: Turboprop traffic has increased dramatically from August 2016 until March 2017, with up to 28 overflights in an afternoon, from 5:15 AM to 11:00PM. Before and after this time overflights were few and far between (except for SeaFair, and that was PM mostly). Concentration of flights as frequent as once every 2 minutes. Very disruptive to quality of life. Maps make it clear that volume of overflights was huge compared to ""normal""; this was very noticeable in my house especially (they fly right overhead).

Environmental concerns: At low levels of flight, it is not clear what the environment would be. I cannot believe that the current state and future state are ""no measurable difference"" on noise, for example.

Possible increase in aviation noise: Its not ""possible"". It was already tried, and proven!! Turboprop traffic has increased dramatically from August 2016 until March 2017, with up to 28 overflights in an afternoon, at high noise level (informally measured at 65 dB at peak, but well above ambient level of 45dB, at

1

Response to Comment 132

1. Response 1

2. Response 2

3. Response 8

Comment 132

Heather Craven

Page 2

3:30 PM. Overflights range from 5:15 AM to as late as 11:00 PM, disrupting sleep. It is not clear that the noise study was done during any specific timeframe, or under any scientific means whatsoever. Data would be different at my house, during that time period; so go back and try it again.

Aviation noise concentration: Turboprop traffic has increased dramatically from August 2016 until March 2017, with up to 28 overflights in an afternoon, from 5:15 AM to 11:00PM.

Before and after this time overflights were few and far between (except for SeaFair, and that was PM mostly). Concentration of flights as frequent as once every 2 minutes. Very disruptive to quality of life. Maps make it clear that volume of overflights was huge compared to ""normal""; this was very noticeable in my house especially (they fly right overhead).

Air quality: more flights means more pollution. Air quality will be impacted. 2

Other concerns: Lack of public planning process at the FAA, and Seatac airport. Try again, guys. 3

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 132

Comment 133

Theresa Crecelius

Page 1

Sent: Sunday, June 18, 2017 3:40 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: Tcrecel@gmail.com
Name: Theresa Crecelius
Mailing Address: 16038 16th Ave SW
City: Burien
State: WA
Zip Code: 98166

Aviation noise: Whatever types of planes are flying more frequently and lower over my house is noticable and loud enough that I don't like being outside in my yard any more. If the airport needs the airspace then I need compensation for decreased land value and sound proofing the house. 1 2

Environmental concerns: What are the fine particulate pollution levels at my house and my son's school, Gregory Heights Elementary school? 3

Access to knowledge about aviation and or airport concerns: When the airport changes flight patterns why don't they tell residents first and do an environmental study BEFORE changing the flight patterns? 4

Possible increase in aviation noise: I will want to move if the planes get louder.

Air quality: I have asthma and am concerned about increased fine particulate pollution. 5

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 133

1. Response 1

2. Some Airports manage noise insulation programs, in association with their Part 150 noise programs. It is the Airport's responsibility to maintain this program.

3. Response 2

4. Response 23.

5. Response 2

Comment 134

Larry Cripe

Page 1

Sent: Tuesday, June 20, 2017 10:58 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: larrycripe@comcast.net
Name: Larry D Cripe
Mailing Address: 14317 23rd Ave SW
City: Burien
State: WA
Zip Code: 98166-1008

Aviation noise concentration: During north flow at Sea-Tac airport, the Q400's turning westbound create unbearable noise directly over my property. 1

Environmental concerns: The concentration of these new flight patterns leave residue from the aircraft on our cars and property. More importantly, my wife experiences asthma flares from the pollution that require her to stay inside. 2

Access to knowledge about aviation and or airport concerns: I understand these new flight paths were arbitrarily and capriciously implemented on July 26, 2016 without ANY prior knowledge or warning to the public.

Other concerns: As a retired commercial airline pilot, I chose to live where I do for over 30 years because it was NOT under the flight path. Our house values will be severely impacted by such abusive behavior by the FAA. You created 3 new east-west runways without pouring one foot of concrete. Furthermore, these departures are UNSAFE and create the possibility of a mid-air collision over the citty of Burien. 3 4

Possible increase in aviation noise: I've lived here over 32 years, and beginning in August of 2017, became aware of excessive flight noise.

Aviation noise concentration: During north flow at Sea-Tac airport, the Q400's turning westbound create unbearable noise directly over my property. 1

Response to Comment 134

1. Response 1
2. Response 2
3. Response 4
4. Response 11

Comment 134

Larry Cripe

Page 2

Air quality: The concentration of these new flight patterns leave residue from the aircraft on our cars and property. More importantly, my wife experiences asthma flares from the pollution that require her to stay inside. 2

Other concerns: I understand these new flight paths were arbitrarily and capriciously implemented on July 26, 2016 without ANY prior knowledge or warning to the publicAs a retired commercial airline pilot, I chose to live where I do for over 30 years because it was NOT under the flight path. Our house values will be severely impacted by such abusive behavior by the FAA. You created 3 new east-west runways without pouring one foot of concrete. Furthermore, these departures are UNSAFE and create the possibility of a mid-air collision over the citty of Burien. . 3 4

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 134

Comment 135

Larry Cripe

Page 1

From: Larry <larrycripe@comcast.net>
Sent: Tuesday, June 20, 2017 11:23 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Automation of westerly heading for turbojet aircrat departing SEA in north flow

TO: Federal Aviation Administration

FROM: Larry Cripe

14317 23rd Ave SW
Burien, WA 98166
206.243.2170

RE: Automation of a westerly heading for turboprop aircraft departing SEA in north flow

My name is Larry Cripe. I have resided in the single famly home I own located at 14317 23rd Ave SW, Burien, WA since purchasing it in August of 2002.

* •Beginning in late July 2016 or early August 2016, I noticed a new and disruptive flow of noisy, low elevation turbojet aircraft operated by Alaska/Horizon flying directly over my house. This has never happened before since I purchased the house in December 2012.
* •After investigating the issue with neighbors, we formed the Washington non-profit corporation known as Quiet Skies Coalition. I am Vice President of the QSC.
* •We then discovered that the FAA had, in secret and without any NEPA compliance, adopted a new procedure to direct all or substantially all of the turbojet north flow flights directly over central and northern Burien.
* •Working with the City of Burien, we sued the FAA in the 9th Circuit for NEPA violations.
* •The FAA was forced to abandon the new flight procedure by letter dated April 10, 2017.
* •On June 8, 2017, the FAA posted a document entitled “Automation of a westerly heading for turboprops aircraft departing SEA in north flow PreliminaryEnvironmental Analysis” (“Analysis”) to a NextGen website in which FAA

Response to Comment 135

Thank you for your comment.

Comment 135

Larry Cripe

Page 2

appears to intend to re-institute the same flight path it abandoned on April 10, 2017.
* •The new low elevation noisy flight path is extremely disruptive to my family's quality of life. We can't enjoy our yard outdoors when the flights pass over. Inside the house, the noise is very disruptive and produces anxiety and anger.

* •Together with the City of Burien, QSC prepared the attached detailed rebuttal to the FAA's "Preliminary Environmental Analysis." I fully join in this statement and adopt it as my own.

* •As demonstrated in the attached statement, the FAA's "Preliminary Environmental Analysis" is a sham. It does not comply with NEPA. It does not explore reasonable alternatives. It instead reeks of predetermination.
* •We the people of Burien and surrounding communities will not rest until this arbitrary and capricious action, so destructive of our way of life, is permanently rescinded.

Larry Cripe

Response to Comment 135

Comment 136

Critch Critch

Page 1

Sent: Wednesday, June 21, 2017 6:02 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: boggabri@comcast.net
Name: Critch H Critch
Mailing Address: 15100 6th Ave SW Unit #422
City: Burien
State: WA
Zip Code: 98166

Aviation noise: The flight paths of the Q400 turboprops was frequently directly over our residence (address above) but over the last several months, (March, April and May) this has decreased markedly >>An immediate turn after takeoff 20° to the left (heading 320°) would provide adequate lateral separation. This would immediately place the Q400 out of the departure path of the following turbojet departures (B737, A320, etc.) << This would preclude the loud noise of the 'low flying' aircraft which is aurally very disturbing to me and my neighbors. 1

Aviation noise concentration: I retired from the airline industry after a flying and simulator teaching career and thoroughly understand the risks and rewards of a shorter flight path with the turn almost immediately after takeoff, but the noise over Burien is much greater than I have ever experienced and I am darn near deaf! Please, do not allow a return to the early turn after liftoff.

Access to knowledge about aviation and or airport concerns: 40 years in the industry. MATS Aircraft Commander DC-6 type airplane, 1st pilot USCG SA-16 and C-130, FE 727, 1st officer F-27 and M 404. Boeing Company simulator instructor and technical assistant to the Chief Pilot (technical) I believe I understand the risks and rewards to the public and the airlines.

Possible increase in aviation noise: Return to the 'old' departure technique which allows for a much lower altitude over the City of Burien.

Response to Comment 136

1. Southbound turboprops in north-flow need to be placed on a heading with at least a 30° separation from the missed approach corridor (currently 290°-310°) to comply with FAA Order 7110.65W Section 5-8-5. This would place them at least at a heading of 340°. Given the proximity to the jet departures from SEA, this combination of headings would negate the efficiency gains intended to be captured by turning the southbound turboprops out of the way of the jet departures. For this reason, the FAA has determined this combination of headings does not meet the Purpose and Need to enhance NAS safety and efficiency at SEA during north-flow operations.

Comment 136

Critch Critch

Page 2

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 136

Comment 137

Terry Cullen

Page 1

From: TERRY CULLEN <tccullen22@gmail.com>
Sent: Wednesday, June 21, 2017 2:52 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Public Comment: SeaTac automatic west turns for all propjets.

As a Burien resident, I oppose the FAA's proposed plan for turning all propjets over Burien. We already are subjected to excessive noise from current flight paths, and the proposed plan will dramatically increase the current negative impact on our neighborhoods. 1

Please reject this proposed plan. It is unfair and unnecessary. Thank you.

Terry Cullen
12292 Shorewood Drive S.W.
Burien, WA 98146

Response to Comment 137

1. Response 1

Comment 138

Micheal Cummins

Page 1

Sent: Friday, June 23, 2017 9:25 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: micheal.cummins@gmail.com
Name: Micheal P Cummins
Mailing Address: 11111 122nd Ln NE #P122
City: Kirkland
State: WA
Zip Code: 98033

Recommendations: I keep seeing SEATAC and Boeing Field noise complaints, and I wonder how many of them come from folks who fly commercially, have kids who fly commercially, or have in recent months purchased something online that is flown in from another state. ""No snowflake in an avalanche ever feels responsible."" There's something to be considered in there, I think... 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 138

Thank you for your comment.

Comment 139

Ian Curry

Page 1

Sent: Tuesday, June 20, 2017 12:13 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: ian@dasein.me
Name: Ian Curry
Mailing Address: 2121 17th Ave S
City: Seattle
State: Wa
Zip Code: 98144

Aviation noise concentration: As a resident of Beacon Hill, I have noticed an marked increase in flight activity and noise just in the past year, as have many of my neighbors. While north flow disperses traffic a little more broadly across the area, south flow sends traffic low over my house, sometimes two planes at a time, often with as little as 45 seconds between flights. The noise frequently reaches 90db on my deck. The most galling aspect of this is that the FAA has chosen to harm the health and sanity of my neighborhood from among so many better options. Why not come in higher? Or disperse the traffic as during north flow? Or best of all come in over I-5 and minimize the number of people in the flight path entirely? As it is, my wonderful neighbors who've been there for 10 years are looking to sell, explicitly because of the noise. As more people move in on Beacon Hill, this is an issue you're going to have to deal with sooner or later. The flight path is a complete abuse of this neighborhood, which is one of the most diverse and interesting communities in Seattle. 1

Aviation noise concentration: I'm concerned that these plans seem generally insensitive to the noise concerns of South Seattle residents.

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 139

1. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow. In north flow, your concern is more likely associated with SEA jet departures and SEA arrivals in south flow. Since analyzing the impacts of SEA south flow arrivals and north flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 140

Rose Dani

Page 1

Sent: Tuesday, June 20, 2017 7:16 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: djdanirose@gmail.com
Name: Rose Dani
Mailing Address: 24805 10th Ave S
City: Des Moines
State: WA
Zip Code: 98198

Aviation noise: I bought my house 3 years ago and the noise has doubled, fights super low, all hours of the day and night. It's just not right and I know you think that we should all move if we don't like it but that's just wrong. I have the right to purchase a home after 39 years of working, doing the right thing as a citizen and looking forward to retirement. This is really not okay. I got home from work the other day and counted 12 low flying aircraft in 18 minutes. I can't sit outside, I can't leave the door or windows open if I'm watching tv. My house shakes in the middle of the night when the cargo planes go over and I'm concerned about my health. How much of the pollution am I ingesting and what is going to happen 10 years down the line because of it. Just open your eyes and ears and do the right thing. We aren't asking to eliminate air traffic, we are asking you to change the existing paths and get back up in the sky. I just cringe when I look up and think what if? What if you if have a plane crash in one of our neighborhoods? Then will you care?

Environmental concerns: Trees are being removed. Wildlife is being harmed. Humans are being harmed. If you are constantly saying you aren't flying lower and more frequent then I don't understand the need to remove trees.

Other concerns: The inaccuracy of your record keeping on noise complaints. I was in a meeting where at least 25 people raised their hands that they had called in numerous complaints and you recorded 3. Just be honest. There is a problem. 1

Response to Comment 140

1. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow. In north flow, your concern is more likely associated with SEA arrivals and north flow jet departures. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 140

Rose Dani

Page 2

Possible increase in aviation noise: It's already bad enough and with this none of us who are contemplating selling our homes are going to be able to sell. When do we show it when there isn't significant noise.
Air quality: Don't look away on this one. There is an air quality issue, there's no way there can't be and with this project it's only going to get worse. Money of lives I guess.

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 140

Comment 141

Bruce Davidson

Page 1

From: Bruce Davidson <brucedavidson@pobox.com>
Sent: Sunday, June 18, 2017 10:12 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Public comment on ""Automation of a westerly heading for turboprops aircraft departing SEA in north flow""

To the FAA:

I have read and believe I understand much of the 9-page document described above. I am against reinstating the paragraph allowing turboprop aircraft to turn west over the Sound. Moreover, I think by limiting the issue to turboprop aircraft, FAA misstates the problem, and misses the important issue. 1

From your 9-page document whose title is above, I point out that Figure 2, page 2, 2

shows a great many more green paths over west Burien and Puget Sound than Figure 1 with its orange tracks.

FAA should not allow unconstrained growth of flights at Seatac if they become a hardship to the Americans living below them. This goes for all Americans living on all sides of the airport, the ones who moved there with knowledge of overflights, and the ones who moved there with knowledge they were NOT in a flight path. Working with Port of Seattle and airline partners, FAA can limit the number of flights and carriers. You must not solely support the commercial interests. 3

Some of us work night shifts and nearly 24 hour shifts and find quiet places to live and sleep. This is shattered when you allow these flights. At 3:30 am and other times, and during the day when I've worked nights, the airplane sounds shatter sleep, as they did not before. You must recognize that some Americans work nights, and a commitment to minimize environmental noise is a 24 hour commitment.

It is difficult to say "No" to big companies and to growth. But you must do it. They can find other ways and other places to get their work done. Many of we Americans living underneath this mess cannot. 3

Response to Comment 141

1. Response 7

2. The observed concentration of flights in Figure 2 in comparison to those in Figure 1 was taken into account in the noise and air quality analysis.

3. Response 9

Comment 141

Bruce Davidson

Page 2

Thank you for considering these comments,

Bruce Davidson
12209 Shorewood Dr SW
Burien WA 98146

Response to Comment 141

Comment 142

Kory Davidson

Page 1

Sent: Wednesday, July 05, 2017 11:31 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: kd8vidson@yahoo.com
Name: Kory Davidson
Mailing Address: 1516 so hanford st
City: Seattle
State: WA
Zip Code: 98144

Aviation noise: what seems to be constant air traffic noise

Other environmental concerns: impact on the neighborhood and city over all 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/sea/community_comments/

Response to Comment 142

1. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow. In north flow, your concern is more likely associated with SEA jet departures and SEA arrivals in south flow. Since analyzing the impacts of SEA south flow arrivals and north flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 143

Miranda Davis

Page 1

Sent: Monday, July 03, 2017 9:07 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: mirandaedavis@gmail.com
Name: Miranda Davis
Mailing Address: 1515 S. Winthrop St.
City: Seattle
State: WA
Zip Code: 98144

Aviation noise: Flights over my home are incredibly frequent and loud, so much that they often wake me and my baby.

Other environmental concerns: I'm concerned about particulate matter in the air from the frequent flights over my home. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 143

1. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow. In north flow, your concern is more likely associated with SEA jet departures and SEA arrivals in south flow. Since analyzing the impacts of SEA south flow arrivals and north flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 144

Garald Deakins

Page 1

Sent: Tuesday, June 20, 2017 10:01 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: gdeakins69@gmail.com
Name: Garald W Deakins
Mailing Address: 26331 8th Ave S
City: Des Moines
State: WA
Zip Code: 98198

Aviation noise: Frequently so loud I can't have a normal conversation on the deck or in the yard.

Aviation noise concentration: Frequency has increased over the past few years.

Environmental concerns: Increased flights have got to be increasing airborne pollutants.

Other concerns: Quality of life, property value impact.

Possible increase in aviation noise: See above

Aviation noise concentration: See above

1

Air quality: See above

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 144

1. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow. In north flow, your concern is more likely associated with SEA arrivals and jet departures in south flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 145

Tirina Deignan

Page 1

Sent: Wednesday, July 05, 2017 11:13 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: tirinadeignan@gmail.com
Name: Tirina J Deignan
Mailing Address: 25917 13th Pl. S.
City: Des Moines
State: Washington
Zip Code: 98198

Aviation noise: The planes run non-stop over my house reaching decibles of 70 according to the Port's own equipment which is a mile a way from my house. The noise is unbearable. Can't talk to neighbors outside, have to turn TV up. Cannot sleep without a fan on high and earplugs and even then get woken up by planes in early morning.

Other environmental concerns: The fuel emissions and chemicals are raining down on us. MY son has respiratory issues that I think are because of the planes. We no longer have a garden because we don't want to eat plane fuel. You are poisoning us and our children!!

Miscellaneous concerns: The port continually lies to us. Where is my noise mitigation!!!!!!!!! I don't want the trees removed. 1

Recommendations: Move the airport somewhere that it won't destroy neighborgoods. Send some of the work to Paine field, or Mcord airforce base or down to the tri-cities.

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 145

1. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow. In north flow, your concern is more likely associated with SEA arrivals and jet departures in south flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 146

Monika Delle

Page 1

Sent: Tuesday, June 20, 2017 1:07 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: wbdareme330@comcast.net
Name: Monika E Delle
Mailing Address: 1110 S. 287th St.
City: Federal Way
State: WA
Zip Code: 98003

Aviation noise: The noise interferes with quality-of-life in general, particularly sleep.

Aviation noise concentration: At times, it's impossible to be outside having a conversation. Right now, there have been three planes within the last two minutes.

Environmental concerns: We're breathing in a lot of crap. 1

Possible increase in aviation noise: The noise interferes with quality-of-life in general, particularly sleep.

Aviation noise concentration: At times, it's impossible to be outside having a conversation. Right now, there have been three planes within the last two minutes.

Air quality: We're breathing in a lot of crap.

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 146

1. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow. In north flow, your concern is more likely associated with SEA arrivals and jet departures in south flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 147

Laurie Dempsey

Page 1

Sent: Tuesday, June 20, 2017 3:17 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: dempslj@hotmail.com
Name: Laurie J Dempsey
Mailing Address: 18900 8th Ave SW
City: Normandy Park
State: wa
Zip Code: 98166

Aviation noise: late night noise has been getting worse. Makes it hard to sleep. Bought our house one year age with the understanding we were not in take off and landing paths.

Aviation noise concentration: Sometimes it is very loud late at noc. Sounds like engines are revving.

Possible increase in aviation noise: I heard from other residents that this problem started in our neighborhood about a year ago because of NextGen. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 147

1. Response 1

Comment 148

Bruce Dennis

Page 1

From: Bruce Dennis <bld522@yahoo.com>
Sent: Wednesday, June 21, 2017 4:44 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Involvement — Seattle-Tacoma

To Whom It May Concern,

My name is Bruce Dennis. I live at 13022 16th Ave SW, Burien, WA. My telephone number is 206-946-8256. I'm writing to request that the FAA discontinue flights out of SeaTac over my home and my community.

By way of background, my wife and I purchased our home in Burien in 2012. We were living in Southern California at the time we purchased it. We had friends in the area and we bought it primarily to be our retirement home. We were struck by the beauty of its location and the peace and quiet it afforded us, or so we thought. 1

We moved into our home on August 1, 2016, just in time to be greeted by a cacophony of noise from aircraft departing SeaTac. Our friends assured us that the noise was only temporary. But when it didn't abate, we knew we had to take action. We found out that other area residents had decided to fight the FAA's decision to redirect flights over our neighborhood and we joined them.

Due to the efforts of the coalition we joined, peace and quiet have been restored to our community and for that, we are grateful. We hope that no further action on the coalition's part will be required and that we will be able to enjoy the retirement we worked so hard to achieve.

Best regards,

Bruce L. Dennis

Response to Comment 148

1. Response 1

Comment 149

Deborah Dennis

Page 1

From: Deborah Dennis <dsdennis@pacbell.net>
Sent: Wednesday, June 21, 2017 4:37 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments — Seattle-Tacoma

To Whom It May Concern,

My name is Deborah Dennis. I live at 13022 16th Ave SW, Burien, WA. My telephone number is 206-946-8256. I'm writing to request that the FAA discontinue flights out of SeaTac over my home and my community.

By way of background, my husband and I purchased our home in Burien in 2012. We were living in Southern California at the time we purchased it. We had friends in the area and we bought it primarily to be our retirement home. We were struck by the beauty of its location and the peace and quiet it afforded us, or so we thought.

We moved into our home on August 1, 2016, just in time to be greeted by a cacophony of noise from aircraft departing SeaTac. Our friends assured us that the noise was only temporary. But when it didn't abate, we knew we had to take action. We found out that other area residents had decided to fight the FAA's decision to redirect flights over our neighborhood and we joined them.

Due to the efforts of the coalition we joined, peace and quiet have been restored to our community and for that, we are grateful. We hope that no further action on the coalition's part will be required and that we will be able to enjoy the retirement we worked so hard to achieve.

1

Best regards,

Deborah S. Dennis

Response to Comment 149

1. Response 1

Comment 150

Patricia Denniston

Page 1

Sent: Monday, June 19, 2017 8:49 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: pcd1001@hotmail.com
Name: Patricia Denniston
Mailing Address: 2117 SW 120th St
City: Burien
State: WA
Zip Code: 98146

Aviation noise: Planes flying low overhead with increased noise. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/?CFID=423583211&CFTOKEN=881ae1f41ea3aa4-A41DC9B4-0BA3-44B3-99FEA41FAF5883F2&jsessionid=CEDF7DCAB15759B734226F002DA18877.www

Response to Comment 150

1. Response 1

Comment 151

Megan Depaolo

Page 1

Sent: Wednesday, July 05, 2017 9:11 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: kaysinm@gmail.com
Name: Megan G Depaolo
Mailing Address: 1532 15th Ave S
City: Seattle
State: WA
Zip Code: 98144

Aviation noise: I have been woken up from at all hours of the night and the noise is oppressive. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 151

1. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow. In north flow, your concern is more likely associated with SEA jet departures and SEA arrivals in south flow. Since analyzing the impacts of SEA south flow arrivals and north flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 152

Vera DeRosa

Page 1

From: Vera DeRosa <ravenswood7@comcast.net>
Sent: Wednesday, June 21, 2017 10:26 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: change in airplane pathways

We have lived in Seahurst for 44 yrs, and have loved that the airport and planes have not impacted our homes to the degree they have recently with flights going directly over our home multiple times during the day.

Please return to the previously existing flight patterns before this area is impacted. 1

Thank you for your consideration.

Vera DeRosa

Response to Comment 152

1. Response 1

Comment 153

Joseph DiJulio

Page 1

Sent: Wednesday, June 14, 2017 6:48 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: jdijulio@gmail.com
Name: Joseph DiJulio
Mailing Address: 526 South 163rd Lane
City: Burien
State: Washington
Zip Code: 98148

Aviation noise: We have had a massive increase in noise since last July from flights that have been diverted over and/or near our home due to automatic and/or ""called in"" flight path adjustments from turbo-prop (and in some instances larger jet) aircraft. 1

Aviation noise concentration: There appears to be a concerted effort to concentrate traffic over central Burien where as it used to be more evenly distributed over traditional flight paths with only sporadic / occasional deviations.

Environmental concerns: I have concerns about what sort of particulates may be arising from low-altitude fly-overs that are now occurring over my property. 2

Access to knowledge about aviation and or airport concerns: I have concerns about the lack of transparency shown on behalf of the FAA when it comes to unilateral adjustments to established flight paths. 1

Other concerns: I have concerns with respect to safety for the aircraft that are being directed to make extremely sharp turns at very low altitude. It's my understanding that flight training manuals / simulators do not have procedures or tests for how to handle / recover from take-off engine failures when aircraft are in such tight turns meaning there is a greater potential for inability for a pilot to recover in an emergency situation given the variables of time, altitude and heading. 3
Possible increase in aviation noise: See above.
Aviation noise concentration: See above.
Air quality: See above.

Response to Comment 153

1. Response 8

2. Response 2

3. Response 11

Comment 154

Dennis Dole

Page 1

Sent: Tuesday, June 20, 2017 2:28 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: djdole@gmail.com
Name: Dennis J Dole
Mailing Address: 26645 16 Ave S
City: Des Moines
State: WA
Zip Code: 98198

Aviation noise: Noise from flights flying LOW over Des Moines, Washington has been increasing, and EXTREMELY disruptive over the past months.

Possible increase in aviation noise: Noise from flights flying LOW over Des Moines, Washington has been increasing, and EXTREMELY disruptive over the past months. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 154

1. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow. In north flow, your concern is more likely associated with SEA arrivals and SEA jet departures in south flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 155

Dennis Dole

Page 1

Sent: Friday, June 30, 2017 12:23 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: djdole@gmail.com
Name: Dennis J Dole
Mailing Address: 26645 16 Ave S
City: Des Moines
State: WA
Zip Code: 98198

Aviation noise: Planes have been flying VERY LOW and LOUD (EXTREMELY LOUD) lately, and some planes have been flying at VERY LATE HOURS and VERY EARLY HOURS IN THE MORNING. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 155

1. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow. In north flow, your concern is more likely associated with SEA arrivals and SEA jet departures in south flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 156

Julie Dolloff

Page 1

Sent: Wednesday, June 21, 2017 11:03 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: dolloffj@cwu.edu
Name: Julie K Dolloff
Mailing Address: 1003 S. 206th Street
City: Des
State: WA
Zip Code: 98198

Aviation noise: Since the 3rd runway was built with the assurance that it would be used only in inclement weather, we purchased a home in Des Moines, WA. I grew up in SeaTac on the west side of the airport, purchased my first home in SeaTac at the south end of runway, and bought a subsequent home in North Hill Des Moines, WA, with complete understanding that planes fly in this area - but the frequency of noise,the closeness of the planes (because of the third runway) to my home, and the increasing loudness and frequency of the planes is causing stress to me when it interrupts my daily life.

Aviation noise concentration: Since the 3rd runway was built with the assurance that it would be used only in inclement weather, we purchased a home in Des Moines, WA. I grew up in SeaTac on the west side of the airport, purchased my first home in SeaTac at the south end of runway, and bought a subsequent home in North Hill Des Moines, WA, with complete understanding that planes fly in this area - but the frequency of noise,the closeness of the planes (because of the third runway) to my home, and the increasing loudness and frequency of the planes is causing stress to me when it interrupts my daily life. 1

Environmental concerns: The Port of Seattle's decision to clear cut areas of trees, their expansion plan which has caused some businesses to locate elsewhere further decimating the environment of trees and vegetation, contrary to the Port of Seattle's representative's direct answer to my question at a community event is environmentally concerning to me. The Port of Seattle's decision making processes are suspect to me - living in this area for 50 years has allowed me to see many

Response to Comment 156

1. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow. In north flow, your concern is more likely associated with SEA arrivals and jet departures in south flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 156

Julie Dolloff

Page 2

changes and listen to many assurances by the Port of Seattle - one of which had a direct and immediate environmental impact - the port assured the community that the expansion wouldn't be harmful for community, but ""oops"", a wetland was filled and destroyed - Lora Lake on the north side of the airport - the Port built a wetland in a completely different zip code to ""fix"" that problem, When do the lives and health of the community, vegetation, and wildlife in this area matter? When it's completely destroyed and unrecognizable?

Access to knowledge about aviation and or airport concerns: When flight paths change, it would be nice to know. When the prop planes began flying over my home, i was frightened and thought the plane was off its flight path and in danger (and me as well since i was directly under the plane).

Other concerns: i understand that Normandy Park has had an increase in fiber optic installation from DSL and wonder if there is a correlation between the new flight paths of the airplanes and fiber optic cable which is not susceptible to noise interference from the planes' ""noise."" My internet connection has been compromised recently and i can observe when planes were coming in for landing (low and slow and frequent) that my internet was intermittent and non-existent. I'd like to see what studies have been done relative to this issue as well as environmental concerns. This concern directly and immediately impacted my pocketbook.

Air quality: There are days that a cloud of jet fuel just hangs over my house - i can taste it, it's so thick. This is mainly in the fall/winter. I can't believe that this concentration of fuel is healthy. Cutting down all the trees that are planned to be cut down by the Port of Seattle will eliminate a natural filter for air quality and sound buffer.

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 156

Comment 157

Margaret Donovan

Page 1

Sent: Wednesday, June 21, 2017 9:05 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: elizabeth-donovan@comcast.net
Name: Margaret E Donovan
Mailing Address: 14615 22 ave SW
City: Burien
State: Wa
Zip Code: 98166

Concerning Address: There are several concerns, but the most important is safety . Besides environmental concerns and problems is the fact there was no safe zone incase of a major event such as loss of power after takeoff etc The government would have to remove part of Burien including schools , residences , Burien businesses and roads . North and South ends you removed homes years ago , but Burien is a city and we don't want our city destroyed . I used to work as a FA . I know how quickly things happen .indo not want a tragedy in Burien . The noise level is loud and unacceptable . Burien Washington and its residents should not be in danger because of corporations wanting more flights and profits . Sea Tac must limit flights 1

Aviation noise: Terrible . Alaska's planes fly over my home in Seahurst . If I'm on my deck I cannot talk on my phone the noise level is loud . Our park now have loud jet noises Insuggest rather than destroy our city peacefulness that Alaska Airline buy big bodied airplanes for Alaska , California and other highly traveled routes . They can fly more people on one plane rather than fly all day with many planes leaving and coming into our airspace 2 4

Aviation noise concentration: I can't talk on my phone on my deck or eat in peace In the night I'm woken up with the noisy planes I bought my home in 1976 never dreaming the airlines would make my beautiful neighborhood an undesirable and dangerous place to live . All the flights have to do is fly north or south to gain altitude Where it's not so noisy and much safer . There is no reason to takeoff and abruptly turn West over a heavy populated area . It would cost in the billions to remove and buy out the city and homes , schools and roads . 5

Response to Comment 157

The FAA appreciates your comments.

1. Historically, ATC have safely managed the east and west turning of turboprops departing SEA. Implementing the Proposed Action would not change ATC safety responses.

2. Response 1

3. Response 2

4. The FAA cannot dictate what size or type aircraft that Alaska Airline operate. Response 4

5. Response 7. Given the difference in aircraft performances between turboprops and jet aircraft, ATC separates these aircraft into different flows for safety considerations.

Comment 157

Margaret Donovan

Page 2

Environmental concerns: My home is dustier and I don' t want jet fuel in my neighborhood . 6

Possible increase in aviation noise: We have seen what's happened in the last year and it must stop Require more big bodies like 767s and 777 s rather than 100s of small 737 s using our airspace . Alaska must think of our city and safety rather than their profits . My family has already lost a family member on Alaska Airline . I don't want to see anyone in Burien harmed by any incident in Burien caused by profit making airline.unintetested in our safety . Safety first ! 4 1

Aviation noise concentration: Sea Tac is too congested . They should not be able to add more flights They can buy big bodies to fly more people with less flights Time to make an airport in Everett

Air quality: Down in Burien 6

Other concerns: Safety is the most important concern and the tremendous cost to tax payers they would have to tear down part of our city schools, homes churches apartments and roads The port would have to destroy our city and homes for corporations who are only Interested profits not Our safety or well being 1

Form URL: https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/?CFID=424144290&CFTOKEN=fe2c84d54330e64a-0BB56BFD-0C8C-8DF2-41BDBBDE6C05A0D3&jsessionid=FEC594B5D59BE60A5B4CC787D7319850.www

Response to Comment 157

6. Response 2

Comment 158

Mike Dosert

Page 1

From: mikedostert@comcast.net
Sent: Wednesday, June 21, 2017 10:37 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Cc: Larry Cripe
Subject: Public Comment on Revised Sea Tac Flight path over Burien
Attachments: COMMENTS TO FAA WEDNESDAY JUNE 21.docx

From :

Mike and Alison Dostert
13672 18th Ave SW.
Burien Wa, 98166

To: Ms. Deem, or appropriate FAA official.

BACKGROUND

I live at 13672 18th Ave SW, in the Hurstwood neighborhood of Burien and own a rental house at 14671 16th Ave SW, Burien WA. . I moved to this area from my childhood home on 172nd and 12th Avenue South, now under the 3rd runway. The reason I moved as far west from the airport as possible, away from the defined flight path for the airport, was to avoid airplane noise. The 3rd runway has dramatically increased sideline noise from the Jets during certain operations. Up until several years ago we never had airplanes fly over our community except during a few hours during SeaFair when air traffic was rerouted for the Blue Angels. This was a once a year occurrence and was only for a few hours during daylight hours.

Since 2014 we noticed a slow progression of increasing turboprop airplane traffic sporadically flying over our neighborhood. In the summer of 2016 there was a dramatic change in the frequency of overflights of our neighborhood. Flight after flight, passing directly over our home, throughout the day. In the evening and at night when we went to bed around 11 PM the flights would occur every 4 to 5 minutes. We could not sleep. I finally sent a letter to the Port of Seattle documenting my noise complaints and the impact on my family. I received the attachment 1 letter dated September 1, 2016, from the port documenting the fact the FAA changed the flight operations on July 28th 2016, for all propeller aircraft departing to the north. 1

IMPACT OF THE FLIGHT CHANGE

With North winds these turboprops fly directly over my home. Data showed over 200 flights per day when the new flight path was implemented and the flights pass over a small geographic area, concentrating the impact and making it unbearable to sleep. The airplanes are turning and climbing out at high engine power, are at low altitude and create a very loud noise that keeps us up at night (flights every 4 minutes around 11 PM). This change in flight path directly impacts my health and ability to sleep as well as impacting property values. (data shows a reduction in property values near airports of 28 percent) My wife cannot sleep due to the noise. Its absolutely terrible. Pollution is a known impact on the community and this is documented in the comments from the City of Burien regarding this NEPA. 2

FLAWED DETERMINATION OF NO IMPACT ON COMMUNITY

In reviewing the NEPA the FAA states there was a noise analysis done in accordance with methods accepted by FAA using computer modelling. However no details of the analysis were provided, including

Response to Comment 158

1. Response 10. Based upon 2016 flight track data for SEA – there were approximately 3500 south bound north flow turboprops. While this may mean that some days there are more flights than others, the DNL is based upon an average annual day operational picture.

2. Response 4

Comment 158

Mike Dosert

Page 2

the assumptions used for the noise assessment, or any supporting noise measurements taken in our city documenting the actual noise created by the operation of the airplanes in the flight path they have implemented. The conclusion by the FAA was there was essentially no impact on Burien because the Q400 turboprops do not create significant noise. This is absolutely incorrect when the planes are at low altitude and high power as well as banking to turn. The NEPA analysis published for comment is obviously flawed when it concludes almost no impact on our city, neighborhoods and community. While no specific data is provided in the NEPA, one can only conclude the analysis method used by the FAA in the NEPA does not reflect the actual operation of the DH8 (Q400) airplanes that are passing over our city. 3

If the planes are so noisy, fly in a concentrated area and , the flights are so frequent, how can the analysis show there is no impact? The new flight path for the DH8 airplanes results in an almost immediate 90 degree left turn perpendicular to the runway (sometimes a sharper turn heading eventually due south) to the west/southwest. The airplanes are climbing out at full takeoff power and are banking/turning. Propeller airplanes make significantly more noise when they bank because the airflow into the propeller is not uniform and this creates a significant increase in noise that is not reflected in the certification noise data. In fact no noise certification data is measured during a banking or airplane turning maneuver. Not only does the certification data not reflect banking and turning of the airplane, the certification noise data is not based upon the engine power used in SeaTac operations. In fact if you look at the publically available data in the attachment 2 excerpt from Advisory Circular 36-3h, Appendix 2, Change 1, you see the DH-8 (Q400) Noise levels were based upon manufacturer data (see note 15), and the manufacturer used cutback engine power (see note 8). Cutback engine power in no way reflects the actual noise generated by these airplanes in our neighborhood. As shown by the graphic below the method for determining noise using cutbacks assumes the engine power is reduced from full takeoff power and spools down to a much lower, quieter power level, before the noise is measured. In effect this test shows the noise level that could be achieved if the airplane was operated using cutback power. **THIS IS NOT THE OPERATION OF THE AIRPLANES OVER OUR CITY AND NEIGHBORHOODS** and it is misleading and disingenuous for the FAA to publish a NEPA with false data being used to support a finding of no impact. Anyone who actually went out and listened to the airplanes flying over our City would easily come to the conclusion the NEPA is flawed. My understanding is noise engineers from the office of Environment and Energy in Washington DC, and the Aircraft Certification Service could be consulted to review the methods used within the NEPA for determining the impact of turbo propeller airplanes banking at low altitude, high engine power, with flights passing overhead every 4 to 6 minutes well into the night time hours. There is a major impact and a valid analysis supported by noise measurements would show the NEPA is flawed. 4

Response to Comment 158

3. We have included additional information into the CATEX regarding the noise analysis. The noise analysis was based upon the actual flight track data collected within the specified periods of time. This flight track data includes aircraft type, as well as specifiying altitudes, latitudes and longitudes along the flight track. Response 1

4. The intent of the FAA Advisory Circular 36-3H, "Estimated Airplane Noise Levels in A-Weighted Decibels", is to fulfill the noise level reporting requirement (14 CFR 36) of turbojet and large transport category aircraft in addition to providing a noise rating scale tool to airports and communities. AC 36-3H is not used as source data for calculating flight track noise within AEDT. Rather, AEDT utilizes a fleet database, containing acoustic data based upon power settings and distance (NPS data), augmented by a database of spectral characteristics as well as additional aircraft-specific data to support several noise adjustments. The NPD data present the aircraft source noise level for a given operational mode and power setting at a range of slant distances from the aircraft to account for acoustic propagation through a standard atmosphere. For fixed wing aircraft, each NPD is associated with an engine power setting. NPDs at different power settings represent the different types of noise generated by those power settings.

Comment 158

Mike Dosert

Page 3

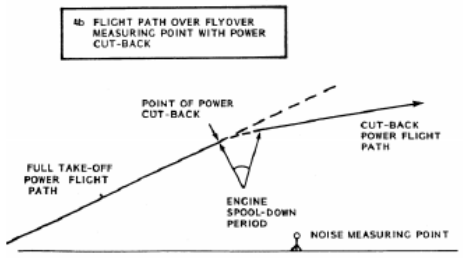

FIGURE 4

Computation of cutback-takeoff noise level from constant power tests

REDUCED SAFETY DUE TO CHANGED OPERATION - ENGINE OUT HAZARD

The NEPA includes an inferred safety benefit from the new flight routes. The change in flight path has nothing to do with improved safety and in fact puts these turbo prop airplanes at risk of an accident during takeoff and climb out. The immediate banking and turn following takeoff significantly increases the chances of an accident following an engine failure. While the airplane may be certified for engine out operation, industry data available to the FAA in "Engine plus Crew Error" reports clearly shows an increased risk of an accident by this type of operation due to the increased likelihood of a crew error causing loss of control. There are many accidents linked to crew error following an engine failure. The FAA should remove any statements inferring the new operations will enhance safety and in fact should state the proposed operation would have a negative impact on safety. The safety decrement should be taken into consideration in the NEPA analysis. 5

NEED FFOR PUBLIC PROCESS AND A VALID NEPA ANALYSIS

The purpose of the flight change is to increase airport operations and essentially opens up an entirely new flight path over Burien and my two homes located in Burien. This flight path was never envisioned in any information published by the Port of Seattle or proposed for public comment through either the Port of Seattle or the FAA. FAA managers made the determination there was no impact and a NEPA was not even required before implementing the new flight path in July 2016. The economic, health, and environmental impact of this change have not been evaluated in any rigorous manner by independent experts. No alternatives were discussed in the NEPA and the FAA appears to have quickly developed the NEPA to support a flawed decision to change the flight path without conducting a NEPA. It is no surprise the FAA initiated a NEPA after the lawsuit was filed hat does not reflect the actual airport operation they are initiating, did not hold any public meetings on this change, and only allowed the citizens of Burien 15 days to comment on the complex issues related to a substantive and thorough NEPA. 6 7

Response to Comment 158

5. Response 11

6. Response 7

7. The preliminary environmental analysis was not intended to be presented as a draft or final NEPA document, but rather as a summary of the environmental impact analysis undertaken. Alternatives suggested during the comment period are discussed and evaluated in Section 4, Alternatives.

Comment 158

Mike Dosert

Page 4

REQUEST FOR COMMENT PERIOD EXTENSION OR WITHDRAWL OF THE NEPA

I would like to request the NEPA be withdrawn for comment and a proper NEPA prepared that conforms with FAA criteria as discussed in Comments to this NEPA in great detail by the City of Burien. If the NEPA is not withdrawn, I request the comment period for this NEPA be extended for 60 days. There is no reason for the FAA to provide a 15 day comment period for such a significant change to the city of Burien as well as the flying public. It is almost impossible for the residents of the area to learn of this NEPA and provide effective comments to the NEPA in a 15 day window during the summer months. Guidance in the FAA NEPA Order states the notice of a public meeting should be a minimum of 30 days and a quick search of the internet showed other NEPA published for comment by the FAA do not have this short of a comment period. Due to the lawsuit filed by the City of Burien, it would appear the FAA is attempting to quickly publish the NEPA and get limited comments so they can justify the previous, arbitrary and capricious, decision by the FAA that is based upon the assumption there is no impact on Burien. Again, I request a proper NEPA be prepared and published for comment, including public notice and public meetings with the impacted communities. If this is not done I request the comment period be extended for an additional 60 days. 8

Regards, Mike and Alison Dostert

Response to Comment 158

8. As Per FAA Order 1050.1F 3-1-1, a CATEX refers to a category of actions that do not individually or cumulatively have a significant effect on the human environment and for which there are no extraordinary circumstances.
In particular FAA Order 5-6-5 i states that, in absence of extraordinary circumstances, the following action fall under a CATEX:
"..modifications to currently approved procedures conducted below 3,000 feet AGL that do not significantly increase noise over noise sensitive areas;.."
The noise analysis indicates that the noise exposure, as measured in DNL, does not change with the implementation of the Proposed Action.

FAA Order 1050.1F Section 5-2 details the Extraordinary Circumstances. These are factors or circumstances in which a normally categorically excluded action may have a significant environmental impact that then requires further analysis in an EA or an EIS. For FAA proposed actions, extraordinary circumstances exist when the proposed action meets both of the following criteria (see 40 CFR § 1508.4, CEQ Regulations):
(1) Involves any of the circumstances which are listed in Table 1 of the Preliminary Environmental Analysis; and
(2) May have a significant impact (see 40 CFR § 1508.4, CEQ Regulations).

The preliminary environmental analysis shows that since there is no significant impact in any of the environmental categories that no extraordinary circumstances exist. The FAA has therefore determined that a CATEX is the appropriate level of NEPA review for the Proposed Action.

The FAA is committed to giving the public an opportunity to be informed, become involved, and have their concerns and views considered as the FAA makes aviation decisions that might affect them. On June 8th 2017, the FAA issued a press release stating the availability of a summary of the preliminary environmental analysis prepared for the NEPA Proposed Action [7]. From June 8th through July 5th, the FAA

Comment 158

Mike Dosert

Page 5

Attachment 1: Letter dated September 1, 2016 from Port of Seattle to Mike Dostert Documenting fligh change and impact of noise

P.O. Box 68727
Seattle, WA 98168
Tel: 787-3000

www.portseattle.org

Port of Seattle
Seattle-Tacoma International Airport

September 1, 2016

Mike Dostert
13672 18th Ave SW
Burien, WA 98166

Mr. Dostert:

Thank you for contacting the Port of Seattle Noise Programs Office on Wednesday, August 24, 2016.

The Port of Seattle was recently informed that on July 28th, 2016, the Federal Aviation Administration (FAA) implemented a new departure procedure for propeller aircraft departing to the north. The new procedure turns propeller aircraft west directly after takeoff, which appears to place more aircraft over the Seahurst-Burien area. Although propeller aircraft have always overflown this area in the past, there is now a noticeable increase during north flow operations.
The Port is communicating directly with the FAA to express the communities concerns and better understand the FAA's reasons for this change.

If you have any questions please feel free to contact us at 206-787-5393.

Sincerely,

Karen Kalanick
Noise Programs Specialist

Response to Comment 158

the FAA solicited comments on this preliminary analysis, specifically requesting input on the best place to have aircraft fly from a community stand point. On July 25th, 2017 and then again on September 14th 2017, the FAA met with the City of Burien to discuss possible alternatives. All alternatives which were suggested during the public comment period as well as during that meeting with the City of Burien have been fully analyzed and incorporated into the Section 4, Alternatives.

Comment 158

Mike Dosert

Page 6

Attachment 1: Letter dated September 1, 2016 from Port of Seattle to Mike Dostert Documenting fligh change and impact of noise

P.O. Box 68727
Seattle, WA 98168
Tel: 787-3000

www.portseattle.org

Port of Seattle
Seattle-Tacoma International Airport

September 1, 2016

Mike Dostert
13672 18th Ave SW
Burien, WA 98166

Mr. Dostert:

Thank you for contacting the Port of Seattle Noise Programs Office on Wednesday, August 24, 2016.

The Port of Seattle was recently informed that on July 28th, 2016, the Federal Aviation Administration (FAA) implemented a new departure procedure for propeller aircraft departing to the north. The new procedure turns propeller aircraft west directly after takeoff, which appears to place more aircraft over the Seahurst-Burien area. Although propeller aircraft have always overflown this area in the past, there is now a noticeable increase during north flow operations.
The Port is communicating directly with the FAA to express the communities concerns and better understand the FAA's reasons for this change.

If you have any questions please feel free to contact us at 206-787-5393.

Sincerely,

Karen Kalanick

Karen Kalanick
Noise Programs Specialist

Response to Comment 158

Comment 158

Mike Dosert

Page 7

Response to Comment 158

Attachment 2: Excerpt from AC 36-3H, Bombardier DH8 (Q400) Noise data

AC36-3H
APPENDIX 2, CHANGE 1

4/5/2012

ESTIMATED MAXIMUM A-WEIGHTED SOUND LEVELS
MEASURED IN ACCORDANCE WITH PART-36 APPENDIX -C- PROCEDURES

MANUFACTURER	AIRPLANE	ENGINE	TOGW 1000 LBS	MLW 1000 LBS	TO dBA	APP dBA	APP FLAPS	NOTES
BOMBARDIER	BD-700-1A10 (Global Express)	BR706-710-A2-20	93.50	78.50	73.6	13.2	30	8,15
BOMBARDIER	BD-700-1A10 (Global Express)	BR706-710-A2-20	96.00	78.50	74.6	13.2	30	8,15
BOMBARDIER	CL-600-2C10 (CRJ700)	CF34-8C1	72.50	66.90	68.2	12.3	45	8,15
BOMBARDIER	CL-600-2C10 (CRJ700)	CF34-8C1	75.00	66.90	69.1	12.3	45	8,15
BOMBARDIER	DHC-6	PT6A-27	12.50	12.50	67.6	78.6		4
BOMBARDIER	DHC-6	PT6A-27	12.50	12.50	67.0	78.0	-	4
BOMBARDIER	DHC-7	PT6A-50	45.50	42.00	69.6	14.6	25	15
BOMBARDIER	DHC-8-102	PW120	34.50	33.90	66.7	11.2	35	15
BOMBARDIER	DHC-8-103	PW120	34.50	33.90	65.7	11.2	35	15
BOMBARDIER	DHC-8-106	PW120	36.30	33.90	66.4	11.2	35	15
BOMBARDIER	DHC-8-201/202	PW123	36.30	33.90	66.4	11.2	35	15
BOMBARDIER	DHC-8-111	PW123	43.00	42.00	65.4	10.7	35	8,15
BOMBARDIER	DHC-8-114	PW123	43.00	42.00	67.1	10.6	35	8,15
BOMBARDIER	DHC-8-400 (Q400)	PWC 150A	61.70	60.50	61.0	11.6	35	8,15,42
BOMBARDIER	DHC-8-400 (Q400)	PWC 150A	61.70	60.50	61.0	13.4	15	8,15
BOMBARDIER	DHC-8-400 (Q400)	PWC 150A	65.20	62.00	62.3	11.7	35	8,15,42
BOMBARDIER	DHC-8-400 (Q400)	PWC 150A	65.20	62.00	62.3	13.3	15	8,15
BOMBARDIER	DHC-8-401 (Q400)	PWC 150A	61.70	60.50	61.0	11.6	35	8,15,42
BOMBARDIER	DHC-8-401 (Q400)	PWC 150A	61.70	60.50	61.6	13.4	15	8,15
BOMBARDIER	DHC-8-401 (Q400)	PWC 150A	65.20	62.00	62.3	11.7	35	8,15,42
BOMBARDIER	DHC-8-401 (Q400)	PWC 150A	65.20	62.00	62.3	13.3	15	8,15
BOMBARDIER	DHC-8-402 (Q400)	PWC 150A	61.70	60.50	61.0	11.6	35	8,15,42
BOMBARDIER	DHC-8-402 (Q400)	PWC 150A	61.70	60.50	61.0	13.4	15	8,15
BOMBARDIER	DHC-8-402 (Q400)	PWC 150A	65.20	62.00	62.3	11.7	35	8,15,42
BOMBARDIER	DHC-8-402 (Q400)	PWC 150A	65.20	62.00	62.3	13.3	15	8,15

Comment 158

Mike Dosert

Page 8

Response to Comment 158

Reference Notes

* Less than maximum flap setting.
1. Engines equipped with P-36 acoustical treatment.
2. Quiet nacelles and double wall fan duct treatment.
3. Double wall fan duct treatment.
4. Retain from AC 36-3A.
5. Estimated using non-certification measurement data.
6. Nacelle with fixed lip inlet.
7. Increased takeoff thrust rating.
8. Thrust cutback used.
9. ICAO Annex 16 certification data source.
10. DOT/FAA noise measurements.
11. Propeller noise estimation model.
12. Certification spectra analyzed to obtain dBA.
13. Estimated using certification data from aircraft with similar engines.
14. Estimated using the Integrated Noise Model (INM).
15. Based on manufacturer's data.
16. Equipped with hushkit.
17. Equipped with Learavia engine suppressor nozzle and ECR 936.

Comment 159

Tad Doviak

Page 1

Sent: Wednesday, June 21, 2017 12:16 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: tubatad@gmail.com
Name: Tad Doviak
Mailing Address: 25747 19th Ave S
City: Des Moines
State: WA
Zip Code: 98198

Aviation noise: The planes are more frequently loud such that I can hear them over other sounds in the house and must pause conversations outside.

Aviation noise concentration: The planes are more frequently loud such that I can hear them over other sounds in the house and must pause conversations outside.

Environmental concerns: Pollution from the planes is more concentrated due to the narrower flight paths.

Other concerns: pK4

Possible increase in aviation noise: The planes are more frequently loud such that I can hear them over other sounds in the house and must pause conversations outside.

Aviation noise concentration: The planes are more frequently loud such that I can hear them over other sounds in the house and must pause conversations outside.

Air quality: Pollution from the planes is more concentrated due to the narrower flight paths.

1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 159

1. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow. In north flow, your concern is more likely associated with SEA arrivals and jet SEA departures in south flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 160

Peter Draughon

Page 1

Sent: Tuesday, June 20, 2017 10:53 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: pjdrcp@hotmail.com
Name: Peter J Draughon
Mailing Address: 2233 SW 149TH Street
City: Burien
State: WA
Zip Code: 98166

Aviation noise: I purchased property in Seahurst almost a year ago. I didn't buy property in Des Moines because of noise pollution from airplanes. 1

Environmental concerns: The smell of airplanes exhaust/fuel dropping makes this neighborhood undesirable. I bought property here because I want peace and quiet.

Access to knowledge about aviation and or airport concerns: Please let me know if you care about my neighborhood. If you want the noise/smell in your neighborhood then direct the the air traffic there.

Possible increase in aviation noise: Please no more noise or fuel/exhaust.

Air quality: The smell of exhaust/fuel dropping is not acceptable. 2

Other concerns: If there is a need for more air traffic...please think once..don't ruin a neighborhood. Build a new airport away from homes ..kids..people..please!! 3

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 160

1. Response 1

2. Response 2

3. Response 7.

Comment 161

Blair DuBois

Page 1

From: Blair <dubois@hotmail.com>
Sent: Wednesday, June 21, 2017 11:20 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Comments regarding the "Automation of a westerly heading for turboprops aircraft departing SEA in north flow Preliminary Environmental Analysis".

Dear FAA,

These are my comments regarding the "Automation of a westerly heading for turboprops aircraft departing SEA in north flow Preliminary Environmental Analysis".

I live at 14913 28th Ave SW, Burien WA 98166. I have lived at this address since September 2006.

I do not believe the FAA's analysis is sufficient or complete.

The combination of the noise level, the frequency of the noise from turboprop airplanes, and the concentration of flights from the changes in flights over Burien has adversely affected the quality of my life by making it difficult to sleep at night and making it difficult to hear my phone when outside during the day. I believe this is also affecting the wildlife along the Burien shoreline. From Eagle Landing Park to Seahurst Park in Burien, there is a significant stretch of non-bulkheaded shoreline which provides critical habitat to many types of wildlife that is also now adversely affected by the concentration of noise, level of noise, and frequency of noise due to the change in flight patterns.

As a shoreline property owner, I must comply with state and city regulation to preserve the ecological function of the shoreline. I do not believe the FAA has shown sufficient evidence and analysis that the changes are not adversely affecting the Puget Sound shoreline area.

Response to Comment 161

1. Response 8

2. Response 5

Comment 161

Blair DuBois

Page 2

The City of Burien designated a Fish and Wildlife Conservation Area on its Critical Areas Maps to which I must ensure that I as a property owner do not adversely affect. I do not believe the FAA has shown sufficient evidence and analysis that the changes are not adversely affecting the designated Fish and Wildlife Conservation area in Burien.

Concentrating flights over Burien is not good for wildlife or the residents of Burien.

I believe that the FAA needs to make a better effort and allow more time for the industry and community to determine alternate flight paths which would achieve the goal of separating the slower turboprops and minimize the impact of changes on all communities.

Best Regards,

Blair DuBois

Response to Comment 161

Comment 162

Rhonda Duncan

Page 1

From: Duncan, Rhonda (NSSEA) <Rhonda.Duncan@nucor.com>
Sent: Tuesday, June 20, 2017 1:05 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: REROUTED FLIGHTS
Attachments: 20170620faa.pdf

June 20, 2017
FAA

9-ATO-WSA-Public-Comments@faa.gov

RE: plane noise over Burien

I wholeheartedly agree with every bit of Debi Wagner's response to the FAA in her 15 page document (copy attached). 1

We have lived in the Hurstwood neighborhood, west of the airport, for 17 years. We have never experienced the plane noise, we have now, except for a short time during Seafair.

The damage done is painful in that it affects so many, in a multitude of ways, for the business of the airport, Port of Seattle and Alaska Airlines. Putting human life and property at stake in exchange for profits is so wrong and is not acceptable. There are laws to protect against this and unfortunately we may be forced to run this thru the courts to preserve our rights. The cost of time and money on both sides would be unnecessary if the correct process was followed to begin with. 2

We demand accountability for your actions. Studies must be done and plans authorized etc. by the appropriate parties before this change can be made. An agreement with the City of Burien and Quiet Skies Coalition was made recently to cease and desist. I ask that you follow thru with your agreement and follow the rules.

Sincerely,

Rhonda L. Duncan

Response to Comment 162

1. The referenced email attachment is depicted under Debi Wagner's submission

2. Response 23

Comment 162

Rhonda Duncan

Page 2

13660 17th Ave SW
Burien, WA 98166
206.243.6761
rhondalduncan@comcast.net

Response to Comment 162

Comment 163

Jennifer Durbin

Page 1

Sent: Wednesday, June 21, 2017 9:20 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: jendurbin@earthlink.net
Name: Jennifer Durbin
Mailing Address: 23810 12th Pl S #506
City: Des Moines
State: WA
Zip Code: 98198

Aviation noise: Cannot open windows due to airplanes constantly flying overhead. Too noisy. Would like to open windows on nice days but cannot much less spend any time in my backyard or on my deck.

Environmental concerns: My 10-year-old son plays outside daily if it's not raining. I'm concerned about toxic emissions from the planes that are flying directly overhead.

Possible increase in aviation noise: i live very close to the des moines marina and the planes fly directly overhead this beautiful neighborhood. Why are they flying over pac highway instead? 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 163

1. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow. In north flow, your concern is more likely associated with SEA arrivals and SEA jet departures in south flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 164

Richard Edel

Page 1

From: Rick Edel <edelfam@gmail.com>
Sent: Thursday, June 08, 2017 2:55 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Excessive noise from turbo-props over Burien

In case you missed it, there is a noticeable increase in noise over Burien from this unfairly increased overflight traffic.

I don't have measuring instruments, only ears, but they work well and detect these overflights as they occur. One of the beauties of Burien was that it lay (formerly) in the dead zone between downwind approach flight paths and the runways. Ever since the FAA in its infinite wisdom decided to allow turboprops to head west AT LOW ALTITUDES AND WITH CLIMBING POWER, the noise from aircraft has become unacceptable. 1

Find another way and place where higher altitudes and reduced power can mitigate the sound source level and locate the flight paths there. 2

Richard Edel
15626 21st Ave SW
Burien, WA 98166

Response to Comment 164

1. Response 1

2. There is no altitude restriction associated with the Proposed Action, so pilots have the ability to climb as much as they feel is within the safe operation of the aircraft. Instituting an altitude restriction may interfere with how the pilots would safely fly their aircraft. For this reason, the FAA has determined this alternative does not meet the Purpose and Need to enhance NAS safety and efficiency at SEA during north-flow operations. Power setting for each phase of flight is based upon the aircraft manufacturers recommendations in conjunction with the airline's policies and procedures.

Comment 165

Lyall Edey

Page 1

Sent: Thursday, June 22, 2017 11:59 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: Lyall@oz.net
Name: Lyall Edey
Mailing Address: 25655 Marine View Drive
City: Des Moines
State: WA
Zip Code: 98198

Aviation noise: Moved here in 1999. 3rd runway use is OUT OF CONTROL as it was to be overflow only. Clearly the primary use runway now and we were lied to. Jets directly above me now and you can no longer enjoy being outside with the noise. Can talk to someone 2 feet away they are so loud. Several Million dollar waterfront homes have been crushed in value. $6m home just sold for $3m on Marine View Drive S. Put these planes over I5...

Aviation noise concentration: 3rd runway destroyed the ""quiet enjoyment"" of my high bank waterfront home. Frequency and DB levels are a nightmare.

Environmental concerns: Air quality, especially when the occasional fuel dump over the sound occurs.

Possible increase in aviation noise: More flights = lower values and therefore higher property tax levy rates to feed the admin heavy / quality low school district.

Aviation noise concentration: 3rd runway destroyed my right to quietly enjoy my home.

1

Air quality: destroyed

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 165

1. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow. In north flow, your concern is more likely associated with SEA arrivals and jet departures in south flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 166

C. Edgar

Page 1

Sent: Tuesday, June 20, 2017 3:20 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: 16collingham@gmail.com
Name: C. Edgar
Mailing Address: 1811 SW 152nd St.
City: Burien
State: WA
Zip Code: 98166

Aviation noise: This switch in aviation noise/flight pattern was made without notification to the residents-me-that have been impacted by this noise. There was no SEPA or NEPA statement developed. Just wham, at the whim of the new FAA lead person transferred to our area we were given the impact. I believe she comments to a neighboring city at a public meeting was that Burien was going to get this plan because we were a poor community and most probably didn't have the money to fight the FAA. There was no consideration for the amount of noise and pollution we already get or consideration for the issue of environmental justice that our community deserves-due to our population dynamics and economics. 1

Aviation noise concentration: For years the FAA, the State of Washington DOT, the King County Council and the Port of Seattle have known that the footprint for Sea Tac was too small for safe further expansion. The concentration of noise in the area had exceeded safe decibel limits in some areas and there was no more land. That is why the State was to have decided on a second site airport years ago. The State shirked it responsibility and the FAA allowed this to happen. Now the silly question that the FAA has posed to Burien residents is what alternatives do we propose to solve the problem. Get a second site and temporarily allow some of the airline carriers to operate out of other airports-as some of the airlines requested to do years ago-until the new second site is developed and completed. Encourage the State to build rapid transit routes between the two International airport sites. Start seriously planning for the future about aviation expansion rather than procrastinating on State aviation issues. 2

Response to Comment 166

1. Response 23

2. Response 9

3. Response 22

Comment 166

C. Edgar

Page 2

Environmental concerns: Burien has already been targeted with lots of noise, air quality contamination (odors and particulates) and contamination to our wetlands and water from Sea Tac airport as it continues to sprawl into areas of our community that we were publicly promised by got. would not happen . Des Moines Creek is so contaminated that there is a 100% pre-spawn mortality rate to any Salmon entering that creek. Des MoinesCreek is the major creek that drains from the airport to the Sound. Over my house,the noise and odors from these diverted/new turn planes stinks and impacts our quality of life. We were never supposed to be in this path of flight. It isn't like we were not careful when we purchased our property. We checked to see that we were not in a flight path. Now you have moved the flight path to us. You flight path is contaminating a critical area-our lake. Eleven years ago, we were promised a new second site for an airport in the State of Washington. This was to relieve the need for further expansion in our area. And while the State Dept. of Transportation and the Puget Sound Regional Council (PSRC)conducted the LATS study, our area was never notified of the Public Hearings on the proposed study and the Hearings were not even held in our area. This is very strange because we are the most impacted area in the State for aviation environmental concerns and the population most impacted by the airport. The findings and decisions reached in the LATS study were totally ridiculous because the study claimed that the Sea Tac airport would not even reach max. use capacity until 2030. This was a politically manipulated study that completely underestimated the rate of aviation growth in our area. Sea Tac reached max. capacity last year. The nonsensical plan proposed by Sea Tac which they call their Sustainability Plan is clearly not sustainable. Comments to them and the Port of Seattle on environmental concerns are like spitting into a Black Hole. No one with the Port or Sea Tac even bothers to read them. Last year, I submitted a public information request to the Port on the LATS study-never heard from them. A month later, I submitted another Public Information request to get access to the LATS study. No response again. Finally after four months of waiting to hear that the Port had gotten my request, I sent a letter via a human carrier to the Port meeting to ask where my request was. Oh, then they were suddenly concerned because they had violated the Public Information Act and I could have sued them. But the man who was in charge of reviewing the citizen comments never lost his job. In fact, he got a promotion. That is the sad and shabby treatment the citizens in our area have gotten from the Port and the FAA-as is demonstrated by this most recent decision to send these planes over us without proper notice or NEPA review. What

3

2

Response to Comment 166

Comment 166

C. Edgar

Page 3

more do I need to say,the air stinks and makes people cough from it, it burns the nasal passage linings of some of my neighbors and people feel tortured and violated because they can't sleep. The wildlife in my backyard are completely dazed by the noise impacting their small and more delicate sensory system every time one of these flights comes over them. 3 4

Access to knowledge about aviation and or airport concerns: My concerns are that we don't get adequate or appropriate notifications about these issues as I mentioned in my comments above. The agencies involved violate the law as relates to Public Information laws. And preposterous studies are done without giving us adequate time and notification to respond as in the LATS Study and this PEA.. Every few years we have to endure ""the dance of the lemons"" as Port and FAA personal are transferred and new lemons are brought in to try to shove some new, tortuous aviation scheme on us and further diminish the quality of our lives. This is a constant ""shell game"" by the FAA and the Port intended to allow the State to keep stalling on naming a second site airport. An airport far away from densely populated lands and large enough in land size to accommodate future growth has been desperately needed for years. At least two airline carriers have begged for another location. But the King County and Seattle politicians have opposed this and kept it from happening. They want to keep the money generated from the airport in our area and at our expense but they don't want to live with it, breath its wastes or endure its noise. They purchase cushy properties in other areas while they destroy our properties with environmental hazards. ""Let those other poor suckers have their lives and health impacted while we count our money"", has been their attitude and the way they have voted to keep this airport mess in our area of King County and no where else in the State. Other communities in the State have begged to have the second site to create economic development in the depressed areas. What we are contending with here is total lack of environmental and social justice to those of us who live in Burien. and you at the FAA have again dropped another ""potty puddy bomb"" on us with your new airplane turn plan. you know exactly what you are doing by even making us respond to this PEA rather then doing the NEPA study that you should. 1 2 5

Other concerns: As a further concern, I take issue with cutting down 3,000 trees in our area to bring about your Next Gen plan. Our area is already challenged with air pollution, CO2 and dirty stormwater run off from the airport and the vehicle traffic 6

Response to Comment 166

4. Response 5

5. Response 12

6. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow and is not related to the cutting down of trees. Since analyzing the impacts of the cutting down of tress is outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 166

C. Edgar

Page 4

it brings in and out. And now the next big plan is to remove our old trees that help mitigate these issues and put in small, young trees that in no way can compensate for the mature tree loses. The Port and the FAA's concern is for the people in the air and to heck with the impacts to the people on the ground. Again this has come about because of poor long range planning and the development of a second site plan. While that second site is speeded ahead by the FAA and the Washington Dept. of Transportation, the logical solution to some of these expanding flight pattern problems seems to be to temporarily allow some of the involved carriers to use other available airport space in this area-Paine Field, Boeing Field, etc. This is what these carriers have asked for and been refused by you and local money grabbing politicians. 2

Possible increase in aviation noise: I have already responded to this.Already too darn much and you plan is to add even more.

Aviation noise concentration: Years ago, the FAA and the Port knew that the Sea Tac airport was too small of a land footprint and in to close to residential concentrations to do further expansion at this site. In spite of that known information, the Port of Seattle has continued to seek out new carriers and market itself as an area that can handle lots more expansion. For some strange reason, the FAA has allowed this ruse to continue on. The marketing and addition of Delta to this airport as a hub for them is a perfect example of what has been allowed by the unscrupulous Sea Tac/Port hucksters. The Port and King County have created this roblem by opposing a second site airport in another area of the State. Even more annoying is that at least 40% of the people who are brought into Sea Tac don't need to come into this airport because they are not disembarking but rather going on to Asia. King County and the State have blocked the development of rapid transit into and out of Sea Tac to other parts of the State thus making it impossible to transfer passengers easily between Sea Tac and a second new site. This has resulted in an intolerable amount of aviation noise concentration in our area. It seems strange that the Chinese, Japanese and Brits have solved this problem of passenger transfers but the Greatest Nation in the World amd Washinton State haven't been able to figure out how to build rapid transit between airports. 2

Air quality: Hack, hack, cough, cough, runny nose, weeping eyes and polluted waters. Air pollutants do go into the waters. Dead salmon in those waters. Dying 7

Response to Comment 166

7. response 2

Comment 166

C. Edgar

Page 5

young trees recently planted around the Third Runway. High incidences of asthma, respiratory conditions, lower life expediencies of residents in the area and higher incidences health problems in residents and school age children that live this. Yeah, there is an air quality problem linked to this project. Other concerns: General lack respect for the citizens in this community as demonstrated by the FAA staff-this based on the inappropriate public comments that have been made about why Burien should be targeted for this turn/flight pattern. General lack of respect for the lives and health of the residents in the area that the FAA has targeted for this turn pattern. I seriously doubt that the FAA would be making these kinds of disrespectful public comments to Bill Gates, Paul Allen, the City of Bellevue or the City of Medina. And I doubt the FAA would be making this flight pattern turn over County Executive, Dow Constantine's house or making him respond to a PEA in 14 days or less. 8

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 166

8. Response 7

Comment 167

Steve Edmiston

Page 1

Sent: Wednesday, July 05, 2017 2:07 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: sedmiston@bracepointlaw.com
Name: Steve Edmiston
Mailing Address: 27043 7th Place South
City: Des Moines
State: WA
Zip Code: 98198

Aviation noise: The exponential increase in commercial flights in and out of SeaTac have presented a grave new health risk for those in the flight paths - the new procedures have allowed for new communities to be impacted, and the doubling of commercial flights since 2003 present a significant health risk resulting from increased noise frequency. See June 13, 2017 Aircraft Noise Exposure study, https://www.ncbi.nlm.nih.gov/pubmed/28611191, incorporated to the comment by this reference, finding links from noise frequency to hyupertension and cardiovascular disease. This is just one of many studies of late. OF COURSE an environmental assessment must be done BEFORE increasing frequency of flights - unless the FAA has studies showing there is no harm from the noise - which of course it does not.

Other environmental concerns: There are substantial studies showing the adverse health and environmental harm from the emissions from aircraft. Also, the EJScreen tool - designed by the EPA for the purpose to preliminarily identifying sites for further study - places the ""beneath the flight paths"" locations at SeaTac in the 100th percentile in the United States for risk of cancer and risk of respiratory disease. SO - there is a substantial amount of science, of which 100% tells us that we are being harmed by the concentrated emissions from aircraft. OF COURSE a full environmental study and review must be made before continuing on a path of unfettered, unchecked, and unapologetic growth. We should identify and agree upon the hazards, and then permit the growth consistent with maintaining health and the environment, as well as the majesty that is the Puget Sound region that is being harmed. 1

Response to Comment 167

1. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow. In north flow, your concern is more likely associated with SEA arrivals and jet departures in south flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 167

Steve Edmiston

Page 2

Recommendations: We can all agree that growth can be good, and where it is good, it can and should be supported. Here, the communities near SeaTac want to support growth in partnership with the Port of Seattle and FAA - but that growth and that partnership must place a ""first do no harm"" ethic as an equal mission. Recommendation is no increased frequency or new procedures creating new routes without a full EIS. Procedures and route changes should be rolled back to February 2012 to comply with the McCain amendment's revisions to the 2017-2018 NDAA until such EIS is completed.

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 167

Comment 168

Emily Ehigh

Page 1

Sent: Thursday, July 06, 2017 7:50 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: edonovan82@msn.com
Name: Emily Ehigh
Mailing Address: 14527 4th Ct S
City: Burien
State: WA
Zip Code: 98168

Other environmental concerns: We are concerned about the amount of pollution constantly over our house in the proposed changes. Planes will be turning immediately and flying directly over our house and we did not plan for this when purchasing our home. We are very concerned about the health of our family. The new proposal is so heavily focused on one area as opposed to being spread out in the map of the current routes. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 168

1. Response 10

Comment 169

Mary Ehlers

Page 1

Sent: Tuesday, June 20, 2017 9:08 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: mehlers@seattleu.edu
Name: Mary Ehlers
Mailing Address: 1025 East Seattle Street
City: Kent
State: WA
Zip Code: 98030

Aviation noise: Our main source of noise is from trains, and occasionally from helicoptors.

Possible increase in aviation noise: We have too much noise from trains and don't want additional noise to deal with. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 169

1. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow, and is not likely to overfly your residence in Kent, WA. Since analyzing the impacts of your residential overflights is outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 170

Mike Ellis

Page 1

From: Mike Ellis <mike@49ermarketing.com>
Sent: Wednesday, June 21, 2017 12:57 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Burien Wa. Aircraft Noise Increase

Expires: Monday, December 18, 2017 12:00 AM

I am a resident of Shorewood in Burien Washington and I would like to complain about the noticeable increase in air traffic in our area. I was watching the ball game last night and several times I thought I heard thunder outside. I finally got up to check out the lightning show, only to see another Jet going overhead. We also hear a 4AM flight take off several mornings a week and increased air traffic while we're sitting on our deck. I'm sure this noise increase negatively affects our home values in our area. 1 2

In conclusion, I would like to hear from the FAA as to what plans they have to resolve this issue.

Mike Ellis
12827 Shorecrest Dr Sw
Burien, WA. 98146
Ph 206 940 3215
Fax 206 444 0408

Response to Comment 170

1. Response 1

2. Response 4

Comment 171

John Ely

Page 1

Sent: Tuesday, June 20, 2017 11:24 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: j_ely@comcast.net
Name: John M Ely
Mailing Address: 2469 SW 150th Street
City: Burien
State: WA
Zip Code: 98166

Environmental concerns: Degradation of the atmosphere, burning oxygen, destroying the ozone layer. 1

Aviation noise concentration: I have lived in Seahurst for 20 years and near busy airports all of my life. I treasure the tranquility of my neighborhood, as I also appreciate the convenience to air travel. However when the small turboprops are routed low over the neighborhood, which includes Bald Eagle habitat and range, the noise seems almost constant. They fly slowly, so it continues for a minute or so. Sometimes every 10 minutes! Very disturbing. 2

Air quality: We are prone to inversions in this area and additional exhaust from jets flying low is not good for the shoreline, the Sound or the people here. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 171

1. Response 2

2. Response 1

Comment 172

Bob Embrey and Jane McBride

Page 1

From: Bob Embrey <bob.embrey@yahoo.com>
Sent: Tuesday, June 20, 2017 4:15 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Potential problems of allowing automatic westbound turns

Importance: High

Hello,

We am writing to strongly discourage automatic westbound turns when northward flow is in effect. This proposal is not acceptable.

We live in Burien and are directly affected by airplane noise and particulate pollution when aircraft turn west during northward flow.] 1

When the third runway was opened there was a dramatic increase in air traffic over our home in the Shorewood neighborhood of Burien, and we ask you to strongly restrict or deny the 250 degree (or similar) heading on northward flow.

Automatic left turns of all propjets is not a good solution and impacts human health on many levels.] 2

Please do not go forward with this proposal.

Respectfully,

Bob Embrey and Jane McBride

Residents of Burien

Response to Comment 172

1. Response 2

2. Response 10

Comment 173

David Engdahl

Page 1

Sent: Wednesday, June 21, 2017 4:12 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: shorewoodhome@hotmail.com
Name: David E Engdahl
Mailing Address: 12237 Shorewood Ln SW
City: Burien
State: WA
Zip Code: 98146
Concerning Address: Seatac Airport

Aviation noise: Take-off noise has been much more frequent and substantial for several months than it ever had been before, because of the sneaky change made in flight patterns. 1

Environmental concerns: Already we are dealing with ground pollution with arsenic from the former smelter 20 miles downwind from here; now in addition we anticipate aircraft pollutants filtering down from the flight path above. 2

Access to knowledge about aviation and or airport concerns: Doesn't the U.S. own the Postal Service? Can't you mail notices and information? Communication otherwise is haphazard, insufficient, and typically untimely. We deserve better! How about a real hearing, with proper notice, as the law seems to require? 3

Possible increase in aviation noise: See above. 1

Air quality: See above. 2

Form URL:
https://www.faa.gov/nextgen/communityengagement/sea/community_comments/?CFID=424101015&CFTOKEN=712b67f3b0783fe7-014223C4-C5B9-1ADB-427D8E45AD778924&jsessionid=6931704689AD1D58FD1FAE09011976D2.www

Response to Comment 173

1. Response 2
2. Response 4
3. Response 13

Comment 174

Kathryn Enlow

Page 1

Sent: Tuesday, June 20, 2017 5:16 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: klenlow@yahoo.com
Name: Kathryn L Enlow
Mailing Address: 24907 Marine View Dr S
City: Des Moines
State: Wa
Zip Code: 98198

Aviation noise: It is impossible to sleep or stay asleep when there are commercial flights taking off at 1:45am, 2:10am, and 2:30am!! It has become so much worse in the 14 years that we have lived here. The value of our house has declined, we see far less wildlife and birds, you can't enjoy a warm evening outside on the deck because of the noise!

Aviation noise concentration: The noise with constant frequency, one plane after another, is really bad!

Environmental concerns: The house and windows rumble, birds are frightened away, we see far fewer eagles, blue heron, hawks, and osprey that we did even 5 years ago. That doesn't mention the air pollution and damage to our hearing!

Possible increase in aviation noise: The dramatic increase in flight traffic and noise has left us wishing we hadn't moved and purchased a home in Des Moines. Where can we move now without losing money on our house and where can we afford to buy? SeaTac airport is eroding our choices!

Aviation noise concentration: The frequency of flights in and out of SeaTac airport has become incessant. There is no ""safe and quiet window"" of time for residents to escape it. There needs to be a real and concerted effort to relocate commercial and residential flights to other parts of the region, Including Payne Field.

Air quality: The air quality is rapidly declining. 1

Response to Comment 174

1. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow. In north flow, your concern is more likely associated with SEA arrivals and SEA jet departures in south flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 175

Lori Erickson

Page 1

From: lori erickson <erickson.lori@comcast.net>
Sent: Wednesday, June 21, 2017 10:35 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: airplane noise

After living all over the world, I have returned to the neighborhood I grew up in, Shorewood. It is a quiet family neighborhood, with an elementary school, equally close to White Center and Burien.

Over the past 4 years I have noticed an increase in airplane noise. SeaTac has gotten busier and there are more and more frequent flights. I'm willing to share in the inconvenience of airplane noise, but this has gotten so much worse in 4 short years, and looks as though there is no limit to how much noise we will endure. 1

I am aware that citizens can express their displeasure and this will be taken into account. On behalf of my entire family, I would urge you to consider the routes that planes use when take off and land, and try to minimize the impact on our neighborhood. 2

Thank you for your consideration.

Lori and Robert Erickson
11901 30th Ave SW
Burien, WA 98146

Response to Comment 175

1. Response 9

2. Response 1

Comment 176

Aaron Erkenswick

Page 1

Sent: Monday, June 12, 2017 9:20 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: aaronerk@gmail.com
Name: Aaron Erkenswick
Mailing Address: 1051 SW 149th St
City: Burien
State: WA
Zip Code: 98166

Possible increase in aviation noise: The new take off path that directs low altitude traffic over the Seahurst neighborhood in Burien dramatically increases disruptive noise for both the residents and wildlife in the area. In addition to interrupting every day activities it lowers property values of the community. 1 2 3

Aviation noise concentration: Definitely concerned about noise concentration. If you have planes following the same path within minutes of each other, it's more than just the occasional disruption. 1

Air quality: Certainly I am concerned about poor air quality and contaminants from being directly under low flying air traffic. That said I am not an expert on pollutants from commercial air traffic and feel it is the FAA and the Port of Seattle's responsibility to conduct a professional environmental assessment that can be shown to the residents of Burien far before any decision is made on altering the flight paths. 4 5

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 176

1. Response 1
2. Response 5
3. Response 4
4. Response 2
5. Response 8

Comment 177

Mary Eun

Page 1

Sent: Wednesday, July 05, 2017 10:10 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: marymeun@gmail.com
Name: Mary M Eun
Mailing Address: 806 S 273rd Ct
City: Des Moines
State: WA
Zip Code: 98198

Aviation noise: The noise has gotten worse than ever. I cannot hear my neighbor next door when we're talking to each other from our decks. We used to have to stop occasionally, now it's every few minutes.

Other environmental concerns: As a young person who has had cancer, living in a neighborhood where 4 of my immediate neighbors have had cancer, I've been wondering why there's a higher frequency in our area than national averages. I think the correlation between airplane emissions and cancer needs to be understood better before more flights increase the density of emissions where i live.

Recommendations: Please spread the wealth by directing flights to other regional airports and not making SeaTac so dense in flights. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 177

1. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow. In north flow, your concern is more likely associated with SEA arrivals and SEA jet departures in south flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 178

Cheryl Evans

Page 1

Sent: Wednesday, June 21, 2017 3:05 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: csr395@aol.com
Name: Cheryl Evans
Mailing Address: 24614 8th Ave South
City: Des Moines
State: Washington
Zip Code: 98198

Aviation noise: The increased number of flights flying at all hours, seconds apart and at much lower altitudes. Both takeoff and waiting for a landing runway

Environmental concerns: The toxic emission particulates. These affect health, with cancer, respiratiory rates higher than any other part of King County. The toxic emissions are landing on our homes, cars, gardens leaving their filthy, poisonous residue.

Access to knowledge about aviation and or airport concerns: Quiet Skies Puget Sound information gathering. Presentations from doctors at Uof W on danger of toxic emissions on the health. Information posted on line and in periodicals across the globe, emphasizing the damage to the body caused by both the noise and emissions.

Possible increase in aviation noise: It has been documented that aviation noise interrupts concentration and sleep, both affecting health and memory.

Aviation noise concentration: Increased flights at lower altitudes, cargo flights with heavy loads, red eye and international flights, flying lower over our homes round the clock. This has become a daily and incessant problem.

Air quality: We cannot spend time outdoors, our pets are subject to the particulates in the air, our plants and trees and our children. In addition studies are proving our sea life is being adversely affected.

1

Response to Comment 178

1. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow. In north flow, your concern is more likely associated with SEA arrivals and SEA jet departures in south flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 178

Cheryl Evans

Page 2

Other concerns: Refusal of the POS and the FAA to acknowledge our concerns and real problems. Dishonesty from the FAA and POS re the 3rd runway, growth at SeaTac. Refusal by POS & FAA to consider another international airport in Moses Lake or a lke community.

Response to Comment 178

Comment 179

Pia Everett

Page 1

Sent: Tuesday, June 20, 2017 7:47 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: selfishcow@gmail.com
Name: Pia Everett
Mailing Address: 25816 15th Pl S
City: Des Moines
State: WA
Zip Code: 98198

Aviation noise: A plane goes by every five minutes or less, extremely noisy

Aviation noise concentration: I'm sorry I bought in this neighborhood,

Aviation noise concentration: I just bought in this neighborhood, it's pretty, but extremely noisy, each time a plane flies by, I have to pause my tv program, which is every five minutes, this is ridiculous 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/?CFID=63381070&CFTOKEN=d2e8d769aeda0fba-D571353B-9BE1-9475-D42977679AF7EDD4&jsessionid=DCEC9D80F653B04F8BF929AB186061AA.www

Response to Comment 179

1. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow. In north flow, your concern is more likely associated with SEA arrivals and SEA jet departures in south flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 180

Joe Faconne

Page 1

From: joe Faccone <joefaccone6363@outlook.com>
Sent: Thursday, June 22, 2017 6:48 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: noise increasing, ferequency increasing, request review for home ,insulation home owner since 1965 noise boundry on west side of military rd 1

Response to Comment 180

1. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow. In north flow, since Military Road is to the west of SEA, your concern is more likely associated with other operations. Since analyzing the impacts of these other operations are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 181

Al Falco

Page 1

From: Colleen Webster <alfalco1@comcast.net>
Sent: Wednesday, June 21, 2017 6:42 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Burien Airport Noise

To the FAA:

Please do not resume automatic 250 degree turns of propjet planes over Burien when the takeoff and landing is northbound. We've lived in and enjoyed this community for over 35 years. The disruptions to our lives from the noise of the planes prior to the suspension was significant.

Conversation or concentration in the outdoor areas of our property is impossible when the plane noise is present. The worst part is that it is so loud, even inside the house, that it interrupts sleep, especially when the flights are close together in the busy hours of the morning. 1

So, again I ask, please do not do that to us again.

Sincerely,

Al Falco

Response to Comment 181

1. Response 1

Comment 182

Anne Farmer

Page 1

Sent: Wednesday, June 21, 2017 3:49 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: annemfarmer@msn.com
Name: Anne Farmer
Mailing Address: 854 S Marine Hills Way
City: Federal Way
State: WA
Zip Code: 98003

Aviation noise: The overuse of the third runway coupled with increase aviation traffic into Seatac has significantly impacted quality of life in the Federal Way/Redondo area. There are many times of day when we hear one plane after another for hours as well as large cargo jets in the middle of the night that rumble our house. The daytime noise has become bad enough that we can no longer enjoy sitting outside for a meal. Conversations have to come to a hault until the plane passes over. This was not the case 8 years ago. I moved from Des Moines to get away from the noise and I guess it followed me. I don't understand why Seatac can't require different routes for landings/takeoffs or better yet use the third runway for commuter small planes only.

Possible increase in aviation noise: The overuse of the third runway coupled with increase aviation traffic into Seatac has significantly impacted quality of life in the Federal Way/Redondo area. There are many times of day when we hear one plane after another for hours as well as large cargo jets in the middle of the night that rumble our house. The daytime noise has become bad enough that we can no longer enjoy sitting outside for a meal. Conversations have to come to a hault until the plane passes over. This was not the case 8 years ago. I moved from Des Moines to get away from the noise and I guess it followed me. I don't understand why Seatac can't require different routes for landings/takeoffs or better yet use the third runway for commuter small planes only. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 182

1. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow. In north flow, your concern is more likely associated with SEA arrivals and SEA jet departures in south flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 183

Dwayne Farris

Page 1

Sent: Wednesday, June 21, 2017 4:33 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: dpfarris1975@yahoo.com
Name: Dwayne Farris
Mailing Address: 15433 22nd Ave SW
City: Burien
State: Wa
Zip Code: 98166

Aviation noise: My name is Dwayne Farris and my family and I live at 15433 22nd Ave SW Burien Wa 98166. We have lived here for approximately 2.5 years. We originally enjoyed the neighborhood and noticed that the FAA airline traffic was not too bad with flying over. But since last summer we've noticed a heavy increase with air traffic flying to the west when planes take off from SeaTac. What is concerning, is that we haven't seen any of this letting up in the future and with news media as well as the airport promoting an increase of flights this summer, were bracing for another noisy summer. With a family with 4 children ranging from the ages of 1-14 we can't help but be concerned with noise, possible threats or accidents of planes flying over our housing area, late night flights which we here now starting around 2100-2200 hrs and 0400am, were concerned with sleeping hours. Our house is an older house and needless to say more airplane noise means money to be invested in upgrading our windows (3 story house and and very expensive to do so). I hope I've shed some light on our concerns. Please feel free to reach out for more if needed. Thank you hearing our family's concerns. Dwayne

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1

Aviation noise concentration: My name is Dwayne Farris and my family and I live at 15433 22nd Ave SW Burien Wa 98166. We have lived here for approximately 2.5 years. We originally enjoyed the neighborhood and noticed that the FAA airline traffic was not too bad with flying over. But since last summer we've noticed a heavy increase with air traffic flying to the west when planes take off from SeaTac. What is concerning, is that we haven't seen any of this letting up in the future and with news media as well as the airport promoting an increase of flights this summer, were bracing for another noisy summer. With a family with 4 children

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Response to Comment 183

1. Response 1

2. Response 9

3. Response 11

Comment 183

Dwayne Farris

Response to Comment 183

Page 2

ranging from the ages of 1-14 we can't help but be concerned with noise, possible threats or accidents of planes flying over our housing area, late night flights which we here now starting around 2100-2200 hrs and 0400am, were concerned with sleeping hours. Our house is an older house and needless to say more airplane noise means money to be invested in upgrading our windows (3 story house and and very expensive to do so). I hope I've shed some light on our concerns. Please feel free to reach out for more if needed. Thank you hearing our family's concerns. Dwayne

3

1

Possible increase in aviation noise: My name is Dwayne Farris and my family and I live at 15433 22nd Ave SW Burien Wa 98166. We have lived here for approximately 2.5 years. We originally enjoyed the neighborhood and noticed that the FAA airline traffic was not too bad with flying over. But since last summer we've noticed a heavy increase with air traffic flying to the west when planes take off from SeaTac. What is concerning, is that we haven't seen any of this letting up in the future and with news media as well as the airport promoting an increase of flights this summer, were bracing for another noisy summer. With a family with 4 children ranging from the ages of 1-14 we can't help but be concerned with noise, possible threats or accidents of planes flying over our housing area, late night flights which we here now starting around 2100-2200 hrs and 0400am, were concerned with sleeping hours. Our house is an older house and needless to say more airplane noise means money to be invested in upgrading our windows (3 story house and and very expensive to do so). I hope I've shed some light on our concerns. Please feel free to reach out for more if needed. Thank you hearing our family's concerns. Dwayne

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1

Other concerns: My name is Dwayne Farris and my family and I live at 15433 22nd Ave SW Burien Wa 98166. We have lived here for approximately 2.5 years. We originally enjoyed the neighborhood and noticed that the FAA airline traffic was not too bad with flying over. But since last summer we've noticed a heavy increase with air traffic flying to the west when planes take off from SeaTac. What is concerning, is that we haven't seen any of this letting up in the future and with news media as well as the airport promoting an increase of flights this summer, were bracing for another noisy summer. With a family with 4 children ranging from the ages of 1-14 we can't help but be concerned with noise, possible threats or accidents of planes flying over our housing area, late night flights which we here now starting around

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Comment 183

Dwayne Farris

Page 3

2100-2200 hrs and 0400am, were concerned with sleeping hours. Our house is an older house and needless to say more airplane noise means money to be invested in upgrading our windows (3 story house and and very expensive to do so). I hope I've shed some light on our concerns. Please feel free to reach out for more if needed. Thank you hearing our family's concerns. Dwayne 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 183

Comment 184

Teresa Felix

Page 1

Sent: Wednesday, July 05, 2017 9:59 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: elmacoy@yahoo.com
Name: Teresa Felix
Mailing Address: 1601 SW 164th ST
City: Burien
State: WA
Zip Code: 98166

Aviation noise: I live next to a running brook that serves as a nesting ground for several species of singing birds as well as bees. Aviation noise along with related pollution would greatly endanger our local wildlife. 1

Other environmental concerns: My concern, besides Noise pollution is Ecological pollution. Airplanes on final approach are required to dump fuel in order to achieve a safe landing. Fuel dumps in the Puget Sound and surrounding areas are sure to pollute our clean water reserves as well as endanger our wildlife. It would also be very unsafe to divert airplanes where there are nesting birds, because of a higher risk of Bird Strikes. Please keep air traffic on its current flight path. 2

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 184

1. Response 5

2. Response 6

Comment 185

John Ferrari

Page 1

Sent: Monday, July 03, 2017 6:42 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: theferraris1@msn.com
Name: John Ferrari
Mailing Address: 1333 S Shelton st
City: seattle
State: WA
Zip Code: 98108

Aviation noise: The noise from both Boeing small craft and SeaTac is deafening on most days. Planes should use the Duwamish industrial flight path

Other environmental concerns: Air quality here is horrible. We suffer from Boeing field as well. I have live in the same area for 58 years, with great concern

Miscellaneous concerns: Due to the fact that Beacon Hill area has been low to moderated income, there is no say on areas of this matter

Recommendations: Planes should takeoff and land over Industrial area near Duwamish over downtown Seattle or over East side Bellevue

1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 185

1. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow. In north flow, your concern is more likely associated with SEA jet departures and SEA arrivals in south flow. Since analyzing the impacts of SEA south flow arrivals and north flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 186

John Ferrari

Page 1

Sent: Monday, July 03, 2017 7:15 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: theferraris1@msn.com
Name: John Ferrari
Mailing Address: 1333 S Shelton st
City: seattle
State: WA
Zip Code: 98108

Recommendations: "STOP dumping noise in 98118 & 98108. The shift east on North Flow has dumped Sea-Tac noise over Beacon Hill and the Rainier Valley disproportionately. Inadequate noise monitors and computerized 'noise modeling' are a sham, and this violates EPA guidelines for protecting low-income and minority communities from disproportionate environmental impacts. We stopped the FAA in 2010 from setting-up a new, expanded departure corridor over SE Seattle, but the pattern at FAA is clear. More noise is dumped on the poorest neighborhoods of color. Stop it!" 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 186

1. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow. In north flow, your concern is more likely associated with SEA jet departures and SEA arrivals in south flow. Since analyzing the impacts of SEA south flow arrivals and north flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 187

Natalia Fiakoff

Page 1

Sent: Tuesday, June 13, 2017 4:50 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: n.babyshoe@gmail.com
Name: Natalia Fialkoff
Mailing Address: 16445 12 Ave SW
City: Buriem
State: Wa
Zip Code: 98166

Concerning Address: I have had to move once to get away from noise and pollution from the airplanes. Now I have a very noticeable increase in air traffic to cope with again. Please make environmental protection of the citizens living near the airport a priority. The pollution and noise are literally sickening. I remember promises made about the 3rd runway and they are not being kept.

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 187

1. Response 1

2. Response 2

Comment 188

Kaylyn Fillmore

Page 1

Sent: Friday, June 09, 2017 10:35 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: kaylyn.fillmore@gmail.com
Name: Kaylyn Fillmore
Mailing Address: PO Box 3526
City: Seattle
State: wa
Zip Code: 98124

Concerning Address: SW 201st in Normandy Park, WA 98166

Aviation noise: Planes started turning over my house when taking off to the south. It has steadily increased. When outside, they are so loud you can not hear people talking. When inside, they can be louder than the tv. They continue very late into the night.

Aviation noise concentration: See note on noise. There seems to be one flight every half hour over my house. That was not the case when home purchased. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 188

1. Response 1

Comment 189

Michael Flaherty

Page 1

Sent: Tuesday, June 20, 2017 8:09 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: mfamo1@gmail.com
Name: Michael Flaherty
Mailing Address: 33604 5th Place SW
City: Federal Way
State: WA
Zip Code: 98023

Aviation noise: Horribly loud, continuous, health shattering airplane noise over North Federal Way. The rest of the Puget Sound is not sharing in the regional noise burden from SeaTac airport due to the NextGen pattern of concentrated noise over certain unlucky communities.

Aviation noise concentration: Horribly loud, continuous, health shattering airplane noise over North Federal Way. The rest of the Puget Sound is not sharing in the regional noise burden from SeaTac airport due to the NextGen pattern of concentrated noise over certain unlucky communities.

Possible increase in aviation noise: Horribly loud, continuous, health shattering airplane noise over North Federal Way. The rest of the Puget Sound is not sharing in the regional noise burden from SeaTac airport due to the NextGen pattern of concentrated noise over certain unlucky communities.

Aviation noise concentration: Horribly loud, continuous, health shattering airplane noise over North Federal Way. The rest of the Puget Sound is not sharing in the regional noise burden from SeaTac airport due to the NextGen pattern of concentrated noise over certain unlucky communities. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 189

1. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow. In north flow, your concern is more likely associated with SEA arrivals and SEA jet departures in south flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 190

Julie Fluke

Page 1

Sent: Tuesday, June 20, 2017 10:00 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: jfluke@starbucks.com
Name: Julie K Fluke
Mailing Address: 2115 SW 149th St.
City: Burien
State: WA
Zip Code: 98166

Aviation noise: The recent increase in noise has become such a distraction, that instead of working from my home - which my employer encourages to reduce Seattle traffic and air conditions - I now am commuting to/from work daily. The unpredictability of when flights are overhead, generating noise, is frustrating and only leads to my increased stress level if I do work from home..

Aviation noise concentration: When we first moved to Seahurst 9 years ago, there was seldom any airplane noise - with the exception of a few winter days when the air conditions enabled noise transmission. Over the past year, the endless flight noise, from both jets on the runways to twin prop planes flying directly overhead, has become unbearable. Earlier this week, I awoke to hearing a flight at 2:11am, then 2:30am, then at 4... and more regularly throughout the morning. It's unavoidable and again, causes unhealthy stress through lack of sleep and simply frustration. 1

Environmental concerns: On select mornings in past winter months, the air conditions were outrageously poor. With asthma, walking from my front door to my car was difficult, with the heavy concentration of jet fuel in the air. The fume smells were often so heavy, I refused to allow our pets outside knowing their breathing sensitivity could be worse than mine. I can only imagine what the air quality did to birds, eagles, and other wild species that call our green spaces home. 2

Access to knowledge about aviation and or airport concerns: The FAA is NOT to be trusted in this endeavor. You took unauthorized actions by altering the flight paths

Response to Comment 190

1. Response 1

2. Response 2

Comment 190

Julie Fluke

Page 2

without appropriate measures, thus putting our community at risk and causing this distrust by our residents. There was NO transparency with this decision, providingNO information about this decision, and INSUFFICENT time for us to respond appropriately. I'm appalled with the lack of concern the FAA has provided. 3

Other concerns: Overhead flights generate not only air quality issues, but dangerous residue that coats our valuable trees, plants, outdoor furniture, windows, gutters, and every outdoor surface. We've lived under flight paths before, and chose to move to this once quiet neighborhood to decrease the amount of cleaning we needed to do. We find ourselves again waking up to that ""dirt coating"" once again needing our energy to clean. This change impacts our quality of life in many ways. 2

Possible increase in aviation noise: IF the flights continue over Seahurst, ""possible Increase"" will not be seen - it will be a ""GUARANTEED"" increase in noise. Residents - myself included - will no longer sleep peacefully, day OR NIGHT. Our dinners will be interrupted with the roar of engines. Our homes will require additional noise cancellation materials - which the Port will have to pay for.

Aviation noise concentration: Once the flights are allowed freely over head, their frequency will only increase, making our lives unbearable in this home which we expected to fund our future retirement. We will definitely move, losing the value of our home to what the FAA and AK Airlines finds more important - the stock value of airlines and corporations supporting SeaTac. 4 5

Air quality: Should flights be allowed down our ""runway"" (aka 149th street) - I will be unable to breathe freely, as well as our pets, and guests. We will no longer want to entertain neighbors, building our community connections, in our back yards. The property values of our neighborhood will diminish and Seahurst will become another South Park. 2 5

Other concerns: Primarily, my future retirement in my home, and the quality of the air I must breathe are my greatest concerns. I am not alone in this fight - and the fight will continue - This is my home, with friends, neighbors, plants, animals, and all living things being sacrificed for the sake of greedy airlines ""supporting""

Response to Comment 190

3. Response 13

4. Response 7

5. Response 4

Comment 190

Julie Fluke

Page 3

Seattle. PLEASE, do what's right and stay the course with existing flight plans, and develop alternative airports in our area.

Response to Comment 190

Comment 191

Julie Fluke

Page 1

From: Julie Fluke <JFluke@starbucks.com>
Sent: Tuesday, June 20, 2017 10:37 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Seahurst Flight Plan Changes - NOT ACCEPTABLE

Hello – I am emailing you to voice my concerns about the FAAs recent shifting of flight paths over my neighborhood. My husband and I moved from under the flight path of Covington WA to Seahurst approx. 10 years ago. We valued the peace of the neighborhood and the outdoor focus of activities – kids actually playing OUTSIDE, residents WALKING their dogs, families enjoying dinners ON PATIOS. Burien has offered us relatively easy commutes to our downtown jobs, while maintaining a serene, middle class neighborhood community.

Last August while tending to our extensive garden, we noticed the increase of overhead twin prop jets. The noise, distraction, and jet fuel smells were disheartening. We began keeping record of their frequency – often flights passing every 6-10 minutes for hours, morning and night. It became such a frustration that I would call the Port of Seattle Noise Hotline DAILY. The Port had nothing to say about the change except to pass the blame to the FAA. 1

I've have tried speaking to various FAA departments – nobody ever was able to provide me with a statement or suggestions on what I could do, or connect me with someone with authority with whom to speak. It has become a vicious cycle of unaccountability. While that alone is frustrating, the fact airplane noise continues to increase daily, is even moreso. If we're not angry and frustrated, we're sad: Sad to think we will move, we will lose property value and our financial 2 retirement security in doing so, to avoid not only the sound – but more importantly the damaging air quality and dirt. As an asthma suffer, inhalers won't help offset 3 the stench of jet fuel every morning and night.

Having lived under a flight path previously, we know how dirty our neighborhoods will become with continuous overhead flights, even with prop planes. Engines turn those props, and engines are fuel burning, dirty machines. We can't spend our precious free time scrubbing windows and wasting water washing down our home surfaces.

Response to Comment 191

1. Response 1

2. Response 4

3. Response 2

Comment 191

Julie Fluke

Page 2

We ask you to cancel any future plans for redirecting flights over Seahurst, and vow to fight the FAA and all other involved powers who deem the redirection necessary. Such rerouting isn't necessary – building additional airports to support the increased flight volumes IS.] 4

Thank you,

Julie Fluke
2115 SW 149th St
Burien, WA 98166
206-384-2085

Response to Comment 191

4. Response 9

Comment 192

Karen Ford

Page 1

Sent: Thursday, June 22, 2017 7:19 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: kaford50@comcast.net
Name: Karen A Ford
Mailing Address: 14441 22nd Ave SW
City: Burien
State: Wsshington
Zip Code: 9816

Aviation noise: The increased noise has affected my enjoyment of my property and undoubtedly has affected my property values. 1 2

Other environmental concerns: Increased pollution 3

Recommendations: Cease the impermissible use of the airspace over my property at the levels instituted in July of 2016.

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 192

1. Response 1

2. Response 4

3. Response 2

Comment 193

Mary Forrey

Page 1

From: mary forrey <maryforrey@hotmail.com>
Sent: Wednesday, June 21, 2017 5:22 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Noise complaint in Shorewood on the Sound Community

To FAA,

I'm writing to complain about the very disturbing increase in noise from flights out of SeaTac Airport and change in flight pattern. I have enjoyed living here peacefully for 16 years and I'm livid at the change in flight pattern that is sending more and more planes directly over my home. The people of this community will not sit on the side line and allow this to happen for health reasons and damage to our property values. I am a widow and have taken much pride in caring for my beautiful mid century home that has 49 windows, mostly floor to ceiling that in the event this doesn't stop I will be contacting my attorney and demand that all windows be replaced and paid for by the port. Back in the 90's to 2001 I lived in north admiral and would watch flights take the turn out over the sound at a higher altitude with very little or no notice of noise. Please reconsider this damaging and unsafe change in flight pattern over our community.

1
2
3

Sincerely,

Mary Forrey
206-290-3657

Response to Comment 193

1. Response 1

2. Response 10

3. Response 4

Comment 194

Amy France

Page 1

Sent: Tuesday, June 20, 2017 10:32 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: afrance1959@comcast.net
Name: Amy France
Mailing Address: 1719 S. 232nd St.
City: Des Moines
State: Wa
Zip Code: 98198

Aviation noise: When we moved back to Dez zones in 1995 the planes did not affect us. You put in the 3rd runway and all things changed. More traffic in the air and the frequency and lowered altitudes are affecting us. Our ceilings are cracking and the seals to the Port Insulation packaged windows are unsealed. We can not entertain any longer. We bought this house with an in ground cement pool and can't even entertain anymore with the planes traffic overhead. I've requested frequency and altitude comparison reports a few weeks ago to compare over the years changes and have yet to receive them. There are cracks in our home, concerns about our in ground cement pool...all due to frequency and altitude changes. There's ringing in the ears, health concerns.

Aviation noise concentration: The noise is unbearable. We can't even hold a conversation in our home anymore and absolutely not outside at all. I have ringing in the air caused by the airplanes. The low altitudes have caused cracks in our home.

Environmental concerns: With the lower altitudes and frequency we've noticed soot on our patio coming from the airplanes. We have an in ground cement pool which our children grew up swimming in and now we have grandchildren doing the same. This season we are concerned more so of having anyone swim in the pool. We constantly test the water but haven't a kit for airplane chemical testing. We garden and concerned it's in our soils. Next there's talk of removing trees and trees give oxygen plus create a buffer for the noise and a home for our wild creatures. I don't believe the FAA and POS are concerned about the people.

1

Response to Comment 194

1. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow. In north flow, your concern is more likely associated with SEA arrivals and SEA jet departures in south flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 194

Amy France

Page 2

Access to knowledge about aviation and or airport concerns: The community is not fully kept apprised of the changes being made regarding the airport expansions. In fact, we've been purposefully left out of the loop. The dishonesty of the FAA and the POS is clearly there. Theres a lack transparency to the community.

Other concerns: All of the ones addressed and so many to list....infringement in my residential air space of lowered altitudes, more frequents, airplanes on top of one another increased. Freeway in the sky. Lack of response from the FAA and POS to the overall communities. Lack of transparency. Dishonesty. Still waiting for my comparison reports for the altitude and frequency changes these past years to date. Our pool...is it safe to swim in, is our dirt safe to dig in, our house is it going to cave in due to the cracks the airplanes are causing? Last August was our first experience of our trees blowing from the airplanes flying to low. We need answers and we need our air space back!

Possible increase in aviation noise: There is no more air space to use above our communities. The noise is at its highest and to continue to expand and add more flights is ludicrous with the community below the flights. It impacts all, schools, churches, parks, kids playing outside and can't hear when their parents call for them, entertaining. I already experience ringing in the ears as a cause of the noise.

Air quality: Air quality is already poor as I suffer with the onset of upper respiratory infections and asthma. That speaks for itself. The FAA and POS need to pay attention to the health of the surrounding communities, the statistics of the illnesses and deaths caused by the chemicals floating down into the air, water and soil.

Other concerns: The FAA and POS are gravely impacting the quality of life to the communities, our health and the freedom of use on our properties.

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 194

Comment 195

Lauren Frederick

Page 1

Sent: Friday, July 07, 2017 10:31 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: RANDLFRED@hotmail.com
Name: Lauren Frederick
Mailing Address: 433 S 207th St
City: Des Moines
State: WA
Zip Code: 98198

Aviation noise: Dear FAA Leadership, I grew up in Burien, WA, and now live in Des Moines, WA. For most of my life, I have lived close to SeaTac Airport. In the past couple of years, my husband and I have noticed a marked increase in air traffic and noise near our house. It sounds like the volume of flights has increased overall and the noise of all flights has increased overall. I have learned that changes to flight paths, heights of landings/approaches, and the increase in air traffic have all contributed to an increase in noise. The noise keeps us up at night, makes it unpleasant to enjoy being outside in our yard or open windows, and is stressful and wears on the nerves. From reports on local blogs, I know that other residents of Des Moines and Burien are experiencing the same effects of increased airplane noise. In the past we would sometimes struggle with airplane noise, depending on weather conditions, testing of engines, etc. But airplane noise in the past was not as frequent or loud and did not impact quality of life in the same way. I urge you to review noise impacts on Burien and Des Moines around the airport. Consider going back to previous air traffic patterns of a few years ago which were not so loud. Work with the Port of Seattle to find alternate solutions which produce less noise for airport communities. I am learning about this issue and I am sure there are other solutions which could be considered as well. Thank you for your time. I look forward to continuing to communicate with you and work with the FAA and the cities of Burien and Des Moines to resolve this issue and reduce airport noise for residents. Sincerely, Lauren Frederick 1

Response to Comment 195

1. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow. In north flow, your concern is more likely associated with SEA arrivals and SEA jet departures in south flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 195

Lauren Frederick

Page 2

Recommendations: Dear FAA Leadership, I grew up in Burien, WA, and now live in Des Moines, WA. For most of my life, I have lived close to SeaTac Airport. In the past couple of years, my husband and I have noticed a marked increase in air traffic and noise near our house. It sounds like the volume of flights has increased overall and the noise of all flights has increased overall. I have learned that changes to flight paths, heights of landings/approaches, and the increase in air traffic have all contributed to an increase in noise. The noise keeps us up at night, makes it unpleasant to enjoy being outside in our yard or open windows, and is stressful and wears on the nerves. From reports on local blogs, I know that other residents of Des Moines and Burien are experiencing the same effects of increased airplane noise. In the past we would sometimes struggle with airplane noise, depending on weather conditions, testing of engines, etc. But airplane noise in the past was not as frequent or loud and did not impact quality of life in the same way. I urge you to review noise impacts on Burien and Des Moines around the airport. Consider going back to previous air traffic patterns of a few years ago which were not so loud. Work with the Port of Seattle to find alternate solutions which produce less noise for airport communities. I am learning about this issue and I am sure there are other solutions which could be considered as well. Thank you for your time. I look forward to continuing to communicate with you and work with the FAA and the cities of Burien and Des Moines to resolve this issue and reduce airport noise for residents. Sincerely, Lauren Frederick

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 195

Comment 196

Christine Fredericksen

Page 1

Sent: Tuesday, June 20, 2017 2:25 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: chrisfred1@icloud.com
Name: Christine M Fredericksen
Mailing Address: 14967 18th Ave SW
City: Burien
State: Washington
Zip Code: 98166

Aviation noise: I can't remember specific dates but many months ago, I noticed planes flying over my house and the noise was extremely loud. It's definitely changed my peaceful paradise (inside and outside) 1

Environmental concerns: I am extremely concerned about the environmental impacts this has to both my animals and my community in general!! 2

Aviation noise concentration: It's very disruptive 1

Air quality: What does this truly do to the air I breathe???? 3

Other concerns: What will this do for reality value of my home??? 4

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 196

1. Response 1

2. Response 8

3. Response 2

4. Response 4

Comment 197

Josh Fredrickson

Page 1

Sent: Tuesday, June 20, 2017 7:05 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: spdsk8er511@comcasr.net
Name: Josh Fredrickson
Mailing Address: 13453 Occidental Ave S.
City: Burien
State: WA
Zip Code: 98168

Aviation noise: The noise over my house has quadrupled since the prop airplanes have unexpectedly turned over Burien.

Aviation noise concentration: Noise is almost unbearable when outside.

Environmental concerns: As we all know planes flying directly overhead is not good for anyone. Especially my family and all the kids in the neighborhood. We moved here knowing there was no flight path overhead

Possible increase in aviation noise: The noise isn't only possible we know it is a fact of this project as they have already illegally tested it out.

Aviation noise concentration: Terrible terrible noise

1

Air quality: Terrible for my health and that of others. 2

Other concerns: This project will decrease my property value 3

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 197

1. Response 1

2. Response 10

3. Response 4

Comment 198

Bettina Friese

Page 1

Sent: Wednesday, June 28, 2017 1:44 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: bfriese@prev.org
Name: Bettina Friese
Mailing Address: 29002 23rd Ave S
City: Federal Way
State: WA
Zip Code: 98003
Concerning Address:

Primary concerns about aviation that exist today with comments to specify the issue(s):

Aviation noise: I bought my house in January 2017. Prior to making a final decision about the purchase, I spent time in the neighborhood to make sure that the airplane noise was bearable. It was at the time. Planes were flying high when they got to my neighborhood. However, in recent weeks, the situation has changed and become unacceptable. Planes are flying very low over my neighborhood. I was woken up this morning at 3:30 by airplane noise. It usually doesn't stop until 11 pm. I would have NEVER bought this house, it I had known that this was the level of noise I would have to deal with. In addition, to the detrimental effects of the noise, I'm very concerned about other health effects and the effects on property values. As a result of the noise, I've already scaled back on my plans for the backyard because (a) I probably won't be sitting much outside to enjoy it, and (b) it's probably not wise to invest a lot of money into the house which will not be very appealing to buyers because of the noise. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 198

1. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow. In north flow, your concern is more likely associated with SEA arrivals and SEA jet departures in south flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 199

Hayley Fulton

Page 1

From: Hayley Fulton <fultonh22@gmail.com>
Sent: Tuesday, July 04, 2017 10:21 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Plane Noise- Burien, Washington

Good morning,

I am writing to express my concern about the plane noise of the City of Burien, the effects on home value, quality of life and our beautiful environment. The noise over our houses when the FAA approved the 250 degree heading was an extreme difference. It woke us up at night and affected out ability to enjoy the outdoors in Burien and enjoy being outdoors in our own home. It was so loud that we had to shut our windows during the day and night in order to enjoy being in our house and not have our day to day activities disrupted. 1 2

I know there are different options out there and would not like the FAA to approve the 250 degree turn again. The airport seems to be functioning just fine without it. It made a huge impact on our quality of life here in Burien. Although I am not a scientist, I'm sure it had an effect on the environment around us as well. 3
Please do not re-approve the 250 degree turn.

Best,
Hayley S. Fulton
Landowner - Gregory Heights area of Burien, Washington

Response to Comment 199

1. Response 4

2. Response 8

3. The need for the Proposed Action comes from the increasing user demand at SEA. The Proposed Action provides an additional tool for ATC to better ensure the safe separation of all aircraft in the immediate aircraft around SEA, while reducing delays for all served airports.

Comment 200

Julie Funkhouser

Page 1

Sent: Friday, June 23, 2017 12:41 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: jlfunkhouser@gmail.com
Name: Julie L Funkhouser
Mailing Address: 1609 SW 164th St
City: Burien
State: Washington
Zip Code: 98166

Aviation noise: I've lived in Burien off and on for 35 years. Most recently, the past 14 years, with no issues with noise pollution until the flight path changed. I chose to live here for convenient access to Seattle and the quiet tranquility of the area. I want that back. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 200

1. Response 1

Comment 201

Nancy Gagnat

Page 1

Sent: Wednesday, June 21, 2017 4:27 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: ngagnat@hotmail.com
Name: Nancy Gagnat
Mailing Address: 233 SW 154th, #306
City: Burien
State: Washington
Zip Code: 98166

Aviation noise: Since Quiet Skies has formed, the planes flying over my condo have decreased significantly. Then they started flying over again. The noise is significant. I have to wear ear plugs to bed so I can sleep in the morning. During the day, later afternoon and evening (before 11 pm), I can't hear my TV. I have to keep my window closed at night because the airplanes are so loud. 1

Aviation noise concentration: The aircraft noise is concentrated in the morning - it sounds like a wall of noise, continuous wall of noise. I have to keep my window closed at night because the airplanes are so loud in the morning that I can't sleep.

Environmental concerns: The air quality has decreased significantly. Especially during times of higher air traffic, the air is thick with the smell of petroleum and I have trouble breathing. I have to stay inside or leave the area. 2

Possible increase in aviation noise: Please don't increase aircraft flying over Burien and decrease the aircraft that are flying today over Burien today, like they were several months ago. I'm concerned about airplane noise and the continued need to close my windows, wear ear plugs. My quality of life will be reduced and the value of my property will be reduced if the aviation noise doesn't decrease. 3

Aviation noise concentration: Please see above

Air quality: I get headaches and it's hard to breathe. The impact to the environment and the quality of our air is significant. 2

Response to Comment 201

1. Response 1

2. Response 2

3. Response 14

Comment 202

Michael Garcia

Page 1

Sent: Wednesday, July 05, 2017 6:45 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: mike7286@hotmail.com
Name: Michael A Garcia
Mailing Address: 12856 7th Ave S
City: Burien
State: WA
Zip Code: 98168

Aviation noise: What will SeaTac airport do to reduce noise instead of increase it? It's already very busy over the city!

Other environmental concerns: Airplane exhaust fumes, as more flights go over Burien what will happen to our air quality? Are exhaust emissions going to be getting cleaner? 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 202

1. Response 2

Comment 203

Tara Garcia

Page 1

Sent: Tuesday, June 20, 2017 4:43 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: garciatar@yahoo.com
Name: tara L garcia
Mailing Address: 520 s. 302nd st
City: federal way
State: Washington
Zip Code: 98003

Aviation noise: The planes coming over my house everyday you can hear it a little bit daytime but the nighttime is loud really loud I'm laying in bed and I can hear it's like the planes are right over our heads his low as are trees sometimes help can't hear my TV sometimes

Possible increase in aviation noise: Too much noise

Aviation noise concentration: Too much noise as I'm sitting here in my room writing this I can hear the planes loud and clear as I speak and it is 5 p.m. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 203

1. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow. In north flow, your concern is more likely associated with SEA arrivals and SEA jet departures in south flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 204

Jean Gardner

Page 1

From: jean gardner <jeannevg47@hotmail.com>
Sent: Tuesday, June 20, 2017 8:53 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Noise Over Burien

Something really needs to be done about the flights over Burien. I have had many sleepless nights because of this. Also tired of sticky orange colored drops that land on my car and I am concerned about health problems because of it. Has to coming from the planes. 1
Please do something about it

Sincerely Jean Gardner
212 SW 146th St. Apt. 109
Burien, Wash. Phone:
206-937-1571

Response to Comment 204

1. Response 1

2. The FAA is not familiar with sticky orange drops that are emitted from commercial aircraft.

Comment 205

Shannon Garman

Page 1

Sent: Wednesday, June 21, 2017 8:59 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: shannongarman@hotmail.com
Name: Shannon M Garman
Mailing Address: 2436 SW 149th St
City: Burien
State: WA
Zip Code: 98166

Aviation noise concentration: Highest concentration is within 6 block radius; low flying turbo prop planes and a few jets as well. Noise is extreme due to low elevation and flying in straight line (not ascending) 1

Other concerns: Safety - flying over neighborhoods without ascending and air quality. Moved to west burien 20 yrs ago after researching flight patterns and environmental concerns. Only occasional small private aircraft flew over neighborhoods. Was concerned about concentration of specific cancers (brain, lung) in vicinity of airports. Most reports implicate higher incidents in certain radiius of departing flight paths. 2 3

Aviation noise concentration: Seattle workforce includes large number of telecommuters due to surface traffic issues and expectation for long hours or we work for companies headquartered elsewhere. I telecommute and unable to conduct a web presentation or complete a phone call during flights over my home or within 2-3 blocks. (Windows closed all day) 1

Air quality: Same as above 3

Other concerns: Safety (not ascending) most accidents occur during first 10 minutes take off and during landing. And as mentioned above poor air quality and resulting in major health concerns 2 3

Response to Comment 205

1. Response 1

2. The Proposed Action has no altitude restriction. As such, the pilot determines how best these south bound north flow turboprops should climb after takeoff.

3. Response 2

Comment 206

Kirk Gates

Page 1

Sent: Tuesday, June 20, 2017 9:03 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: kgates001@gmail.com
Name: Kirk T Gates
Mailing Address: 14613 6th Ave SW
City: Burien
State: WA
Zip Code: 98166

Environmental concerns: We? have children in our yard, there are schools all around us, and we grow our own produce as well as raise eggs and meat on our property. We do not want increased pollutants, which will negatively impact our physical health or increased noise that will negatively impact our enjoyment of our yard and home. 1 2

Access to knowledge about aviation and or airport concerns: It concerns me that the FAA can and did change the flight path without any communication with our community. Those effected by changes should be properly notified ahead of any changes that could or will negatively impact our lives! Such as this flight path change. 3 4

Other concerns: This change in the flight path will most definitely? lower our property values! Nobody wants to live under airplanes cuz is noisy and smelly and obnoxious! 5

Possible increase in aviation noise: Probable not possible. It is eminent that the nose will increase even more than it already has!

Aviation noise concentration: As the airport gets busier clearly the noise will increase. 6

Air quality: Pollution will increase will the increase of flights, chemical and noise 7

Other concerns: Privacy is jeopardized with flights overhead as well.

Response to Comment 206

1. Response 10
2. Response 1
3. Response 23
4. Response 13
5. Response 4
6. Response 9
7. Response 2

Comment 207

Page 1

From: do-not-reply@faa.gov
Sent: Wednesday, June 21, 2017 9:01 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: jannigayner@hotmail.com
Name: Janice K Gayner
Mailing Address: 410 SAW 139th St
City: Burien
State: WA
Zip Code: 98166

Aviation noise: The low flying planes are so noisy that conversations have to completely stop until the planes move out of the area

Aviation noise concentration: With the increase in airport business the concentration of flights is most definitely going to increase to further negatively impact our quality of life. 1

Environmental concerns: We? have children in our yard, there are schools all around us, and we grow our own produce as well as raise eggs and meat on our property. We do not want increased pollutants, which will negatively impact our physical health or increased noise that will negatively impact our enjoyment of our yard and home. 2 3

Access to knowledge about aviation and or airport concerns: It concerns me that the FAA can and did change the flight path without any communication with our community. Those effected by changes should be properly notified ahead of any changes that could or will negatively impact our lives! Such as this flight path change. 4 5

Other concerns: This change in the flight path will most definitely? lower our property values! Nobody wants to live under airplanes cuz is noisy and smelly and obnoxious! 6

Response to Comment 207

1. Response 1
2. Response 10
3. Response 1
4. Response 23
5. Response 13
6. Response 4
7. Response 9

Comment 207

Janice Gayner

Page 1

Possible increase in aviation noise: Probable not possible. It is eminent that the nose will increase even more than it already has!
Aviation noise concentration: As the airport gets busier clearly the noise will increase.
Air quality: Pollution will increase will the increase of flights, chemical and noise
Other concerns: Privacy is jeopardized with flights overhead as well. 7

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 207

Comment 208

Paul Gayner

Page 1

Sent: Wednesday, June 21, 2017 10:15 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: paulgayner@gmail.com
Name: Paul B Gayner
Mailing Address: 410 SAW 139th St
City: Burien
State: WA
Zip Code: 98166

Aviation noise: The planes that come over are extremely annoying. We entertain outside a lot and we can't hold a conversation with them coming over. It negatively affects our quality of life. There didn't seem to be a problem before.

Possible increase in aviation noise: It just keeps getting worse. Something needs to be done to put the planes back in there normal flight path. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 208

1. Response 1

Comment 209

Katina George-Roohi

Page 1

Sent: Tuesday, June 20, 2017 9:06 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: katina@kgeorgeroohi.com
Name: Katina George-Roohi
Mailing Address: 4406 S 217th St
City: Kent
State: Wa
Zip Code: 98032

Aviation noise: The noise is non stop over our community. It is impossible to sleep at night with the noise pollution. 1

Environmental concerns: Not only is noise a concern, since the change at SeaTac there has been pollution on homes, cars and most concerning in the air. This is a major health concern as well. 2

Possible increase in aviation noise: There are no public and or easy to find information on the expansion of the noise. What is the future? Will this now be 24/7 noise? 3

Aviation noise concentration: The concentration of the noise is right over a residential community. It is intrusive and a noxious and creates a unnecessary level of stres. 1

Air quality: The air quality is a huge concern on health of children and the elderly. The short term effects of bad air quality is an established link to cancer of all ages. 2

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 209

1. Response 1

2. Response 2

3. Response 9

Comment 210

Elaine Gibson

Page 1

From: Elaine Gibson <egibson1946@icloud.com>
Sent: Wednesday, June 21, 2017 5:29 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: I do not want any more low flying planes going over. There has to be some other plan.Please add my name to your list. 1

Elaine Gibson 11663 Roseberg Ave S Burien Wa.

Response to Comment 210

Thank you for your comment.

Comment 211

Timothy Gissipie

Page 1

Timothy Gillispie
13604 1ST AVE SW
Burien WA 98166
(206) 476-2653

Dear FAA:

The Airline Industry needs to make a profit and the citizens of Burien need a certain level of peace. I would ask the FAA To determin the cost effectiveness between building a new Airport at another location or renovating affected dwellings, by adding new windows or doors or insulation or all three if needed. 1 2

Guidelines for noise pollution could be Set To a certain criteria, Such as all dwellings That have had new windows or doors or Insulation or all three would be exempt if already completed in the last 10 yrs. Some Dwellings might only need 1 of the 3 renovations, Some 2, and Some may need all 3. 3

If this ends up being a good idea, I ask my house to be the first to be renovated, and my brother Dave Gillispie at 13850 1st. AVE SW To be the Second.

Have A Great Day :)

Timothy Gillispie

Response to Comment 211

1. Response 7

2. Response 9

3. Some Airports manage noise insulation programs, in association with their Part 150 noise programs. It is the Airport's responsibility to maintain this program.

Comment 212

Amy Glassman

Page 1

Sent: Tuesday, June 20, 2017 7:04 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: amy.glassman1@gmail.com
Name: Amy S Glassman
Mailing Address: 2704 SW 152ND PL
City: BURIEN
State: WA
Zip Code: 98166

Aviation noise: The airline noise has increased significantly since the purchase of my home decreasing is value and my quality of life. [1] [2]

Environmental concerns: The flight path change over my community has not been properly evaluated. [3]

Possible increase in aviation noise: The airline noise has increased significantly since the purchase of my home decreasing is value and my quality of life. [1] [2]

Air quality: The flight path change over my community has not been properly evaluated. [4]

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 212

1. Response 1

2. Response 4

3. Response 23

4. Response 2

Comment 213

Ronald Glen

Page 1

From: Ronald Glen <xanderax70@gmail.com>
Sent: Saturday, June 24, 2017 5:56 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Flight path over Burien

Hello

My name is Ronald Glen and I live in Burien. I have noticed more noise from the planes. I do not want planes flying over my house. I am concerned for the environmental impacts as well as the property values in my city. 1 2 3

Thank you for your time and efforts.

Ron Glen 206 795 5012

Response to Comment 213

1. Response 1

2. Response 8

3. Response 4

Comment 214

Adam Gloss

Page 1

Sent: Tuesday, June 20, 2017 6:09 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: adtob@comcast.net
Name: Adam Gloss
Mailing Address: 29411 1st Ave S
City: Federal Way
State: Wa
Zip Code: 98003

Aviation noise concentration: The close routing of flights and lower altitudes has increased the concentration of noise to a noticeable degree over Federal Way in areas that did not have this issue previously. It is impacting quality of life, and will ultimately impact property values and create health concerns.

Aviation noise concentration: The issues with aviation noise concentration (deceased quality of life, decreased property values, and impacts on health and use/enjoyment of property) will all increase proportionally with further concentration of aviation noise as flight increase and they are more tightly clustered. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 214

1. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow. In north flow, your concern is more likely associated with SEA arrivals and SEA jet departures in south flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 215

Robert Gobright

Page 1

Sent: Thursday, June 22, 2017 5:57 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: robertgobright@gmail.com
Name: Robert Gobright
Mailing Address: 2654 SW 112th st
City: Seattle
State: Wa
Zip Code: 98146

Aviation noise: The proposed new north west departure from SeaTac goes right over my house. The aircraft are low and too loud.

Possible increase in aviation noise: The aircraft that depart Sea Tac to the west fly right over my house. They are low and make a lot more noise. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 215

1. Given your location in relation to Section 2, Figure 13, it appears that you would have less turboprop overflights as a result of the implementation of the Proposed Action. Your concern is more likely associated with other traffic. Since analyzing the impacts of this other traffic is outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 216

Michael Goerz

Page 1

Sent: Monday, June 19, 2017 10:30 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: michaelgoerz@yahoo.com
Name: Michael C Goerz
Mailing Address: 12292 MArine View Dr sw
City: Burien
State: Wa
Zip Code: 98146

Aviation noise: Constant noise. Wakes me up. Reduces my home value. 1 2

Environmental concerns: As I understand it, this flight pattern is polluting the area. 3

Possible increase in aviation noise: Loud

Aviation noise concentration: Constant 1

Air quality: Destroying our air quality 3

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 216

1. Response 1

2. Response 4

3. Response 2

Comment 217

Veruska Goerz

Page 1

Sent: Monday, June 19, 2017 10:22 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: vfgoerz@yahoo.com
Name: Veruska F Goerz
Mailing Address: 12292 Marine View Drive SW
City: Burien
State: WA
Zip Code: 98146

Aviation noise: We bought our house here in 2012 and the sound has increase significantly since July of last year which really concerns us.

Possible increase in aviation noise: It's gotten substantially worse and is affecting our daily lives. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 217

1. Response 1

Comment 218

Ron Goldsberry

Page 1

Sent: Tuesday, June 20, 2017 1:33 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: rong1961@comcast.net
Name: Ron P Goldsberry
Mailing Address: 15201 28 th ave sw
City: Butien
State: W
Zip Code: 98166

Aviation noise: Very disruptive 1

Environmental concerns: Contamination 2

Possible increase in aviation noise: Can not go outside 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 218

1. Response 1

2. Response 8

Comment 219

Patricia Gomex

Page 1

Sent: Wednesday, July 05, 2017 6:28 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: gomez.patricia215@gmail.com
Name: Patricia E Gomex
Mailing Address: gomez.patricia215@gmail.com
City: Burien
State: Washington
Zip Code: 98166

Aviation noise: The noise pollution keeps me awake late at night and wakes me up too early, so it is a struggle to get 8 hours of good sleep. This is affecting my overall health, and sometimes I am falling asleep on the road. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 219

1. Response 1

Comment 220

Marcela Gomez

Page 1

Sent: Wednesday, June 21, 2017 12:00 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: wonderwoman0808@hotmail.com
Name: Marcela E Gomez
Mailing Address: 15219 22nd Ave SW
City: Burien
State: Washington
Zip Code: 98166

Aviation noise: The planes are so low to the ground it stops you in your tracks until the noise stops. Why are these plays flying so low? 1 2

Aviation noise concentration: The noise has increased over the last several months. 3

Environmental concerns: I'm surprised given the number of studies in both British and US journals over the myriad of health problems that airplane fuel pollution contributes that the airport authority does not route flight patterns away from residential areas. Those journals list heart disease, strokes, kidney failure, cancer premature births, ADHD in children, etc, etc. Not to mention any sediment landing on the soil where people grow their vegetables. Are airplanes still using lead based fuels? I did not within blocks of the airport to avoid these issues. Now the airplanes are flying right over my home, so much for avoiding the intense noise and environmental pollution. I'm shocked and that lack of consideration for the residents of Burien by SEATAC airport. 4

Possible increase in aviation noise: As stated below, the planes are flying so low the noise stops you in your tracks. If I wanted that I would have moved closer to the airport. 1

Aviation noise concentration: The noise in incredibly disruptive, enough so to give you pause until the damn thing passes. 5

Air quality: Increase in harmful particles in the air due to increase in airplane traffic.
Other concerns: Environmental pollution on the soil and water table. 6

Response to Comment 220

1. Response 1

2. As shown in Section 2 Figure 11, turboprops are typically at between 2,000 -3,000 feet Mean Sea Level (MSL) as they turn to the west prior to reaching the coast line. The exact altitude is depending on a variety of factors including weather and aircraft type. The general altitudes are to be expected for aircraft that are turned soon after takeoff. There is no altitude restriction associated with the Proposed Action, so pilots have the ability to climb as much as they feel is within the safe operation of the aircraft.

3. Response 14.

4. Response 8

5. Response 2

6. Response 5

Comment 221

Marylou Gomez

Page 1

Sent: Wednesday, July 05, 2017 5:52 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: marylougomez@icloud.com
Name: Marylou Gomez
Mailing Address: 15442 21st ave SW
City: Burien
State: WA
Zip Code: 98166

Aviation noise: Plane noise has increased. Before I never heard planes over my house. Now, I hear planes all the time. When I lived in Des Mounes that made sense since I had bought under the flight path, here no one said anything. It just happened. 1

Other environmental concerns: I understand that areas under flight path are exposed to chemical waste. For example the zip code located under Boeing field has a short life span. Again, I did not purchase a home there and was not given notice to attend any meetings that changed or would change my property value. 2 3 4

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 221

1. Response 1

2. Response 8

3. Response 13

4. Response 4

Comment 222

Sandra Gomez

Page 1

From: Sandra Gomez <snadra33@msn.com>
Sent: Tuesday, June 20, 2017 6:49 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: No more noise !

Be beautiful inside and the out will follow ?? 1

Response to Comment 222

Thank you for your comment

Comment 223

Paul Gould

Page 1

From: Paul <paulkgould@comcast.net>
Sent: Monday, June 26, 2017 4:25 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Proposed Turbo Props turning directly West over Burien - Noise and Air Quality concerns.

I am providing these comments regarding the desire of the FAA and the Port of Seattle to turn small Turbo Prop aircraft immediately left over Burien, upon take off, on North bound departures.

1. I moved here from West Seattle in 2013. We wanted to be near the airport as we are both retired and travel a lot. We research carefully and walked the neighborhoods we were considering, ascertaining airport noise.

We live in Gregory Heights and what airport noise we hear is only under certain weather/wind situations and is mostly a bit of takeoff rumbling or just taxing noise, usually in the winter. We rarely hear any noise at all inside.

We do believe in having very safe airport operations.

2. I completely understand the desire to get the smaller, slower, more maneuverable aircraft out of the way so you can get more aircraft off the ground. We do keep hearing about how growth at SeaTac is significantly increasing and all of the things that are being planned to handle all of the growth.

I know Alaska is very concerned about operational delays caused by airport congestion, thus is was no surprise they are going to try for some flights out of Everett/Paine Field.

The FAA and the Port really need to step up and start working on expanding operations at other facilities like Paine Field. There is a huge population north of Seattle that I am sure would love to have an airport closer to where they live.

Rather than keeping having a growing SeaTac continuing to consume and negatively impact it's surrounding communities, we are long overdue for additional airport capacity elsewhere. 1

Response to Comment 223

1. Response 9

Comment 223

Paul Gould

Page 2

3. Regarding the proposed left turning Turbo Props proposal that was tried last summer/fall before you were sued to halt them -

a. Hundreds of people were aware and immediately knew something regarding airport operations had dramatically changed.

People who had never had a plane over their house for decades were suddenly having 50+ planes a day overhead.

b. People got organized, the Quiet Skies Coalition for Burien was formed, the city council got involved, Lawyers got hired etc.

Meetings were packed where updates and progress was discussed regarding the turbo-prop overflights.

Many people aired their noise complaints via the B-Town Blog.

c. Your graphs showing the dispersed pattern that is currently in place and the concentrated left turns over Burien are very clear and confirmed what people knew.

d. From a noise and air quality impact perspective, it is obvious that spreading out the aircraft over a wider area is preferable to concentrating them all over a much smaller, heavily residential area.

The history of your attempt of last year should make that obvious. People might ignore a random plane or two a day, but not 50.

e. There is a massive amount of scientific and medical research and studies out now about the negative health impacts to people in communities surrounding airports.

The lead in the fuel is a huge medical problem and the dispersed fine particulate material in the aircraft exhaust is so fine that it is not filtered out by the lungs and gets into the bloodstream directly.

Response to Comment 223

Thank you for your comment.

Comment 223

Paul Gould

Page 3

Cancers and other diseases are higher in communities surrounding airports. These are all well documented facts.

Thus to change the aircraft depart patterns from a widely dispersed pattern to one that concentrates them all over a small narrow area will likely have long term negative health impacts to those areas. 2

4. Based on all of the above, you can imagine my confusion when your preliminary environmental analysis reports no measureable noise or air quality impacts to the left turn takeoff routings.

The conclusions of the EA seems to ""fly"" directly in the face of significant human experience, basic logic, and documented scientific and medical literature on the health impacts.

Several of the surrounding communities were formed, just to fight the 3rd runway. Many people are still very mad about how that went down. After that experience, I don't see that denying the real world concerns of those same

communities by tell them that they were just imagining all of that increased overflight noise, and that a massive increase in particulate matter and lead from planes now being concentrated over their heads is non-existent, is going to satisfy anybody.

I think you are going to find this EA, Dead on Arrival, because it doesn't seem to have any bearing on reality.

5. To look at the bigger picture - this whole left turning turbo prop situation is a symptom of a much larger issue.

The SeaTac airport cannot keep expanding indefinitely. What is going on is not sustainable.

Having ever increasing passenger and cargo traffic cannot keep continuing. The Airport footprint is only so big, the 3 runways can only handle so many inbound and outbound aircraft per hour/per day.

Response to Comment 223

2. Response 10

Comment 223

Paul Gould

Page 4

To get more planes off, you are now planning on seriously negatively impacting the health and quality of life of Burien. Who's next? I know many people are concerned that a 4th runway is coming next.

Who actually benefits from all of this increasing aircraft traffic and what price are the communities surrounding the airport going to paying over the next decades to support all this increased traffic?

Many people are concluding that SeaTac airport is at or near capacity and the Port and FAA need to start looking at increasing aircraft traffic demands as a regional problem, not just a SeaTac problem.

At Sea-Tac, we may need to let market forces take over with the existing capacity and let gate costs and cargo usage fees rise until demand matches supply.

In conclusion, if you are looking for feedback on the Preliminary EA, I don't have a good response other than it doesn't relate to logic or reality and doesn't appear to be credible at all.

This left turning strategy, will only supply short term relief at best, based on all the airport growth estimates.

We need to know hat the next strategy will be. I realize that the NextGen program is all about getting more planes in and out safely with more efficient inbound and flight routings.

Is NextGen going to be the bulk of the capacity expanding efforts, or are there more things in the works.

Without knowing how this left turning Turbo Prop strategy fits in with the other capacity expanding efforts, like NextGen, It is hard to properly evaluate this other than in a vacuum.] 3

Without a credible, believable environmental assessment, that objectively and truthfully addresses the noise and air quality impacts and the necessary mitigation

Response to Comment 223

3. The Proposed Action is intended to provide an additional tool by which ATC may safely accommodate more aircraft in the NAS – which minimizes ground delays, as is the FAA's congressional directive to best serve the flying public. This proposal is in response to an increase in operations at SEA and is not expected to further increase operations at SEA. There would be no significant environmental impacts under NEPA, nor significant cumulative impact or indirect impacts or any other associated specials act, including the Clean Air Act.

Comment 223

Paul Gould

Page 5

to them, and without some way to evaluate how this fits in with other operational expanding efforts, I have to be opposed to what I perceive as a short term band aid approach to a much bigger problem, that causes significant negative quality of life impacts and will not solve the long term airport capacity problem.

Sincerely,

Paul K. Gould

Burien, Wa
paulkgould@comcast.net
206-937-5663

Response to Comment 223

Comment 224

Paraskevi Gourgioti

Page 1

Sent: Tuesday, June 20, 2017 8:43 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: nessa.gourgioti@gmail.com
Name: Paraskevi V Gourgioti
Mailing Address: 16601 8th Avenue SW
City: Burien
State: WA
Zip Code: 98166

Aviation noise: We've been experiencing increased aviation noise and are really disappointed. 1

Environmental concerns: Increased aviation is effecting wildlife in nearby green belts. 2

Air quality: The increased aviation traffic is effecting the air quality of the nearby residential areas. 3

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 224

1. Aircraft take off and land into the wind. Generally speaking, during the summer months, SEA is in north flow (arrivals and departures land and take off to the north) and the rest of the time SEA is in south flow (departures take off and arrivals land to the south). It may be that the increase in noise are departing south bound turboprops in north flow– then this would be the No Action Alternative.

2. Response 5

3. Response 2

Comment 225

Kayla Graham

Page 1

From: Kayla Graham <klbgraham@gmail.com>
Sent: Friday, June 09, 2017 8:41 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Noise issues from North Flow flight pattern from Seatac over Burien, WA

To Whom It May Concern:

In regards to the recent FAA analysis of the North Flow flight pattern and the findings concerning noise: it is possible that the measurement tools used to examine environmental impact were inadequate. I live in the north flow flight pattern area and plane noise is a considerable detriment to the quality of sound and life in my neighborhood. The sound of larger aircraft from the east impacts my home (inside and out) on a daily basis, and the addition of the turboprop noise is measurable to me. It definitely impacts the noise level in my home, my yard, and therefore impacts daily activities, like sleep (I have a little one whose sleep can be disrupted by the plane noises), work, and leisure. 1

Please reconsider the proposed North flow flight path and think outside the box - get more creative about how to increase jet traffic at Seatac without significantly impacting the quality of life of the surrounding neighborhoods and cities.

Sincerely,

Kayla Graham
Burien, WA

Response to Comment 225

1. Response 7

Comment 226

Chris Guizlo

Page 1

Sent: Tuesday, June 20, 2017 10:41 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: cguizlo@gmail.com
Name: Chris Guizlo
Mailing Address: 1427 SW 148th Street.
City: Burien
State: Washington
Zip Code: 98166

Aviation noise concentration: Since the rerouting of North departures over Burien last July there has been a consistent and noticable increase in jet noise at our location. It's consistent and we would urge the recending of the routing.

Possible increase in aviation noise: See above field. Too much noise heading over Burien. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 226

1. Response 1

Comment 227

Mark Guth

Page 1

Sent: Wednesday, June 21, 2017 7:23 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: markg822@gmail.com
Name: Mark C Guth
Mailing Address: 813 s 194th st
City: Des Moines
State: WA
Zip Code: 98148

Aviation noise: The noise is very loud and seems more frequent since I moved in in 2009. I chose to move here and deal with plane noise; I'm here to advocate that we continue to do things like add high quality windows (like those there were installed by the port of Seattle before i bought my house) as that has a huge positive impact on potential neighbors moving in. Also, I added air condition a few years back which keeps the house cool, but I also found that I could comfortably keep the windows closed at night. If we were able to retrofit houses with better insulation, I'd be for that too. Plane noise is annoying but I understand air traffic to our region is hugely important. I am appreciative of the support the port has provided and will advocate for any and all future support. Thank you for your consideration. 1

Possible increase in aviation noise: Same as previous comments, will re-share: The noise is very loud and seems more frequent since I moved in in 2009. I chose to move here and deal with plane noise; I'm here to advocate that we continue to do things like add high quality windows (like those there were installed by the port of Seattle before i bought my house) as that has a huge positive impact on potential neighbors moving in. Also, I added air condition a few years back which keeps the house cool, but I also found that I could comfortably keep the windows closed at night. If we were able to retrofit houses with better insulation, I'd be for that too. Plane noise is annoying but I understand air traffic to our region is hugely important. I am appreciative of the support the port has provided and will advocate for any and all future support. Thank you for your consideration.

Response to Comment 227

1. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow. In north flow, your concern is more likely associated with SEA arrivals and SEA jet departures in south flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 228

Eric Gutierrez

Page 1

From: Eric Gutierrez <ericgutierrez@hey.us.com>
Sent: Friday, June 16, 2017 8:02 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Cc: Jim Rose
Subject: Please stop flights directly over our homes

We noticed a dramatic increase in flights directly over our neighborhood starting last summer. We moved into our south seattle/north Burien neighborhood a little over two years ago and the increase in noise became noticeable when flight paths were directed this way. 1

ERIC GUTIERREZ
PARTNER, CHIEF CREATIVE OFFICER
ericgutierrez@hey.us.com
206.383.7080

Response to Comment 228

1. Response 1

Comment 229

Robert Hadley

Page 1

From: Robert Hadley <roberth@hadleyproperties.com>
Sent: Wednesday, June 21, 2017 11:49 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Please don't create more airport impacts to those communities already most impacted by SeaTac flights

I am both a frequent air traveler and a resident of Normandy Park. I know the benefits of air travel and I've seen firsthand the enormously detrimental impact of third runway operations on Des Moines and east Burien.

I am writing because the proposal to increase turning overflights is unfair to these cities. Airports are a regional amenity and the impacts should be shared more broadly so that the burden isn't overwhelming on any community. 1

Very truly yours,

Robert Hadley
1645 SW Miller Creek Rd.
Normandy Park, WA 98166

Response to Comment 229

1. Response 7.

Comment 230

August Hahn

Page 1

Sent: Thursday, June 22, 2017 8:35 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: augusth@me.com
Name: August Hahn
Mailing Address: 2419 SW 149th ST
City: Burien
State: WA
Zip Code: 98166

Aviation noise: The turboprop planes flying low and slow over my house, at full takeoff power and turning sharply overhead, are amazingly loud and disruptive. I work from home and at times I can't hear anything other than the roar of the engines overhead. At night it's hard to sleep when a jet screams by late at night. The new flight paths that send jets over my house are incredibly disruptive to all aspects of my life here in Burien. I don't know why I have to wear ear protection while working in my yard, but it's getting to that point. 1

Aviation noise concentration: It seems that you've decided that Burien can handle hundreds of flights over our heads at all times of the day or night. It used to be quiet here on the shores of Puget Sound, but now you're routing so many low-flying planes over us that it's become intolerable. I suspect that it will only get worse over time, as the number of flights increase and your lack of concern for the people will send even more turboprops overhead, and then the bigger louder jets will arrive. 2

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 230

1. Response 1

2. Response 7

Comment 231

Chris Hall

Page 1

From: Chris Hall <enzospeed@gmail.com>
Sent: Monday, June 19, 2017 10:26 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: KSEA Next Gen flight paths

Hello,
We purchased our home in Federal Way, WA south of SeaTac airport about 11 years ago. The air traffic increase has been incredible. Please consider moving the tracks out over the Puget Sound.

We have 747's taking off at 2AM headed for Asia. There is no reason for them to fly all the way to Federal Way, awakening everyone in the process, when the Puget Sound where no one lives is immediately available.

Approaches are no different. Track miles could be saved to the benefit of industry and WAY fewer homes impacted by noise by simply taking advantage of the huge body of water to the west. Aircraft approaching 34L could fly entirely over water, crossing inland over a park and industrial area and rolling wings level at 2.2 nautical miles from the threshold. Before you say that is too close to roll out, remember that at Reagan National the RNP approach rolls out at 0.6 nautical miles from threshold and it wouldn't be flown if it were unsafe. Those homes that would be flown over, are already flown over, so it would have no impact. 1

The flights from the East headed to 34R should have an RNP track directly over I5. It is already loud, and a wide track for which to follow.

Finally, allowing the most used runway to have a 2.75 glide slope is unacceptable. There is no justification for it in the mild Seattle climate. If you are worried about wake turbulence, leave it at 3 degrees since that is the world wide accepted slope and instead push the less used runway up to 3.25%. This will move the aircraft away from homes, and not make them power up spitting unnecessary emissions all over our homes.

Thank you for your consideration, I'd welcome further conversations and would like to help in any way I may. I am familiar with 8260.58 and have created public RNP

Response to Comment 231

1. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow. In north flow, your concern is more likely associated with SEA arrivals and SEA jet departures in south flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 231

Chris Hall

Page 2

procedures being flown today. I'd be happy to send some alternative routes for your consideration.
thank you,
Chris

Response to Comment 231

Comment 232

Shelly Hall

Page 1

From: Shelley Hall <Shelley.Hall@microfocus.com>
Sent: Wednesday, June 21, 2017 3:26 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Noise Concerns

I am writing to object to the FAA returning to the policy of automatic 250 degree turns of propjet planes over Burien when the take off and landing is northbound, called the "northward flow." The FAA was wise to cease these turns for many reasons, including pending litigation against the FAA for this fly-over policy, and the FAA should not return to such a wrongheaded approach. The noise over residential areas and sensitive environmental areas is unacceptable. 1

Shelley Hall
Senior Corporate Counsel
Micro Focus
705 5th Ave. S., Suite 1000
Seattle, WA 98104
USA
Direct: (206) 217-7734
Email: shelley.hall@microfocus.com <mailto:shelley.hall@microfocus.com>

Response to Comment 232

1. Response 1

Comment 233

Victoria Hall

Page 1

Sent: Tuesday, June 20, 2017 4:10 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: victoriachall2@yahoo.com
Name: Victoria c Hall
Mailing Address: 15226 26th ave sw
City: Burien
State: wa
Zip Code: 98166

Concerning Address: I have lived in my home since 2002 but I was born and raised in the Seahurst area. I know that since the 3rd run way was put in, even though we never voted for it, the air traffic has continued each year to get worse. In the last two years, with last year 2016 , being the worse year of noise. I walk my dogs each day and notice the airplane nose and the amount of traffic taking off over the Burien and Seahurst neighborhoods increasing. It seems they would take off each and every 20 minutes. It is not only the noise that concerns me but the air quality and breathing the fuel fumes. No one else wants an airport in their back yard but it is time to look into Everett and explore the opportunity of having more flights someone else. The noise level is awful and we have high property taxes for the view plus now the roaring sounds of airplanes and the fumes. There needs to be alternative choices and moving away from more flights at SeaTac is the only logical one. There is an airport and runways in Everett. Alaska is already interested in moving flights there. Seattle is the only huge growing city with only one major airport....shame on Seattle. As a home owner, I will continue to oppose more flights and continue to support our neighborhood in opposition to growth of more flights. What would you like to do about health issues and air quality? We as a neighborhood and community will continue to stand together. 1 2 3 4 5

Aviation noise: It becomes so noisy at times that you have to close the windows to hear someone in your own home speak or listen to the TV. The amount of flights taking off has become a huge concern over property values as well.

Environmental concerns: The air quality and the dumping of fuel is always a concern. The environment suffers from the noise, birds and animals are afraid and 6 7

Response to Comment 233

1. Response 1
2. Response 2
3. Response 9
4. Response 10
5. Response 2
6. Response 6
7. Response 5

Comment 233

Victoria Hall

Page 2

the low altitude of some of the planes makes you feel like they are going to come into your home.

Possible increase in aviation noise: More planes more noise. Why are you not getting real and planning another airport somewhere else. Every major city has at least two large airports except of course Seattle. 3

Air quality: Would you like to breath this air all day FAA? Where do you live and how do you avoid not going outside? If I wanted all of the above I would have chosen a home right next to the airport.... Where are the Environmental Studies and please give it to an organization not in your pocket. 2

Other concerns:

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 233

Comment 234

Kevin Halloran

Page 1

Sent: Tuesday, July 04, 2017 9:36 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: khalloran4@yahoo.com
Name: kevin m halloran
Mailing Address: 1530 s shelton st
City: seattle
State: wa
Zip Code: 98108

Aviation noise: noticing more air traffic (# of flights) and their approach altitude is lower

Other environmental concerns: increased odor of unburned jet fuel 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 234

1. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow. In north flow, your concern is more likely associated with SEA jet departures and SEA arrivals in south flow. Since analyzing the impacts of SEA south flow arrivals and north flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 235

Chuck Hamilton

Page 1

Sent: Wednesday, July 05, 2017 11:55 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: chuckdrum@comcast.net
Name: Chuck Hamilton
Mailing Address: 25635 12th Ave. S
City: DES MOINES
State: WA
Zip Code: 98198

Aviation noise: I live directly under the 3rd runway flight-path to the south of SEA. I've noticed an increase in frequency of flights and also more middle-of-night flights. Even after living in this location for 33 years, the flights sometimes wake me at night and make outdoor activities a challenge at times, particularly during peak landing/takeoff hours.

Other environmental concerns: I'm concerned that our property may be receiving a significant amount of pollution from the continuous flights directly overhead.

Recommendations: -change approach and takeoff paths occasionally -reduce the number of pre-6:00 AM flights, please -inform the public of surveys such as this one -inform the public of possible health risks of airplane pollution

1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 235

1. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow. In north flow, your concern is more likely associated with SEA arrivals and SEA jet departures in south flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 236

Marlene Hancock

Page 1

Sent: Friday, June 23, 2017 8:58 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: marlenehancock@yahoo.com
Name: Marlene C Hancock
Mailing Address: 22651 12th Ave S.
City: Des Moines
State: WA
Zip Code: 98198

Aviation noise: Why are you using the third runway when hardly any planes are coming in on the second runway? I watched them last night and there were 10 planes on the third runway and only 2 landing on the second runway. Why? 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 236

1. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow. In north flow, your concern is more likely associated with SEA arrivals and SEA jet departures in south flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 237

John Hanrahan

Page 1

Sent: Wednesday, June 21, 2017 7:44 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: johnhanrahan1@comcast.net
Name: John Hanrahan
Mailing Address: 16015 9th Ave SW
City: Burien
State: WA
Zip Code: 98166

Possible increase in aviation noise: Last summer we noticed an increase in noise levels. This was easily attributable to the smaller airline planes that were now immediately turning once airborne. This increase in noise does negatively affect my household. I would prefer that the planes not be allowed to turn immediately unless they can reduce their noise. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 237

1. Response 1

Comment 238

Avon Hansen

Page 1

Sent: Thursday, June 22, 2017 5:08 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: avon.hansen@gmail.com
Name: Avon Hansen
Mailing Address: 28844 11th Ave S
City: Federal Way
State: WA
Zip Code: 98003

Aviation noise: Planes over my house at 3:30 am. Additionally, frequent (every 60 sec) low flying planes on approach to or flying out of Sea-Tac. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 238

1. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow. In north flow, your concern is more likely associated with SEA arrivals and SEA jet departures in south flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 239

Dayne Hansen

Page 1

Sent: Wednesday, June 21, 2017 6:46 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: steve_olmstead@hotmail.com
Name: Dayne D Hansen
Mailing Address: 15238 28th Ave SW
City: Burien
State: Wa
Zip Code: 98166

Environmental concerns: More pollution from early turnouts.] 1

Air quality: More exhaust pollution.] 2

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

"

Sent: Wednesday, June 21, 2017 10:14 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Response to Comment 239

1. Response 1

2. Response 2

Comment 240

Karl Hansen

Page 1

From: Karl Hansen <a2brute@gmail.com>
Sent: Wednesday, June 21, 2017 9:02 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Airplane noise over Burien

Hello - please do not route airplanes over Burien. I find the additional noise stressful, and I cannot easily move away. I would prefer that you find a route that bothers the fewest people possible. 1 2

Karl Hansen

Response to Comment 240

1. Response 1

2. As stated on the website as well as in the preliminary environmental analysis, the intent of the comment period was to solicit input on the best place to have aircraft fly from a community stand point.

Comment 241

Lisa Hansen

Page 1

From: Lisa Hansen <lisa.a.hansen@gmail.com>
Sent: Wednesday, June 21, 2017 12:03 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Cc: Karl Hansen
Subject: Airplane Noise Over Burien

Please stop using Burien airspace to extend your reach of flight paths out of SeaTac Airport. The noise is constant and intrusive. It makes me feel anxious all day and night and I know that it's not a temporary diversion. It is not something I should just have to get used to. I am certain that it will lower my property value, yet I have not received any compensation for this loss. Planting a few trees in Burien will not make up for the beautiful peace and quiet of those lovely spring and summer days and nights in my little, suburban backyard.

1

2

Response to Comment 241

1. Response 1

2. Response 4

Comment 242

Sharon Hansen

Page 1

Sent: Wednesday, June 21, 2017 10:14 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach
Email: slhans52@hotmail.com
Name: Sharon Hansen
Mailing Address: 14430 25th Ave SW
City: Burien
State: Washington
Zip Code: 98166

Aviation noise concentration: Flights over Burien. Seahurst are so loud they wake me up in the morning and have prevented me and visitors from getting to sleep at night. They fly at such low levels, that the sound is more extreme. I am also concerned about jet fuel vapors; its impact on respiratory conditions . [1] [2]

Environmental concerns: Effects of jet fuel vapor on humans and plants. [3]

Possible increase in aviation noise: We have lived her approximately one year. Before we moved in, the air traffic noise was negligible. We might not have purchased this house, and certainly at the sales price, with the level of airplane noise now existing. [1]

Air quality: My sister suffers from a genetic lung condition. When she visits and the plane are flying over, it causes her to have increased coughing. I am sure it impacts other with pulmonary conditions in a similar fashion. [1]

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 242

1. Response 1
2. Response 2
3. Response 5
4. Response 1
5. Response 2

Comment 243

Madge Hanson

Page 1

Sent: Wednesday, June 21, 2017 6:17 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: mah3@mindspring.com
Name: Madge Hanson
Mailing Address: P.O. Box 98427 24910 15th Ave South
City: Des Moines
State: WA
Zip Code: 98198

Aviation noise: Planes flying lower than in the past, especially late at night. These may be cargo planes. It is time for the FAA to start planning to move cargo to another airport such as Boeing field or Payne field.

Environmental concerns: The low flying planes actually shake the house enough to loosen concrete around my fireplace. If you don't believe this, come to my house and take a look!

Air quality: The areas around the outside of the house are coated with soot and dust from the air.

Other concerns: Whether the citizens of King and Snohomish like it or not, it is time to think about use of another airport for some of the increasing traffic in our area!!! 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/?CFID=339811673&CFTOKEN=b984c12c2b243694-05ACB262-FFE2-C4D2-EDFEA6FC676F9562&jsessionid=728D8A8B4F8EF000CF21A3DB23AC0A44.www

Response to Comment 243

1. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow. In north flow, your concern is more likely associated with SEA arrivals and SEA jet departures in south flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 244

Doreen Harper

Page 1

From: Doreen Harper <crfancygirl@yahoo.com>
Sent: Monday, June 19, 2017 11:28 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Cc: crfancygirl@yahoo.com
Subject: Comment to the FAA regarding slow, low and increased flights into SeaTac Airport

I am writing out of necessity to fight for my peace of mind, health, quality of life and financial investment in Des Moines, Washington. The increased airline traffic that has been occurring over the South Sound region is causing serious health and environmental impacts to the communities. The planes are coming over our heads every 30 seconds and are lower and louder than ever before. My husband and I bought our 3 acre property in the Woodmont Neighborhood of Des Moines back in 2005. We have spent 10's of thousands of dollars improving our homes, the properties and the value, with the belief that we will retire in the oasis that we created. Now we are under attack from the planes above. We can't sit outside, have friends and family over or even have confidence in the quality of food that we are growing in our garden.

The Port of Seattle insists that nothing has changed. It's a lie. The FAA won't take responsibility for the NextGen impacts. There is no current mitigation, but there will be litigation if both entities do not start listening and respecting the communities being impacted. Instead of increasing the number of flights at SeaTac Airport, the focus should be on creating another regional airport to support cargo and other domestic flights. Stop increasing the flight loads without considering the negative impacts to the community. DO NOT continue with the failed and expensive NextGen program that harms and hinders the people who live within 20 miles of the airport. Citizens from across the US are filing law suits and complaints against this program. It's time to start listening to them and obeying the laws that are in place.

Do the right thing and don't waste time deciding what the right thing to do is. 1

Doreen Harper
26625 16th Ave. South
Des Moines, WA 98109

Response to Comment 244

1. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow. In north flow, your concern is more likely associated with SEA arrivals and SEA jet departures in south flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 245

Doreen Harper

Page 1

Sent: Tuesday, June 20, 2017 6:47 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: crfancygirl@yahoo.com
Name: Doreen Harper
Mailing Address: 26625 16th Ave. South
City: Des Moines
State: WA
Zip Code: 98198

Aviation noise: It's excessively loud with the planes flying lower and more frequently!

Aviation noise concentration: The flights are occurring every 30 seconds over my house. They are more frequent, lower and slower. It's becoming unbearable. We can't even work outside or enjoy our garden. This needs to stop and you need to listen to what you are doing to the people below the planes. Their health and quality of life and mental stability depends on it. The FAA AND Port of Seattle are responsible for the negative impacts to the health and environment and should either correct this by resuming to old procedures (2012) or prepare to litigate this with the cities and states throughout the country who are being victimized by your greed in progress.

Environmental concerns: There are studies proving that the ultra-fine particulate dispersed from planes is hazardous to human health. Pay attention to what you are doing to the people and the environment.

Aviation noise concentration: NextGen is destructive to surrounding communities. You are layering planes on top of people and now you are rendering their homes unsafe and unhealthy places to live. Cancel this program and be respectful of the people living nearby.

Air quality: I smell fuel in the air and have layers of oil in outside water sources for my farm animals. Decrease the amount of flights into SeaTac, encourage the use of another airport and throw NextGen in the trash. It's poisoning the people.

1

Response to Comment 245

1. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow. In north flow, your concern is more likely associated with SEA arrivals and SEA jet departures in south flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 246

Doreen Harper

Page 1

Sent: Friday, June 30, 2017 3:12 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: crfancygirl@yahoo.com
Name: Doreen Harper
Mailing Address: 26625 16th Ave. South
City: Des Moines
State: WA
Zip Code: 98198

Aviation noise: SeaTac Airport has expanded it's flight activity and is now active throughout all hours of the day and night. It's becoming unbearable with the non-stop airplanes taking off and landing slower, lower and more frequently. NextGen sucks!

Other environmental concerns: Ultra-fine particulate matter and other pollutants. Port of Seattle removing 3000 trees and saying the FAA is requiring it. The air and soil contaminants from the airplanes above are causing a lot of cancer and respiratory issues.

Miscellaneous concerns: Property values: Des Moines has over 30,800 residents. I hope the FAA and the Port of Seattle have enough money to compensate all of the property owners for the degradation of their investments and will also help fight to reduce their property taxes based on diminished value.

Recommendations: Build another airport and distribute the impacts evenly to other parts of the state. Reduce the flight levels to pre-2012 numbers and follow the McCain Law. Require airplanes to reduce emissions and stop the use of NextGen in cities that are being negatively impacted by it's use.

1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 246

1. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow. In north flow, your concern is more likely associated with SEA arrivals and SEA jet departures in south flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 247

JC Harris

Page 1

Sent: Friday, June 30, 2017 2:26 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: northwestirish@gmail.com
Name: JC Harris
Mailing Address: PO Box 13094
City: Des Moines
State: WA
Zip Code: 98198

Aviation noise: I'm a professional musician and I measured the levels with a decent meter before moving in. Increasingly loud. The time between flights is now under 1 minute and the sound is often over 80dbA. When I moved in 13 years ago the flights were typically 3 minutes apart and the avg noise levels were 55dbA. This increase amounts to over 300% increase in overall level and the frequency makes it intolerable.

Other environmental concerns: Runway #1 flight path is now directly over 3 schools in Des Moines. That is intolerable. Especially since the increase in frequency of flights and the lower altitudes means a whole lot more exhaust is being concentrated. As you further lower and optimise your system this will only worsen their situation.

1

Recommendations: 1. There are no noise or pollution monitors near the schools. This is unconscionable. 2. The flight paths should be adjusted AWAY from children.

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/?CFID=342691381&CFTOKEN=9d80f217ed4a071b-CCF00202-EC3B-CEF1-E5F7307CCB6720BF&jsessionid=64E28ABB84A1FFBCF6465A2EDF3A6948.www

Response to Comment 247

1. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow. In north flow, your concern is more likely associated with SEA arrivals and SEA jet departures in south flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 248

David & Judy Hart

Page 1

Sent: Wednesday, June 21, 2017 1:04 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: hart68@msn.com
Name: David & Judy E Hart
Mailing Address: 14423 25th Ave SW
City: Burien
State: WA
Zip Code: 98166

Aviation noise: Aviation Noise: Recent changes to flight paths are directing significant, frequent, and regular air traffic over Burien, predominately due west of Sea-Tac Airport. This is a new routing that has not existed previously and has not received appropriate EIS review. While winds from the north, resulting in northbound takeoffs, are prevalent for a few weeks each summer, they did not include the new westbound 270-degree heading. Prior to implementation of the new routing, aircraft noise was very infrequent and relatively quiet at my home; now, it can be every 60 seconds and very loud, so much so that it's difficult to have a conversation even while indoors.

Aviation noise concentration: Aviation Noise Concentration: As noted above, aircraft noise concentration was not previously a meaningful problem, but has become one with the new routing, particularly when takeoffs are back-to-back every 60 seconds and all turning to the new westbound 270-degree heading. 1

Environmental concerns: Environmental Concerns: Previously, there was no air traffic directly over or near my home, but now the new westbound 270-degree heading is putting traffic right overhead. Having intentionally purchased a home well away from existing flight paths, I'm concerned about the potential health impacts from exhaust, unburned fuel, and other contaminants that may be falling to the ground. I'm also concerned about the impact of sustained high decibel levels on my hearing. 2

Access to knowledge about aviation and or airport concerns: We have none, we would like more

Response to Comment 248

1. Response 1

2. Response 10

Comment 248

David & Judy Hart

Page 2

Possible increase in aviation noise: See above Our neighbors and We agree together on these factors

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 248

Comment 249

Gerald Hasbrouck

Page 1

Sent: Wednesday, June 21, 2017 8:01 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: hasbrouckgerald@gmail.com
Name: Gerald Hasbrouck
Mailing Address: 16600 25th Ave SW
City: Burien
State: WA
Zip Code: 98166

Aviation noise concentration: This unprecedented move by the FAA, conducted without any public input OR official assessment of environmental, health, and safety, has impacts that clearly disrupt and damage the quality of living for the citizens of Burien. Not only does this change make outdoor living in one of the sound's most park-rich cities unbearable (hiking in Searhurst can feel like you're on the runway at times), but it also degrades property values of some of the most valuable real estate in the south puget sound area. The increased noise is also a direct deterrent to commerce in downtown Burien, making outdoor seating (one of the city's unique draws) unpleasant to impossible, disrupting communication, and deterring foot traffic for local businesses. Finally, my property in particular, and the air space I own above it, is directly and negatively impacted by this unprecedented change, threatening to devalue my lifelong investment in both my home and this community. These new flight patterns were not part of my experience of this property when I purchased it. The FAA's decision to re-route flights over and near my property is directly responsible for this degradation of value and quality of life.

Air quality: Increasing evidence that ultra fine particulates have particularly distructive impacts on human health point toward increased liability for both the FAA and the airline industry. Damaging the health and well being of the citizens of one of their best neighbors (the city of Burien) is not only morally reprehensible, but simply short-sighted.

Other concerns:

Response to Comment 249

1. Response 1
2. Response 4
3. Response 8
4. Response 2

Comment 250

Malia Hasegawa

Page 1

Sent: Thursday, June 22, 2017 3:59 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: exoutlaw1@aol.com
Name: Malia O Hasegawa
Mailing Address: 916 SOUTH 258TH PLACE
City: Seattle
State: Washington
Zip Code: 98198

Aviation noise: We have only lived in our home for 3 years. The noise and frequency of flights, day and NIGHT, have increased beyond any reasonable expectation. Along with noise there is the health risk involved. This is an absolute problem. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/?CFID=424370753&CFTOKEN=b0b31af44010d890-344C9F68-A287-5FF0-44617A6231EA8F69&jsessionid=2F63C5E8ADB8B68751F6E34F9D3D5C80.www

Response to Comment 250

1. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow. In north flow, your concern is more likely associated with SEA arrivals and SEA jet departures in south flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 251

Melissa Haugen

Page 1

From: Melissa Haugen <mphaugen@gmail.com>
Sent: Wednesday, June 21, 2017 10:03 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Noise concerns in Burien

Hi. My name is Melissa Haugen, and I live at 11635 29th Ave SW, Burien, WA 98146.

I have lived here for 10 years.

I first started noticing the airplane noise in the fall of 2016.

It has decreased my quality of life by increasing noise and decreasing the appeal of others to live here. 1

First, this spring, a house on the same block was for sale, and one of the potential buyers asked me when I was walking by if the airplane noise was always as loud as it was that day. I told them of the recent unilateral change made by the FAA and that the City of Burien was working to have it changed. The fact that potential home buyers are asking about airplane noise does not bode well for future property values in my area if the noise continues. 2

Secondly, I moved to the house I am in because it was so quiet and now I hear noticeable airplane noise at all times of the day and night. In a matter of 30 minutes when I was walking in the nearby Shorewood on the Sound neighborhood, I saw and heard two low-flying propeller planes flying close over the area on their way west, and I had not seen that until this past fall. It used to be very peaceful walking in that neighborhood.

Please do not allow automatic 250 degree turns of propeller jet planes over Burien when the take off and landing is northbound.

Thank you,
Melissa Haugen

Response to Comment 251

1. Response 1

2. Response 4

Comment 252

Patrick & Patricia Haugen

Page 1

From: Pat Haugen <PatH41@msn.com>
Sent: Wednesday, June 21, 2017 2:12 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Burien, Washington SEATAC Air traffic Changes

To Whom it My Concern:

As longtime residents living in the relatively quiet neighborhood of Shorewood on the Sound in North Burien, Washington we have notice an increasing number of flyovers and large jet noise either at the airport in runups but most noticeably in the air in our proximity. 1

This represents a very noticeable change in our environment and one that is distracting, obnoxious and encroaches negatively on our lifestyle.

We strongly request that the FAA in conjunction with the Port of Seattle and Alaska Airlines be guided by the City of Burien and the community organization ""Quiet Skies Coalition"" (of which we are members), recommendations with regard to how these encroachments are reducing our quality of life and that this increased noise must be stopped.

Thank you for your consideration.

Patrick & Patricia Haugen
12122 Shorewood Drive SW
Burien, WA 98146

Response to Comment 252

1. Response 1

Comment 253

Oscar Haynes

Page 1

Sent: Tuesday, June 20, 2017 2:31 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: ohbartendr@yahoo.com
Name: Oscar V Haynes
Mailing Address: 26207 21st Pl S
City: Des Moines
State: Washington
Zip Code: 98198

Aviation noise: I am being woken up by planes that are flying MUCH closer, lower and slower than they did. I bought my house in 2012 and airplane noise was tolerable, now it IS NOT!

Aviation noise concentration: With lower and slower approaches MANY more people are adversely affected. Also when the path was moved the people that had received remediation for the noise are no longer as affected (even though they are now equipped for the noise) as much. Now we are affected with NO REMEDIATIONS for the noise!

Environmental concerns: I have asthma and COPD and since the flight path has changed I find myself gasping for air when I try to enjoy my own back yard. I can SMELL the exhaust from the planes. THAT CAN NOT BE SAFE!

Access to knowledge about aviation and or airport concerns: The City of Des Moines was tricked into repealing the sound codes in 2012 by a misleading part 10 (?) report on the reduction of noise from SeaTac airport, NOT AN INCREASE. This makes the Port of Seattle look like they were in cahoots with the city and this builder on repealing their code. The city and the port have hidden the facts about airport growth and increased noise. 1

Other concerns: With the changes in flight patterns our property values have and will continue suffer.

Response to Comment 253

1. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow. In north flow, your concern is more likely associated with SEA arrivals and SEA jet departures in south flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 253

Oscar Haynes

Page 2

Possible increase in aviation noise: I am being woken up by planes that are flying MUCH closer, lower and slower than they did. I bought my house in 2012 and airplane noise was tolerable, now it IS NOT! WILL IT GET WORSE?

Aviation noise concentration: With lower and slower approaches MANY more people are adversely affected. Also when the path was moved the people that had received remediation for the noise are no longer as affected (even though they are now equipped for the noise) as much. Now we are affected with NO REMEDIATIONS for the noise! WILL WE GET SOME RELIEF TOO?

Air quality: I have asthma and COPD and since the flight path has changed I find myself gasping for air when I try to enjoy my own back yard. I can SMELL the exhaust from the planes. THAT CAN NOT BE SAFE! Am I going to be able to sell my property when I HAVE to move due to the increased noise and air pollution? And how much will i lose by because of lower property values in the area?

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 253

Comment 254

Benjamin Heater

Page 1

From: BENJAMIN HEATER <bmheater@msn.com>
Sent: Tuesday, June 20, 2017 7:51 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Aviation noise in Burien, WA that started in August, 2016

To whom it may concern:

My name is Benjamin Heater and I live at 2412 SW 150th Street in Burien, Washington. I have lived at this residence since 2006 with my wife and son. One of the reasons we purchased the house was due to it's quiet location with minimal airport noise. I have grave concerns about the changes in the airspace over my house.

In August, 2016, the quiet environment that we had enjoyed since 2006 started to change. We began to notice that when the weather was nice many turboprops flew at low altitudes directly over our neighborhood. This was never the case prior to this time unless there was a special circumstance like the Blue Angels airshow. At times, these fly-overs could occur once every 3 or 4 minutes. This change to the airspace over our home has caused us to come indoors when the flight pattern is occurring because of the noise. When a prop is overhead and I am standing in my front yard, I can't converse with a person 10 feet away from me without yelling. I can't sit on my porch or enjoy my property without also enduring the aversive and stressful buzzing overhead. My sleep has been affected as a result of the flights being overhead in the middle of the night. My family can no longer sleep with the windows open, which we have always done when the temperatures are warmer. I must wear ear plugs now when I sleep due to the traffic overhead or else I will wake up every time a prop flies over and rattles my house. If this noise continues, we will likely move due to the impact that the noise is having on our quality of life at our current address. We wonder, however, if we will be able to move to a comparable dwelling in another community if our current property value falls as a result of the airport traffic.

Last August, these changes occurred without any notification or input from my community about the impact of these new flight patterns on our neighborhood environment. It is unacceptable that decisions like this can be made without

1

Response to Comment 254

1. Response 1

Comment 254

Benjamin Heater

Page 2

consideration of the implications that the decisions present for impacted neighborhoods and communities.

Thank you,
Benjamin Heater
bmheater@msn.com

Response to Comment 254

Comment 255

Kelly Heinsohn

Page 1

Sent: Monday, June 19, 2017 11:05 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: kellyheinsohn@q.com
Name: Kelly L Heinsohn
Mailing Address: 1920 SW 166th st
City: Burien
State: Wa
Zip Code: 98166

Aviation noise: I'm very concerned about the increase of airplanes flying over my house. Today I was startled by a plane flying right over my house. It was frightening to tell you the truth. 24 years ago we lived under the flight path. The noise caused me a lot of stress. I NEVER got used to it. We moved as far away as we could to get away from the noise & now we're having to live with it again. The planes are too low. It's too dangerous to have these planes flying so close to our community. 1

Aviation noise concentration: I can't stand the noise. We made sure to buy a house that wasn't near the flight path. It's not right to help destroy our community, our health & well being.

Possible increase in aviation noise: Of course I'm concerned about the increase in aviation noise. It's very upsetting & I believe dangerous to have these planes flying so low over our community. Another airport needs to be built north of Seattle. We can't handle anymore increase in noise & growth. 2

Air quality: I'm very concerned about the air quality as we have more planes flying over our house & flying way too low. 3

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 255

1. Response 1

2. Response 9

3. Response 2

Comment 256

Daniel Heller

Page 1

Sent: Wednesday, June 21, 2017 7:24 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: dan.heller@comcast.net
Name: Daniel N Heller
Mailing Address: 18101 normandy terrace sw
City: Seattle
State: Washington
Zip Code: 98166

Possible increase in aviation noise: I needed to cover my ears daily when the planes were flying overhead as I would for an ambulance siren, and I had to suspend conversations repeatedly until the planes had passed. So I assure you that turboprop plane traffic over Burien using the proposed corrider is louder that what you predict of "" 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 256

1. Response 1

Comment 257

Diane Henderson

Page 1

Sent: Wednesday, June 21, 2017 6:00 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: brimackmat@comcast.net
Name: Diane M Henderson
Mailing Address: 13644 18th Avenue SW
City: Burien
State: Wa
Zip Code: 98166

Aviation noise: Increasing regularly

Environmental concerns: Duh, what propels the jet must emit substance along the way 1

Possible increase in aviation noise: We lived in Boulevard Park for 28 yrs, under flight path. Moved to Hurstwood 13 yrs ago, couldn't believe the quiet. We just put up with an awful quality of life, then opted for a more quiet neighborhood. Now beginning to sound more like the neighborhood we left. 2

Air quality: How could airplanes not emit toxic fumes to the environment? 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 257

1. Response2

2. Response 1

Comment 258

John Henke

Page 1

Sent: Saturday, June 24, 2017 9:00 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: johnandcora@earthlink.net
Name: John Henke
Mailing Address: 2003 SW 162nd Ct.
City: Burien
State: WA
Zip Code: 98166

Aviation noise: As a resident of the affected area, I dispute the finding of ""no reportable or significant noise impacts as a result of the implementation of the Proposed Action."" It is obvious to anyone living in the affected area that there was more frequent and louder aircraft noise when prop planes taking off to the north were directed on a westerly heading. A certain amount of aircraft noise is inevitable for everyone who lives or works near the airport, but your proposed action arbitrarily increases the impact on a previously low-impact area. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 258

1. Response 7.

Comment 259

Ansdale Henricus

Page 1

Sent: Wednesday, June 21, 2017 7:01 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: willhenricus@aol.com
Name: Ansdale w Henricus
Mailing Address: 2130 SW 152nd St
City: Burien
State: WA
Zip Code: 98166
Concerning Address: 2107 SW 1146th St

Aviation noise: Too much noise in the last year

Possible increase in aviation noise: Very concerned about the increased noise pollution 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 259

1. Response 1

Comment 260

Chantille Henry

Page 1

From: Chantille Henry <chantille@comcast.net>
Sent: Tuesday, June 20, 2017 5:00 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Flying Over Burien

As a resident of Burien for over 20 years, I request that the FAA honor the commitment to my city to not fly over the city. I am finding more and more airplanes are flying over my home at different times of day, consistently at 10:00 pm for example. The planes are loud AND quite low. 1

Thank you.
Chantille Henry
12113 Marine View Dr SW, Burien, WA 98146
206-248-2812

Response to Comment 260

1. Response 1

Comment 261

J. Herbruger

Page 1

From: J. Herbruger <slimjuan@gmail.com>
Sent: Wednesday, June 21, 2017 9:34 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Burien Flight pattern

To whom it may concern:

The quality of life is already very compromised by the existing flight patterns over and around the city of Burien, There is plenty of homes highly affected by the noise that Seatac airport generates, which is currently being downplayed by the measuring methods and technicalities. 1

Kindly refrain from directing more traffic over, we already carry our unfair share of the suffering, don't make it worse. Would you decide to proceed in despite of this, we are getting very organized and legal action is sure to follow.

kind regards,
J. Herbruger.

Response to Comment 261

1. Response 7

Comment 262

Amy Hitchend

Page 1

Sent: Wednesday, June 21, 2017 7:45 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: amyehitch@comcast.net
Name: Amy Hitchend
Mailing Address: 253 S. 197th Street
City: Des Moines
State: WA
Zip Code: 98148

Aviation noise: I have lived at my current address for the last ten years. I have noticed an increase in airplane noise, especially at night. It is so loud that I can't keep my windows open. Also, though we are nearly parallel to the airport there have been large jets occasionally flying directly over our house. Smaller bombardeers use this route perhaps once a day or every few days. But large jets? It makes me feel unsafe as it veers over my house. I get up just north of the airport. I witnessed the buy out of whole neighborhoods north of 128th St. for safety. If the airport continues to boom and expand, for safety will homes be shuttered again? In a county that lacks housing? I really think the FAA needs to allow more expansion of Paine Field to lighten the load at Sea-Tac.

Environmental concerns: I'm concerned about air quality as I have adult onset asthma. Some mornings the air is thick with exhaust fumes from the airport.

Possible increase in aviation noise: As stated above, it is already getting too loud.

Air quality: As stated above, I am concerned about air quality, specifically because I now have asthma.

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 262

1. Response 1 (1)
2. Response 9 (2)
3. Response 2 (3)

Comment 263

Howard Hockenbury

Page 1

Sent: Wednesday, July 05, 2017 9:22 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: howardhockenburya@gmail.com
Name: Howard A Hockenbury
Mailing Address: 648 s w 142nd St. ;
City: Burien
State: WA
Zip Code: 98166

Aviation noise: Last year at this date-seafair- the Horizon turbo prop and many jets flew directly over my house causing unacceptable loud noise. These flights continued for several weeks periodically and then seemed to lessen over winter. Then in the spring of this year the sharp turns at the end of the western most runway began again interfering with conversations. Some loud enough to cause pain in my ears. 1

Other environmental concerns: I see planes dumping jet fuel on southward landing approaches and I know these toxic ingredients are dangerously harmful to life. 2

Recommendations: Restrict these turns to emergency only situations and stop all fuel dumps from any landing directions. These toxic chemicals spread all directions with changing winds.

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 263

1. Response 14

2. Response 6

3. Response 2

Comment 264

Nita Hockenbury

Page 1

Sent: Wednesday, July 05, 2017 9:44 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: nitzhockenbury@yahoo.com
Name: Nita P Hockenbury
Mailing Address: 648 s w 142nd St
City: Burien
State: WA
Zip Code: 98166

Aviation noise: My husband -Howard Hockenbury-and I have lived in this house for 12 years; we have started to notice more loud disturbing airplane noise in the last couple of years. 1

Other environmental concerns: I worry about the dangers to health and other concerns caused by airplanes dumping fuel so much into the air we breath. God help us! 2

Miscellaneous concerns: Worry that you don't care enough about our health and our children's and grandchildren's health- and praying that you do. 3

Recommendations: Care about these health and noise issues for all our sakes.

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 264

1. Response 1

2. Response 6

3. Response 10

Comment 265

Julie Hoffman Collop

Page 1

From: Julie Hoffman <its.jules@icloud.com>
Sent: Wednesday, June 21, 2017 3:19 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Loud and disturbing airplane noise over Burien

Airplane noise is over Burien is loud and disturbing. Please reconsider this proposal and come up with something more suitable for our families and the neighborhoods in which we live. 1
Thank you,
Julie Collop
Burien resident

Response to Comment 265

Thank you for your comment.

Comment 266

Jana Holder

Page 1

Sent: Tuesday, June 20, 2017 6:12 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: janaholder@comcast.net
Name: Jana L Holder
Mailing Address: 12019 Standring CT SW
City: Burien
State: WA
Zip Code: 98146

Aviation noise: Our airplane noise has significantly increased in the past 2 years. It used to be small aircraft and now it includes all aircraft from SEA-TAC. 1

Aviation noise concentration: It can be so loud you cannot hear a phone conversation. Scares the pets in the neighborhood. 2

Environmental concerns: Jet fumes falling into our neighborhood are of concern. 3

Other concerns: Aircraft crashing into our neighborhood

Possible increase in aviation noise: Noise pollution 3

Aviation noise concentration: One plane after another, and now it is all types of aircraft. 3

Air quality: Jet fumes falling into our area

Other concerns: Safety concerns because of aircraft accidents.

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 266

1. Response 9

2. Response 1

3. Response 6

Comment 267

Peter Holder

Page 1

Sent: Tuesday, June 20, 2017 11:15 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: peteholder@comcast.net
Name: Peter L Holder
Mailing Address: 12019 Standring Court SW
City: Burien
State: WA
Zip Code: 98146

Aviation noise: Aircraft noise impacts the quality of life in an area, recent changes to flight patterns have increased noise in our neighborhood and city & have been noted. 1

Aviation noise concentration: Aircraft noise concentration devalues residential neighborhoods and leads to urban blight along with decreased tax base to the city resulting in diminished services to the area residents 2

Environmental concerns: Our neighborhood and city is unique with many miles of salt water shoreline with related aquatic fish and wildlife. 3

Possible increase in aviation noise: Aircraft noise impacts the quality of life in an area, recent changes to flight patterns have increased noise in our neighborhood and city & have been noted. 1

Aviation noise concentration: Aircraft noise concentration devalues residential neighborhoods and leads to urban blight along with decreased tax base to the city resulting in diminished services to the area residents 2

Air quality: At times the smell of jet fuel is in the air in our community and we have witnessed aircraft dropping fuel over the area. 4

Other concerns: The existing flight corridor over the industrial areas is the most practical flight path for the region. 5

Response to Comment 267

1. Response 1

2. Response 4

3. Response 5

4. Response 6

5. Response 7. For safety and efficiency considerations, jet and turboprop aircraft often fly different routes to and from busy airports due to differences in their performance. The turboprops that are the subject of this Proposed Action often do not use the existing jet flight corridor over the industrial areas.

Comment 268

Les Holm

Page 1

Sent: Wednesday, June 21, 2017 7:58 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: Hotrodsandhuskies@hotmail.com
Name: Les Holm
Mailing Address: 11649 5th ave s
City: Burien
State: Washington
Zip Code: 98168

Aviation noise: The ""E.I.S."" posted on this web site regarding the Automated Westerly Departure over Burien is absurd ! We knew from the very start that the F.A.A. and Seatac airport were going to use the 3rd runway however you see fit no matter what the impact is to our communities. NOISE... EVERY ""HEAVY"" THAT APPROACHES OR DEPARTS FROM THE 3RD RUNWAY MAKES EXCESSIVE NOISE !!!!! The Flight Traffic controllers and the FAA could care less !!! We are constantly calling to complain about the aircraft ""Cutting the corner"" on approach AND departure in the North corridor. Make ALL aircraft follow the North Corridor over the sound ! No Exceptions ! Make the 3rd runway what it was SUPPOSED to be and the ""Slower Aircraft"" concern is no more !!! 1

Other concerns: ALL the above ! And it is happening every day !! Now we have regional jet aircraft being ALLOWED to use this abbreviated flight path because the FAA's Flight Traffic Center does whatever the hell they feel like when it comes to departures and approaches. The FAA and Port of Seattle LIED when they rammed the 3rd runway down our throats. Now, with the additional traffic that EVERYONE knew was coming the communities are paying the price for YOUR ignorance !!! In no way should Sea-Tac be allowed to continually destroy the communities around it.

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 268

1. Given your location in relation to Section 2, Figure 13, it appears that you would have less turboprop overflights as a result of the implementation of the Proposed Action. Your concern is more likely associated with other traffic, such as the north flow SEA jet departures, and SEA arrivals in south flow. Since analyzing the impacts of SEA south flow arrivals and north flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 269

Brandi Holmes

Page 1

Sent: Tuesday, June 20, 2017 9:33 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: brandieh@hotmail.com
Name: Brandie C Holmes
Mailing Address: 1405 S 250th Street
City: Des Moines
State: WA
Zip Code: 98198

Aviation noise: I purchased my home in Des Moines 10 years ago, and have noticed in the past year and a half an increase in air traffic, lower and louder aircraft when landing from the South or taking off to the South, and we have a pretty good airport package of insulation and double paned windows on our home. Our internet and antenna for the TV are both interrupted when a plane passes over head. We cannot watch a movie with the windows open for the noise, or have a conversation outside when a plane is passing over, which we could do all of the above before. There was noise, yes - but not nearly as loud or as frequent. Very early in the morning (4 AM), and later in the evening (9-10PM), it seems there is an increase, one plane after the other. 1

Environmental concerns: Noise pollution, and jet stream. If there are more flights, and they are flying lower, what are the risks to my children?

Possible increase in aviation noise: The last year or two have shown increase in traffic and noise - we hear there will be more expansion and more flights?! What will this do to our property values and what does this do to our health?

Air quality: What are the exhaust fumes and exposure doing to our lungs? The past year and a half to two years have shown more respiratory colds and asthma symptoms which I haven't had trouble with in years be ever present, and my child suffers from stronger asthma symptoms, having nearly zero symptoms a couple of years ago. He is 10.

Response to Comment 269

1. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow. In north flow, your concern is more likely associated with SEA arrivals and SEA jet departures in south flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 270 Jenny Horstman

Page 1

Sent: Wednesday, June 21, 2017 12:01 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: jhorstman512@yahoo.com
Name: Jenny M Horstman
Mailing Address: 918 south 202nd Street
City: Des moines
State: Wa
Zip Code: 98198

Aviation noise: Too loud. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 270

1. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow. In north flow, your concern is more likely associated with SEA arrivals and SEA jet departures in south flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 271

Robbie & Robert Howell

Page 1

Noise Concerns
AJV-W25
FAA
1601 Lind Avenue Southwest
Renton, WA 98057

June 12, 2017

To Noise Concerns:

Robert and I have lived on Lake Burien for 19 years and Robbie grew up on the same property we are living on now. We live on the NW Corner of Lake Burien and have an excellent view of the planes that take off to the north when we have clear days, which is most of the time. We are intimately involved with the history of the airport as Robbie began living in Burien in 1938 with her parents before the first SeaTac Airport was built. She has been involved with the progress of the airport from it's inception until this day.

When Robbie (Roberta Jean Lynch) moved here in 1938 it was so peaceful and quiet and there was no airport at Bow Lake. After the first Airport was built there was no noise in Burien from air planes at all. When they enlarged it and renamed it Seatac Airport and built the first runway we still couldn't hear the noise generated when taking off and landing. When the second runway came along we could hear some noise but compared with the noise that evolved from the third runway it was insignificant. Then when the third runway was built high on a plateau and the earth noise barrier was taken away, the noise is unbearable at times.

Robert and I were present at 15240 20th Ave SW in 1997 when the Blue Angels began their great performances for the Seattle" Seafair". This is when SeaTac Airport began diverting the air traffic from flying over Boeing Field to fly over Shorewood and West Seattle during the Blue Angels flights. I have been told by people from Shorewood that It was tolerable for the residents underneath that diversion because they knew it would only be for short times while the Blue Angels practiced a few hours for three days or so and performed at Seafair for about an hour once a year. Every year we watched the planes from our house flying NW over Shorewood and West Seattle to avoid the Blue Angels. At no time did the large jets and Turbo Props ever fly over Lake Burien, Seahurst, Hurstwood, Three Tree Point or Gregory Heights during the Blue Angel event.

In 2016 Seatac was diverting the traffic for Seafair the way they always had, but afterword the FAA began directing Turbo Props over Burien City Hall, Lake Burien, Gregory Heights, Three Tree Point, Seahurst and Hurstwood. Never before had these neighborhoods heard and seen large planes like these flying over their neighborhoods. These planes were flying very low and the burned jet fuel exhaust made many of us sick. The strong smell of it went into some of our houses if we had our windows open. It remained around our houses for hours and days at a time when the wind was coming from the east and north. Many of us called the Airport Hot Line but none of us could get

1

Response to Comment 271

1. Response 10

Comment 271

Robbie & Robert Howell

Page 2

to the bottom of what was going on. Seatac Airport wouldn't respond to our calls and neither would the FAA. Even our Port Commissioners hid their contact information by not having it published anywhere. The citizens of Burien couldn't communicate with them unless they personally knew a Port Commissioner. Seatac Airport continued its huge promotional propaganda and plans for expanding the number of flights. It acted like the noise and carcinogens it was sending throughout the City of Burien was not a problem for anyone, and especially for them.

Those of us who live underneath all of their completely new unannounced flight paths with low flying Turbo Props immediately learned the horror of living underneath these large low flying aircraft.

The "Next Gen" Jet fuel emissions surrounded our houses for days at a time. Historically the Turbo Props and jets had taken off from Seatac Airport to the north over downtown Seattle, and now, unannounced by the Port of Seattle or the FAA they were flying low and west over our homes "Day and Night." It was frightening and horrible. Not only that, they flew west over Lake Burien on the north and south sides, and across the middle of our little 44 acre Lake Burien. Then one day they flew over the center of the the lake and turned left to the south right over the homes on the south side of the lake as they headed south. After the FAA established this new flight path they kept repeating it but flew over different homes as they flew south. It was a noisy spectacle of Turbo Props flying random fight paths over serene Lake Burien.

Every evening and night the turbos were supposed to be flying North but instead they flew very low over our bedroom sounding like missiles headed towards our house. Their sounds infiltrated and pierced my whole being and caused me horror, great anxiety and sleep depravation! And there was also the fear of what my financial and health ramifications would be as a result of this. The turbos flying over us day and night were ruining our environment and very life.

We need to be made whole by the FAA. It needs to restore the flight paths used before last summer's change and stay away from West Burien. If you have any questions please call Robbie at 206-948-8227.

Truly yours,

Robbie Howell

Robert Howell

Robbie and Robert Howell
15240 20th Avenue SW
Burien, WA 98166

Response to Comment 271

Comment 272

Robbie Howell

Page 1

Sent: Tuesday, June 20, 2017 10:47 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: robbie.wre@gmail.com
Name: Robbie Howell
Mailing Address: 15240 20th Ave SW
City: Burien
State: WA
Zip Code: 98166

Aviation noise: When the next gen was actively sending the turbo props over my house they flew very low. When I was trying to sleep they sounded like missiles heading towards my house. It was horrifying and had me in tears. I was frightened. They flew over intermittently all night and caused me sleep depravation as once I got to sleep they flew over again and again and woke me up again and again. Also the fan jets at Seatac Airport are very noisy when there is a temperature inversion and, or an east wind. My decibel app from Apple usually reads 75 to 97 decibels during those times. Sometimes the noise rattles my double pane windows and shakes my house. None of this ever happened from the fan jets before the third runway. 1

Aviation noise concentration: With next gen the noise was scattered all over and I could hear it in many places. I discovered I could hear it in nearby neighborhoods as well as my own house. At times I could hear it to the south over Gregory Heights, then I would hear it to the east, then over my house, then north of my house. It was driving me crazy because the noise was coming from everywhere.

Environmental concerns: My first environmental concern was myself. For days at a time jet fuel exhaust surrounded my house. Then I had my bedroom window open because I went to bed with the plans flying to the south. i woke up in the morning with the strong smell of jet fuel exhaust in my bedroom. I was terrified because I know of quite a few people that died of brain cancer when the second runway was built because they were sleeping with their windows open and Jet fuel filled their bedrooms. I also had experiences when low flying turbos flew very low over me 2

Response to Comment 272

1. Response 1

2. Response 2

Comment 272

Robbie Howell

Page 2

when I was gardening and jet fuel exhaust infiltrated my nose. Those were awful physical and mental experiences. But the worst experience happened when I went out on the deck to look at a beautiful bird. A turbo flew over me and immediately my esophagus started burning. I ran into the house and it burned for 1/2 hour. I had never had my esophagus burn before. Soon after that the next gen turbo props were stopped from coming over for now. The good thing is our neighborhood has gotten its fresh air back which is wonderful, and my esophagus has not burned since. The bad news is my allergies have gotten very bad. It seems that all that jet fuel exhaust has put it's toll on my health.

Access to knowledge about aviation and or airport concerns: I have had access to aviation concerns. But the people in charge of solving aviation are not being responsible. Aviation managers are only concerned about making big money at the expense of ruining peoples lives that surround the airport. Aviation has made poor choices and is forcing innocent people to live with it. I see those in charge of Aviation are an example of man's inhumanity to man. There is a way to fix it and that is to identify an appropriate site to locate a proper space for an international airport to be located and it needs to be done immediately. Seatac can serve the people coming and going to Seattle. 3

Other concerns: The FAA, the Port of Seattle and Alaska Airlines chose to have absolutely no concern for the Lake Burien residents and fish and wildlife (Eagles, Osprey, Great Blue Heron, King Fishers, and many other waterfowl, native turtles, and plenty of fish that don't have to be restocked to feed them all, and natural 4
vegetation for their habitats. These governmental agencies and Alaska Airlines chose not to have a genuine environmental impact study so they don't have to face the truth of what they are doing to people and wildlife that live on Lake Burien. 5

Possible increase in aviation noise: I have already said it in detail.

Aviation noise concentration: I have already said it in detail. The turbo prop noise is in all of the neighborhoods. You can hear it North, West, South and East in other neighborhoods from your own neighborhood. The jet noise is mostly heard at Seatac Airport from warm ups and take offs. It is stationary. From 1

Response to Comment 272

3. Response 7

4. Response 8

5.There are fourteen impact categories that need to be analyzed pursuant to FAA Order 1050.1F. One of these fourteen environmental impact categories is impact on biological resources. There are multiple statues, Executive Orders or other guidance that the FAA considers in its evaluation of impact on biological resources. Given the nature of the Proposed Action, such an impact to biological resources would be a result of either noise or air quality impacts. Given the analysis that both the noise and air quality impacts are *de-minimus*, there would be no expected impact to biological resources, under any of these statutes, Orders or other guidance as a result of the implementation of the Proposed Action.

Comment 272

Robbie Howell

Page 3

Air quality: Turbo props spread jet fuel where ever they go. When they are flying under 3000 ft the jet fuel exhaust is everywhere in my house if my windows are open. Surrounding my house if my windows are closed and I am outside. When it is present at my house it is usually present over most of Burien. I know because I have witnessed this by driving all over Burien to see if I can get a breath of fresh air. 2

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 272

Comment 273

Robert Howell

Page 1

Sent: Wednesday, June 21, 2017 11:49 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: rchowell1931@gmail.com
Name: Robert C Howell
Mailing Address: PO Box 420
City: Seahurst
State: WA
Zip Code: 98062

Aviation noise concentration: Increased noise from a large number of low flying aircraft over the city of Burien during North flow operations at Seatac 1

Environmental concerns: Air pollutants from a large number of low flying aircraft over the city of Burien during North flow operations at Seatac 2

Other concerns: I am concerned about the increased volume of air traffic in the SeaTac metropolitan area. A second airport, in a less densely populated area, needs to be established to handle international and other flights for which the final destination is not the Seattle area. 3

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 273

1. Response 1

2. Response 2

3. Response 9

Comment 274

David Howes

Page 1

From: David Howes <dhowes100@gmail.com>
Sent: Wednesday, June 21, 2017 10:36 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Burien Flight Noise

To Whom It May Concern,

I'm writing to support the mission of the Burien Quiet Skies Coalition (https://www.quietskiescoalition.net/).

I have lived at 1625 SW 149th St (Unit B), Burien for just under ten years. Early in my tenancy, I experienced very little noise from aircraft leaving SeaTac airport. In recent years, however, I've noticed a major increase in the number of aircraft turning to the west after taking off and flying over my apartment. I understand from the work of the Coalition that this increased activity may not be legally acceptable. If this is the case, I would urge you to honor your legal obligations and, thus, be fair to residents of this area. 1

Thanks for your consideration in this matter.

David A. Howes

Response to Comment 274

1. Response 1

Comment 275

Leo Hrechanyk

Page 1

From: Leo Hrechanyk <lhrechanyk@gmail.com>
Sent: Thursday, June 22, 2017 6:48 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Burien Airport Noise

Please do not allow the increased airport noise in Burien. Thank you.]1

Leo Hrechanyk
Lhrechanyk@gmail.com
18329 Occidental Ave S.
Burien, WA 98148

Response to Comment 275

1. Response 1

Comment 276

Matt Hubbard

Page 1

Sent: Tuesday, June 20, 2017 7:39 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: stratguy10101@gmail.com
Name: Matt Hubbard
Mailing Address: 29918 21st ave s
City: Federal Way
State: WA
Zip Code: 98003

Aviation noise: Aviation noise has gotten substantially worse since I first moved here in 2009, low flying aircraft as well as a major increase in volume of aircraft even at night time.

Aviation noise concentration: Noise concentration specifically at night time affecting quality of sleep.

Possible increase in aviation noise: As stated above, aviation noise has gotten borderline unbearable due to the increase in low flying airplanes as well as the massive increase in volume of aircraft flying in/out of SeaTac.

Air quality: Air quality seems to have gone down dramatically over the past 5 years due to the shear volume of airplanes flying directly over my neighborhood. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 276

1. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow. In north flow, your concern is more likely associated with SEA arrivals and SEA jet departures in south flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 277

Mary Hudson

Page 1

Sent: Tuesday, June 20, 2017 9:29 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: mmla@comcast.net
Name: Mary Hudson
Mailing Address: 14601 25th Ave SW
City: Burien
State: WA
Zip Code: 98166

Aviation noise: Increase in air-traffic frequency, with low altitude planes flying in different directions over Burien than previous air traffic patterns. Your planes wake us up at night now, and are loud whenever they come over our house. 1

Environmental concerns: There is often a smell of jet fuel permeating Burien since the increase in traffic at Sea Tac Airport in the past two years. 2

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 277

1. Response 1

2. Response 9

Comment 278

Michael & Mary Hudson

Page 1

From: Mary Hudson <mmlahudson@icloud.com>
Sent: Wednesday, June 21, 2017 10:38 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: SeaTac noise and emissions

Hello,

I tried the form online last evening, but the site appeared to be unavailable.
Our family noticed the increased Westbound air traffic last July with ever increasing frequency. The bombardier flew directly over our home at a low altitude. We timed the noise and it usually was quite loud for at least twenty seconds per flight. 1

The smell of plane fuel has also been more noticeable this past two years from increased use of SeaTac. 2

Please note that my wife and I grew up in Burien and have lived West of the airport for 21 years this fall. It has been quiet up until recently. The flight path changes have greatly impacted Burien and really need further assessment as to the environmental, health and social damages that the town is having put upon it. 1

Hello,
I am forwarding the address of Michael and Mary Hudson: 14601 25th Ave SW, Burien WA 98166

Thank you for reading my concerns.
Michael and Mary Hudson

Response to Comment 278

1. Response 8

2. Response 9

Comment 279

Kerry Hutchins

Page 1

Sent: Monday, June 19, 2017 11:58 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: kerry.hutchins@gmail.com
Name: Kerry A Hutchins
Mailing Address: 1036 South 264th St.
City: Des Moines
State: WA
Zip Code: 98198

Aviation noise: The flight path has changed over the last three years, flights now run directly over our home to the 3rd runway, and from the other runways almost every minute of the day and most of the night. The Woodmont monitor puts the dba up to 75 incessantly. There are cargo flights that wake us from 2 am onward and are so low they last for a full five minutes until the next flight. It is ridiculous and the health effects of such concentration of noise are causing many measurable issues in Des Moines.

Aviation noise concentration: I have been writing this for 5 minutes at 11:45 pm to 11:50 pm, and 5 jets have gone over our home. We are trying to sleep, it is warm so our windows are open. The noise had shifted at least 10 blocks west of the normal pattern from 3 years ago. Why not keep it to less populated areas. We need a new airport, we cannot sustain this level of traffic directly above such a large population. 1

Environmental concerns: This area has one of the highest incidences of cancer in the state. Scientifically proven.

Access to knowledge about aviation and or airport concerns: We feel unheard and no soundproofing or mitigation studies have ever been done. This is great cause for concern and just as around the country, we and our neighbors will seek to publicize and uncover the many FAA illegal actions in regards to making sure people and children and protected during the so called progress.

Response to Comment 279

1. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow. In north flow, your concern is more likely associated with SEA arrivals and SEA jet departures in south flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 279

Kerry Hutchins

Page 2

Aviation noise concentration: NEXT GEN SHOULD NEVER HAVE BEEN CONSIDERED WITH NO STUDIES AS TO THE EFFECTS ON THE NEIGHBORHOODS WHICH NOW SIFFER THE.LOWER NOISIER FLYING EVERY MINUTE OF THE DAY AND MOST OF THE NIGHT!

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 279

Comment 280

Kerry Hutchins

Page 1

Sent: Friday, June 30, 2017 5:18 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: kerry.hutchins@gmail.com
Name: Kerry A Hutchins
Mailing Address: 1036 South 264th St.
City: Des Moines
State: Wa
ip Code: 98198

Aviation noise: We have lived in Des Moines with the airport as our neighbor happily for 25 years. The last 3 years has seen an unprecedented increase in traffic landing and taking off every 30 seconds throughout the day, with a Next Gen flight path directly over our home and 4 blocks to the west. These flight paths destroy any hope of back yard use for families in the summer, we can no longer hold conversations as they fly over. Why would you do this to a community of homes rather than an industrial area? There has been no personal engagement between our community and the FAA and POS. No mitigation studies or health effect studies offered to us. Nothing has been done or said that looks like anything but platitudes to keep us quiet while you go about the business of completely disregarding the rules as you have written them, and allowing airlines to destroy our community for the sake of profit. Delta should not be here, we have enough hub airlines here. The passengers have said it's like a zoo and the worst airport experience ever. It is not big enough and we need another airport. Freight should have its own airport and no flights should.be.flying between 12 and 6 am. 1

Other environmental concerns: The increase in low flying planes means an increase in fumes dropped in our community which means an increase in disease which will eventually culminate in lawsuits which will show culpability of those ignoring the warning signs now, again for the sake of the almighty dollar.

Miscellaneous concerns: Those involved in the decisions about airport expansion have no attachment to our community and can go home at night and sleep peacefully. Unless you intend to rehouse the entire neighborhood due to noise, pollution and a drop in home prices so they cannot be sold, there needs to be a

Response to Comment 280

1. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow. In north flow, your concern is more likely associated with SEA arrivals and SEA jet departures in south flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 280

Kerry Hutchins

age 2

chamge in direction from what is written in the plan available for the public to read now.

Recommendations: Freight flights need to be relocated immediately. Another option for passenger flights needs to be found, away from any communities and schools. Studies for noise and environment should be performed by outside agencies.

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/?CFID=426260138&CFTOKEN=f20a0ef702c2d65b-D31A53F3-9157-BDA2-09F248CA9EB0BBF7&jsessionid=F81FFEAC7FFFFDD3784E52EDA69A0063.www

Response to Comment 280

Comment 281

James Hutton

Page 1

Sent: Wednesday, June 21, 2017 11:51 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: bigdawgnumberone@yahoo.com
Name: JAMES N Hutton
Mailing Address: 607 SOUTH 206th
City: des moines
State: WA
Zip Code: 98198

Aviation noise: Airplane noise is much worse since I moved here a year and 3/4 ago. Since Burien has won their lawsuit now the planes are taking off near my house whereas they were only landing before. Seems like it would be most fair for planes to take off in the direction of Puget Sound over Burien as their are far fewer houses over the water. But I doubt that will happen as all the moneyed folks live on the water. A new airport needs to be built elsewhere I don't feel the existing airport and it's effects on neighboring communities can safely continue to grow considering how many new people are moving into the area. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 281

1. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow. In north flow, your concern is more likely associated with SEA arrivals and SEA jet departures in south flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 282

Veronique Hval

Page 1

From: Veronique Hval <veronique@windermere.com>
Sent: Monday, June 19, 2017 10:18 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Airplane noise - intolerable pollution

Hello
My name is Veronique Hval. I live at 16731 32nd Avenue SW, Burien WA 98166. Since last Summer, I have noticed increasing airplane noise which has growing in the normally peaceful neighborhood to a point of becoming unbearable and very disturbing. The reason for my family to move out of the city into the area was the quality of life and the serenity. As a real estate broker specializing in view, waterfront and luxury real estate I have been promoting the area as a bit of paradise. How can I describe the Burien area now? Polluted by noise? In any democracy the population has to right to decide and this is obviously no one choice to smell the new polluting fumes and hear this constant airplane noise. 1

This is an outrage that needs to stop.

Veronique Hval
Windermere Real Estate, Burien

Response to Comment 282

1. Response 1

Comment 283

Steve Ignell

Page 1

Sent: Wednesday, July 05, 2017 10:36 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: steve.ignell@gmail.com
Name: Steve Ignell
Mailing Address: 901 S 258th PL
City: Des Moines
State: WA
Zip Code: 98198

Recommendations: As part of a full EIS, I recommend that the automation systems in the NextGEN (e.g., STARS, ERAM, DSS, CATM, etc) incorporate socioeconomic impacts of alternative flight takeoff and landing patterns as well as other flight measures relevant to the FAA. For example, optimizing for minimal fuel usage upon landing only addresses part of the overall airport ecosystem if particular landing patterns incur escalated costs (both economic and environmental) or opportunity costs to communities. NextGEN algorithm structures should be robust enough for socioeconomic impact adjustments. Secondly, there should be a separate public hearing or an agenda element within a hearing where the FAA would report on how it incorporated socioeconomic impact assessments in the development of its algorithms used in the various NextGEN systems and how they developed and then evaluated various alternatives to landing and takeoff flight patterns according to a broad set of variables both flight and socioeconomic related. A full disclosure and review of each alternative is needed. Finally, the FAA should make the data and analyses used for the assessment of these alternatives available to the public for their understanding and feedback. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 283

1. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow. In north flow, your concern is more likely associated with SEA arrivals and SEA jet departures in south flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 284

Marianne Jackson

Page 1

Sent: Tuesday, June 20, 2017 9:35 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: mariannewjackson@gmail.com
Name: Marianne W Jackson
Mailing Address: 25005 18th AvenueSouth
City: Des Moines
State: WA
Zip Code: 98198

Aviation noise: The noise levels are so loud frequently from morning until night. When I go out in the garden, I have to wear earplugs with 2-3 headbands and a hat. It is impossible to have friends over for an outdoors event since we would be unable to hear each other. We are 7.5 miles away fro the airport via Pacific Highway. We have lived here 20 years and the air traffic noise is the worst ever! This totally takes away from quality of life for my family.

Aviation noise concentration: It is already unbearably loud.

Air quality: With this much increase in air traffic, it totally reduces air quality and adds even more noise. With more building and fewer trees, the noise will seem worse. Where is the wildlife supposed to go without more balance and trees? Continual expansion in one concentrated area spoils quality of life for people and all wildlife and plants. Why can't there be more smaller airports in other areas? Why must we bear the brunt of all the noise and pollution concentrated where we live? I suggest that people who make the final decisions actually physically get outside to our neighborhoods so that you can experience first hand what I mean. We are real people and not just anther number on your chart. Please take that into consideration. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 284

1. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow. In north flow, your concern is more likely associated with SEA arrivals and SEA jet departures in south flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 285

Marianne Jackson

Page 1

Sent: Thursday, July 06, 2017 11:00 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: mariannewjackson@gmail.com
Name: Marianne W Jackson
Mailing Address: 250005 18th Avenue South
City: Des Moines
State: WA
Zip Code: 98198

Aviation noise: Imagine it is summer, which is short in our area and you want to invite some friends over. Now visualize the din and roar of planes constantly going over.Not many friends would enjoy visiting under those circumstances. I like to work in my yard and I wear earplugs, 2 handbands and a big hat and still have to hold my ears sometimes. I would love to hear the birds singing. Hearing loss is a real issue with how loud some of the planes are and we are a considerable distance from the airport. This is where I have lived for almost 20 years and the plane noise is so much worse. The middle of the night and super early flights sometimes disturb my sleep even wearing earplugs and a headband.

Other environmental concerns: I am concerned about plane exhaust and it's effect on myself, my family, my community, and the animals and plants that live here,both wild and domesticated. The effects on our streams and the Sound are a concern as well for aquatic life.

Miscellaneous concerns: The concerns of those of us who actually live here and have to listen to the noise and be exposed to the exhaust need to be addressed. It does affect the nervous system and create more stress as well erode quality of life.

Recommendations: Burdening the Highline area with so much additional air traffic is a large issue. How about having other smaller, already existing airports north and south and east of us take up some of the demand? It seems fairer and with all the car traffic with more people moving here, it would use less fuel since people could go to an airport closer to where they live. Certainly, SeaTac airport is getting close to capacity anyhow. Our population in this area is projected to keep growing

1

Response to Comment 285

1. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow. In north flow, your concern is more likely associated with SEA arrivals and SEA jet departures in south flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 285

Marianne Jackson

Page 2

rapidly. It would also be more cost effective to renovate and add on to some of those smaller airports.

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 285

Comment 286

Kristin Jagelski

Page 1

Sent: Wednesday, June 21, 2017 8:29 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: kristinjagelski3333@hotmail.com
Name: Kristin Jagelski
Mailing Address: 20603 15th Ave S
City: Seatac
State: Wa
Zip Code: 98198

Aviation noise: The planes hurt my ears. They startle my pet. Sometimes I can hear real bad sonic noise, like the plane slicing through the air raggedly on top of the usual noise. 1

Environmental concerns: I can smell something like kerosene or lighter fluid and deisel exhaust. 2

Possible increase in aviation noise: It is already too loud. I can't talk over it. 1

Aviation noise concentration: The planes come in droves.

Air quality: The air is not fresh. 2

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 286

1. Response 1

2. Response 2

Comment 287

Kristin Jahnke

Page 1

Sent: Tuesday, June 20, 2017 9:18 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach
Email: marvjahnke@comcast.net
Name: Marvin Jahnke
Mailing Address: 12112 26th Ave SW
City: Burien
State: Washington
Zip Code: 98146

Aviation noise: I am concerned that the FAA Preliminary Environmental Analysis states ""The result of this noise screen, shown in Tables 2 - 4 below, shows that there are no reportable or significant nois e impacts as a result of the implementation of the Proposed Action. "" Folks living here don't agree.

Aviation noise concentration: Although I live somewhat northwest of the airport we still hear the T-props and occasionally a jet heading west or Northwest overhead. A far greater noise issue here is the noise from ground run ups and thrust reversers on landing from the airport tarmac. On overcast days the clouds provide a perfect reflector to smother us in ground operations noise. 1

Environmental concerns: Frequently on cooler winter mornings when I first go outside I smell jet fuel in the air and this can't be good for our health or the edible plants we grow.

Access to knowledge about aviation and or airport concerns: A few years ago the Port and FAA installed noise monitor equipment along the approach and departure paths to SeaTac. A software program called Flight Tracker was available so citizens could see in real time or historical time just which aircraft had flown over and what noise had been measured on the ground. Although many airports still have this system our is Kaput. Why? Why do we have to believe your Computer analysis of the noise levels?

Other concerns: In 1989 I served on the Regional Aviation Task Force studying the growth future of aviation in the Puget sound Region. One conclusion reached was

Response to Comment 287

1. Given your location in relation to Appendix A, Figure A.2, it appears that you would have less turboprop overflights as a result of the implementation of the Proposed Action. Your concern is more likely associated with other traffic. Since analyzing the impacts of this other traffic is outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 287

Kristin Jahnke

Page 2

that Satellite airports can be a big help in major metropolitan areas as they have in places like LA and San Francisco. Since our study in 1989 Bellingham has begun to serve commercial aviation and now some traffic is scheduled to use Paine Field. These are steps in the right direction and more needs to be done.

Possible increase in aviation noise: More traffic is bound to increase noise and particulate fall out. Our study in 1989 predicted Sea Tac saturation at about 25 million passengers per year by around 1999. We have far exceeded that level today with no end in sight.

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 287

Comment 288

Jefferson James

Page 1

Sent: Tuesday, July 04, 2017 3:45 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: jeffjames@gmail.com
Name: Jefferson James
Mailing Address: 2132 SW 159th St
City: Burien
State: WA
Zip Code: 98166

Aviation noise: This comment concerns ""Automation of a westerly heading for turboprops aircraft departing SEA in north flow"". Contrary to the implications of data presented, personal experience shows that the increase in aircraft noise under the proposed change is significant. With no knowledge of the rule change, I noticed a significant increase in aircraft noise in August 2016. The increase was abated after the change was reversed. 1

Recommendations: The rule stipulates a westbound heading for turboprops in north flow within 1 nautical mile of takeoff. I would like to suggest consideration of changing the rule to stipulate 2 to 3 nautical miles. This compromise would provide less, but some relief from traffic for faster aircraft. It would also provide some relief to the area affected, as aircraft would be at a higher altitude before making the turn to the west. 2

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 288

1. Response 7

2. The Proposed Action includes the statement that the westerly turn should be established prior to 1 NM from the departure end of the runway to provide sufficient separation between turboprops departing SEA and those departing BFI. Allowing the SEA turboprops to turn later does not provide sufficient separation with departures off BFI. In the No Action Alterative, turns are delayed as a natural consequence of the departure being assigned after the departure controller coordinates the turn with the S46 controller. This delay results in southbound turboprops entering through an area in the vicinity of BFI in which conflicts may occur. Automating the turn is intended to remove the westerly turning turboprop from that conflict area in the vicinity of BFI, allowing them to more quickly and safely turn toward their destination airport. For this reason, the FAA has determined this alternative does not meet the Purpose and Need to enhance NAS safety and efficiency at SEA during north-flow operations.

Comment 289

Walter Jamison

Page 1

From: W.H. Jamison, Jr. <whjamisonjr@gmail.com>
Sent: Wednesday, June 21, 2017 8:47 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: SeaTac airport flight routing over Burien

I am writing this letter to protest the FAA's decision to route more flight traffic out of SeaTac and over the city of Burien. As a long time Burien resident I resent the fact that the FAA, without consulting any of the affected communities, decided to route more traffic over Burien. You are ruining our community, it is as if you built an eight lane superhighway next door to us, overnight and without any environmental impact study. The FAA's actions in this matter, and their brazen dishonesty, is as breathtaking as it is infuriating. 1

You are ruining our community, you have taken it upon yourselves to decide that the people who live by the airport are second class citizens who don't deserve peace and quiet but instead are to be sacrificed so that Alaska and Delta airlines can make a few more bucks.
This also represents a transfer of wealth from the residents of south King County into the pockets of the Port of Seattle and the airlines flying in and out of SeaTac. The ostensible justification for this new routing is the FAA's Nextgen project, which is touted as being 'greener' because it allows airplanes to take direct routes using GPS guidance instead of the older waypoint based system. This is sold as increasing fuel efficiency for each flight, but in reality this is anything but 'green' since the airlines will now be able to put more planes in the sky, thus increasing pollution and greenhouse gases. 2

By allowing airplanes to fly anywhere an FAA controller wants them to you are destroying property values in neighborhoods affected so that airlines can make more money by flying more planes and using less fuel each flight. This is a great deal for Alaska, United and Delta and a terrible deal for everyone else. 3

The more I learn about NextGen the more I realize that the FAA is just that, the Federal Aviation Administration, and that you don't give a good goddamn about anything other than servicing the airline industry, regardless of how much damage it causes on the ground. For what it is worth I am writing this letter to protest your decision. 2

Walter H. Jamison
11974 Marine View Drive SW
Burien, WA 98146-2447

Response to Comment 289

1. Response 23

2. Response 7

3. Response 4

Comment 290

Patty Janssen

Page 1

Sent: Monday, June 19, 2017 10:45 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: bburien21@gmail.com
Name: Patty Janssen
Mailing Address: 13618 6th ave sw
City: Burien
State: Washington
Zip Code: 98166

Aviation noise: The roar of the airplane noise didn't seem to be a problem for us as we seemed to be far enough west, this no longer seems to be the case. At times it shakes my windows, which by the way I'm not eligible for the port package that would replace them. That wouldn't do anything for us when we're out on our patio enjoying dinner with the rumble so loud sometimes we can't hear each speaking. It must stop!!!

Environmental concerns: I've seen reports and studies that show a higher concentration of Neuroblastoma cancer in and around Sea Tac airport, so to say through a recent study that the environmental studies show no significant impact is false.

Aviation noise concentration: As stated above. 1

Air quality: As stated above

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 290

1. Response 8

Comment 291

James Jenkins

Page 1

Sent: Tuesday, July 04, 2017 9:39 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: jenkinsone@gmail.com
Name: James Jenkins
Mailing Address: 1515 S Winthrop St
City: Seattle
State: WA
Zip Code: 98144

Aviation noise: It's loud, especially on top of the hill were the relative altitude is low. Cloudy days are particularity loud due to low altitude approaches.

Other environmental concerns: Pollution, particulate matter

Recommendations: Vary the flight patterns more to share noise impact across the neighborhood as well as to other neighborhoods. Institute shorter sporoaches that Alaska has been using to all airlines. Fly over the valleys where the relative altitude is much higher in comparison to the hills. Quieter planes! More prop planes, they seem to be quieter. Approach from the south more frequently. Fly higher approaches, especially on cloudy days. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 291

1. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow. In north flow, your concern is more likely associated with SEA jet departures and SEA arrivals in south flow. Since analyzing the impacts of SEA south flow arrivals and north flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 292

Stuart Jenner

Page 1

Sent: Saturday, June 10, 2017 9:54 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: stuartjenner@comcast.net
Name: Stuart Jenner
Mailing Address: 200 SW 178th Street
City: Normandy Park
State: WA
Zip Code: 98166

Aviation noise concentration: You are planning to concentrate the noise and increase it on certain people. Not fair to them! 1

Access to knowledge about aviation and or airport concerns: You need to have an open presentation, take questions, and look people in the eye. You need to be accountable. THe way your staff ducked out of Des Moines City Council so you could avoid citizens speaking up and hid outside is just shameful. 2

Possible increase in aviation noise: Your master plan seems to be to increase throughput so that will increase total noise.

Aviation noise concentration: Your hidden agenda is to pit neighbor against neighbor, create some losers and then screw us all over in the long run. ""first they came for the Jews, then the communitsts, then ... and when they came for me, no one was left to speak up for me."" 3

Air quality: More planes = more air pollution. Pure and simple. Or rather, not pure air, very complicated. You get the benefit, we pay the price. 4

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 292

1. Response 7
2. Response 13
3. Response 1
4. Response 2

Comment 293

Stuart Jenner

Page 1

From: Stuart Jenner <stuartjenner@comcast.net>
Sent: Thursday, June 15, 2017 6:25 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: RE: Community Comments Form Submission - Design Outreach

Hi, I welcome the opportunity to provide alternatives. It is news to me that anyone actually wants alternatives. Here are some ideas.

1. Adopt the hours and limits of Orange County's John Wayne Airport. They have some parameters. So should Seatac. 1

2. For specific flight paths, revert to the paths of 2014. Whatever is happening now is leading to a lot of problems and complaints. 2

3. No turns by propjets until the propjets are above 3K feet. Those low turns are very noisy. There have been soccer games where I was coaching, and even though we were not in the area defined as noise impacted by the Port / FAA, the planes were loud enough to drown out what I was saying to my daughter's team. This was from turns at maybe 2000 feet. 3

4. Widen distances between planes entering into the arrival stream for Seatac. Instead of lining them up and all having them on the same corridor, disperse them. 4

5. Time of day matters a lot. So, no cargo planes between 11 pm and 6 am unless they are as quiet as the 787s.

Are these the alternatives you're looking for? Also important is looking ways McChord could be used for cargo. Puget Sound freeways are incredibly jammed. Drive the cargo from McChord to the Tacoma/ Puyallup/Auburn area Warehouses is almost as easy as getting there from Seatac. The news about Paine Field having passenger flights is a game changer as well. 5

Best wishes,

Stuart

Response to Comment 293

1. Orange County's John Wayne Airport hours and limitations were put into place pursuant to 14 Code of Federal Regulation 14 Part 161 . This is outside the scope of the Proposed Action.

2. This is the No Action Alternative.

3. There is no altitude restriction associated with the Proposed Action, so pilots have the ability to climb as much as they feel is within the safe operation of the aircraft. Instituting an altitude restriction may interfere with how the pilots would safely fly their aircraft. For this reason, the FAA has determined this alternative does not meet the Purpose and Need to enhance NAS safety and efficiency at SEA during north-flow operations.

4. The Proposed Action is the turning of turboprops *departing* SEA. Widening the distance between planes entering the *arrival* stream for SEA as well as dispersing them is outside of the scope of the project and therefore was not considered as a potential alternative.

5. Response 9

Comment 294

Stuart Jenner

Page 1

From: Stuart Jenner <stuartjenner@comcast.net>
Sent: Wednesday, June 21, 2017 7:47 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: comments on the NEPA

Hi, I am writing to comment on the NEPA, preliminary draft.

First, I am trying to figure out what you're looking for. On this page

https://www.faa.gov/nextgen/communityengagement/SEA/

You state

This is an opportunity for the public to provide input on the best place to have aircraft fly from a community stand point. The FAA has the technical expertise to design safe flight paths that are within criteria, as applicable, and is not expecting the public to provide expertise in this manner.

But then here

https://www.faa.gov/nextgen/communityengagement/SEA/media/webSiteLanguagev4urls.pdf

You state

The FAA is providing this information to solicit feedback and to provide an opportunity for alternative proposals to be suggested that would still allow these turboprops to be separated from the flow of jet traffic when SEA is in North Flow.

These seem contradictory. 1

Second, I will comment page by page.

Page 2: hard to tell what the elevation is of the flights in green. I live near Burien and have seen a lot of planes flying over the vicinity of the Burien Library that seem very low. 2

Response to Comment 294

1. The comment period was intended as an opportunity for the public to provide input on the best place to place the specified south bound turboprops departing SEA, so that they are separated from the flow of jet traffic when SEA is in North Flow, from a community stand point. The intent was not for the public to design new procedures, but rather suggest where they would impact the greater community the least.

2. See Section 2, Figure 11. This figure includes the altitudes of turboprop and jet departures from SEA.

Comment 294

Stuart Jenner

Page 2

Page 2/ 3 – air quality: I wonder about the claim of no impact. If the planes are not at as high an altitude, there's going to be more concentration of pollution, right? And concentration is more likely to lead to health problems, right? Also, the whole point of moving the turboprops out of the way seems to be to increase the number of total flights. 3

Pages 4 and 5: I don't have the expertise to evaluate the noise. But, averages are misleading. You should also compute the number of incidents per day, and per night, when there will be noise levels above 65 db. Emphasis: db, not dNL. 4

Also, you should be able to get some actual data from when you did this previously. 5

Page 7: The YMCA on 178th and Des Moines Memorial Drive has been torn down and is being replaced by a sewer district HQ. 6

Closing comments:

This is a very hard document to analyze.
My sense is there's a lot that's missing, a lot that's being hidden and a lot we don't know. This seems far too brief and superficial. One item in particular you leave out is noise impact on schools. Under the noise agreements, certain schools got noise mitigation based on the flight paths. The noise agreement levels are lower than 65 dnl, if you look closely at the assessments done at the various sites. 7

I am also very concerned about precedent: if you bless turboprops, does this set a way for bigger planes to fly as well over the same area? After all, there are bigger planes that need to get out of the way of even bigger planes.

The bottom line seems to be about throughput and enabling Seatac to keep growing. At some point, the airport is all maxed out. I think that time is now. Or, at some point future expansion is exponentially more costly than the benefits. Pumping $10 billion into terminals makes no sense given how horrifically bad it is to get there, even at 10 pm. The arrival and departure roads are consistently jammed. 8

Stuart Jenner

Response to Comment 294

3. Response 2

4. Response 7

5.The dates of the flight track data were chosen to coincide with the previous implementation of a 250 heading..

6. Thank you for the updated land use information.

7. Response 8

8. Response 7. For safety and efficiency considerations, jet and turboprop aircraft often fly different routes to and from busy airports due to differences in their performance. The turboprops that are the subject of this Proposed Action often do not use the existing jet flight corridor over the industrial areas.

Comment 294

Stuart Jenner

Page 3

200 SW 178th Street
Normandy Park, WA 98166

Response to Comment 294

Comment 295

Jacquelyn Johns

Page 1

From: LorainJ@aol.com
Sent: Wednesday, June 21, 2017 8:25 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Airport noise comments

Hi,

I would like to request that the FAA not allow further flights over Burien, except in case of emergency, or during Seafair.

I live right next to the 3rd runway, and it is already noisy enough, day and night. I work from home, and I don't have air conditioning. During the summer, it can difficult during meetings when my management and co-workers can hear the airplane engine noise through my windows I have opened due to the temperature.

I knew moving in that there was an airport close by, and I was willing to accept the noise levels at the time I moved in. However, in the 18 years I have lived here the noise has risen to unacceptable and unsafe levels.

I know that there are ground level noise testing stations around the airport, but I live in a 3rd floor condo that has direct line of view of the 3rd runway, and I believe that the engine sounds at the height of my condo now exceed the allowable amount, due to the continued removal of trees over the years. 1

I have used a decibel meter app on my phone, and have gotten excessive levels in the past. However, when I have complained to the airport, I have been told that the noise level isn't considered excessive at those ground level testing stations. 2

I would like to see additional noise testing done at all residential building levels, including in my 3rd floor condo. The noise can be so excessive at times that I can't speak on the phone or hear my television at safe levels. The addition of flights directly over Burien at the same time would simply drive the already excessive noise level up exponentially. 3

Thank you,
Jacquelyn Johns

Response to Comment 295

1. Response 9

2. Response 1

3. It is the Airport's responsibility to maintain their Part 150 program. Depending on the airport, this may include residential noise testing.

Comment 296

Cheryl Johnson

Page 1

Sent: Tuesday, June 20, 2017 8:56 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: cj716021@comcast.net
Name: Cheryl L Johnson
Mailing Address: 28748 Sound view Drive South
City: Des Moines
State: Washington
Zip Code: 98198

Concerning Address: The flights are are less than 3 minutes apart, all day and all night. I can't sleep with windows open due to the constant noise. Can't have an outside conversation due to the noise. It's noisy in my house. These fights have ruined my home, my retirement plans, my sleep, my daytime peace of mind and the loss of value in my property. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 296

1. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow. In north flow, your concern is more likely associated with SEA arrivals and SEA jet departures in south flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 297

Cheryl Johnson

Page 1

Sent: Wednesday, July 05, 2017 1:36 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: cj716021@comcast.net
Name: Cheryl L Johnson
Mailing Address: 28748 Sound View Dr. S
City: Des Moines
State: WA
Zip Code: 98198

Aviation noise: The flight patterns are directly above my home, the noise is constant. There is no quiet time in my yard and conversation outside is almost impossible. The expected growth is very depressing, as we can barely live with the traffic now. My home is older, 1941 and the noise permeates my house.

Other environmental concerns: Pollution

Miscellaneous concerns: ultimate growth in traffic and flight accidents

Recommendations: Get another airport

1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 297

1. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow. In north flow, your concern is more likely associated with SEA arrivals and SEA jet departures in south flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 298

David Johnson

Page 1

Sent: Tuesday, June 20, 2017 9:04 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: wazzu51@gmail.com
Name: David Johnson
Mailing Address: 13502 6th ave sw
City: Burien
State: Wa
Zip Code: 98146

Concerning Address: It has been much louder since the flight paths have changed

Aviation noise: Since the new flight pagan it's a lot louder at my house!

Aviation noise concentration: Very loud now!

Possible increase in aviation noise: No more noise !

1

Form URL:
https://www.faa.gov/nextgen/communityengagement/sea/community_comments/

Response to Comment 298

1. Response 1

Comment 299

Dianna Johnson

Page 1

Sent: Tuesday, June 20, 2017 4:21 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: diannajohnson529@gmail.com
Name: Dianna E Johnson
Mailing Address: 1620 s 257th pl
City: Des moines
State: Wa
Zip Code: 98198

Aviation noise: More planes more noise...with expansion concerned we will be forced from this area due to noise and more flights and more often

Aviation noise concentration: Move planes away

Possible increase in aviation noise: More noise is unbearable

Aviation noise concentration:

Air quality: Pollution....and noise pollitiin

1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 299

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 300

Loretta Johnson

Page 1

From: Loretta Johnson <lorettajohnson2147@gmail.com>
Sent: Tuesday, June 20, 2017 3:36 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Increased noise

I live in Normandy Park and have been here for 1.5 years. The noise was so bad around 12:30 pm yesterday when we were on the patio that we had to stop talking as we could not hear each other. The increase in noise started last summer but has 1
even grown in the last couple months. My husband has a continual sore throat as 2
he keeps the window open and the smell of fumes is bad. Please realize we are all 3
human beings! Thanks.

Best Personal Regards,

Loretta
Loretta Johnson LEED AP ID - C
Cell: 206-940-6877
Email: LorettaJohnson2147@gmail.com

Response to Comment 300

1. Response 14

2. Response 2

3. Response 10

Comment 301

Rick Johnson

Page 1

Sent: Wednesday, July 05, 2017 11:00 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: redondorick@comcast.net
Name: Rick Johnson
Mailing Address: 28624 Redondo Beach Drive South
City: Des Moines
State: Washington
Zip Code: 98198

Aviation noise: The new flight routes are disturbing and causing unhealthy conditions for those who live nearby. Never have I seen two airplanes flying side by side doubling the noise to Sea-Tac over and over with little time in between. Without notice, NextGen was implemented into our lives, is it worth the damaged it's doing to our community? No studies prior to NextGen to show what causes it might have on lives. The distrust we have in Sea-Tac and the FAA in not showing to be good neighbors. Putting the all mighty $$ before anything else. Stop the insanity, go back before NextGen with your flight paths, that's all were asking... 1

Other environmental concerns: The taking down of trees that will allow even lower altitudes on landings, more noise and pollution is intolerable. If it's such a safety hazard, why have you let it go this long? If safety is so important to you, close the airport till the solutions of the trees are finalised. It's just an excuse to lower inbound and outbound lower altitudes period. And the ground covering you offer does no good to relieve noise and pollution.

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 301

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 302

Tera Johnson

Page 1

From: TJ lilyandzoya@gmail.com
Sent: Friday, June 09, 2017 8:46 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Noise from turboprops turning westward over Burien

I live in the Chelsea Park neighborhood of Burien. Last summer I was appalled to start hearing and seeing turboprops flying directly over my house multiple times an hour.

It got so bad that I stopped enjoying my back yard and retreated indoors. I was basically unable to use 2/3 of my entire property because of the nonstop noise.

It got so annoying even inside my house that I took to wearing noise canceling headphones just to watch TV.

The fact that you think these planes don't cause any problems to the people who are now/would be living directly under a flight path is ridiculous. I plan on selling my house in 2-3 years and I suspect my property value will drop dramatically if you continue this practice. So that's obviously not good. 1 2

I really don't understand why you think it's ok--sure I bought my house knowing it's near the airport, but aside from when the Blue Angels are in town I never expected to see planes directly over my house.

I also don't understand why you think this happens ""mostly in the winter"". This happened all last summer. SUMMER. When people like to be out in their yards. Please don't continue this practice; if you do, I suspect Burien will lose a lot of property taxes and sales taxes from citizens moving away. 3

Thank you,

Tera Johnson
222 SW 139th St.
Burien, WA 98166

Response to Comment 302

1. Response 1

2. Response 4

3. Aircraft take off and land into the wind. Generally speaking, during the summer months, SEA is in north flow (arrivals and departures land and take off to the north) and the rest of the time SEA is in south flow (departures take off and arrivals land to the south). You are correct that these south bound north flow turboprops are turned west mostly in the summer, or approximately 30% of the year.

.

Comment 303

Jason Jones

Page 1

Sent: Tuesday, June 20, 2017 11:34 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: mcallister.jones@gmail.com
Name: Jason M Jones
Mailing Address: 15449 21st Avenue SW
City: Burien
State: Wa
Zip Code: 98166

Aviation noise: Since moving to the Seahurst neighborhood of Burien 3 years ago, there has been a drastically recognizable difference in the amount of air traffic noise and a reduction in the overall quietness of the city from this air traffic in general. During bed time from 8pm to 6 am, I can head significant amounts of airplane propulsion noise in the ambient environment, so much that I have woken up many times because of the proximity of this noise. 1

Environmental concerns: I have seen airlines flying over the central playfields and schools of Burien many times due to the new flight paths caused by the addition of 90 degree aircraft turns from SeaTac airport. My concern is that the heavy metals 2 and fumes are drifting down from these new flight paths, getting into our children's lungs and contaminating our community. These flight paths do not take into consideration the lives and communities that they are impacting and need to be re- 3 directed. The city of Burien is a family-oriented community and the lives being affected by the new flight paths are young ones, aside from the effect that is being had on our drinking water, storm water systems and eco systems being so close to the Puget Sound. 4

Access to knowledge about aviation and or airport concerns: I believe that the community in large has not properly been made aware of the proposed and carried-out flight path changes and that the FAA and Port of Seattle are at fault for keeping the public unaware of these plans prior to adding the flight paths over our city. 5

Response to Comment 303

1. Response 1

2. Response 2

3. The National Environmental Policy Act of 1969 (NEPA), requires federal agencies to disclose to federal decision makers a clear, accurate description of the potential environmental impacts that could arise from proposed federal actions. Through NEPA, Congress has directed federal agencies to consider environmental factors in their planning and decision-making processes and to encourage public involvement in decisions that affect the quality of the human environment. The Federal Aviation Administration (FAA) has established a process to ensure compliance with the provisions of NEPA through FAA Order 1050.1F, Environmental Impacts: Policies and Procedures (FAA Order 1050.1F). Within Order 1050.1F criteria are defined through which determine if the Proposed Action would result in a significant impact. The Proposed Action in this case is the turning of some south bound turboprops in north Flow. In according with NEPA and FAA Order 1050.1F, the FAA analyzed the impacts of the Proposed Action, the result of which are discussed in the Catex. In particular, the FAA determined that there would be no significant or reportable noise increases or air quality impacts as a result of the implementation of the Proposed Action.

4. Response 22

5. Response 13

6. Response 9

Comment 303

Jason Jones

Page 2

Possible increase in aviation noise: Since moving to the Seahurst neighborhood of Burien 3 years ago, there has been a drastically recognizable difference in the amount of air traffic noise and a reduction in the overall quietness of the city from this air traffic in general. During bed time from 8pm to 6 am, I can head significant amounts of airplane propulsion noise in the ambient environment, so much that I have woken up many times because of the proximity of this noise. 6

Air quality: My concern is that the heavy metals and fumes are drifting down from these new flight paths, getting into our children's lungs and contaminating our community.

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 303

Comment 304

Jared Jonson

Page 1

Sent: Thursday, June 22, 2017 3:14 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: jonsonwsu@yahoo.com
Name: Jared Jonson
Mailing Address: 2027 S. 232nd Street
City: Des Moines
State: WA
Zip Code: 98198

Aviation noise: I live south of the airport, I believe I am in the flight path of runway no. 1. I knew going in to purchasing my home that it was going to be noisey--and have accepted that given where I purchased. That said, the ways in which planes land and take-off seem to be inconsistent. Some flights land/take off quieter than others. Why is this? They get pretty low near my house sometimes and it is not pleasant. If there is anyway to mitigate noise, be it operationally, or a way for me to access free, cheap, or discounted noise-dampening products or services, I would like to take advantage of that. I am very concerned about the increasing number of flights especially late at night and early in the morning. More flights should be diverted to Everett. 1

Other environmental concerns: Given my proximity to the airport, I have not heard anything about the environmental impacts of flights flying over my home. Why is this? Where can I go to learn more about it? I am very concerned about my health and the health of my family and the impacts increased flights will have.

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 304

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 305

Joe Jordan

Page 1

Sent: Thursday, June 08, 2017 6:51 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: jpjordanseattle@gmail.com
Name: Joe Jordan
Mailing Address: 14521 25th Ave Sw
City: Burien
State: Wa
Zip Code: 98166

Aviation noise: As a resident of Burien, we are already subject to aviation noise from large commercials jets using SeaTac airport. Adding propjet arrivals and departures over Burien will augment the noise level that we residents experience. It will make for a concentrated noise pollution far exceeeding the allowable limits. 1

Environmental concerns: Studies show that residents who live in flight paths are more susceptible to asthma and other pulmonary diseases because of higher exposure to particulate matter (PM) in the air than other surrounding areas. Allowing propjets to fly over residential areas of Burien will increase the risk of pulmonary diseases. Further, propjets spew nitrous oxide from burning jet fuel, which also contains lead. This, there are two additional environmental effects. Nitrous oxide increases the chances of enlarge aortic ventricle and hardened aortic valves. The EPA has removed lead from gasoline, yet we still have it in jet fuel. The lead in jet fuel is distributed over residents' homes and will have the same effect of never having eliminated lead from gasoline. This lead effect runs the risk of increasing birth defects and developmental defects in children. 2

Other concerns: Health concerns : higher blood pressure from noise level, higher lead in the air from burning leaded jet fuel, fine particulate matter settling in the lungs. 3

Possible increase in aviation noise: More flights= more noise. It's not rocket science to figure that out. 1

Response to Comment 305

1. Response 1

2. Response 2

3. Response 10

4. Response 7. For safety and efficiency considerations, jet and turboprop aircraft often fly different routes to and from busy airports due to differences in their performance. The turboprops that are the subject of this Proposed Action often do not use the existing jet flight corridor over the industrial areas.

Comment 305

Joe Jordan

Page 2

Aviation noise concentration: Too much in one flight pattern. Go more north over the industrial area near Dowamus and south Seattle.]4

Air quality: Jet fuel burning and particulate matters as cited above.]2

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments

Response to Comment 305

Comment 306

Joe Jordan

Page 1

Sent: Wednesday, June 28, 2017 5:19 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: bradjorren@gmail.com
Name: Brad L Jorren
Mailing Address: 25822 33rd Ave S
City: Kent
State: Washington
Zip Code: 98032

Aviation noise: Right out our front windows we can watch every plane that is going in or out of SeaTac I believe that which direction they land or take off is directed by the wind? I love seeing the planes but the noise has increased at night so bad that I am awakened 3 to 4 times a night and I have a fairly large fan going in my bedroom to cut down the outside noise. I really am not one who complains but if something could help that would be fantastic !

Miscellaneous concerns: I have to get up early for work daily and am exhausted sometimes from being woken up by the aircraft noise on the nights the airport is extra busy . If there is a way to help my situation and I know other neighbors have talked to me about this, that would help our health and rest because I know that this takes a toll on me often. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 306

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 307

Curtis Joy

Page 1

Sent: Thursday, June 22, 2017 5:16 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: joycecurtis35@gmail.com
Name: Curtis Joy
Mailing Address: 23407 23rd Ave S
City: Des Moines
State: WA
Zip Code: 98198

Aviation noise: 3:AM every morning some low flying plane wakes me up. The noise during the day is constant and seems to be louder. I hate walking the dog because my ears hurt when the planes pass overhead. In the summer with your windows open I am constantly being woken up. Even with the windows closed I suffer with the noise. There is another LOUD one. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 307

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 38

Katie Jules

Page 1

From: katiejules@comcast.net
Sent: Friday, June 16, 2017 1:19 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Public Comment to FAA Memorandum from Katie Jules - 13844 17th Ave SW, Burien, WA 98166

To Whom It May Concern at the FAA:

This email is sent in response to that certain memorandum prepared by the FAA, undated, and entitled "Automation of a westerly heading for turboprops aircraft departing SEA in north flow Preliminary Environmental Analysis" (the "FAA Memorandum"). The FAA Memorandum explains that the FAA is undertaking an environmental review under the National Environmental Policy Act, and I accordingly reserve the right to submit further comments once such results are made available to the public.

I write preliminarily in response to the statement in the FAA Memorandum that "[t]he result of [the] noise screen…shows that there are no reportable or significant noise impacts as a result of the implementation of the Proposed Action." I note that the FAA's noise screen methods are not set forth in great detail in the FAA Memorandum. 1

My firsthand experiences in my home and neighborhood are in direct contrast to the "no significant noise impacts" result, and, accordingly, I strongly question the reliability of the FAA's noise screen methods with respect to my home and my immediate neighborhood in Burien. Given my firsthand experiences, I vehemently disagree with the results. I have lived in my home in Burien since 2009 and had never seen an aircraft fly over my home (i.e., experienced zero immediate aircraft noise) until instatement of the July 26, 2016 turboprop departure revisions through the March 2017 retraction, during which timeframe I experienced significant, persistent, and intolerable noise impacts from aircraft flying immediately over my home (i.e., loss of sleep, loss of concentration while working from my home office, loss of the experience of a peaceful environment in connection with my daily walks around the neighborhood and in Seahurst park, loss of the peace and quiet in my home that I am accustomed to, growing anxiety, including over the value of my home, even rattling windows in my home from aircraft flying overhead, etc.). 2

Response to Comment 308

1. Thank you for your input. Additional language has been added into the CATEX to better explain the noise analysis methodology. See summary in Response 1

2. Response 1

Comment 308

Katie Jules

Page 2

In short, I object to the Proposed Action (as defined in the FAA Memorandum) as it would result, at the very minimum, in severe and intolerable noise impacts to my home and neighborhood. As a result, I urge the FAA to find alternatives to the Proposed Action, including, without limitation, bringing the subject turboprops to a significantly higher altitude before turning them, limiting flights, coordinating more strategic departure times, exploring a second airport, etc. 3 4

Respectfully submitted,

Katie Jules
13844 17th Avenue SW
Burien, WA 98166
katiejules@comcast.net
(206) 268-0301

Response to Comment 308

3. There is no altitude restriction associated with the Proposed Action, so pilots have the ability to climb as much as they feel is within the safe operation of the aircraft. Instituting an altitude restriction may interfere with how the pilots would safely fly their aircraft. For this reason, the FAA has determined this alternative does not meet the Purpose and Need to enhance NAS safety and efficiency at SEA during north-flow operations.

4. Response 9

Comment 309

Alicia Kamenick

Page 1

Sent: Tuesday, June 20, 2017 8:39 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: aliciak1013@yahoo.com
Name: Alicia Kamenick
Mailing Address: 24840 20th Ave S
City: Kent
State: WA
Zip Code: 98032

Aviation noise: I bought my house in October and knew I was under a flight path, and have grown to know the ""busy"" times. I have, however, noticed an increase of early-morning, low-flying, loud flight noise. It often wakes me up. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 309

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 310

Greg Kaminski

Page 1

From: greginski@comcast.net
Sent: Tuesday, June 20, 2017 5:21 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: noise over shorewood

how would you like to wake up every morning at 3:20 am to a sound that resembles being dive bombed?
please supply a phone number where i can call you tonight so you can enjoy it. 1

greg kaminski
12159 shorewood drive sw
98146
206 242 4145

Response to Comment 310

1. Response 1

However, Given your location in relation to the Section 2, Figure 13, it appears that you may have less turboprop overflights as a result of the implementation of the Proposed Action.

Comment 311

Bryn Karlberg

Page 1

Sent: Wednesday, June 21, 2017 10:45 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: brynakarlberg@comcast.net
Name: Bryn Karlberg
Mailing Address: 12263 Shorewood Dr. SW
City: Burien
State: WA
Zip Code: 98146

Aviation noise: I have owned my home for 22 year and have worked from home as a massage therapist for 12 years. The noise is now getting ridiculous and at 435 pm yesterday woke my client up from a deep sleep. It is affecting my business and the size of the jets are getting larger judging by the noise. Please stop. 1

Environmental concerns: I chose my home based on its quiet location and clean air. I have sacrificed to keep it. Now the air quality (and noise) are reducing my quality of life, quality of health and value of the property I have worked so hard to hold onto. 2 3

Air quality: See above. 4

Other concerns: The noise and air quality reduction are reducing the value of the home I have owned for 22 years. 3

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 311

1. Response 1

2. Response 10

3. Response 4

4. Response 2

Comment 312

Alyssa Kelley

Page 1

Sent: Thursday, June 22, 2017 4:43 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: smileygala@yahoo.com
Name: Alyssa Kelley
Mailing Address: 2009 S. 260th St
City: Des Moines
State: WA
Zip Code: 98198

Aviation noise: We have lived at this address for 3 years. The planes have always been an annoyance, however over the last year the traffic had increased significantly and the planes flying so low that our house shakes, the windows rattle, and during the night it is strong enough to interrupt both adult and children sleeping in the upstairs of the house. We are people who enjoy the outdoors, it are unable to enjoy sitting on our deck or being in our yard because of the constant airplane noise. Some days it is almost impossible to hold a decent conversation outside because the noise is so loud/constant (intervals of about 3 minutes) from the low flying planes. If we were able, we would move from our home. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 312

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 313

Laura Kelley

Page 1

From: Laura G <heylaurag@hotmail.com>
Sent: Monday, June 19, 2017 11:20 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Airport noise

I live at 820 SW Channon Drive
Normandy Park, WA 98166

I have three small children under the age of 5 who are regularly woken up by air port noise.

I worry about the effect of the pollution and I their health.

I was familiar with Normandy Park before buying a house here last fall. I had been here many times in the last visiting friends and the noise did not seem to be a problem so I chose to buy a house.

If I had know the changes that were coming I would not have bought a house here.

After the initial FAA ruling the sound improved a lot and I was greatly relieved. But now that the FAA reversed its decision I can see the noise is getting worse and worse. 1

I am very concerned and will definitely be contributing money to this fight if it is not resolved.

Please excuse typos--Typed on my iPhone

Laura Kelley EAMP, L.Ac, MTCM, MSW
Turning Point Acupuncture and Herbal Medicine
(206) 932-6114

Response to Comment 313

1. Responses 10,14, 19

Comment 314

Susie Kelley

Page 1

Sent: Monday, June 19, 2017 5:21 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: susiemail528@aol.com
Name: susie l kelly
Mailing Address: 30229 25th PL S.
City: Federal Way
State: WA
Zip Code: 98003

Aviation noise: The noise is deafening! Please come visit my house. You can't talk inside the house. I'm extremely concerned about noise affecting property values. This is my only means of retirement in 9 years. My financial safety, physical health are in extreme jeopardy.

Aviation noise concentration: I bought my forever home in 2011. I built the most beautiful outdoor oasis that a person could ever want. I spent thousands of dollars and equally more sweat equity in making my house a home. I started noticing the plane noise getting louder and more frequent. I am now woken at all hours of the night by planes SHAKING my house. The noise is deafening. I usually watch my tv on level 6 or 7. When the planes go over, we are forced to turn it up to 45. I no longer am able to use any outdoor space. The planes fly directly over my home and prevent any normal conversation. When the planes fly over at night, there is no sleeping. I am extremely sleep deprived and irritable from it. 1

Environmental concerns: I'm petrified that my garden is poisonous. My garden was the number one reason I chose the house I bought. The amount of dust that now settles on my house is insane. The onset of health issues such as allergies is directly related to the timing of the runway change and more frequent planes.

Access to knowledge about aviation and or airport concerns: Since the powers that be decided to change the runway without notifying the public, I don't trust a single word they say. I'm not sure I would trust any resource they provided. Sad, but they shot themselves in the foot with poor public relations.

Response to Comment 314

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 314

Susie Kelley

Page 2

Other concerns: I am unable to live a quality life with the planes in the current flight path and frequency. My health is suffering in many ways from the affects of excess planes and noise. I will have no choice but to sell due to the affect on health issues and sleep deprivation from LOUD planes and MANY OF THEM.

Possible increase in aviation noise: It would be impossible to live a normal, quality life with increased planes and noise. I am an outdoor enthusiast and can no longer use my front or back yard due to noise and pollutants from planes

Aviation noise concentration: I'm frustrated - NOTHING has been provided to me from anyone involved in this ""project"". there should be a transparent push of information sent to all residents affected. Please provide this information to me.

Air quality: I know that something is different in the air. Things in my yard are covered with grit. My car is dirty all the time. My healthy has gone progressively downhill with the increase of planes overhead. I am an incredibly healthy individual who now suffers from multiple allergy systems directly related to airplane pollutants. My lungs hurt sometimes.

Other concerns: I'm dismayed at the lack of communication. I'm even more dismayed at the lack of caring by the governing body of SEATAC. I am a contributing member of society and am forced to sell my home because you didn't forewarn me of this change. Federal Way will be overcome with undesirables as this is the only type of person who will tolerate the noise and pollution. I suppose if you are high all day long or all night long, you won't even hear the noise. Congratulations - you are running out all your quality residents. Sad, but true. I know at least 20 that are prepared to move. I want a copy of my submission

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 314

Comment 315

Molly Kennedy

Page 1

Sent: Tuesday, June 13, 2017 2:18 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: mollybanks07@gmail.com
Name: Molly Kennedy
Mailing Address: 1417 SW 151st St
City: Burien
State: Washington
Zip Code: 98166

Aviation noise: When the planes fly over our house you can hardly hold a conversation inside and forget about it if we are playing in the yard with our 3yo son. It's disruptive and there's no need. 1 2

Possible increase in aviation noise: if turbo props change their route and start flying over our house on a daily basis, multiple times a day, this is going to dramatically decrease our home value and quality of life as we will no longer be able to enjoy our backyard or neighborhood parks (Lake Burien and Seahurst). 3 4

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 315

1. Response 1

2. Response 7

3. Response 4

4. Response 8

Comment 316

Janis Kennel

Page 1

Sent: Tuesday, June 20, 2017 11:12 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: arniesmom@gmail.com
Name: Janis A Kennel
Mailing Address: 10209 - 10th Ave S
City: Seattle
State: WA
Zip Code: 98168

Aviation noise: My sister and I have lived in the Burien area for over 10 years and in in the first three years of living at our present address, the noise factor increased year by year. Airplanes have changed flight patterns and are flying MUCH lower over our house (often we can almost see in the inside the aircraft!). In the middle of the night, it has sounded like aircraft are going to land on our house!

Aviation noise concentration: The noise concentration is much closer to our house than it has ever been before. Aircraft coming in at the same time (in three, four, five, six, seven or more) come in at the same time over our house.

Environmental concerns: Fuel smell & fuel contamination is a concern not only for us but for our pets. I have health concerns that may have been contributed to because of this contamination. Air quality is definitely worse than it was when we moved in.

Other concerns: We are concerned that this pattern (above) is going to continue. Continual exposure to airplane fuel and toxic chemicals could continue to undermine our health. Property values will go down as a result of the noise factor daily and nightly. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 316

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to jet departures from SEA in north flow and arrivals into SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA south flow arrivals and north flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 317

M.A. Kern

Page 1

Sent: Tuesday, June 27, 2017 2:21 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: mkern9622@comcast.net
Name: M A Kern
Mailing Address: 9622 S 262nd Pl
City: Kent
State: Wa
Zip Code: 98030
Concerning Address: Boeing Field airport way area.

Aviation noise: I moved from Normandy Park/Des Moines area to get away from the noise. The level of air traffic directly over me keeps increasing all the time. The smaller plains are very loud as they travel lower and two have flown over since I started this.

Other environmental concerns: Polution from air traffic is also a concern with my asthma issues.

Miscellaneous concerns: With the increased concerns for ISIS and Terrorists, I also prefer non traffic in the Kent area. Our own government is having difficulty protecting our country by those here who have vested interest in allowing illegals to be unchecked.

Recommendations: Utilize the current Sea-Tac airport and manage flight accordingly. It doesn't always have to be about how much money you make. Thank you. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 317

1. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow. In north flow, your concern is more likely associated with other operations. Since analyzing the impacts of other operations is outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 318

Denise Kerwin

Page 1

June 29, 2017

Noise Concerns
AJV-W2J
FAA
1601 Lind Ave SW
Renton, WA 98057

RE: Automatic plane turns to the Northward Flow

Please consider the environmental effect and noise pollution to our Coastal Resources and Residents in Burien. 1
We are a small community that is trying to recover from the economic down-trend since 2007. Our proximity to the Airport has already caused many people to be displaced and many more having to endure the noise pollution.
Please allow the remaining residents some peace; leave the Northward Flow as an "optional need" when necessary and not an automatic necessity! 2

Sincerely,
Denise Kerwin
16756 Maplewild Ave SW
Burien, WA 98166

Response to Comment 318

1. Response 8

2. The Proposed Action would be a paragraph providing instructions for SEA ATC for some south bound turboprops in north flow. This paragraph would be placed in a Letter of Agreement between SEA ATCT and S46. This means that the position of these turboprops is of importance to both of these sets of ATC. To include the provision that the paragraph shall only be used when "when operationally necessary" creates an uncertainty for S46 as to where these turboprops are going to end up. This level of uncertainty removes any efficiency and safety gains from the paragraph. In effect, this would be the same as the No Action Alternative.

Comment 319

Stefanie Kestner

Page 1

From: Stefanie Kestner <skestnet66@msn.com>
Sent: Tuesday, June 20, 2017 9:53 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Airplane Noise in Burien

The airplane noise dramatically increased last Summer. Three+ years ago it was a huge factor in my purchase and it was quiet. All impacts of airplane traffic are felt now, a bit better recently. I'm against it, as a nearby homeowner, who was not informed of intended changes. 1

Thanks

Stefanie Kestner
206.898.2165

Response to Comment 319

1. Response 23

Comment 320

Marillyn Ketcherside

Page 1

Sent: Wednesday, June 21, 2017 2:26 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: marillynketcherside@msn.com
Name: Marillyn C. Ketcherside
Mailing Address: 13611 Sixth Ave S W
City: Burien
State: Washington
Zip Code: 98166

Aviation noise concentration: For six months the noise was unbearable. I have lived in this house since 1976 and yes there has always been some noise. During that period of time it was hard to talk or listen to tv or radio inside the house. It wasn't just how loud they were, but also they often were five minutes apart. It disrupted my life considerably. It's also hard to sleep with the planes so l poo w. 1

Environmental concerns: When they cleared the houses from the ends of the airport they cited safety and air quality concerns. That can't have changed, but now they fly low over houses when that flight pattern is used. 2

Possible increase in aviation noise: I don't want to have the noise to go back to last years level.

Aviation noise concentration: All the planes flying so low over a concentrated area. 1

Air quality: There has to be more contamination when the planes are flying so low in a small area. 2

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 320

1. Response 1

2. Response 2

Comment 321

Nancy Kick

Page 1

Sent: Tuesday, June 20, 2017 9:59 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: imagination.celebration@gmail.com
Name: Nancy Kick
Mailing Address: 2419 SW 149th St.
City: Burien
State: WA
Zip Code: 98166

Aviation noise: For about 1 year now there has been pretty significant and consistent airplane traffic over my home. Prior to that, the airplane noise existed only during SeaFair weekend. It now happens at all hours of the day and night, interrupting my sleep and my work (I work from home) and causing increased health issues for myself and my family. 1

Environmental concerns: Airplanes are flying low over my home discharging emissions into the air I breathe - DIRECTLY OVER MY HOME. 2

Access to knowledge about aviation and or airport concerns: I just today became aware of your public comment period which is too short. It should be extended to allow sufficient time for nearby residents to comment with researched, well thought-out replies. You have not given sufficient time for me to provide that kind of reply. 3

Other concerns: In addition to my physical and mental health, I am concerned about my property value. Nobody is going to want a house that rumbles with airplane noise any hour of the day and night. 4 5

Possible increase in aviation noise: ""Possible"" is a joke, right? The increase has been noticed. It has gone from maybe 3-5 days per week to every day and night. 6

Air quality: If I had time I would source the studies that show the effects of airplane emissions on air quality. I trust you already know this though. 2

Response to Comment 321

1. Response 1

2. Response 2

3. The FAA did reach out to the public in this instance since it is committed to inform and involve the public, engage with communities and give meaningful consideration to community concerns and views as we make aviation decisions that affect them. Furthermore, due to public request, the FAA extended its original 2 week public comment period to 4 weeks. See Response 13

4. Response 10

5. Response 4

6. Response 9

Comment 321

Nancy Kick

Page 2

Other concerns: Your disregard for the lives of the humans and animals living near the airport is astounding. 7

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 321

7. Response 23, Response 5

Comment 322

Emily King

Page 1

Sent: Tuesday, July 04, 2017 8:36 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: King.emilyjo@gmail.com
Name: Emily King
Mailing Address: 1557 S Angeline Street
City: Seattle
State: WA
Zip Code: 98108

Aviation noise: Planes are so loud now, you cannot hear people talking next to you (sometimes even if they are yelling). Planes could fly over industrial areas very easily (sodo) instead of neighborhoods

Other environmental concerns: Air quality and pollution concerns have not been addressed

Recommendations: Flying over industrial areas or water makes a lot of sense in Seattle. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 322

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to jet departures from SEA in north flow and arrivals into SEA in south flow, and is not affected by the westerly turning of north bound turboprops in north flow. Since analyzing the impacts of SEA south flow arrivals and north flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 323

Kevin Klein

Page 1

Sent: Tuesday, June 20, 2017 10:08 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: khk020768@aol.com
Name: Kevin H Klein
Mailing Address: 22835 17th ave s
City: Des Moines
State: Wa
Zip Code: 98198

Aviation noise: With the increased number of flights the noise is constant and often runs into the early morning hours when people are sleeping.

Environmental concerns: The amount of flights that fly directly over our home and our neighborhood can't be good for the environment with the oil that leaks out of these planes and the emissions from the engines. I worked for Delta airlines years ago and the engines were always dropping oil. 1

Possible increase in aviation noise: With the increased number of flights the noise is constant and often runs into the early morning hours when people are sleeping.

Air quality: The amount of flights that fly directly over our home and our neighborhood can't be good for the environment with the oil that leaks out of these planes and the emissions from the engines. I worked for Delta airlines years ago and the engines were always dropping oil.

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 323

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 324

Sara Knowles

Page 1

Sent: Tuesday, July 04, 2017 3:32 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: knowles.sara@gmail.com
Name: Sara Knowles
Mailing Address: 3113 16th avenue south
City: Seattle
State: WA
Zip Code: 98144

Aviation noise: The noise level seems to be increasing rapidly.

Other environmental concerns: I worry about the environmental effects of having planes fly overhead nonstop 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 324

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to jet departures from SEA in north flow and arrivals into SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA south flow arrivals and north flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 325

Loran Kollmorgen

Page 1

From: llk@seanet.com
Sent: Wednesday, June 21, 2017 12:00 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: [Fwd:]

Dear Sir,

The purpose of this letter is to request you abandon plans to allow commercial airplanes taking off from SeaTac Airport to fly over my house.

In the early sixties we made a terrible mistake and rented a house near the NE corner of Sea SeaTac Airport. The noise generated by the airplanes coming and going was extraordinary and disturbed our quality of life in a very deleterious way. As soon as we could (1962 I believe) we moved to our current home at the north end of 23rd Ave SW (14306) in Burien.

The neighborhood was quiet and we have lived with please and tranquility ever since: until somebody decided that we no longer deserved the please and quiet of our neighborhood and started routing airplanes leaving SeaTac directly over our house. These departing airplanes substantially disrupt our peace, quiet, and tranquility. 1

This is a ""taking"" and you do not have the right to disturb our quiet neighborhood. It has been relatively peaceful and quiet for a very long time. 2

Please do not allow the departing airplanes to fly over our house and deleteriously change our quality of life.

Sincerely (and I do mean sincerely),

Loran Kollmorgen
14306 23rd Ave SW
Burien, WA
206 601-4054

Response to Comment 325

1. Responses 1 and 7

2. Response 8

Comment 326

Casey Korochec

Page 1

Sent: Wednesday, June 21, 2017 9:21 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: schneider_casey@hotmail.com
Name: Casey Koroshec
Mailing Address: 13646 17th Ave SW
City: Burien
State: WA
Zip Code: 98166

Aviation noise: Turbo prop planes turning west out over Puget Sound from SeaTac are surprisingly loud, even with windows shut.

Possible increase in aviation noise: I know for a fact that the noise increases dramatically based on the noise levels at all hours -- well towards midnight -- when prop planes were flying over Burien from Aug 2016 - April 2017. I sincerely hope the plan to send turbo prop planes west of SeaTac will be denied as it is notably diminishing the quality of life for myself and my neighbors and likely our property values.

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 326

1. Response 1

2. Response 4

Comment 327

Jonathan Korochec

Page 1

Sent: Monday, June 12, 2017 1:31 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: koroshec@gmail.com
Name: Jonathan D Koroshec
Mailing Address: 13646 17th Ave SW
City: Burien
State: WA
Zip Code: 98166

Aviation noise: Constantly loud and distracting. It is unbelievable to me that planes were able to fly so low overhead, over Seahurst Park area, in what seems like all hours. The planes would wake my family up. Early on, the planes were flying so low and so loud it would rattle our house windows and wake up my wife and I. Worst of all, it woke up our soon to be 5 month old girl. This was with the windows closed! Trying to get a newborn to sleep when planes are a constant distraction is unreasonable, especially when this wasn't normal operations. We lived here before this change was made. 1

Aviation noise concentration: Similar to the comment above, the noise was overwhelming and took away from the joy of being outside in nature.

Environmental concerns: We live in a beautiful wooded park area with lots of wildlife, especially birds. When the planes were flying loudly overhead, there appeared to be fewer in the area. Now with the planes stopped, it being June, I see birds are again abundant and happily chirping. I am no wildlife expert, but even I noticed this. 2

Possible increase in aviation noise: Family life was suffering as a direct result of the unbearable noise this created. 1

Aviation noise concentration: Worried about loss of wildlife habitat, especially birds. 2

Air quality: Worried about fuel and other particle debris in the area. 3

Response to Comment 327

1. Response 1

2. Response 5

3. Response 2

Comment 328

Erika Kramer

Page 1

Sent: Wednesday, June 21, 2017 9:59 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: erikaecr@aol.com
Name: Erika Kramer
Mailing Address: 26817 Avon Ct
City: Kent
State: WA
Zip Code: 98032

Aviation noise: It is absurd how much more airplane noise we have gotten in the last 5 years. Even more since the Burien lawsuit! Turn the planes over the water, not over residential neighborhoods.

Possible increase in aviation noise: It's ridiculous as it is, we certainly don't need more!

Aviation noise concentration: Turn the planes over the water!

Air quality: Turning the planes over neighborhoods & schools should be given much more thought & concern. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 328

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 329

Stephenie Kramer

Page 1

Sent: Wednesday, June 21, 2017 9:45 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: stephenie.kramer@gmail.com
Name: Stephenie Kramer
Mailing Address: 21021 2nd Ave. S.
City: Des Moines
State: WA
Zip Code: 98198

Aviation noise: Its already too loud. Planes are leaving and arriving at SEATAC until 1 am. We are not able to sleep, even with our windows closed. Sleep is known to be critical to good health. Please enforce a 10 hour quiet window at SEATAC.

Possible increase in aviation noise: The noise levels are already unbearable in Des Moines. Please reduce flights, not increase them. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 329

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 330

Nicholas Krueger

Page 1

Sent: Tuesday, June 20, 2017 4:48 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: nkhooter@msn.com
Name: Nicholas K Krueger
Mailing Address: 302 S 304TH PL
City: Federal Way
State: Washington
Zip Code: 98003

Aviation noise: Planes coming in to quick and using air brakes to slow. Very loud

Air quality: They fly right over our house. Heavy metal particals from fumes fall to the ground

Form URL: https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/ 1

Response to Comment 330

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 331

Teresa Kubo

Page 1

From: Kubo, Teresa <Kubo.Teresa@epa.gov>
Sent: Tuesday, June 27, 2017 9:42 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Automation of a westerly heading for turboprops aircraft departing SEA in north flow

Dear Members of the FAA Analysis Team:

Members of the public have contacted EPA Region 10 requesting our review of FAA's preliminary environmental analysis regarding Automation of a westerly heading for turboprops aircraft departing SEA in north flow. We offer the following comments in accordance with our responsibilities under the National Environmental Policy Act and Section 309 of the Clean Air Act.

1) The analysis available at https://www.faa.gov/documentLibrary/media/order/energy_orders/1050-1E.pdf <https://www.faa.gov/documentLibrary/media/order/energy_orders/1050-1E.pdf> is characterized as preliminary. We do not find the use of "preliminary environmental analyses" referenced in FAA's implementing regulations for NEPA and are therefore not clear on the purpose of this document. Will there be a draft and final environmental analysis issued prior to the issuance of a FONSI? If so, we recommend this be clarified. 1

2) The document states that the purpose of the EA is to assess the impact of adopting language that would direct turboprop airplanes in north flow to establish a heading of 250 within 1 Nautical Mile (NM) of the runway departure end. It is implied in the document that this is to address a flight safety risk associated with turboprops sharing airspace with faster jets, however this need is not explicitly stated. The draft and final documents should clearly articulate the purpose and need for the proposed change. To what extent does the current flight arrangement represent a flight safety hazard? 2

3) Are there other alternatives that could address the stated purpose and need? 3
Could changes to flight elevations/rates of ascent or descent be modified to address the purpose and need? 4

Response to Comment 331

The FAA appreciates your comments.
1. The preliminary environmental analysis was not intended to be presented as a draft or final NEPA document, but rather as a summary of the environmental impact analysis undertaken, which may be incorporated into a NEPA document. Our final NEPA document is a CATEX to which this analysis is attached.

2. There is no safely hazard inherent in the current flight arrangement. The purpose and need of the Proposed Action is to provide ATC with additional tools which would enable them to manage more aircraft in the airspace around SEA safely. This in turn, allows ATC to manage the increased number of operations at SEA without the need to increase ground delays. Additional background information has been included into the CATEX documentation (the Initial Environmental Review) to better explain this purpose and need .

3. The intent of the comment period is to solicit input on the best place to have aircraft fly from a community stand point. All suggested alternatives provided to the FAA during comment period are analyzed and discussed in Section 4.

4. There is no altitude restriction associated with the Proposed Action, so pilots have the ability to climb as much as they feel is within the safe operation of the aircraft. Instituting an altitude restriction may interfere with how the pilots would safely fly their aircraft. For this reason, the FAA has determined this alternative does not meet the Purpose and Need to enhance NAS safety and efficiency at SEA during north-flow operations.

Comment 331

Teresa Kubo

Page 2

4) The document states that the number and type of aircraft flying within the area immediately to the west of SEA is not expected to change. This statement does not appear to be consistent with language on the FAA website (https://www.faa.gov/nextgen/communityengagement/SEA/) which states that SEA has witnessed a nearly 9% increase in operations between 2015 and 2016 and that this increase in operations is projected to continue. We recommend the draft and final EA clarify the extent to which air traffic is expected to increase within the project area and incorporate that into the impact analysis. Additionally, the document does not specify the current average number of turboprop flights leaving SEA that would be subject to this language change. It would be informative to reviewers and the decision-maker to know the average number of flights on a daily, monthly and yearly basis. 5

5) The documents includes the results of a noise impact analysis. For the sake of the public, any acronyms used in the document (such as DNL and dBA) should be clearly explained.

6) The document indicates that a noise sceening tool called "TARGETS" was utilized. It is not clear from the document whether TARGETS is designed to analyze the "community noise equivalent level or CNEL" (i.e. does TARGETS provide a time-weighted energy average noise level based on the A-weighted decibel?) If TARGETS does not measure the overall noise experienced during an entire day, or does not apply a time-weighted penalty to noise events occuring during sensitive time periods, we would recommend the draft EA include a CNEL-type analysis. If TARGETS accomplishes this type of analysis, that should be clarified. 6

7) Figure 5 and Figure 6 are mislabeled (with the no action alternative labled as the proposed action and vice versa) 7

8) Although the noise screen does not show significant noise impacts, it is evident from Figures 1 and 2 that turboprop traffic would be concentrated over a much narrower corridor under the proposed alternative than it is at present. We recommend the EA consider how this concentration (greater number of flights over the course of the day) may affect residents and businesses within the flight corridor (annoyance, sleep interference, physiological response). 8

Response to Comment 331

5. Response 7. According to 2016 data, south bound turboprops flights in north flow account for ~2% of all SEA departures.

6. This has been clarified in Section 5.6.2, as suggested. Response 1.

7. Thank you for pointing this error out.

8. The intent of the National Environmental Policy Act (NEPA) is to provide a single frame work in which impacts to human health are examined. For example, as accepted by the Department of Transportation and the U.S. Environmental Protection Agency (EPA), aircraft noise is best characterized by the DNL noise metric, and the determination of a significant or reportable impact is determined by well-defined impact criteria. The noise analysis includes the effect of concentration. This impact determination provides a way for the public to understand the noise impact of a proposed action without the need to understand how the noise profile of a given aircraft is affected by speed, altitude and engine configuration, for example. These variables are all incorporated into the noise metric. The provided document clearly details the noise impact of the proposed action as well as disclosing potential impacts to all other applicable impact categories.

Comment 331

Teresa Kubo

Page 3

9) The comment period for this document was initially abreviated given the apparent level of public interest. We appreciate that the FAA extended the comment deadline to July 5. As you move forward we encourage you to make the draft EA available for review for 30 days. 9

Thank you for taking the time to read our comments, and please feel free to contact me at kubo.teresa@epa.gov or 503-326-2859 if you have any questions.

Sincerely,

Teresa Kubo
Environmental Review and Sediment Management
US EPA Oregon Operations
805 SW Broadway, Ste 500
Portland, Oregon 97205
Tel. 503-326-2859

Response to Comment 331

9. As Per FAA Order 1050.1F 3-1-1, a CATEX refers to a category of actions that do not individually or cumulatively have a significant effect on the human environment and for which there are no extraordinary circumstances.
In particular FAA Order 5-6-5 i states that, in absence of extraordinary circumstances, the following action fall under a CATEX:
"..modifications to currently approved procedures conducted below 3,000 feet AGL that do not significantly increase noise over noise sensitive areas;.."
The noise analysis indicates that the noise exposure, as measured in DNL, does not change with the implementation of the Proposed Action.

FAA order 1050.1F Section 5-2 details the Extraordinary Circumstances. These are factors or circumstances in which a normally categorically excluded action may have a significant environmental impact that then requires further analysis in an EA or an EIS. For FAA proposed actions, extraordinary circumstances exist when the proposed action meets both of the following criteria (see 40 CFR § 1508.4, CEQ Regulations):
(1) Involves any of the circumstances which are listed in Table 1 of the Preliminary Environmental Analysis; and
(2) May have a significant impact (see 40 CFR § 1508.4, CEQ Regulations).

The preliminary environmental analysis clearly shows that since there is no significant impact in any of the environmental categories that no extraordinary circumstances exist. The FAA has determined that a CATEX is an appropriate level of NEPA review for the Proposed Action.

Comment 332

Celia Kwok

Page 1

Sent: Monday, July 03, 2017 7:03 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: celia.yi@gmail.com
Name: Celia Kwok
Mailing Address: 5935 21st ave south
City: Seattle
State: Wa
Zip Code: 98108

Aviation noise: Noise 24 hours a day, larger planes literally rumble the walls and windows of our house.

Other environmental concerns: Jet fuel is flying by every 2-5 minutes with constant takeoff and landings. Concerned for my young child's health 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 332

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to jet departures from SEA in north flow and arrivals into SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA south flow arrivals and north flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 333

Gail Labanara

Page 1

Sent: Monday, June 12, 2017 10:45 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: Labanara@comcast.net
Name: Gail E Labanara
Mailing Address: 12240 25th Ct SW
City: Burien
State: WA
Zip Code: 98146

Aviation noise: The propeller planes have significant noise over my house. I don't care if the airport is 9% busier. There has been and is an established flight path and all, I mean all, planes should follow that established flight path. We are also having jets fly over Shorewood, which are significantly louder. What is going to happen when the propeller jets are no longer being used? 1

Aviation noise concentration: The aviation noise concentration is over Burien and Normandy Park! Are the planes also turning east? No, due to King County airport and Boeing Field. This is a huge impact to the City of Burien and Normandy Park! 2

Environmental concerns: Of course there are environmental concerns, we have planes flying over sensitive areas and the Puget Sound. The air quality impact over a residential area is huge. There have been no outside investigation on what those environmental impacts are and will be. Just that the airport if 9% busier!! SERIOUSLY! 3

Access to knowledge about aviation and or airport concerns: What does this mean? Access to knowledge? There has been no communication other than Quiet Skies Coalition regarding airport concerns. There was one Port employee at a Sept 2016 Burien Council meeting that said the Port had ""no idea"" that the FAA was having the planes turn west. Has the FAA or the Port of Seattle had a public meeting on this? Have they sent out a flyer on this public comment period? I had to read about this on the B-town blog! Every homeowner in Burien and Normandy Park is affected by these planes and you give us a 2 week comment period with no communication. Unacceptable. 4

Response to Comment 333

1. The purpose and need of the Proposed Action is to ensure separation of turboprops leaving SEA and turning south with those leaving BFI. Furthermore, given the difference in aircraft performance, safety dictates not to mix these two types of aircraft in the same flight path.

2. Only some south bound turboprops in north flow are being turned to the west. No east bound turboprops are being turned to the west. response 1

3. Response 2

4. Response 13

Comment 333

Gail Labanara

Page 2

Other concerns: How about safety? I think that is a pretty major concern. Is it safe for those planes to turn immediately west upon takeoff? What about when the jets start doing it? Can they make that sharp turn west safely? Another major concern of mine is that this is now how my government works. The Port receives my tax dollars and has no interest in protecting my rights as a homeowner. The FAA has done nothing to communicate to the citizens impacted by their decisions. Can't wait for the Nov 2017 local election. There is an established flight path for SeaTac airport, stick to it. Otherwise look for more planes to leave Boeing Field and Everett. 5 6

Concerns about aviation as a result of this project:

Possible increase in aviation noise: I love this, ""possible"" increase in aviation noise?? We already have a significant impact from aviation noise. The only thing next is full jets turning west, which is much louder, besides being a safety issue!! So yes, I am very concerned about the ""possible"" increase in aviation noise.

Aviation noise concentration: See above, again, there is already a ""concentration"" of aviation noise to the west. So yes, I am very concerned about the ""possible"" increase in aviation noise concentration. 7

Air quality: Yes, the environmental impact is a huge concern to me. This is a residential area that the planes are flying over and I would like a full environmental impact study. Not just on air quality but also the impact of the fuel that usually gets released as well. 8

Other concerns: Communication from the FAA and the Port of Seattle is unacceptable. You are public servants and represent me as a citizen. I have received no notices from either regarding this issue. 4

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 333

5. Response 11

6. Response 7

7. The Proposed Action is only for turboprops.

8. Response 2

Comment 334

Linda and Chris LaBarre

Page 1

Sent: Monday, June 26, 2017 4:45 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: lindaleelabarre@gmail.com
Name: Linda and Chris LaBarre
Mailing Address: 1046 SW 152nd St
City: Burien
State: WA
Zip Code: 98146

Concerning Address: Please see our concern for noise in a highly populated area and delicate wild life preserve. We don't want the return of the automatic left turns over Burien when Sea-Tac airplanes take off to the north. 1

Aviation noise: We don't want the return of the automatic left turns over Burien when Sea-Tac airplanes take off to the north. Please see our concern for noise and health issues of fuel residue dumped over the area. Our neighborhood is densely populated area and there are further considerations for the environmental impact delicate wildlife in Seahurst . 2 3

Other environmental concerns: We don't want the return of the automatic left turns over Burien when Sea-Tac airplanes take off to the north. Please see our concern for noise and health issues of fuel residue dumped over the area. Our neighborhood is densely populated area and there are further considerations for the environmental impact delicate wildlife in Seahurst . 1 2 3

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments

Response to Comment 334

1. Response 1

2. Response 6

3. Response 5

Comment 335

Andrew Lake

Page 1

From: Andrew Lake <jamboarder@gmail.com>
Sent: Tuesday, June 20, 2017 7:44 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Airplane noise over Burien

I write to state my objection to any resumption of flights over Burien. The impacts need to be thoroughly assessed to include public safety impacts, environmental impacts, community standard of living impacts, and public and private asset value impacts. 1 2

As it is, any cursory assessment should conclude that these impacts outweigh the relatively meager benefits to airport operations. All means available to the city of Burien and its residents will be employed to prevent the overwhelmingly negative impacts to our community of resuming flights over Burien. 3

Thank you,
Andrew Lake
Burien Resident

Response to Comment 335

1. Response 8

2. Response 4

3. The proposed action provides an additional tool for ATC to better ensure the safe separation of all aircraft in the immediate aircraft around SEA, while reducing delays for all served airports, which serves the flying public. The necessity of this tool is born out of the increasing user demand at SEA.

Comment 336

Scott Lansing

Page 1

From: Scott Lansing <scotthlansing@hotmail.com>
Sent: Thursday, June 22, 2017 8:22 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Protecting Burien.

Dear FAA -

Please stop the low banking take off from Seatac Airport that started in July of 2016!

I live at 2108 SW 146th St Burien, WA 98166. My wife Courtney and I purchased our home back in 2005 in our charming once quiet neighborhood. One of the reasons we chose to purchase in our section of Burien was the quiet neighborhood with easy access to the city and airport. We have had little to no aircraft noise except during Seafair each year when air traffic is diverted over our neighborhood. 1
Last July 2016 the noise did not stop, and flights were directed over us without any notice or study on the effects of this pollution to our neighborhood. This change the FAA has made has a negative impact on our property values, our health, and our community. 2

I ask that you please direct flights north and south as they have been for so many years.

Thank you.

Scott H Lansing
Berkshire Hathaway HomeServices Northwest Real Estate
4700 42nd Ave SW Ste 600
Seattle, WA 98116
Contact: Phone: 206-498-6824
Office: 206-932-4500
Fax: 206-805-8126
E-mail: scotthlansing@hotmail.com or ScottLansing@bhhsnwrealestate.com

Response to Comment 336

1. Aircraft take off and land into the wind. Generally speaking, during the summer months, SEA is in north flow (arrivals and departures land and take off to the north) and the rest of the time SEA is in south flow (departures take off and arrivals land to the south). A 250 heading was instituted per a Letter of Agreement (LOA) on July 26, 2016. The automated heading was removed from the LOA in March 2017. The observed air traffic noise may be departing south bound turboprops in north flow which are manually turned, instead of automatically being turned. This is the No Action Alternative outlined in the Section 4.

2. Response 4

Comment 337

Rebecca Lashley

Page 1

Sent: Tuesday, June 20, 2017 11:32 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: chic_hiker@hotmail.com
Name: Rebecca A Lashley
Mailing Address: 1005 S 229TH PL
City: DES MOINES
State: WA
Zip Code: 98198

Aviation noise: The noise is especially extreme early in the morning and late at night, sometimes well into 1-2am! It's difficult to have the windows open, use our deck/yard for entertaining and generally enjoy some peace a quiet with this constant barrage of air traffic noise.

Aviation noise concentration: The flight path use over our city appears to be constant for both outbound and inbound flights and has only seemed to increase over the past few years.

Environmental concerns: If the constant noise is disruptive to us as humans, I can only imagine the impact to wildlife and air quality issues. The proposed tree cutting around the airport I'm hearing about will only make things worse!

Access to knowledge about aviation and or airport concerns: Port of Seattle and FAA need to be more forthcoming about current and project air traffic volumes, flight paths and use of the notorious runway #3. As a nearly weekly business traveler, I understand the need to support our area's growth, but it needs to be done with noise pollution, air pollution and environmental impacts being JUST as important as revenues!

Other concerns: As a homeowner and dedicated community member, I'm concerned about the impact this has on our home values and overall community well-being and growth.
Possible increase in aviation noise: See comments above. 1

Response to Comment 340

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 337

Rebecca Lashley

Page 2

Aviation noise concentration: See comments above.
Air quality: See comments above.
Other concerns: See comments above.

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments
/

Response to Comment 337

Comment 338

Bridgett Law

Page 1

From: Bridgett Law <bridgett@sorensenlawoffice.com>
Sent: Friday, June 09, 2017 9:16 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Low Fyling Planes Flying Over Burien/Seahurst/Hurstwood

I live at in the Hurstwood Development in Burien. I am writing to let the FAA know that since the low flying planes (not just prop planes two huge Fed Ex cargo planes flew over our house last week) have a huge impact on our quality of life. We cannot hear each other speak, hear the tv, use the telephone (hold on a minute I can't hear you until the plane passes) and the smell from the planes outside is terrible. What is the smell or chemical? And the planes seem to be regular and constant – it used to be disturbing when we would have a police or media helicopter flying over but that was just occasional – these planes were constant. 1 2 3

We have our quiet, tranquil life back since these planes have stopped. We have owned our house for over 35 years.

Thank you.

Bridgett M. Law
Law Office of Nancy L. Sorensen
860 S.W. 143rd St.
Seattle, Wash. 98166
Telephone: 206-439-8282
Fax: 206-439-8296

Response to Comment 338

1. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow and does not include jets. Since analyzing the impacts of jet operations is outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

2. Response 1

3. Response 2

Comment 339

Jeannie Lawrence

Page 1

Sent: Thursday, June 22, 2017 8:37 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: terryjlawrence@comcast.net
Name: Jeannie Lawernce
Mailing Address: 19331 6th Ave S
City: Des Moines
State: WA
Zip Code: 98148

Aviation noise: We have lived in the Burien - Des Moines area all our life. The impact of airplane noise has increased tremendously with the growth of SeaTac Airport. My windows are now beginning to rattle and it is hard to talk outside. It is especially annoying in the late night and morning hours

Possible increase in aviation noise: The quality of life has changed here in the Des Moines - Burien area due to the growth of SeaTac Airport and the airplane noise 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 339

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 340

Kevin Lawrence

Page 1

From: Kevin Lawrence <eagle@net-nw.com>
Sent: Friday, June 09, 2017 4:11 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Cc: eagle@net-nw.com
Subject: Burien flight analysis

I don't generally read FAA flight noise analysis, so I may be reading this incorrectly, but does this say that there proposed flight path has no significant increase in noise for the area, and only produces about 45 dB? Because 45 dB is listed as the typical volume inside a library, with 60 dB as background music. And I can assure you, as someone who lives in the proposed flight path, the noise created by these planes flying overhead is much greater than that, it drowns out my television. I haven't actually measured the noise, but if that's what it comes to, I definitely will. 1

Kevin Lawrence

Response to Comment 340

1. Response 1

Comment 341

Lance Leasure

Page 1

Sent: Tuesday, June 20, 2017 12:37 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: lanceleasure@gmail.com
Name: Lance E Leasure
Mailing Address: 16935 Maplewild Ave SW
City: Burien
State: WASHINGTON
Zip Code: 98166

Aviation noise: When we moved into our typically quiet neighborhood of Three Tree Point three years ago we rarely heard aircraft noise. Since sometime last summer the frequency of noisy flyovers has increased (with some flights at early hours in the day). This has reduced our quality of life and we believe it has impacted the value of our property. While we welcome lower property values/taxes for now, when we sell we will suffer financially. Given our property value, we can reasonably justify spending thousands of dollars per year to fight this issue and replace currently elected Port Counselors. Make the right decision and save us the hassle. Regards... 1 2

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 341

1. Response 1

2. Response 4

Comment 342

Stephanie Leffler

age 1

Sent: Tuesday, June 20, 2017 9:10 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: blockact8th@outlook.com
Name: Stephanie Leffler
Mailing Address: 24517 8th Ave S
City: Des Moines
State: WA
Zip Code: 98198

Other concerns: Heath – hearing loss, interruptions of sleep, respiratory illness, cancer Livability – destruction of our outdoor living spaces, interruption of outdoor activities Environmental – air & water pollution, destruction of trees Damage to the Puget Sound from jet emissions Decrease in property values, which equates to the retirement savings for many residents

Other concerns: Jack Leffler, United Airlines, & wife Helen built their dream home in Des Moines, WA in 1950's. Our family had enjoyed the peaceful, majestic location ever since and understood the importance of passenger and cargo flight activity. Not even after the 3rd runway was added has this home been under the "flight path", we've received no mitigation package. Yet now we are bombarded day and night with the noise (over 75 dB) from SEATAC flights. The constant air traffic, flying at lower elevations, along new paths is reverberating day and night throughout our homes. The noise is so loud and unremitting it is disrupting indoor living as well as sleeping. The new barrage of planes is flying lower and louder destroying outdoor livability and has made it impossible to work in outdoor office space since 2016. Fuel emissions from uncheck airport growth is doing untold damage to humans, animals and the environment. The more I read about the future expansion plans of the Port of Seattle and unchecked procedures by the FAA, the angrier I get that many of the costs of this expansion will not be paid by the enterprises who profit but rather by an unsuspecting public and the lost beauty of the Sound. I have filed over 60 complaints and received just 5 responses, none which have addressed the disturbances you are creating in my life and on my property, nor the impacts to our heath. 1

Response to Comment 342

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 343

John Lehnherr

Page 1

Sent: Wednesday, June 21, 2017 4:02 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: jtim47@msn.com
Name: John T Lehnherr
Mailing Address: 28609 11TH A SO
City: FEDERAL WAY
State: Washington
Zip Code: 98003

Concerning Address: moved to this address 2001 there was some noise but nothing like it is now that Port of Seattle is using 3rd run way full time. the noise is almost unbearable. 24 hours a day jets and others fly down 16 ave so to land or take off. We also notice a big number turning off early that is before the get to approx. 320th. our house, driveway and sidewalks show just how dirty this air traffic is. we were promised that the 3rd runway would only be use when main runway was out of service. to pick and use words to get around this promise shows this home owner just how we were lied to into believing the tax payers Port of Seattle is screwing us. I feel the only answer is for the port to sound proof our home. that still leaves the dirty air and surrounding area covered with jet contaminants from the UN-burned fuel. 1

Aviation noise: fly over our address 186th and 11th Ave South.

Environmental concerns: dirty un burned fuel falling on our homes and property.

Air quality: dirty un-burned fuel. falling on property and kids

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 343

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 344

Miranda Leidich

Page 1

Sent: Monday, July 03, 2017 7:46 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: miranda.leidich@gmail.com
Name: Miranda Leidich
Mailing Address: 3111 24th Ave s
City: Seattle
State: Wa
Zip Code: 98144
Concerning Address:
Primary concerns about aviation that exist today with comments to specify the issue(s):

Aviation noise: The almost constant air traffic noise from seatac, Boeing field, king county airport and Renton airfield is relentless and can be unsettling. It is difficult to enjoy being outside or having the windows open. I have constant concerns about the air quality and noise pollution for me and for my younng child.

Other environmental concerns: I am concerned about the long term effects of consistent air pollution and noise pollution.

Recommendations: Please consider equally distributing the air traffic rather than concentrating it to certain neighborhoods. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 344

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to jet departures from SEA in north flow and arrivals into SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA south flow arrivals and north flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 345

Donald Lewis

Page 1

Sent: Thursday, June 22, 2017 7:25 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: delewis60@msn.com
Name: donald e lewis
Mailing Address: 214 sw 139th st burien wa 98166
City: 214 sw 139th st
State: wa
Zip Code: 98166

Aviation noise: I have lived at this address for 10 yrs,the added overhead flights is a big noise problem. 1

Recommendations: stop the new flight pattern.

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/?CFID=340180860&CFTOKEN=9b89a31cef367544-3B98F4CF-D44A-7263-D606460881711764&jsessionid=3F467780300A36EE4DDDE23284B991FB.www

Response to Comment 345

1. Response 1

Comment 346

Natalie Lewis

Page 1

Sent: Saturday, June 24, 2017 8:21 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: kaseyamy@comcast.net
Name: natalie Lewis
Mailing Address: 20005 4th ave S
City: des moines
State: wa
Zip Code: 98198

Aviation noise: I am concerned with the noise of the air traffic. At night it can be so loud I must adjust the volume on my TV to hear it. If I am on the phone outside the people I am talking to at times can not hear me and comment on the noise. In the summer when my windows are open the planes can keep me awake at night. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 346

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 347

Rick Lewis

Page 1

From: Rick Lewis <rlewdlew@msn.com>
Sent: Tuesday, June 20, 2017 9:54 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: No Burien overflights!

My home of 30 years is now too loud to enjoy the back yard.]1

Please stop sending planes over my house.

Thanks,
Rick Lewis

Response to Comment 347

1. Response 1

Comment 348

Annie-Rose Licht

age 1

From: Annie-Rose Licht <annielicht@gmail.com>
Sent: Wednesday, June 21, 2017 2:11 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Stop Automatic Turns over Burien

I would like to strongly voice that I am not in favor of returning the automatic 250 degree turns of propjet planes over Burien when the take off and landing is northbound. The noise has a huge negative impact on our quality of life in this city. 1

Thank you,

Annie-Rose Licht, Patti and Michael Schindler
1947 SW Hillcrest Rd
Burien, WA 98166

Response to Comment 348

1. Response 1

Comment 349

Diana Lincoln

Page 1

Sent: Wednesday, June 21, 2017 7:57 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: dmglincoln@gmail.com
Name: Diana G Lincoln
Mailing Address: 2421 SW 151st Street
City: Burien
State: WA
Zip Code: 98166

Aviation noise: Planes have been moving away from the agreed upon flight paths causing extraordinary noise in areas that have not been properly warned or prepared with funding or compensation for noise abatement etc. 1 2

Aviation noise concentration: The noise that results from flights turning sooner and flying lower concentrates noise at unreasonable levels over neighborhoods that were promised these changes would never take place.

Environmental concerns: Jet fuel, great way to start the morning. Many thanks. The noise pollution caused by these changes is unbearable. Conversations are interrupted within our homes! TV and other media have to be turned up in order to hear, thus adding to the volume of life in general. This leaves everyone feeling anxious in and around our living environments. 3

Access to knowledge about aviation and or airport concerns: There is no credible information available.

Other concerns: Property values! We moved here after great consideration and study of the flight paths and the promised use of the third runway. We feel misleading the public is un ethical and actionable. 4

Aviation noise concentration: The concentration of low flying aircraft turning so quickly to the west and turning quickly and flying low to land are of primary concern 1

Response to Comment 352

1. Response 1

2. 14 CFR 150 is the primary Federal Regulation guiding and controlling planning for aviation noise compatibility on and around airports. Part 150 established procedures, standards and methodologies to be used by airport operators for the preparation of Airport Noise Exposure maps and Airport Noise Compatibility Programs, including noise abatement. In accordance to Part 150, residential areas are compatible with noise exposures up to the 65 DNL noise exposure level. Since Burien is outside of the 65 DNL contour, Part 150 is not applicable and therefore funded noise abatement or corresponding compensation is not applicable.

3. Response 6

4. Response 4

5. Response 10

Comment 349

Diana Lincoln

Page 2

Air quality: Jet fuel, asthma, children at recess!, the list goes on! 5
Other concerns: Our property values will plummet! Are you willing to buy us out at our current value? 4

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 349

Comment 350

Casey Linden

Page 1

From: C L <casemann27@hotmail.com>
Sent: Tuesday, June 20, 2017 7:33 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Airplane turns over Burien Complaint

Hello,

I am writing to express my concern and complaint over the proposal to resume prop airplane turns that have them fly over Burien, and in particular over my home located in Seahurst by the water.

The return of quiet skies over my home has been a relief, both physically and emotionally. It has also been important for the value of my house and land, though 1
I am still being impacted by at least one jumbo jet a day over my home... 15218 26th Ave SW. 2

I demand all flights over Burien and my land cease immediately. The airport should be flying in and out to the North and South, over homes that have received the Port Package for sound abatement, as originally conceived. Flying to the East or West for arrivals and departures should only happen in cases where there is not another option due to inclement weather which forces turns before plane is out over the canal. 3

Sincerely,
Casey Linden

Response to Comment 350

1. Response 4

2. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow and is not associated with any jet departure. Since analyzing the impacts of jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

3. Turboprops and jets typically have different flight paths due to safety concerns resulting from their differing performance. Turboprops from SEA typically are turned east or west. The purpose and need of the Proposed Action is to automate this westerly turning in order to ensure separation with the turboprops departing BFI. This then allows ATC to safely accommodate the increased operational demand at SEA without increasing ground delays for the flying public.

Comment 351

Cynthia Linden

Page 1

Sent: Tuesday, June 20, 2017 8:57 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: Cyntolman@gmail.com
Name: Cynthia L Linden
Mailing Address: 15218 26th Ave SW
City: Burien
State: Washington
Zip Code: 98166

Aviation noise: The significant increase in quantity of airplane traffic and decibels of noise from airplanes flying over my property started a couple years ago... before that it had been a quiet, family-oriented neighborhood. The last two years of increased noise has been a strain on my health (thyroid condition exasperated by stress) and well-being, that of my family, and our enjoyment of our land - both inside or home & outside in our garden. It has also had a negative impact on the value of the neighborhood as a quiet and enjoyable place to connect with friends, family, and others in the community. This kind of issue can drive out those of high standing and character, while attracting people of questionable moral fiber, degenerating the value of our community and property. 1 2

Aviation noise concentration: We purchased or home in the Seahurst area of Burien for both the quiet skies (there was almost ZERO airplane noise over our house five years ago) and for the property value. The noise has exponentially increased recently, and our property value has decreased in direct proportion to the airplane traffic. In addition my stress has increased, negatively impacting my health, and my home and land are much less enjoyable. This is unacceptable. 1

Environmental concerns: I am extremely concerned about the exhaust and pollution caused by air traffic over my land. Especially considering my aging health, my spouses aging, and our toddler of only 2 years. I believe it is critical to provide children with the best possible start in life, again the reason we selected this home with its low amount of air traffic in the south end, and now feel that it is being compromised - likely illegally - and without our consent. It has caused us to 3

Response to Comment 351

1. As the operational demand at SEA has risen, there has arisen a greater need for ATC to have more tools to enable them to safely manage the increase in operations without increasing ground delays for the flying public. The Proposed Action is one of those tools. There is no clear reverse correlation that the implementation of this tool would increase operational demand at SEA. Response 1

2. Response 4

3. Response 10

Comment 351

Cynthia Linden

Page 2

consider moving our family to a different area of the Puget sound... definitely not good for the economy and health of the city of Burien.

Access to knowledge about aviation and or airport concerns: We are fortunate as a community to have champions for the cause of working to quiet the recently noisy skies over our homes; men & women with the knowledge and ability to take action on behalf of every person who has been unrightfully and negatively impacted by the FAA decision to change flight paths over Burien without honest studies, truthful and thorough community feedback, or noise meditation for impacted neighborhoods & homes.

Other concerns: I am concerned that an agency can make decisions, seemingly without good cause and irregardless of the impact on citizens, without my ability to exercise and protect my rights as a person and a land owner before changes are engaged. They may claim the was an open forum for comments and concerns, but I attended one of those events and was completely disregarded. I was told there was no option for changing the FAA decision on flight paths, of even a forum for my complaints to be heard and given weight... they were merely there to answer questions and try to make us ""feel better""about the changes. That's absolutely absurd. 3

Possible increase in aviation noise: See previous comments.

Aviation noise concentration: See previous comments.

Air quality: See previous comments.

Other concerns: See previous comments.

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 351

3. Response 13

Comment 352

Kathleen Linnell

Page 1

Sent: Tuesday, June 20, 2017 2:08 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: kelinnell@gmail.com
Name: Kathleen E Linnell
Mailing Address: 29609 3rd ave So
City: Federal Way
State: Wa
Zip Code: 98003

Aviation noise concentration: The frequency of the noise is so intense we must hold our conversation and move indoors with all windows a d doors closed. It is unbearable when entertaining. It also is non prefictable goi g from early morning to late at night.

Possible increase in aviation noise: Planes should be asked to be more silent when landing and taking off.

Aviation noise concentration: It will increase. Loss of value of our home. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 352

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 353

Maria Little

Page 1

Sent: Tuesday, June 20, 2017 12:47 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: dewato@comcast.net
Name: Maria c Little
Mailing Address: 2650 SW 151st Pl
City: Burien
State: WA
Zip Code: 98166

Aviation noise: We bought our house 30yrs SPECIFICALLY because it is so quiet AND it was not in Sea-Tac's flight path. NOW all of sudden planes, flying quite low are over us. We cannot tolerate the NOISE.

Possible increase in aviation noise: There HAS BEEN INCREASE.

Aviation noise concentration: These new overflights are in a very small corridor. Our house is directly below this corridor. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 353

1. Response 1

Comment 354

Peter Lohrmann

Page 1

Sent: Tuesday, June 20, 2017 6:45 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: plohrmann@gmail.com
Name: Peter J Lohrmann
Mailing Address: 12205 21st Ave SW
City: Burien
State: WA
Zip Code: 98146

Aviation noise: We bought our house in Shorewood in September, and when the planes started flying over the noise rattled the old windows. We recently spent nearly $17k to replace all the windows in the house, and even with top of the line windows the noise from the planes still wakes us up at night! This situation needs to be improved! 1

Aviation noise concentration: If we don't stop this from happening now, the noise problem will likely get even worse over time!

Possible increase in aviation noise: A bunch of houses recently went on the market on our road, and if the aviation noise gets worse, this wonderful community will no longer be a desirable place to live!

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 354

1. Response 1

Comment 355

Joyce Loomis

Page 1

Sent: Tuesday, June 20, 2017 9:43 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: jjnktl@msn.com
Name: Joyce C Loomis
Mailing Address: 24532 14th ave s
City: Drs moines
State: Washington
Zip Code: 98198

Aviation noise: ?

Aviation noise concentration: ?

Environmental concerns: ?

Aviation noise concentration: ?

Air quality: ?

1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 355

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 356

Christina Lopinto

Page 1

Sent: Tuesday, June 20, 2017 4:27 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: christina.lopinto@gmail.com
Name: Christina Lopinto
Mailing Address: 3106 sw 169th st
City: Burien
State: Wa
Zip Code: 98166

Aviation noise: I live in West side of Gegory Heights. When I purchased this home 1 year ago, I could handle the limited amount of airplane noise. It is now driving me crazy, even after the direct route over my house was diverted to something new. 1
This morning I was awoken by a jet and hear one right now as I am writing this. I never would have purchased this home if I knew I would be dealing with this noise. 2
There is a reason I didn't buy in DesMoines or north Burien. The noise is driving me crazy!

Aviation noise concentration: Please see above

Other concerns: What is going to change?

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 356

1. Response 14

2. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow and is not associated with jet operations. Since analyzing the impacts of jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 357

Jeffry Loranger

Page 1

Sent: Wednesday, June 21, 2017 6:28 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: jlawnranger@hotmail.com
Name: Jeffry A Loranger
Mailing Address: 13032 2nd Ave. S.
City: Burien
State: WA
Zip Code: 98168

Aviation noise: The flight path of some turboprop airplanes has increased the noise level on takeoff.

Possible increase in aviation noise: I am against changing any flight path that increases noise.

1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 357

1. Response 1

Comment 358

Mary Lorenz

Page 1

Sent: Thursday, June 22, 2017 7:24 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: mlorenz13@comcast.net
Name: Mary E Lorenz
Mailing Address: 14441 22nd Avenue SW
City: Burien
State: Washington
Zip Code: 98166

Aviation noise: I am writing today to complain about the volume of propeller airplanes that fly over my house these days. It all began last summer, in about five minute intervals, so loud that I couldn't hear the TV or what people were saying. It made sitting outside in the back yard out of the question. I am worried that property values and the value of my house are going down because who wants to buy a house in a neighborhood with such noise? Also, the pollution from these engines flying over my house can cause health concerns to the residents down below. This just has to stop. I am requesting that you change the flight pattern for these planes to no longer fly over our Burien neighborhood. Our quality of life is greatly affected and It doesn't have to be that way. Thank you for your consideration. Sincerely, Mary E. Lorenz

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 358

1. Aircraft take off and land into the wind. Generally speaking, during the summer months, SEA is in north flow (arrivals and departures land and take off to the north) and the rest of the time SEA is in south flow (departures take off and arrivals land to the south). The Proposed Action was implemented through a Letter of Agreement from July 26th 2016 and March 24th 2017, at which point this automatic turning west of some south bound turboprops in north flow was stopped. Air traffic noise resulting from sound bound turboprops departing in north flow since March 24th 2017, are not on the automatic westerly turn, but turned through verbal coordination between air traffic controllers as had been historically done. This is the No Action Alternative outlined in Section 4.

2. Response 4

3. Turboprops and jets typically have different flight paths due to safety concerns resulting from their differing performance. Turboprops from SEA typically are turned east or west. The purpose and need of the Proposed Action is to automate this westerly turn in order to ensure separation with the turboprops departing BFI. This then allows ATC to safely accommodate the increased operational demand at SEA without increasing ground delays for the flying public.

Comment 359

Kim & Debbie Losengard

Page 1

From: KIM <path97@comcast.net>
Sent: Wednesday, June 21, 2017 5:47 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: FAA Comments/Burien Turboprop Westbound Flyover

Dear FAA,

We live directly to the west of Sea Tac Airport at:

15826 16th Ave S.W.

Burien, WA 98166

We moved here because although we get the added airport noise from the 3rd runway we like the area.

We paid extra to buy a house to the west of the airport, instead of to the south or north which are noisier (and lower costs).

We object to the added noise from the turboprop flyovers. We find the added noise bothersome and stressful.

We already get the 3rd runway noise as well as other airport noise.

Please do not add insult to injury and allow more westbound flyovers. 1

Kim and Debbie Losnegard

15826 16th Ave. S.W.
Burien, WA 98166
PH# 206-244-7462

Response to Comment 359

1. Response 1

Comment 360

Alyssa Love

Page 1

Sent: Wednesday, June 21, 2017 10:22 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: mzamlove@yahoo.com
Name: Alyssa M Love
Mailing Address: 21327 des Moines members dr
City: Des Moines
State: WA
Zip Code: 98198

Aviation noise: I bought my house in Des Moines in 1998, I bought double Payne windows (not the port package) and with the last six months the airplane noise is out of control.

Aviation noise concentration: It's every 60 seconds, last 10:00 pm and completely interupts my sleep. I work 10 hour days and find it very hard to perform with inadequate sleeo

Possible increase in aviation noise: The noise is far worse than it's ever been. I grew up in SeaTac and purchased my own home in Des Moines 20 years ago.

Aviation noise concentration: There is more air noise in Des Moines than there was in my childhood home in seatac. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 360

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 361

Justin Lovett

Page 1

From: Lovett, Justin <julovett@amazon.com>
Sent: Wednesday, June 21, 2017 1:07 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Justin - Burien Resident - NOISE CONCERNS

Hello,

I am writing over my concern of prop plane noise in the area. In the past there have been times where I downright couldn't hear the person next to me speaking. It is very aggravating and it is entirely avoidable with common sense regulations around the prop air planes. Please do not pollute our sky's with additional noise pollution. 1

Regards,

Justin

Response to Comment 361

1. Response 1

Comment 362

William Lund

Page 1

Sent: Wednesday, June 21, 2017 8:07 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: wjlund51@gmail.com
Name: William Lund
Mailing Address: 29405 9th Place South
City: Federal Way
State: WA
Zip Code: 98003

Aviation noise: Were not doing noise abatement anymore. Slow glide path which is causing noise all hours of the day and night.

Possible increase in aviation noise: Why can't you shift all cargo operations to Boeing Field? Develop a regional airport system like Los Angeles which has several airports to serve the public.

Air quality: You can smell the jet fuel. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/sea/community_comments/

Response to Comment 362

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 363

Monica Lusk

Page 1

From: Monica Lusk <seattlesis55@gmail.com>
Sent: Tuesday, July 04, 2017 7:03 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Burien - automatic left turns of all propjets

Airplane noise from the northward flow of propjets has increased over my home in north Burien. 1

I'm concerned due to the environmental effects of aircraft engines emitting heat, noise, particulates and gases which contribute to climate change. 2
Burien resident

Response to Comment 363

1. Response 1

2. Response 2

Comment 364

Karen Lynch

Page 1

Sent: Tuesday, June 20, 2017 4:09 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: lynchke@gmail.com
Name: Karen E Lynch
Mailing Address: 16021 8th Ave SW
City: Burien
State: WA
Zip Code: 98166

Possible increase in aviation noise: I bought a house in Burien in early July 2016. Before buying my house, I did research to make sure that I was not buying a house under the traditional flight path. Shortly after moving in, the FAA started sending more planes started over Burien. There was an very noticeable increase in the plane noise. At times, it would cause me ear pain. I do not want that to happen again. I use to live in Ballard, when the planes turn over Ballard, it does not increase the noise level there. If there airport is too crowd to support both prop planes and turbo jets, then another airport location is needed for the Puget sound area. 1 2

Air quality: I'm concerned about the environmental affects of turning prop planes over Burien. I'm also concerned about the quality of any environmental study done b/c the noise study done for Burien is inaccurate. Supposedly, my house is in a low noise area according to the FAA/Port of Seattle, but I can tell from the noise meters that the actually noise is much higher. When I call and complain, I am told that the noise is not an issue. However, thousands of people are telling you otherwise. How am I to trust that any environmental impact will be done correctly? 1

Other concerns: Many people have received data from Seatac that shows that, in addition to prop planes, turbo planes have been turning over Burien as well. I have also seen turbo planes turn and fly over Burien with my own eyes. This proposal is suppose to be for prop planes only, but based on past data, clearly turbo planes will be allowed as well. 3

Response to Comment 364

1. Response 1

2. response 9

3. The proposal is for prop and turboprop aircraft. The Proposed Action does not apply to jet aircraft.

Comment 365

Katy Lynch

Page 1

Sent: Thursday, June 22, 2017 1:15 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: lynchk2@uw.edu
Name: Katy J. Lynch
Mailing Address: 444 SW 124th Street
City: Burien
State: WA
Zip Code: 98146

Aviation noise: 1.The change in flight patterns that allow planes to take a hard left after leaving the runway and travel over Burien rather than following the previous flight path to turn left over Elliot Bay where it would not adversely impact residential neighborhoods. 2. How low the planes are traveling over our neighborhoods, the noise, polution and stress on the environment is unacceptable. 3. The fact that the community was not notified of these changes ahead of time and allowed proper time to organize and offer input. 4. SeaTac Airport, while owning a portion of real estate in the area, DOES NOT OWN all of the air space. The impact upon economy, quality of life and environmental impacts upon townships surrounding the Airport must be valued and permitted to maintain the quality of life that the residents invested in. [1] [2] [3] [4]

Aviation noise concentration: What happened to the former guidelines that the noisy flights were to take off between 6 am and midnight? I am hearing an increasing amoiunt of flights taking off after midnight. [5]

Environmental concerns: With the increase of prop planes being allowed to turn a hard left over Burien residential neighborhoods, I am experiencing increased fuel smell over my home, as well as stress upon the vegetation. I am seeing trees distressed who were not before. This would not be occuring if the former flight path were being observed, primarily traveling over the I-5 corridor and elliot bay. [6] [7] [8]

Access to knowledge about aviation and or airport concerns: We were not properly informed before this change in flight patters were implementted [3]

Response to Comment 365

1. There were residents beneath the flight tracks of the No Action Alternative.

2. Response 8

3. Response 13

4. Response 15

5. Response 9

6. Response 2

7. Response 5

8. Response 7

Comment 366

Dana and Scott MacKenzie

Page 1

From: Dana MacKenzie <2Cougs@msn.com>
Sent: Wednesday, June 21, 2017 5:30 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: New Flight Pattern over Western Burien/Seahurst Area

Name: Dana and Scott MacKenzie
Address: 15609 11th Ave SW
Burien, WA 98166

Years lived in Burien: 50

I have lived in Burien 50 years and the plane noise is absolutely off the charts to a level its never ever been. The 3rd runway has been going now for years with really no change in noise for our location. Then, without notice, August 2015, the planes are flying directly over our house which means every few minutes as if our house was moved to the end of the runway! This new traffic pattern was clearly sneaked in during the annual Seafair/Blue Angels traffic pattern revision but never went back to the normal pattern. With no public announcement and trying to sneak in the new pattern like we are too stupid to know what's happened shows the level of good faith and professionalism of the FAA. 1

The airport has operated the same way for 50 years and to all of a sudden turn one runway into 3 and not have any studies, comments, etc again is underhanded and conniving as if the FAA doesn't have to adhere to any rules. To have them change without any public comment or announcement is unacceptable.

After the change, we can't have our doors and windows open due to the constant and deafening noise. Often is sounds like the plane is going to hit our house its so loud so I run out there to see and it is flying so incredibly low its unbelievable. Again, its as if we are at the very end of the runway! If it was one or two a few times a day, one can live with that but it is CONSTANT. During the summer, exacerbated by our western exposure, our house is extremely hot, reaches temperatures of almost 90 degrees but we can't open the windows because we can't hear the TV, each other talk, and forget about trying to sleep. It never stops for us when take off is to the north. We are exhausted all the time, sick more with 2

Response to Comment 366

1. Response 13

2. Response 8

Comment 366

Dana and Scott MacKenzie

Page 2

colds and fatigue which brings on additional stress. I firmly believe that its due to our lack of sleep. One doesn't just get used to constant deafening noise. Our kids are obviously experiencing the same and are tired at school. One child goes to Kennedy and says it is way louder at our house than it is at school and she is eye level with the planes landing when she's in a 3rd floor classroom. This is absolutely no way to live. If we had to move, our home values would be hit dramatically. Again, having an unprecedented change in the typical flight pattern with no advance notice, etc is unfair. I am firmly against the air traffic being routed over the Burien/Seahurst neighborhoods. 3

Dana and Scott MacKenzie
206-795-2540

Response to Comment 366

3. Response 4

Comment 367

Stephanie Magat

Page 1

Sent: Tuesday, June 20, 2017 10:03 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: stephaniegouldman@gmail.com
Name: Stephanie C Magat
Mailing Address: 2405 S Star Lake Rd Apt 62-103
City: Federal Way
State: Wa
Zip Code: 98003

Aviation noise: I have lived here at this address since February 2011. The planes have gotten so low and loud. Every year lower and louder. They seem to be more frequent also. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 367

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 368

Maria Magee

Page 1

Sent: Wednesday, June 21, 2017 10:19 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: marialmagee@yahoo.com
Name: Maria Magee
Mailing Address: P.O. Box 1335 Seahurst WA 98062
City: Burien
State: WA
Zip Code: 98166

Aviation noise: I noticed the noise last summer before anyone told me about it, and the noise is continual. I grew up here and miss how quiet it used to be. You would just hear the birds and nature as you sit on your porch, or take a walk through the neighborhood. This is very annoying to listen to everyday, all day, and night. 1

Aviation noise concentration: The noise will only increase if nothing is done. It gets louder several times a day, and I am tired of having to listen to it.

Environmental concerns: I walk my dog daily. The noise is bad enough, but to also have to deal with air pollution will be unhealthy for humans and animals. We want clean air in our neighborhoods. 2

Possible increase in aviation noise: This noise will only increase more and more. It needs to stop now. 1

Aviation noise concentration: We will not be able to go outside without this constant noise and air pollution. It will only incease if nothing is done. Please stop it now.

Air quality: The smell of fuel is going to increase. This will affect everyone, every living thing, and will pollute the air. 2

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 368

1. Response 1

2. Response 2

Comment 369

Scott Magee

Page 1

Sent: Wednesday, June 21, 2017 9:19 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: sgm1335@hotmail.com
Name: Scott Magee
Mailing Address: 2818 SW 170th Burien, WA 98166
City: Burien
State: WA
Zip Code: 98166

Aviation noise: I hear the noise and it is very frustrating and upsetting. I grew up near the runway, by Glacier High School, and had to listen to airplane noise every day. I purposely bought my home away from the noise, and now I hear it again every day. I do not appreciate having to listen to it when I made a point of purchasing my home with the intent of not wanting to listen to the airplane noise ever again.

Aviation noise concentration: I hear the noise every day and evening, and there will be an increase in noise at different times of the day, but always there is a rumble that we have to listen to all day, every day. 1

Environmental concerns: This does affect our air quality. I enjoy being outside, and take walks in my neighborhood year around. I do not want to smell fumes in my own neighborhood. 2

Possible increase in aviation noise: This is only going to get worse over time. I do not want to listen to the noise anymore. I have been here almost 15 years, and I miss how quiet it used to be.

Aviation noise concentration: The noise is getting worse, and will continue if things do not change. I want to enjoy sitting outside in my porch, and I do not want to listen to the noise of the planes above my home. I already have noticed that the noise increase for several minutes, several times a day. 1

Response to Comment 369

1. Response 1

2. Response 2

Comment 369

Scott Magee

Page 2

Air quality: The air quality is only going to get worse over time. I have pets, and I enjoy walking them in the neighborhood. I do not want air pollution to affect me or my pets when we are outside trying to enjoy a walk. It is bad enough to listen to the noise. 2

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 369

Comment 370

Robin & Brian Magorty

Page 1

From: Robin <magorty@comcast.net>
Sent: Tuesday, June 20, 2017 8:43 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Cc: Home
Subject: Burien Quiet Skies

Dear FAA,
We live on SW 148th St and we strongly object to the altered flight path. I work from home and find the excess noice extremely disruptive and also highly concerned about the decreased property value this creates. 1 2

There is also the health ramifications. I have asthma & the exhaust fumes contribute to this condition. 3

We understand that flight path changes are inevitable however we do not feel that the Burien neighborhood should have to absorb? the major brunt of these changes. 4

Thank you for your consideration.

Regards,
Robin & Brian Magorty
1215 SW 148th St
Burien, WA 98166

Response to Comment 370

1. Response 1

2. Response 4

3. Response 10

4. The intent of the comment period is to solicit input on the best place to have aircraft fly from a community stand point. Suggested alternatives provided to the FAA during comment period are analyzed and discussed in Section 4.

Comment 371

Matthew Mahoney

Page 1

Sent: Tuesday, June 20, 2017 8:54 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: mateo831@gmail.com
Name: Matthew W Mahoney
Mailing Address: 21036 4th Ave S
City: Des Moines
State: WA
Zip Code: 98198

Aviation noise: We need a quiet window between midnight and 5 pm. Fine should be assessed and paid to cities it violates Older jet engines without noise reduction technology not allowed to fly in

Environmental concerns: Fuel should have immediate reduction in sulfur content. Bio fuel required. Study done asap funded by port and state

Possible increase in aviation noise: Cap flights and force a second airport

Air quality: More jets worse air quality

1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 371

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 372

Gus Mairs

Page 1

Sent: Wednesday, June 21, 2017 10:26 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: gusmairs@mac.com
Name: Gus Mairs
Mailing Address: 1802 SW 149th St
City: Burien
State: WA
Zip Code: 98166

Aviation noise: We have lived in our house in Burien since 2008. The airport noise we have experienced from 2008 until 2016 was intermittent and within our expectation for living to the side (outside of normal traffic patterns) of a major airport. Starting in summer of 2016, we were shocked by an abrupt and intense new level of noise. We experienced low-flying regional turboprop jets *every few minutes* flying at low altitudes and seemingly right over our house. The noise level is similar to that of a diesel truck speeding by on the street, and the time and extent of the noise is much longer in each instance. This has disrupted our quality of life and caused us two kinds of distress: one is day-to-day around experiencing the noise itself, and the other is long-range, where we fear for loss of the environmental and economic quality of life we have known in our home and neighborhood. 1

Aviation noise concentration: It is particularly disturbing to experience such a focused concentration of traffic over a narrow path in our neighborhood with no justification at all for the necessity of that path in particular. I have looked for and not heard any specific argument by the FAA for why any change is needed at all, much less any analysis about possible solutions and a selection among possibilities that considers all effects in various communities. 2 3

Environmental concerns: I have smelled fuel on occasion over the last several months for the first time in our eight years here. I do not have any detailed basis to know what this is about. 4

Response to Comment 372

1. Response 1

2. The purpose and need of the Proposed Action is to provide ATC with additional tools which would enable them to manage more aircraft in the airspace around SEA safely. This in turn, allows ATC to manage the increased number of operations at SEA without the need to increase ground delays.

3. As stated on the website as well as in the preliminary environmental analysis, the intent of the comment period is to solicit input on the best place to have aircraft fly from a community stand point. As such, suggested alternatives provided to the FAA during comment period are analyzed and discussed in Section 4.

4.Response 2

5. Response 23

Comment 372

Gus Mairs

Page 2

Access to knowledge about aviation and or airport concerns: It disturbs me that this major change occurred without *any* justification or analysis at all in July 2016. It also disturbs me that upon pressure by our community advocates and city council in late 2016 the FAA did a cursory, malformed and illegal analysis and gave us just a few days to comment. I deserve clear information, reasonable justification for changes, and genuine processes for analyzing and considering alternatives when airport policies might change. I do not now have any of these things. 5

Other concerns: The fact that the FAA would proceed with a change like this with such lack of attention to its own policies and procedural fairness makes me angry and fearful that our environment could be further harmed in the future on a whim. A limited analysis and a few days for comment tells me that the FAA does not take it's community and environmental responsibility seriously.

Possible increase in aviation noise: I am concerned that the noise levels under the new flight path plans will get worse. 1

Aviation noise concentration: I am concerned that the focus of flights over our house will continue or worsen.

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 372

Comment 373

Brenda Maisonneuve

Page 1

Sent: Wednesday, June 21, 2017 7:21 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: brenda.maisonneuve@comcast.net
Name: Brenda Maisonneuve
Mailing Address: 739 SW 298th Pl
City: Federal Way
State: Wa
Zip Code: 98023

Aviation noise: My main concern is consistent flights during the early morning hours that are loud enough to wake me up. I feel that out of concern for neighbors health, that a no flight time during regular sleeping hours should be imposed, from 11pm-6am. That is a 7 hours window , leaving the airport the remaining time for flights, in and out of SeaTac. I think both sides could be happy with that, SeaTac conducting business most of the day, and people living in the vicinity being able to rest and recharge in silence during regular sleeping hours.

Environmental concerns: I am concerned about what debris is being emitted by aircraft, I've noticed an increase in the accumulation of debris on our roof since airplane flights have considerably increased at Sea Tac. I think between this and the noise levels at night in the high decibel range, that there is an increased health risk for the neighbors of SeaTac.

Possible increase in aviation noise: I'm concerned continued expanded flights at Sea Tac will increase noise during the AM hours people sleep 12-6am.

Aviation noise concentration: I'm concerned that repeated flight after flight during the AM hours 12-6am will prevent me from sleeping and cause health problems as a result.

Air quality: I'm concerned about increased air traffic at Sea Tac increasing debris emmisions coming off the flights depositing into the air and on houses and the effect that will have on my health.

1

Response to Comment 373

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 374

Kimberly Mankoski

Page 1

Sent: Wednesday, July 05, 2017 11:06 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: kim@ninebarkstudio.com
Name: Kimberly L Mankoski
Mailing Address: 3021 16th Ave. S.
City: Seattle
State: WA
Zip Code: 98144
Concerning Address:
Primary concerns about aviation that exist today with comments to specify the issue(s):

Aviation noise: I live on beacon hill and the air traffic noise is always worse in the summer in my neighborhood. After 11pm we can hear planes running north to south towards seatac one right after another over our house. They are flying low and it is loud keeping us up at night. I've lived here since 2003 and it's much worse now with the third runway added. We would appreciate change to flight pattern or some variation from beacon hill. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/?CFID=344075295&CFTOKEN=70fd32206c1f8803-E10883D9-EE3A-15A9-6E9611170565A3B7&jsessionid=E228CA775F21C9198C5EE1D9AC67C4F3.www

Response to Comment 374

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to jet departures from SEA in north flow and arrivals into SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA south flow arrivals and north flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 375

Robin Mann

Page 1

Sent: Wednesday, June 21, 2017 5:30 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: mann92@comcast.net
Name: Robin Mann
Mailing Address: 29710 2nd Ave SW
City: Federal Way
State: WA
Zip Code: 98023

Aviation noise: The low landings from the south are so disruptive, it is impossible to enjoy any outdoors activities

Aviation noise concentration: Frequency is too much, there is barely and break/silence between flights

Environmental concerns: I can't hear the birds sing, how are they supposed to hear one another and communicate?

Other concerns: • Heath – hearing loss, interruptions of sleep, respiratory illness, cancer • Environmental – air & water pollution, destruction of trees • Damage to the Puget Sound from jet emissions • Livability – destruction of our outdoor living spaces (or work from home space), interruption of outdoor activities, • Decrease in property values, which equates to the retirement savings for many residents 1

Possible increase in aviation noise: See above

Aviation noise concentration: See above

Air quality: When we lived in Des Moines directly under the flight path, we frequently smelled airline fuel.

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 375

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 376

Marianne Markkanen

Page 1

Sent: Tuesday, June 20, 2017 9:33 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: mmarkkanen@comcast.net
Name: marianne markkanen
Mailing Address: 20613 12th avenue south
City: seatac
State: wa
Zip Code: 98198

Aviation noise: Tonight June 20th many planes coming low and loud

Aviation noise concentration: Very noisy and noise effecting TV reception

Environmental concerns: chemical emissions from the planes esp with port cutting down thousands of trees in the area.

Possible increase in aviation noise: I live below third runway do I have to say anything else?

Aviation noise concentration: Noise has increased

1

Air quality: One can always smell diesel fuel in air

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/?CFID=423881276&CFTOKEN=142dd14be24dbb2-D93AEA66-BCCD-A954-2D0BA9A6E9657408&jsessionid=628FC6EDD59903A4E06C3DC3322CC529.www

Response to Comment 376

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 377

Helen Martin

Page 1

Sent: Wednesday, June 21, 2017 5:58 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: choosegreenrealty@gmail.com
Name: Helen C Martin
Mailing Address: 21314 1st Pl S
City: Des Moines
State: WA
Zip Code: 98198

Aviation noise: I purchased the above residence on 9/26/2016 and found out the property was in the black zone of air traffic. However, in February of 2017, we noticed a lot more planes and plane noise, with aircraft flying directly above our home, which is very close to the water.

Environmental concerns: We were always told that more people get cancer around airports, however being in the black zone, we thought we wouldn't be affected. Now it appears our neighborhood has been arbitrarily added to the red zone and we do have environmental concerns regarding health. In fact, one of my family members has started coughing at night over the last two months. We purchased 3 air purifying machines to hopefully combat any issues, yet still have pressing concern.

Aviation noise concentration: The noise has definitely increased at least 5 times since we moved in 10 months ago.

Air quality: Is definitely a concern, see above. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 377

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 378

Carrie Marting

Page 1

Sent: Saturday, June 24, 2017 5:35 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: ivanandcarrie@gmail.com
Name: Carrie B Marting
Mailing Address: 19821 4th Ave S.
City: Des Moines
State: WA
Zip Code: 98148

Aviation noise: Depending on the weather (and probably other factors), some days the noise from the airport is so loud that our house shakes, including in the middle of the night. Actually, the noise is worse at night. We do NOT live in the flight path and I know that the noise has gotten worse in recent years.

Other environmental concerns: I'm very concerned about the air pollution we're probably breathing. 1

Recommendations: SeaTac Airport is surrounded by development and was never meant to be as large as it has become. The region needs a new airport in a more secluded area where the majority of air traffic can be moved to.

Form URL: https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 378

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 379

Beth Martin Quittman

Page 1

From: bethmartinquittman@gmail.com on behalf of Beth Quittman <beth@samaralectures.com>
Sent: Wednesday, June 21, 2017 12:41 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Burien noise control

Please do not allow flights to resume automatic turns over Burien on approach to SeaTac airport. The increase in flight noise has been noticeable and detrimental to our neighborhood. Flight noise has at times been loud enough to hear inside a house with closed windows and doors and loud enough to prevent enjoyment outside. Late night flights are also loud enough to be disturbing to sleep. 1

Beth Martin Quittman
12871 Shorecrest Dr. SW
Burien, WA

Response to Comment 379

1. Response 1

Comment 380

Eugene Marx

Page 1

Sent: Monday, June 19, 2017 11:39 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: ecmax123@comcast.net
Name: eugene c marx
Mailing Address: 25730 16th ave s
City: des moines
State: washington
Zip Code: 98198

Concerning Address: #1. Jets approaching from the south are very low and slow #2 Cargo freighters taking off from 2:00 am to 4:00 am waking me up several times during the night. I do not get any quality of sleep during the super load jets departing. 1

Aviation noise: So loud loosing sleep and during the daylight hours the jets coming in using two runways at a time make it unbearable to be outside.

Aviation noise concentration: The large increase in the number of flights is driving me crazy!

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 380

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 381

Lynn Mascarello Felts

Page 1

Sent: Tuesday, June 20, 2017 5:39 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: petdoc15@comcast.net
Name: Lynn J Mascarello Felts
Mailing Address: 16200 25th Ave SW
City: Burien
State: Wa
Zip Code: 98166

Aviation noise: We lived under the airplanes in Des Moines for 20 years but we knew going in that was what it was going to be and then we moved here wonderful quiet and boom now there is airplane noise. Somebody needs to help us with this noise garbage. It is wrong!!!!! 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 381

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 382

Lynn Mascarello Felts

Page 1

Sent: Wednesday, July 05, 2017 6:34 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: mimi.matlack@hotmail.com
Name: Erma-Mimi Matlack
Mailing Address: 22020 9th Ave S
City: Des Moines
State: Washington
Zip Code: 98198

Concerning Address: I live right under the flightpath of the 3rd runway. The noise over the past couple of years has significantly increased. I cannot have a suitable conversation outside of my house due to the aircraft noise. In the summer, when I sleep with my windows open, I have been woken up due to the noise. What was once a pleasurable walk on the Des Moines Creek Trail is almost ruined due to aircraft noise. Please reduce / stop the aircraft noise and make my neighborhood worth living in again. The noise is stressful and a detriment to my way of life.

Aviation noise: The aircraft fly too low and too loud. Cannot have a decent conversation outside of my house. Aircraft noise wakes me up in the middle of the night if I'm sleeping with my windows open. Aircraft noise takes away my enjoyment of the Des Moines Creek Trail when I go for a walk. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 382

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 383

Serge Matsevilo

Page 1

Sent: Tuesday, June 20, 2017 6:05 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: sergemat@hotmail.com
Name: Serge Matsevilo
Mailing Address: 1014 S 260th St
City: Des Moines
State: WA
Zip Code: 98198

Aviation noise: Few years ago there were no aircraft flying over Marine View Dr and above my house. The aircraft noise wakes me up at night even I have double windows.

Aviation noise concentration: There is an aircraft flying over my house every minute. This is insane.

Environmental concerns: My deck is getting very dirty and I can only imagine what air I'm breathing now. It is killing me. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 383

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 384

Denise Mauldin

Page 1

Sent: Friday, June 09, 2017 11:24 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: deniseeabbott@hotmail.com
Name: Denise Mauldin
Mailing Address: 11649 Occidental Ave S
City: Burien
State: WA
Zip Code: 98168

Aviation noise: Every year when the blue angels come into town, the jet noise and airport noise at my house increases 100 fold. I live through it because it's a week and I like the blue angels. I don't want to have to live through it the entire year. The amount of noise caused by the changes is staggering. I've lived in my house for 16 years and I expect some airplane noise. I don't expect low flyover over populated areas and such a dramatic change. When they put the 3rd runway in, they said it wasn't going to be used most of the time, so changes to flight paths wouldn't happen. 1

Environmental concerns: Increased level of noise has proven to disrupt natural fauna. 2

Access to knowledge about aviation and or airport concerns: The fact that no one knew this had happened until we formed a coalition to get information about the increased noise that was occurring is a breakdown in communication and terrible community relations. 3

Other concerns: Sending turboprops over new neighborhoods increases the danger in those neighborhoods where people bought houses based on the current flight patterns. It's not really fair to arbitrarily change those without notice and comment. 4

Possible increase in aviation noise: The blue angels change in flight paths results in a large increase in noise in the area around my house.

Response to Comment 384

1. Response 1

2. Response 5

3. Response 13

4. Response 11

Comment 385

Michelle May

Page 1

Sent: Tuesday, June 20, 2017 3:05 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: mmayaz@aol.com
Name: Michelle May
Mailing Address: 13670 17th Ave SW
City: Burien
State: WA
Zip Code: 98166

Access to knowledge about aviation and or airport concerns: I'm concerned that these changes were made without giving any notice to the residents of Burien whose quality of life and property values are decreasing as a direct result of these actions. [1] [2]

Possible increase in aviation noise: When I purchased my home 3 years ago, it was because the neighborhood was so quiet. With the exception of the week of Seafair, there was no airplane noise at all. Since last July, there has been a huge increase in the number of airplanes flying directly over my home at all hours of the day. [3]

Aviation noise concentration: Since the new flight paths have taken effect, the noise has become almost constant during certain times of the day. During past summers we've been able to have our windows open during the day and night but with the increased airplane noise, we are no longer able to do so. We have a 13 month old child now and the airplane noise has disrupted his sleep on multiple occasions. [3]

Air quality: I'm concerned about the increased pollution in my neighborhood as a result of planes flying overhead. [4]

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 385

1. Response 13
2. Response 4
3. Response 1
4. Response 2

Comment 386

Ryan McAllister

Page 1

Sent: Monday, June 19, 2017 10:14 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: rmcallister7@gmail.com
Name: Ryan F McAllister
Mailing Address: 2129 SW 122nd Pl.
City: Burien
State: WA
Zip Code: 98146

Aviation noise: The planes fly directly over my house and are very loud. When planes are taking off to the north and take the ""left turn"" there can be several planes in a row making it difficult just to talk outside.

Aviation noise concentration: As discussed above when planes are required to make this turn it can be many in a row which for long periods of time drowns out all sound.

Environmental concerns: As stated above these planes are flying directly over my house. With these being older prop planes I have heavy concerns for my family about the pollution they are dropping directly onto our house.

Possible increase in aviation noise: The planes fly directly over my house and are very loud. When planes are taking off to the north and take the ""left turn"" there can be several planes in a row making it difficult just to talk outside.

Aviation noise concentration: As discussed above when planes are required to make this turn it can be many in a row which for long periods of time drowns out all sound. 1

Air quality: As stated above these planes are flying directly over my house. With these being older prop planes I have heavy concerns for my family about the pollution they are dropping directly onto our house. 2

Response to Comment 386

1. Response 1

2. Response 6

Comment 387

Jaclyn McCabe

Page 1

Sent: Tuesday, June 20, 2017 6:14 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: jmconley55@hotmail.com
Name: Jaclyn McCabe
Mailing Address: 20810 9th Ave S
City: Des Moines
State: Wa
Zip Code: 98198
Concerning Address:

Primary concerns about aviation that exist today with comments to specify the issue(s):

Aviation noise: Increase of airplanes taking off and landing... coming in lower and louder. Plane noise has increased late in the night and early morning 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 387

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 388

Polly McCarthy

Page 1

Sent: Tuesday, June 20, 2017 8:46 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: pollydmc@comcast.net
Name: Polly D McCarthy
Mailing Address: 14410 24th Avenue SW
City: Burien
State: WA
Zip Code: 98166

Aviation noise: At the end of July 2016, the increase in airplane noise was amazing! The sound level and the frequency, made talking, hearing and being outside unpleasant. We felt we were under the airline freeway. It was too loud and too close. At times our windows would rattle.

Aviation noise concentration: The noise concentration was unbearable with continuous, low flights flying over the Seahurst Community.

Environmental concerns: The noise level was unreasonable. And for those with hearing sensitivities, unbearable. We have a young neighbor that was awakened during the night and was not able to sleep. 1

Other concerns: Not only has the airport maxed out the airspace; ground traffic is at capacity. Around holidays, cars back up exiting I-5 heading west towards the airport, as does traffic joining 518 eastbound driving towards Seattle. There is congestion, but also confusion and puzzled drivers as many of these drivers are new to Seattle or making an infrequent trip to the airport. 2

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 388

1. Response 1

2. Response 9

Comment 389

Thomas McCarthy

Page 1

Sent: Tuesday, June 20, 2017 8:41 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: fajitahaggis@comcast.net
Name: Thomas O. McCarthy
Mailing Address: 14410 24th Avenue SW Burien, WA 98166
City: Burien
State: WA
Zip Code: 98166

Aviation noise: window-rattling noise/vibration from low-flying turbo aircraft over my home 1

Aviation noise concentration: when turboprops leave sea-tac to the north, they're now allowed to turn west over Burien at low altitude. This is a change from past departure rules which required the to fly north to a higher altitude 2

Environmental concerns: Aside from the noise that interrupts life and activities, the exhaust from these airplanes seems to settle on the homes and playgrounds and parks below. 3 4

Access to knowledge about aviation and or airport concerns: fortunately this area includes the homes of pilots, former pilots, airline personnel, Boeing employees and retirees who has broad experience in aviation practices and issues

Other concerns: It seems to me the FAA, the Port and Alaska Airlines don't really care about the people whose lives their decisions touch. They should be concerned. 2

Possible increase in aviation noise: There is no doubt the proposed change in traffic patterns increases aviation noise at our homes to an intolerable level. It seems as if the change is in response to a desire for quicker departures and more profits for the airline. 3

Response to Comment 389

1. Response 3

2. It is the FAA's primary statuary mission to ensure safety and efficiency within the National Airspace. Response 7

3. Response 1

4. Response 2

Comment 389

Thomas McCarthy

Page 2

Aviation noise concentration: Until now the noise from the airport has been shared by many communities and tolerated for the good the airport brings to our region and state. Now the noise is being concentrated, not shared. 2

Air quality: The higher engine revs and lower altitude is certain to affect air quality as well and life quality. 4

Other concerns: The changes have been muscled into place without proper environmental studies/opinions and with an eye for profits, not people. 5

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 389

5. Response 23

Comment 390

Shawn McClung

Page 1

Sent: Wednesday, June 21, 2017 6:04 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: slightlynorth@gmail.com
Name: Shawn McClung
Mailing Address: 15815 10th Ave SW
City: Burien
State: WA
Zip Code: 98166

Aviation noise: The noise from planes is disruptive to our quiet neighborhood.

Possible increase in aviation noise: I am concerned about the increase in aviation noise. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 390

1. Response 1

Comment 391

Barry McDonnell

age 1

Sent: Tuesday, June 20, 2017 12:06 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: barrymcdon@aol.com
Name: Barry K McDonnell
Mailing Address: 14622 22nd Ave SW
City: Burien
State: WA
Zip Code: 98166

Aviation noise: We, in Seahurst, have been hearing far more airplane noise than we used to. I am concerned if we don't do something, it'll get like Boulevard Park (where we moved FROM due to the noise). and air quality. 1 2

Environmental concerns: We, in Seahurst, have been hearing far more airplane noise, which makes us worry about eventual air quality. We moved from Boulevard park years ago due to the smell in the air, and obvious health effects. 1 2

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 391

1. Response 1

2. Response 2

Comment 392

Mike McDowell

Page 1

Sent: Monday, July 03, 2017 11:01 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: mmcdowell@cablespeed.com
Name: Mike McDowell
Mailing Address: 1813 12th Ave South
City: Seattle
State: Wa
Zip Code: 98144

Aviation noise: Aircraft noise over Beacon Hill in Seattle has increased exponentially over the past few years. I purchased my home in 2002 at that time you could sleep with the windows open that's not the case now. We are subjected to non-stop aircraft noise 24hrs a day. I've been involved with community meetings ever since the NexGen / Greener Skies has been implemented. It has compressed air space over our community to unhealthy levels. The science which the FAA is using is bunk saying that the increased aircraft noise negligible. The lack of properly placed noise monitors, lack of community outreach etc is a sham.This isn't the case of not in my backyard. The fact is there are more aircraft flying overhead for longer periods of time during the day and night since these programs have been implemented. A more fair and equitable take off and landing patterns needs to be implemented. It's unfair, unhealthy and it needs to be stopped. Sincerely, Mike McDowell 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 392

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to jet departures from SEA in north flow and arrivals into SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA south flow arrivals and north flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 393

Jessi Mcfarland

Page 1

Sent: Tuesday, June 20, 2017 10:21 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: jessitronic@yahoo.com
Name: Jessi Mcfarland
Mailing Address: 1611 Sw 131st street
City: Burien
State: Wa
Zip Code: 98146

Aviation noise: I'm concerned with air traffic over my home. I moved in about two years ago and quickly discovered that as darkness fell in the sky the volume of air traffic increased. Sometimes we'll past midnight the sounds of the aircraft would repeat over our roof, keeping me awake. I reach out to the port to see if I could get the windows replaced but we were outside of the allowable area for reimbursement. Please continue to evaluate the space surrounding Burien to ensure that air travel above Burien is minimal. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 393

1. Response 1

Comment 394

Jeff McGrath

Page 1

Sent: Monday, July 03, 2017 6:11 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: jeffmcgrath30@gmail.com
Name: Jeff c McGrath
Mailing Address: 2117 19th Ave S
City: Seattle
State: Washington
Zip Code: 98144

Aviation noise: Why is the jet traffic routed over a heavily populated HILL when there are 2 bodies of water and an industrial area on either side of Beacon Hill ???? The ever increasing flights have been narrowed to a path over our neighborhoods. The planes are non stop and LOUD. You cannot have a conversation outside.

Other environmental concerns: Can often smell jet fuel. Exhaust and particulate matter dumped on neighborhoods.

Miscellaneous concerns: Small plane traffic and cargo jets use the Hill as well. Not to mention news helicopters which hover over Beacon Hill to cover I5 and downtown news.....WHY?

Recommendations: The flight path used to be more spread out it now seems to be concentrated over Beacon Hill which brings the jets 400 feet closer than if you flew over water and or I-5 corridor. With ever increasing air traffic you must give Beacon hill residents relief. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 394

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to jet departures from SEA in north flow and arrivals into SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA south flow arrivals and north flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 395

David McIntosh

Page 1

Sent: Wednesday, June 21, 2017 6:25 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: mcintoshdg@hotmail.com
Name: David G McIntosh
Mailing Address: Box 48024
City: Buren
State: WA
Zip Code: 98148

Aviation noise: When your planes takeoff to the north sometime they make a hard over my house. There's no need for this!!] 1

Environmental concerns: I also have concerns about raw jet fuel emitting into the atmosphere. I can smell Kerosene!!] 2

Possible increase in aviation noise: Yes

Aviation noise concentration: Yes

Air quality: Yes

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 395

1. Response 1

2. Response 2

Comment 396

Joseph McKenna

Page 1

From: Joseph McKenna <mcke1187@hotmail.com>
Sent: Tuesday, June 20, 2017 10:08 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Turboprops aircraft departing SEA in north flow EA comments

Greetings,

As a Burien resident, I have reviewed the preliminary Environmental Analysis (EA) and made the following observations/comments. Thank you for providing this information and allowing for public comment. I am a strong believer in the NEPA process.

1. Figure 1: "No Action flight tracks" shows flights dispersed North to South covering approximately 6 miles (SW Holden St to 168th South). Figure 2: "Proposed Action flight tracks" shows flights consolidated North to South covering approximately 2.5 miles (SW 126th St to 164th South). By consolidating the flight paths into this smaller area, the houses, parks, and schools in this area will experience a much greater frequency of flights overhead. This greater frequency of flights will produce a more constant background noise rather than intermittent noise. The EA does not address this increase in frequency. 1

2. The 60 day sampling in Figures 1 and 2 are helpful. However, it would be even more helpful to know the average number of flights per day that would be flying over Burien. 2

3. EA does not provide any substantive information regarding actual noise profiles from respective aircraft. Simply stating that levels are under 45 dBA does not complete the analysis. What elevations are being considered? It is assumed that the aircraft is noticeably louder when closer to the ground. 3

4. The EA states that the number of flights are not being increased at this time. How does the FAA plan to mitigate adverse affects if the flights are increased? Will the FAA conduct another EA if flight numbers are increased? It is important that this current EA is not used as approval for increase in the number of flights. 4

Response to Comment 396

1. Response 1

2. Based upon 2016 flight track data, there were ~3500 south bound turboprops in north flow. North flow conditions may occur for a fraction of a day. Based upon runway usage data for 2016, north flow occurs 27% of the time.

3. Response 1
NEPA is a process law which is associated with making a Federal Action. If there is a Federal Action associated with increasing flights, then there is an associated NEPA document detailing the impacts of that increase.

4. Response 7.

5. The Proposed Action define the class of aircraft which is to use the 250 heading, and as such another Federal Action is required to make this turn applicable to other aircraft.

Comment 396

Joseph McKenna

Page 2

5. Similar to comment 3, the FAA needs to note that this EA only addresses the turboprop aircraft and is not applicable to other aircraft either in operation at SEA-TAC or future aircraft to be used at SEATAC. 5

6. Figures 5 and 6 appear to be reversed, with Figure 5 showing the No Action flights with the orange flight paths and Figure 6 showing the Proposed Action flight paths in green. 6

Sincerely,

Joseph McKenna
Mcke1187@hotmail.com
206.446.5363

Response to Comment 396

6. Thank you. This has been corrected in Figure 13.

Comment 397

Patrick McMahon

Page 1

From: Patrick McMahon <pmcmahon1812@yahoo.com>
Sent: Tuesday, June 20, 2017 11:52 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: please don't fly over burien

Please don't continue to allow prop planes to make the quick turn and fly over Burien when leaving Seatac. 1 Our region was set up for a North/south flight corridor, so the quick turn over Burien adversely affects residents who are unprepared for this change that was not how the flightpaths were set up. 2

thank you,

Patrick

Response to Comment 397

1. Response 7

2. Response 1

Comment 398

Robert McMahon

Page 1

Sent: Wednesday, June 21, 2017 1:47 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: Shoogsmcmahon1@live.com
Name: Robert M McMahon
Mailing Address: PO Box 381
City: Seahurst
State: WA
Zip Code: 98062

Aviation noise: Lived here for 40 years. Noticed big increase in noise in July 2016 1

Environmental concerns: Also noticed increase in smell of aviation fuel at about the same time, :(July 2016). 2

Possible increase in aviation noise: See above 1

Air quality: see above 2

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 398

1. Response 1

2. Response 2

Comment 399

Dwight McMaster

Page 1

Sent: Tuesday, June 20, 2017 4:07 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: dwightmc@msn.com
Name: Dwight G McMaster
Mailing Address: 11809 Marine View Dr. SW
City: Burien
State: WA
Zip Code: 98146

Aviation noise: We have lived at this address for seventeen years. The additional noise from the recent increase in aircraft traffic, particularly frequent small traffic, has been very disruptive. 1

Possible increase in aviation noise: Maintaining current aircraft levels will most certainly have a negative impact on our quality of life and likely on our property value. 2 My wife and I spend a lot of time outside and that time is becoming less and less enjoyable. We would wholeheartedly endorse modifying flight paths so they do not pass directly over residential neighborhoods at relatively low altitudes. 3

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 399

1. Response 1

2. Response4

3. Alternatives to the Proposed Action are discussed in Section 4. Once alternative considered is to have these southbound turboprops fly at higher altitudes. There is no altitude restriction associated with the Proposed Action, so pilots have the ability to climb as much as they feel is within the safe operation of the aircraft. Instituting an altitude restriction may interfere with how the pilots would safely fly their aircraft. For this reason, the FAA has determined this alternative does not meet the Purpose and Need to enhance NAS safety and efficiency at SEA during north-flow operations.

Comment 400

James McMullen

Page 1

Sent: Tuesday, June 20, 2017 8:39 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: jmcmullen588@gmail.com
Name: James A McMullen
Mailing Address: 16021 8th Ave SW
City: Burien
State: WA
Zip Code: 98166

Aviation noise: We moved to Burien, WA in September 2016 because it is a nice quiet community slightly removed from the congestion of Seattle. In July 2016 we started noticing much more frequent and louder air traffic close to our house. The loud noise was occurring at all hours throughout the day every 5-10 minutes. It severely affected our sleep patterns and our quality of life. We are also worried that the rampant disregard of community input with regards to airplane routes will lead to wholesale reduction in property values in our town. It is also shameful that the FAA would make decisions this way, when seemingly the only relevant issue for them is how much money the airport makes. SEA-TAC airport makes many millions of dollars and is in no danger of closing down soon given the increased usage rates. Rerouting aircraft over communities to cram more flights in per day is a plain and simple money grab by the Port and the FAA. 1 2 3

Aviation noise concentration: I live at 16021 8th Ave SW, Burien, WA. We are very concerned about increased aircraft noise over our home. 1

Environmental concerns: To repeat, we have lived at 16021 8th Ave SW, Burien, WA since September 2016. Apart from the airplane noise concerns, the hidden danger is of course the outgassing of aircraft fuel before planes land at the airport. There are some studies that show the hugely negative impacts of airborne fuel particles on the health and safety of residents below. I am sure the studies are far from conclusive but only because the issue has not been studied extensively enough. Erring on the side of caution is crucial for our community when it comes to the health and safety of our citizens, who may not feel the direct impacts of the FAA's decision making for years to come. It is severely inappropriate for the FAA to 4

Response to Comment 400

1. Response 1

2. Response 4

3. The Proposed Action is unrelated to the airport's ability to make a profit. Response 7

4. Response 2

Comment 400

James McMullen

Page 2

make decisions without community input and a well-studied, thorough, environmental report. 5

Possible increase in aviation noise: I live at 16021 8th Ave SW, Burien, WA. We are very concerned about the increase in aircraft noise over our home. Aviation noise concentration: I live at 16021 8th Ave SW, Burien, WA. We are very concerned about the increase in aircraft noise over our home. 1

Air quality: I live at 16021 8th Ave SW, Burien, WA. We are very concerned about the negative impacts of airborne fuel particles and other aircraft debris around our community. The FAA so far seems to have ignored all environmental impact studies and community input when making their decisions about flight routes. 4 2

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 400

5. Response 13

Comment 401

Jennifer McNiel

Page 1

Sent: Wednesday, June 21, 2017 12:22 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: jenmcniel@yahoo.com
Name: Jennifer McNiel
Mailing Address: 2439 S 226th St
City: Des Moines
State: WA
Zip Code: 98197

Aviation noise: The planes seem to be flying lower, louder and more frequently then ever before. I can't even have a conversation on my front porch, or hear the tv when I have to open the window on warm days.

Environmental concerns: I am concerned with increased air pollution due to the planes now flying almost directly over us, closer and lower. My mother just passed away earlier this month from lung cancer (she was a non-smoker) so I am extra sensitive now and more aware of my own exposure to pollutants that can cause cancer for myself and my children (all non smokers).

Possible increase in aviation noise: See above

1

Air quality: See above

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 401

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 402

Shelly and James McQuarrie

Page 1

Sent: Tuesday, June 20, 2017 8:38 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: jsmcquarrie@comcast.net
Name: Shelly and James McQuarrie
Mailing Address: 14330 23rd Avenue SW
City: Burien
State: WA
Zip Code: 98166

Concerning Address: Starting July 2016, every ten minutes we would hear and see planes above our house and overtaking us with noise, and at full throttle. It was devasting to our summer, we could see the pollution in the air as they flew right above us. They all turbo props. Every turbo prop leaving the airport should not be flying over our home. 1

Primary concerns about aviation that exist today with comments to specify the issue(s):

Aviation noise: Too many of them over our house. So loud it hurts our ears and affects our hearing

Aviation noise concentration: We may expect some noise living by airport, but this is insane. Please stop

Environmental concerns: All the fumes and jet exhaust can not be good for our lungs, so close to the ground and full throttle. 2

Possible increase in aviation noise: We are seeing already and it is invading our properties airspace. Hurts our hearing and disrupts our sleep, we all know the health problems that can come from interrupted sleep patterns. High blood pressure, stokes, etc. 3

Aviation noise concentration: Same as in the first question. See above 1
Air quality: Can affect our health, lung cancer, COPD etc. 2

Response to Comment 402

1. Response 1

2. Response 2

3. Response 10

Comment 403

Betsy McQuinn

Page 1

Sent: Tuesday, June 20, 2017 8:52 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: betsymcquinn@live.com
Name: McQuinn e Betsy
Mailing Address: 15714 23rd Avenue Sw
City: b
State: WA
Zip Code: 98166

Aviation noise: The noise from the recent turns over Burien WA are making the beach and our home after 60 years horrible. We are already polluted enough by the airport. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 403

1. Response 1

Comment 404

Daniel McTernan

Page 1

Sent: Tuesday, June 20, 2017 9:02 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: daniel.mcternan@comcast.net
Name: Daniel E McTernan
Mailing Address: 605 SW 134th
City: Burien
State: Wa
Zip Code: 98146

Aviation noise: There's a current flight path for a reason. The houses have been built around it for years. 1

Aviation noise concentration: Do not ruin the nice neighborhoods that surround the airport. 2

Environmental concerns: Jet fuel pollution

Air quality: Jet fuel 3

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 404

1. Response 7

2. Response 1

3. Response 2

Comment 405

Mark Medlin

Page 1

Sent: Tuesday, June 20, 2017 4:05 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: mvmedlin@comcast.net
Name: Mark V Medlin
Mailing Address: 29640 2nd Place SW
City: Federal Way
State: WA
Zip Code: 98023

Aviation noise: As the airport has increased flights, the impact of noise on the areas surrounding the airport have increased, particularly with what appears to be more slow climbs out of the airport, and low banking turns while climbing. We live southwest of the airport along Puget Sound so are lucky to not be in the direct flight path, but the level of noise has still grown significantly in our neighborhood, particularly when take-offs are to the south, which they are the majority of time.

Environmental concerns: Along with the noise concerns, the potential impacts to people and animals (both aquatic and land based) of additional jet pollution is concerning. 1

Possible increase in aviation noise: Concerned this might worsen the noise level for the entire area south of the airport. Not clear on whether jets are anticipated to fly lower or higher (higher would help with noise) when approaching or climbing when leaving the airport.

Air quality: Increased flights in the area means increased jet emissions impacting the area.

Other concerns: Safety - in addition to emissions and noise, also concerned with the increased traffic increasing the chances of a dropped part or, even worse, a plane going down. Realize this is not likely, but it is possible. Thank you.

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments

Response to Comment 405

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 406

Daniel Mendes

Page 1

Sent: Thursday, June 22, 2017 2:23 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: mendeskhan@hotmail.com
Name: Daniel Mendes
Mailing Address: 20611 3rd Ave s
City: Des Moines
State: WA
Zip Code: 98198

Concerning Address: We live at 20611 3rd Ave S Des Moines, WA 98198 We have lived there almost 3 years

Aviation noise: We have noticed an increase in airplane noise in the past 6-9 mo and planes now flying directly over our house. We are not in the area that gets a port package for windows. My daughter has a hard time falling asleep at night with the noise and we can't entertain on our deck without shouting over airplane noise. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 406

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 407

Patricio Mendoza

Page 1

Sent: Tuesday, June 20, 2017 10:24 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: patricio@eccomputer.com
Name: Patricio Mendoza
Mailing Address: 22307 Marine View Dr S
City: DesMoines
State: Wa
Zip Code: 98198

Aviation noise: Get lower and noise too many and running to late sometime at 2 am or 4 am cargo is bad

Aviation noise concentration: Is running too late

Environmental concerns: Dont remove trees

Possible increase in aviation noise: Is already here

Air quality: Polution

1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/?CFID=339250646&CFTOKEN=ede11bc71aff2aee-C1481676-F873-F1CF-6DC6FA05585A3DAE&jsessionid=E1B3DB0CD8D7BAD06D475CFC55F593C4.www

Response to Comment 407

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 408

Stanislaw Milkowski

Page 1

Sent: Friday, June 23, 2017 7:53 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: snoopyonlakeburien@comcast.net
Name: STANISLAW A Milkowski
Mailing Address: 1431 SW 152nd St
City: BURIEN
State: wa
Zip Code: 98166

Aviation noise: Low flying a/c with your new procedures make a lot of extra noise in our neighborhood. 1

Other environmental concerns: Exhaust carbon residue from the engines fall onto 2 our property and more importantly into Lake Burien which could have an effect on the lake and the wildlife including fish. 3

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 408

1. Response 1

2. Response 2

3. Response 5

Comment 409

Joel Millar

Page 1

Sent: Tuesday, June 20, 2017 1:45 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: millarjoel@hotmail.com
Name: Joel Millar
Mailing Address: PO Box 831
City: Seahurst
State: WA
Zip Code: 98062

Aviation noise: The City of Burien currently does not suffer the burden of excessive low altitude air traffic noise and air pollution (exhaust). Results of the NextGen changes to flight paths will unnecessarily impact the city of Burien and it's residents. 1

Aviation noise concentration: The NextGen flight path changes to headings of 250 degrees north (and the like) impact areas and populations which have historically had minimal exposure to air traffic noise and pollution. The concentration on the 250 N heading will negatively impact property values and health standards. I have personally smelled (and tasted) exhaust fumes at my home after a particularly low flight which was routed over the Burien area. 2 3 4

Environmental concerns: The concentration of flights on the 250N heading (and similar headings) negatively impact environmentally sensitive areas including beaches and forests which have not suffered from the noise and air pollution that these flights bring. Nesting raptor populations (Eagles, Osprey, Hawks) in the beach side forests will be forced out due to the 250N heading concentration. 5

Possible increase in aviation noise: The City of Burien currently does not suffer the burden of excessive low altitude air traffic noise and air pollution (exhaust). Results of the NextGen changes to flight paths will unnecessarily impact the city of Burien and it's residents. 1

Response to Comment 409

1. Response 1
2. Response 2
3. Response 4
4. Response 10

Comment 409

Joel Millar

Page 2

Aviation noise concentration: The NextGen flight path changes to headings of 250 degrees north (and the like) impact areas and populations which have historically had minimal exposure to air traffic noise and pollution. The concentration on the 250 N heading will negatively impact property values and health standards. I have personally smelled (and tasted) exhaust fumes at my home after a particularly low flight which was routed over the Burien area. 2 4 3

Air quality: The concentration of flights on the 250N heading (and similar headings) negatively impact environmentally sensitive areas including beaches and forests which have not suffered from the noise and air pollution that these flights bring. Nesting raptor populations (Eagles, Osprey, Hawks) in the beach side forests will be forced out due to the 250N heading concentration. 5

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 409

5. Response 5

Comment 410

Darrin Miller

Page 1

Sent: Tuesday, June 20, 2017 11:39 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: darrinjmiller@gmail.com
Name: Darrin Miller
Mailing Address: 1013 s 229th pl
City: Des Moines
State: Washington
Zip Code: 98198

Aviation noise: The increased traffic on runway 3, which was originally built with the understanding it would be for overflow, has resulted in a direct increase in aviation noise as our property is on that flight path (South of SeaTac airport). In particular at night, not sure if it's because the planes come in at a lower altitude approach or that time is naturally quieter, but it's very disruptive.

Aviation noise concentration: Again, pointing at runway 3, it was intended for overflow. It's never been used in that way, being a full-time runway since its inception. This means a continual and constant barrage of planes overhead.

Environmental concerns: Studies are showing pollution from airlines are carcinogenic and cover large swaths of land around the approach paths. Not only do I worry about the long-term effects this has on my family's health, but wonder how this affects the multiple schools, parks, and playgrounds near the airport as well.

Possible increase in aviation noise: Turbo props are pretty loud and fly lower. If they are being routed around in circles, we'll hear more and more of them as they wait their turn to land.

Air quality: More flights = more pollution = more cancer.

Other concerns: I no longer trust in what is being told to the public as it relates to SeaTac Airport, particularly flight paths/patterns. We've been mislead recently with the 3rd runway, probably intentionally.

1

Response to Comment 410

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 411

John Miller

Page 1

From: raisedonporkandcorn@q.com
Sent: Wednesday, June 21, 2017 7:30 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Propjet turns over Burien

Please don't return to the automatic 250 degree turns over Burien. Its noisy enough already ! ! ! ! 1

Thanks – John Miller

Response to Comment 411

1. Response 1

Comment 412

Josephine Miller

Page 1

From: Josephine Miller <josephineyangmiller@gmail.com>
Sent: Wednesday, June 21, 2017 2:03 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Comment from a Burien resident

I'm a resident of Burien WA, and I have noticed during the past year, more airplanes are flying over our house in the Gregory Heights area after taking off from Sea-Tac airport.
Upon further reading, it appears Port of Seattle had found a loophole. They frequently apply a special condition meant for Blue Angels when they are in town once a year for Seafair, and let other commuter airplanes turn West after takeoff towards North. They do so so often, yet no environmental studies had been done, as required by FAA rules. I felt this is abuse of power, and the welfare of the residents being affected is not taken into consideration. 1 2

Please review this practice and carefully think about the environment and the people this practice might be affecting.

Thanks for your time.
-Josephine Miller
(Zip 98166)

Response to Comment 412

1. Response 7

2. Response 23

Comment 413

Katie Miller

Page 1

Sent: Wednesday, June 21, 2017 10:48 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: millerkatie_@hotmail.com
Name: Katie Miller
Mailing Address: 842 117th st
City: Burien
State: WA
Zip Code: 98146

Aviation noise: There has been a dramatic increase in airplane, specifically LARGE airplanes, over our home. Our windows rattle with the noise! They wake the children up. It's absurd. Not only is there an issue with the noise but the airport communication is severely lacking. Let's us know if there will be more traffic, as well as how long the traffic will remain. 1

Possible increase in aviation noise: See comment above

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 413

1. Response 14

Comment 414

Ted Miller

Page 1

From: Ted Miller <pat.cleburne@icloud.com>
Sent: Wednesday, June 21, 2017 7:15 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Burien Flight Paths

I want to say that as a homeowner in Burien/ Seahurst, I am very upset and disappointed that an agency like the FAA is thinking we would not notice the noise?

Please, we implore you to look at diverting the airplanes to another heading. 1

From a concerned Burien homeowner....

Response to Comment 414

1. Response 23

Comment 415

Catherine Milne

Page 1

From: Catherine Milne <kittyandbill2@yahoo.com>
Sent: Wednesday, June 21, 2017 11:00 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: New Flight Paths at SeaTac Airport, SeaTac, Washington

To Whom It May Concern:
I would like to express my deep concern about the increased airplane noise being generated at SeaTac Airport at this time.

I have lived in my home since 1972, and I have never had any jet noise. Since the construction of the 3rd runway, noise has constantly increased. The removal of trees and the runway being on a high plateau allow the noise to just roll across the Seahurst Park water. Noise is particularly bad in the winter, especially in the early a.m. hours, and seemed to increase more this past winter. Now, I even have jet planes flying directly over my house on almost a daily occurrence.

1

2

I understand that the SeaTac master plan is to DOUBLE BOTH PASSENGER AND FREIGHT flights from SeaTac Airport. However, when the 3rd runway was built, citizens were told it would only be used to land planes in inclement weather, and the Port of Seattle was told to site a new airport to handle increased air traffic. Just because NextGen can assist more planes to land, does not mean that it should be done, especially in small cities like the airport communities around SeaTac, who are already burdened with the air, noise, environmental, and health pollution from the current situation. It is time to send those flights to some other area and spread the pollution around. Cities around the country who have had this system shoved on them with no public notice or environmental reviews are already suing. Our cities are prepared to do the same thing. We will not allow you to keep destroying us.

1

Catherine Milne
11913 - 27th Place SW
Burien, WA 98146
206-248-2549

Response to Comment 415

1. Response 9

2. Response 14

Comment 416

Steve Mindemann

Page 1

Sent: Wednesday, June 21, 2017 6:28 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: s.mindemann@comcast.net
Name: Steve Mindemann
Mailing Address: 16769 Maplewild Ave
City: Burien
State: WA
Zip Code: 98166

Possible increase in aviation noise: We have lived in the Seatac Burien area for 29 years. First on the Northeast side of the airport in Riverton Heights for 18 years. We raised our family dealing with the constant disruptive heavy airport noise. We knew and accepted that we were close to the airport and it was always going to have an impact. We moved to Three Tree Point neighborhood because it did not have the noise from the airport. Rerouting aircraft as proposed brings tremendous noise to this area that did not exist before. The recent short test of this was significantly bad compared to the peaceful quiet we moved here for. 1

Air quality: While living in Riverton Heights, the NE corner of the airport, our decks, exterior walls, windows, children play sets, were always covered in a black soot or substance from the airport. There was often a strong fuel smell as well. Several of our neighbors suffered serious medical conditions that they attributed to the airport pollution. We DO NOT want these same conditions to come to the West Burien area. We specifically moved here because it did not exist. The proposed revision in the flight paths would bring harm to our air and general environment. We breathed it, smelled it and cleaned up the airport impact for nearly 20 years and are hoping not to live with it again. We would appreciate consideration for our concerns. Thank you. 2

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 416

1. Response 1

2. Response 2

Comment 417

Cindy Mine

Page 1

Sent: Tuesday, June 20, 2017 4:03 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: scmine@comcast.net
Name: Cindy Mine
Mailing Address: 14918 22nd Ave SW
City: Burien
State: WA
Zip Code: 98166

Aviation noise: Flying directly over house. Can hear inside with Windows shut. 1

Environmental concerns: Trees, bird life and ground animals as well as human may suffer from vapors of fuel and oil drop. 2

Possible increase in aviation noise: FAA will continue even adding more flights. 1

Air quality: Cannot be good living under flight path. This has been proven from studies done at other airports. 2

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 417

1. Response 1

2. Response 2 and 5.

Comment 418

Richard Minutoli

Page 1

Sent: Wednesday, June 21, 2017 9:17 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: Piccantep@gmail.com
Name: Richard Minutoli
Mailing Address: 23115 50th Ave South
City: Kent
State: Washington
Zip Code: 98032

Aviation noise: I hear aircraft daily and do not wish to hear more longer or more often. It will only lesson quality of life.

Aviation noise concentration: I hear aircraft daily and do not wish to hear more longer or more often, It will only lesson quality of life.

Possible increase in aviation noise: I hear aircraft daily and do not wish to hear more longer or more often.It will only lesson quality of life.

Aviation noise concentration: I hear aircraft daily and do not wish to hear more longer or more often. It will only lesson quality of life.

Other concerns: I am observing an increase of traffic in my location and the added flights will only create issues and loss of quality of life.

1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 418

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 419

Saundra Mock

Page 1

Sent: Wednesday, July 05, 2017 1:19 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: saundramock@johnlscott.com
Name: Saundra D Mock
Mailing Address: 1205 S 228th St
City: Des moines
State: WA
Zip Code: 98198

Concerning Address: I want a good thorough environmental impact study and health study on the impacts of doubling the airport activity. I live right under the flight landing path for the third runway (which was supposedly only going to be used during inclement weather and we know what happened then) so stop your expansion plans and get ready to build a new airport! My property value has been impacted by all the damn flights! 1

Aviation noise: Worst ever and every minute and half a plane flies over my house all day, every day!

Other environmental concerns: The dust on everything from the air traffic isn't a good thing and we are breathing it!

Recommendations: Open another airport up between Bellingham and Everette!

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 419

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 420

Eric Moe

Page 1

From: Eric Moe <eric@jemcontractors.com>
Sent: Wednesday, June 21, 2017 8:12 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: FW: Airplane Traffic

Please do not allow airplanes to change their flight path and fly over Burien Wa . We have lived in our neighborhood for nearly 20 years it is a quiet place that we decided to raise our young family. We spend a lot of time outside and when the planes fly over it is loud and disturbing the noise can also be heard inside the house while we are sleeping or the kids are studying. Most of our houses are built in the 50s and 60s and are not built to withstand the noise these planes generate. 1

ERIC MOE /PRESIDENT
Phone: (206) 246-1204
Fax: (425) 204-3931
Direct: (425) 204-3944
Cell: (425) 864-0452

Response to Comment 420

1. Response 1

Comment 421

Jennifer Moe

Page 1

From: Jennifer Moe <jenniferm@shinnmech.com>
Sent: Wednesday, June 21, 2017 1:09 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Burien Airplane Noise

I am writing to voice my concern over airplane noise in Burien. Our house shakes… and you cannot talk to each other if you are outside when an airplane flies over our home in Burien. The noise pollution is very present and disruptive to residents trying to enjoy their homes and families. Please reconsider the route change – our homes and well being depend on your decision. 1

Thank you for your consideration.

Jennifer Moe
Shinn Mechanical, Inc.
D 425.204.3950
C 425.864.0718
www.shinnmechanical.com <http://www.shinnmechanical.com/>

Response to Comment 421

1. Response 1

Comment 422

Steve Moloney

Page 1

Sent: Sunday, June 18, 2017 11:34 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: stevemoloney@yahoo.com
Name: Steven E Moloney
Mailing Address: 18239 Occidental Ave S
City: Burien
State: WA
Zip Code: 98148

Aviation noise: Biggest concern; late night and early morning testing noise due to full power preflight ground run test. Also the increase in turboprop traffic 1

Air quality: We have need to replace the air filters in our home more often and we are experiencing oily dust on flat surfaces in the home we are upwind 2

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 422

1. Response 1

2. Response 2

Comment 423

Andrea Mondoy-Honaker

Page 1

From: Miliama M-H <miliama@hotmail.com>
Sent: Tuesday, June 20, 2017 4:42 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Aircraft Noise Over Burien, WA

There has been an increase in aircraft that fly over my home in Burien, WA.

I have submitted several complaints on the Port of Seattle website, but the aircraft frequency and volume continues to increase and grow worse. 1

I have also looked into the window replacement package the the Port offered certain residents, but I live outside of the parameters. Those parameters were set prior to the third runway as well as the flight pattern changing from north and south to an increase in east to west. 2

I believe that the FAA and the Port of Seattle need to reconsider these changes as it has had a negative impact of the residents of Burien, including myself and my family. 3

Regards,

Andrea Mondoy-Honaker
miliama@hotmail.com
253-232-6464

Response to Comment 423

1. Response 14

2. 14 CFR 150 is the primary Federal Regulation guiding and controlling planning for aviation noise compatibility on and around airports. Part 150 established procedures, standards and methodologies to be used by airport operators for the preparation of Airport Noise Exposure Maps and Airport Noise Compatibility Programs, including noise abatement, such as the window replacement packages. In accordance to Part 150, residential areas are compatible with noise exposures up to the 65 DNL noise exposure level. Since Burien is outside of the 65 DNL contour, Part 150 is not applicable. SEA's Noise Exposure Maps were last updated in 2013, after the construction of the third runway. This map accounts for the fact that SEA is in south flow for approximately 70% of the year and that SEA is in north flow approximately 30% of the year, it also accounts for the westerly turning of turboprops in north flow.

3. Response 8

Comment 424

Annie Monroe

Page 1

Sent: Wednesday, June 28, 2017 7:30 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: annie.monroe@comcast.net
Name: Annie K Monroe
Mailing Address: 12027 marine view dr sw
City: Burien
State: Wa
Zip Code: 98146
Concerning Address:

Other environmental concerns: Chem trails and noise concerns 1

Form URL: 2
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 424

1. Response 2

2. Response 1

Comment 425

Chris Moore

Page 1

From: Christina Moore <allykins77@icloud.com>
Sent: Tuesday, June 20, 2017 4:58 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Burien flight path

To whom it may concern,

As a lifetime resident of Burien, I am VERY concerned regarding the flight path west of the airport.

Yesterday evening for example, around 7 pm, there were at least three planes flying overhead, within an hour.

Additionally, from at least 9:30-10pm, there was the loud thunderous sound of a jet engine revving on the tarmac.

Have you ever tried to sleep with that noise?

This is extremely disturbing, especially on those warm summer evenings when a cool breeze is all you want.

Please be responsible and considerate, do the right thing, for the future of your long time neighbors, and all the generations to come. 1

Thanks for any attention you can give to the people.

Chris Moore

Response to Comment 425

1. Response 14

Comment 426

Kyle Morden

Page 1

From: Kyle Morden <kyle.morden@avigilon.com>
Sent: Saturday, June 10, 2017 8:29 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Air Traffic Noise - Burien

To whom it may concern,

As a resident of Burien, I'd like to request that air traffic be redirected above our community as the noise pollution impacts the quality of life for the residents here and it has been negatively impacted since the recent redistribution of air traffic over our community.

A majority of the air traffic noise occurred during the winter months and a recent noise pollution study conducted outside of the winter months is not representative sample of the impact the community has voiced concerns about. Decisions should not be based from an incorrect sample. 1

Please do not allow air traffic to continue departing over the Burien community.

Sincerely,

Kyle Morden
Regional Sales Manager – N. Washington, N. Idaho
Support: 888.281.5182 | avigilon.com <http://www.avigilon.com/>

Response to Comment 426

1. Response 1

Comment 427

Yuko Morii-Hallberg

Page 1

Sent: Sunday, June 18, 2017 4:23 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: yukoandk@msn.com
Name: Yuko Morii-Hallberg
Mailing Address: 16027 9th Ave SW
City: Burien
State: WA
Zip Code: 98166

Aviation noise: I purchased this Burien property as my primary residency in June 2016. I was definitely concerned with the aviation noise in looking for my home, and opted for the area directly west of SeaTac. Throughout the summer of 2016, I was content the airport activity/noise were minimal over my property and very happy with my purchase. This all changed, and today, the noise is loud and constant. I am in fear for my property value I invested in decreasing, and my physical and mental wellbeing. 1 2

Aviation noise concentration: Not only the aviation noise is all the sudden louder and constant during the day, I am also being woken by the noise late night, early morning and even in the middle of night, sometimes at some 3 am! How is this even allowable? We don't fire up a lawn mower at 6 am or on a pleasant weekend evening if the neighbors are enjoying backyard BBQs. School kids and regular-shift working people need sound sleep to be happy and productive. I know houses I looked in the area north of SeaTac have all triple-pane windows and noise abating materials/features, because historically they have had to deal with the noise and they're necessities. In my neighborhood however, most houses are not equipped with these features including mine. The noise gravely affect my neighborhood west of SeaTac. 1

Environmental concerns: Well, I'm no expert, but the commonsense tells me of course there is an environmental impact of increased airplane activities. Port of Seattle cutting down trees was a stupidest thing I've heard, straight and forward - they do teach in schools plants have a vital role in equating the environmental balance. If the airport traffic is planed to increase, then we need to be planting

Response to Comment 427

1. Response 1

2. Response 4

Comment 427

Yuko Morii-Hallberg

Page 2

more trees. In other words, if we can't replace the trees cut and plant additional trees, then we shouldn't increase airport traffic here.

Access to knowledge about aviation and or airport concerns: I did some research on my personal capacity into the airport activities when I was looking to buy my home in Burien in early 2016. As a result, as I mentioned I ended up opting for my current location west of SeaTac. During my research, I did not come across any articles or conversation suggesting the fight path changes to west. Even after I moved into my new residence, I did not hear any news about the path change being proposed during that summer. The aviation noise simply started to happen all of the sudden, and is loud and constant.

Possible increase in aviation noise: If you are asking me/the community to comment on ""this project"", make ""this project"" clearly, easily and completely available for me/the community to access its information.

Aviation noise concentration: If you are asking me/the community to comment on ""this project"", make ""this project"" clearly, easily and completely available for me/the community to access its information.

Air quality: If you are asking me/the community to comment on ""this project"", make ""this project"" clearly, easily and completely available for me/the community to access its information.

Other concerns: If you are asking me/the community to comment on ""this project"", make ""this project"" clearly, easily and completely available for me/the community to access its information.

3

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 427

3. Response 13

Comment 428

Chuck and Pat Moris

Page 1

From: cmoris1372@aol.com
Sent: Wednesday, June 21, 2017 12:35 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: North flow flights over Burien

Sirs:
We have lived in Burien in the Hurstwood area since 1985. We love the area, especially for its quietness. It's our little haven.

First came the third runway, and a promise that this runway was to be used by small planes only. What happened to this promise? Now we hear the big planes at all times of the day and night. It used to be tolerable until August 2016 when we started getting noise directly overhead by small planes, rattling our house and noise levels that affected our lives. If the third runway was promised to be used by small planes only, continuation of this promise would negate the need for the planes to turn over us now. 1

I am also concerned by the negative affects of low flying planes going over neighborhoods. 2 I would like an environmental study made before this occurs. 3 Concerns include health issues. Potentials for crashes over residential areas would be a big factor. 2 Sleep disturbances, vibration, odors, fuel leaking, emission residues, metals and toxins. 3 There is no history of turns over this area so no preliminary studies about its impact have been completed. How safe is it (aerodynamically) to turn at a lower level? It seems that if there is a problem, it would be more difficult to correct it at such a low level.

Needless to say, I am also concerned about my land value going down if this continues. 4 A study is needed here also.

Reasonable alternatives must be considered. 5 We need proper documentation and coordination with the port as a cooperating agency. 6 We need a purpose and need for the action. 7 We need to communicate with and evaluate environmental justice relating to community impact. 8 We need to be provided with reasonable assurances of no additional or future air quality impacts. 9

Chuck and Pat Moris

Response to Comment 428

1. Response 1
2. Response 10
3. Response 11
4. Response 4
5. Response 21
6. Response 8
7. Response 7
8. Response 12
9. Response 2

Comment 428

Chuck and Pat Moris

Page 2

13723 16th Avenue SW, Burien, Wa.

Response to Comment 428

Comment 429

Eileen Mulcahy

Page 1

Sent: Wednesday, June 21, 2017 12:48 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: epmulcahy1@msn.com
Name: Eileen Mulcahy
Mailing Address: 2738 SW 149th Place
City: Burien
State: Wa
Zip Code: 98166

Aviation noise: We moved here to get away from Airplane noise as the 3rd runway was underway and would impact Normandy Park, where we lived. This is unacceptable as we should be no where near airplane noise or fear of planes going over our house. 1

Aviation noise concentration: In a place that was quiet and a good place for birds, eagles, etc to be, this creates issues for the area. 2

Environmental concerns: The noise impacts the area and directs it over wildlife and parks. In areas where Burien itself directed environmental parks like Seahurst and Eagle landing, it makes no sense to disturb wildlife and endanger children and homes. 3

Access to knowledge about aviation and or airport concerns: While hearing about what the airport is doing, I never heard about this change. Are we only told what is good for the airport and not good for us? No a good communication process. 4

Possible increase in aviation noise: Once this starts it will increase, as the airport gets away with this. If will cause us to lose value on our homes and a once quiet, lovely area will be destroyed to help the airport stay on time. Really! This is just not right. 5

Aviation noise concentration: As I said before, this is only going to get worse and make wildlife, children and families in jeopardy. 1

Response to Comment 429

1. Response 1
2. Response 5
3. Response 11
4. Response 13
5. Response 4

Comment 432

Eileen Mulcahy

Page 2

Air quality: Airplanes flying this low over homes is dangerous and the air quality is just getting worse and worse. I never had issues before with breathing, feeling stuffed up as I have the past couple of years. 6

Other concerns: We have lived here for over 11 years and I have seen and huge increase in airplanes flying over our house and around our house. It is disturbing for many reasons that I have listed about, but mostly how unfair and business driven that an airport can change the rules and do what they want for their on purpose. I just knew adding a third runway would be bad and only for the purpose of speeding up travel waits...and now this. When do the people ever get to say what they want and believe that this should be about us and not business. 7

Form URL: https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 429

6. Response 2

7. Response 9

Comment 430

Thomas Mundinger

Page 1

From: Thomas Mundinger <mundin@u.washington.edu>
Sent: Tuesday, June 20, 2017 2:49 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Stop the flight path over Burien WA

June 20, 2017

Dear FAA,

I am writing to ask you to please suspend immediately the practice of sending aircraft departing from Seattle's SEATAC Airport to the west over the city of Burien, WA. I live in Burien, at 14337 24th Ave SW 98166, and have lived there for 20 years. When I was considering purchasing my current home, I was concerned enough about potential airplane noise that I spent significant time walking the neighborhood and reading in the nearby park to specifically experience and judge the noise levels. Judging the noise acceptable, I purchased my current home. And for the first 19 years that I owned my home that noise was as advertised, and I lived a happy life, conversing often with neighbors and entertaining both friends and professional colleagues at my home. But now, solely because of the use of this new flight pattern, beginning in earnest during the summer 2016, the quality of life at my home has significantly decreased. My time spent outside, on my own property as well as in my neighborhood, has decreased greatly as I flee from the very loud plane noise I am subjected to by this newly established flight path. My social and professional lifestyle has been negatively impacted to a great degree by this plane traffic, and I fear of further impacts on my physical and mental health. 1

Sincerely,

Thomas O. Mundinger

Response to Comment 430

1. Response 1

Comment 431

Beverly and Julius Neal

Page 1

From: Julius Neal <jclele@yahoo.com>
Sent: Wednesday, June 21, 2017 1:29 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Flight path over Burien

To whom it may concern,

Twenty five years ago after we spent an exhaustive search for our new home purchase, we chose North Burien. We did this after we looked at homes in the Seatac and Des Moines area and noted that every house we looked at came with airport noise pollution. It has come to our attention that Seatac Airport plans on infringing on our airspace with the same noise that steered us in this direction. We vehemently appose the new flight path. 1

Beverly and Julius Neal

Response to Comment 431

1. Response 1

Comment 432

Emily Neely

Page 1

Sent: Tuesday, June 20, 2017 9:49 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: emilyneely@gmail.com
Name: Emily Neely
Mailing Address: 16902 21st Ave SW
City: Burien
State: WA
Zip Code: 98166

Aviation noise: When turbo props we're re-routed we could not have conversations at the dog park, in our backyard & frequently in our kitchen. Some planes were defining they were so loud. 1

Aviation noise concentration: The noise that the new route brought was terrible. We frequently woke up at night.

Environmental concerns: There are bald eagles, Hawks & many migratory birds that the re-route negatively impacted. I have severe asthma & the exhaust during the summer was awful. 2 3

Possible increase in aviation noise: None of this was disclosed when we bought our house in 2014. When the re-route was in effect it had a profound impact on our quality of life. 4

Aviation noise concentration: When a turbo props has flown over it's been impossible to carry on a coversation. 1

Air quality: I have asthma & hepa filters through out our house. When the re-route was in effect last summer it was terrible. My asthma was terrible. 3

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 432

1. Response 1

2. Response 5

3. Response 2

4. Response 13

Comment 433

Mairead Neet

Page 1

Sent: Tuesday, June 20, 2017 2:18 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: royalty1066@aol.com
Name: Mairead M Neet
Mailing Address: 163 S. 295th Place
City: Federal Way
State: Wa
Zip Code: 98003

Aviation noise: low flying jets - over residential neighborhoods - there is no reason they are that low 10 miles out from the airport. They should be up in the air as soon as possible to minimize their impact on the area.

Aviation noise concentration: Concentrated bullets in the sky one after the other , after the other, after the other, for long periods of time destroys the brain and human being and schools, children can't learn; homes, no conversation due to one after the other aircraft in the sky, you wouldn't do that to an animal, cancer and heart disease, lack of sleep, all are affected.

Environmental concerns: We are destroying our world, polluting our earth, so people can just take a quick jaunt like they're going for a car ride down the road. The whole picture of air travel needs to be addressed -- This needs to stop immediately

Access to knowledge about aviation and or airport concerns: Everyone in the city of Seattle needs more information about what is happening at the airport and why this massive expansion is needed and who benefits and is it worth it to the human race.

Other concerns: there are too many to list here

Possible increase in aviation noise: Major problem with increased air travel

1

Response to Comment 433

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 433

Mairead Neet

Page 2

Aviation noise concentration: No one area should suffer for the convenience of the whole city.
Air quality: We will soon not be able to see the sky

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 433

Comment 434

Danelle Nelson

Page 1

Sent: Wednesday, June 21, 2017 6:05 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: danelle78@outlook.com
Name: Danelle L Nelson
Mailing Address: 24306 9th Ave south Des Moines WA 98198
City: Des Moines
State: Wa
Zip Code: 98198

Concerning Address: It's become very clear over the past several years that the increase in flight traffic and extension of landing and take off strips has increased tremendously. It's only right that the noise area circumstance is extended to make up for this increased quantity of noise output. We need the port package window perimeter extended to make up for this. It's only right!! 1

Aviation noise: So Loud!!!

Possible increase in aviation noise: Excessive increase!

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 434

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 435

Greg Nelson

Page 1

Sent: Wednesday, June 21, 2017 4:44 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: undev@hotmail.com
Name: Greg Nelson
Mailing Address: PO Box 1301
City: Seahurst
State: WA
Zip Code: 98062
Concerning Address: 14922 21st Ave SW Burien, WA 98166

Aviation noise concentration: I have lived in Burien WA, to the wet of SeaTac airport, for 24 years. Since the 3rd runway was constructed and now one of the primary two runways in use the noise levels at my house and neighborhood has significantly increased. Since I believe last summer the flight patterns leaving SeaTac airport to the north has be changed to fly directly over my house. I request that the flight patterns be returned to their original flight path directly to the north over the industrial areas of South Seattle, where it is much more appropriate.

1

2

Aviation noise concentration: I have lived in Burien WA, to the wet of SeaTac airport, for 24 years. Since the 3rd runway was constructed and now one of the primary two runways in use the noise levels at my house and neighborhood has significantly increased. Since I believe last summer the flight patterns leaving SeaTac airport to the north has be changed to fly directly over my house. I request that the flight patterns be returned to their original flight path directly to the north over the industrial areas of South Seattle, where it is much more appropriate.

1

2

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 435

1. Response 1

2. Response 7

Comment 436

Jennifer Neumann

Page 1

Sent: Tuesday, June 20, 2017 8:06 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: kumquat1938@gmail.com
Name: Jennifer Neumann
Mailing Address: 305 sw 144th street
City: Burien
State: Washington
Zip Code: 98166

Concerning Address: Hello! I'm a concerned resident of Burien! The planes fly lower and are louder every year!

Aviation noise: Loud!!! Folks work from home and need to sleep at night! 1

Environmental concerns: Fuel and air quality 2

Access to knowledge about aviation and or airport concerns: I would love to have a bulletin about sea-tac

Possible increase in aviation noise: Too much noise lowers home value: as a home owner I am very concerned about the noise! 3

Air quality: Poor air quality equals poor health. 4

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 436

1. Response 1
2. Response 2
3. Response 4
4. Response 10

Comment 437

Garrett Newkirk

Page 1

Sent: Thursday, June 22, 2017 12:26 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: Newkirkg@gmail.com
Name: Garrett newkirk
Mailing Address: 170 west frostad RD
City: Oak Harbor
State: WA
Zip Code: 98277

Concerning Address: Yes my concern is the noise pollution and the huge risk of aircraft crashing in to homes and businesses.

Aviation noise: The noise from jet aircraft has been underestimated as is huge danger for people on the ground

Aviation noise concentration: Jet aircraft should not be allowed over population.

Air quality: The air quality is bad as you as the faa area doing nothing for emmission control on aircraft but cars must have emission controls. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 437

1. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow. In north flow, your concern is more likely associated with other operations. Since analyzing the impacts of other operations is outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 438

Donald Newman

Page 1

Sent: Wednesday, July 05, 2017 7:23 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: zznewman@yahoo.com
Name: Donald G Newman
Mailing Address: 25130 Marine View Drive So.
City: Des Moines
State: WA
Zip Code: 98198

Aviation noise: It seem that the third runway traffic is not directly over head 24/7, not the emergency overflow that was initially told to us.

Other environmental concerns: The noise abatement program for window replacements was extended only as far as 250th Street. We obviously are one block away but the noise certainly hasn't gotten any quieter with planes coming directly overhead now.

Miscellaneous concerns: We have lost more than 50 trees in the canyon right out our back door. I believe that a large contributing factor to these loses are related to jet fuel releases or unburned fuel on both approaches and take-offs.

Recommendations: Suggest a tree planting program for replacement of the trees lost.

1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 438

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 439

Amber Nichol

Page 1

Sent: Thursday, June 22, 2017 9:56 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: amberraven@gmail.com
Name: Amber M Nichol
Mailing Address: 17837 1st Ave S PMB 420
City: Normandy Park
State: Washington
Zip Code: 98148
Concerning Address: Residence Address 140 SW 208th St Normandy Park WA 98166

Aviation noise: I am concerned about the increase of aircraft noise at what is defined as 'quite hours'. Noise has encroached on the bookends of those hours. 1

Environmental concerns: I am concerned with the arrival of little black specks of fuel in my yard, in my pond and the bee hive that I keep that have started noticing with the flights that go directly over my yard. 2

Possible increase in aviation noise: Some noise is unavoidable as we live near the airport. Late night flights are disruptive to sleep cycle and are becoming more frequent. 3

Air quality: I would like to see more research done on the environmental impact of low flights over residential yards. My yard, garden and honey bees have all been affected by the increased planes going directly over my property. 2

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 439

1. Response 9

2. Response 2

3. Response 1

Comment 440

Mike Niendorff

Page 1

From: Mike Niendorff <mikeniendorff@hotmail.com>
Sent: Saturday, June 17, 2017 3:37 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Re : South Seattle / Federal Way -- flight path issues -- I am a local homeowner

To whom it may concern, FAA :

I am writing because it has come to my attention that there is a period for public comment on recent changes to air traffic pathways in the Puget Sound region.

My specific concern is because I am a homeowner in Federal Way, and have noticed a **drastic** increase in air traffic noise in the past 18 months.

The issue is not simply the frequency of flights over my home (although that is undeniable), but most importantly it is the **much** lower flight paths that are now being used.

When I first started living in the area, it was rare for flights to come by at a level that would disrupt sleep or rattle houses. I am writing this letter because it is currently 3:30 am, and two low-flying jets have just blasted by my house within the last 30 minutes. ENOUGH!

** IT IS 3:30 IN THE MORNING **

** This is a residential neighborhood (Campus Highlands) **

** I am a working man. My neighbors have young children. People need to sleep! **
Whoever approved these new flight paths needs to be removed from office. PERIOD.
FIX THIS. 1

Michael D Niendorff
34542 8th Ave SW, Federal Way, WA 98023 (206)550-1180

Response to Comment 440

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 441

Ariana Nicoli

Page 1

Sent: Friday, July 07, 2017 11:01 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: ascasey@hotmail.com
Name: Ariana Nicoli
Mailing Address: 4004 13th Ave S Seattle, WA 98108
City: seattle
State: WA
Zip Code: 98108

Other environmental concerns: My neighborhood is bombarded by airplanes flying directly overhead every 20-30 seconds, 24/7. The aircraft chemical pollution is creating life-threatening conditions. Neighbors who have lived all their life in the neighborhood are getting cancer. I am deeply concerned for the health of my community, for my family and the children growing up here. The "Greener Skies" for some program has made conditions dramatically worse. It is not Greener Skies for Beacon Hill. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 441

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to jet departures from SEA in north flow and arrivals into SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA south flow arrivals and north flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 442

Daniel Nixon

Page 1

Sent: Wednesday, June 21, 2017 3:55 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: nixondaniel6@gmail.com
Name: Daniel L Nixon
Mailing Address: 26190 21st pl. s.
City: Des Moines
State: King
Zip Code: 98198

Aviation noise: Can't sleep at night , a none stop sound of planes going over our house . 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 442

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 443

Hilva Novota

Page 1

From: Hilva Novota <novotahl@hotmail.com>
Sent: Tuesday, June 20, 2017 5:42 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: planes over Burien

Too bad that the FAA cannot understand that there are people on the ground when the planes soar over Burien. We have the third runway closer than ever and now the extra planes flying over our homes. PLEASE STOP. STAY ON THE OLD ROUTES.....NOT BURIEN! 1

Response to Comment 443

1. Response 1

Comment 444

Andy Oden

Page 1

Sent: Wednesday, June 21, 2017 1:04 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: andyoden@yahoo.com
Name: Andy Oden
Mailing Address: 29005 15th Pl S
City: Federal Way
State: WA
Zip Code: 98003-3773

Aviation noise: When I purchased my home, I knew we had some air traffic. In the ensuing years the traffic has grown exponentially and its noise louder.

Aviation noise concentration: The segue from one plane to another creates an ongoing obstruction to normal life -- speaking on the phone, opening windows, keeping pets sane. I would support an intense noise concentration if you also provide longer periods of quiet skies.

Environmental concerns: Recently Port of Seattle participated in a news feature about relocating wild fowl (falcons?) from the flight path for their health, nesting and reproduction. Hmm. Can humans get the same level of care for POS?

Other concerns: In reviewing the POS Alliance of leaders, I don't see any citizens or elected officials from Burien, Des Moines, FWay, etc. Where is our presence and how is our voice heard other than through this format?

Possible increase in aviation noise: When I purchased my home, I knew we had some air traffic. In the ensuing years the traffic has grown exponentially and its noise louder. Now you want MORE traffic over my home? OPEN ANOTHER REGIONAL AIRPORT at Moses Lake or partner with JBLM.

Aviation noise concentration: The segue from one plane to another creates an ongoing obstruction to normal life -- speaking on the phone, opening windows, keeping pets sane. I would support an intense noise concentration if you also

1

Response to Comment 444

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 444

Andy Oden

Page 2

provide longer periods of quiet skies. But the solution is to OPEN ANOTHER REGIONAL AIRPORT at Moses Lake or partner with JBLM.

Air quality: Recently Port of Seattle participated in a news feature about relocating wild fowl (falcons?) from the flight path for their health, nesting and reproduction.

https://www.portseattle.org/Environmental/Water-Wetlands-Wildlife/Pages/Wildlife-Management.aspx Hmm. Notice the headline? Protect planes and birds. Can humans get the same level of care for POS? To my thinking, the solution is to OPEN ANOTHER REGIONAL AIRPORT at Moses Lake or partner with JBLM.

Other concerns: In reviewing the POS Sea-Tac Tomorrow Coalition, http://tomorrowatsea-tac.com/who-we-are, I don't see any citizens or elected officials from Burien, Des Moines, FWay, etc. Where is our presence and how is our voice heard other than through this online format?

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/
User agent: Mozilla/5.0 (Windows NT 10.0; Win64; x64) AppleWebKit/537.36 (KHTML, like Gecko) Chrome/58.0.3029.110 Safari/537.36

Response to Comment 444

Comment 445

Britt Ohlig

Page 1

Sent: Tuesday, June 20, 2017 10:37 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: privacyattorney@gmail.com
Name: Britt Ohlig
Mailing Address: 1911 SW Campus Dr #277
City: Federal Way
State: WA
Zip Code: 98023
Concerning Address: Browns Point

Aviation noise: At the March 2015 meeting of the Browns Point Improvement Club a member complained about airplane noise. I paid attention to my area and noticed no planes. My neighborhood was very peaceful and QUIET. This changed in June 2015 when the aircraft began flying directly over my house. Some were flying so low that I could clearly see the underbelly. They sometimes flew over every minute. My sleep gets interrupted by a very loud plane at 4 AM.

Aviation noise concentration: On the evening of June 28, 2015 for example a plane flew over at: 7:06 PM, 7:11, 7:14, 7:19, 7:22, 7:33, 7:34, 7:35, 7:47, 7:53, 7:54, 7:55 / 8:05, 8:08, 8:10, 8:12, 8:17, 8:20, 8:25, 8:27, 8:30, 8:50, 8:55 / 9:07, 9:34, 9:39, 9:52 / 10:05, 10:07, 10:21, 10:32, 10:34, 10:39 / 11:07, 11:42, 11:47 / 12:18 AM, 12:22 AM. This is a nuisance and is destroying the quality of life in my neighborhood. The FAA has the technology to route aircraft away from noise sensitive areas. Yet, apparently they use it to decrease the altitude at which aircraft fly over densely populated areas and increase the frequency at which they pass overhead. 1

Environmental concerns: I have read about the particulates and pollution that gets dumped on the people, pets and wildlife underneath the planes and am very concerned about my family's health, the health of the children in the neighborhood and about the environment. ""Dementia is being diagnosed in people a decade earlier than it was 20 years ago, prompting experts to warn that the world is facing a “silent epidemic”. The disease is now regularly being identified in people in their

Response to Comment 445

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA’s noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 445

Britt Ohlig

Page 2

late 40s and death rates are soaring. Scientists said that environmental factors such as pollution from aircraft and cars as well as widespread use of pesticides could be to blame."" http://www.thetimes.co.uk/tto/news/uk/article4518770.ece ""U.S. politicians and residents speak out against the misery of being crop-dusted by the FAA's low-altitude NextGen flight paths — the health effects, loss of sleep, property devaluation and the carcinogenic air it brings to the environment and cities."" http://www.nextgennoise.org/

Access to knowledge about aviation and or airport concerns: It is frustrating when the FAA points to the Port of Seattle and they point back to the FAA when a citizen has concerns. The public feels hopeless. The mayor of Phoenix, AZ, on 4-16-15 stated that the ""FAA has zero intent on solving serious noise issues...""

Other concerns: Santa Cruz, CA: http://noisegen.info/ Phoenix / New York: CBS Video News Report with the Phoenix mayor and NY Congressman. http://www.cbsnews.com/news/faa-new-air-traffic-control-system-nextgen-causing-major-noise-pollution/ Phoenix: Article about the Phoenix lawsuit against the FAA: http://www.aviationtoday.com/av/commercial/FAA-to-Face-NextGen-Lawsuit-in-Phoenix_85185.html#.Veeb8Rmbimk Newport Beach, CA: http://www.dailypilot.com/opinion/tn-dpt-me-1003-commentary-20151002,0,3246846.story Chicago: Residents sue the city: http://chicago.cbslocal.com/2015/10/01/bensenville-residents-sue-city-claim-ohare-noise-makes-homes-unlivable/ New York: With the Federal Aviation Administration (FAA) doing virtually nothing to mitigate the barrage of increased airplane noise over Queens, U.S. Rep. Grace Meng (D-Queens) introduced legislation that would require the Environmental Protection Agency (EPA) to take the lead in combatting aircraft noise over the borough, as well as in affected communities across the country. The Congresswoman's bill is cosponsored by Reps. Joe Crowley (D-Queens/Bronx), Steve Israel (D-Queens/L.I.), Kathleen Rice (D-L.I.), Nita Lowey (D-Westchester), Katherine Clark (D-MA), Ruben Gallego (D-AZ), Raul Grijalva (D-AZ), Ann Kirkpatrick (D-AZ), Eleanor Holmes Norton (D-DC) and Mike Quigley (D-IL).

Possible increase in aviation noise: The port is planning on three times more flights including more late night cargo flights. I would not be able to handle the constant noise and would have to move.

Response to Comment 445

Comment 445

Britt Ohlig

Page 3

Other concerns: The current location of the airport makes little sense. Each plane using the airport increases the noise and pollution in our populated areas and each plane brings the risk of a horrific accident. We need a second airport in a less populated area with good transportation into the Seattle/Tacoma area. Cargo flights should all use the second airport as well as late night international flights.

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 445

Comment 446

Ani O'Leary

Page 1

Sent: Wednesday, July 05, 2017 8:38 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: akassabian@gmail.com
Name: Ani K O'Leary
Mailing Address: 1000 S. 229th Pl.
City: Des Moines
State: WA
Zip Code: 98198
Concerning Address:
Primary concerns about aviation that exist today with comments to specify the issue(s):

Aviation noise: The planes are flying lower and more often on the 3rd runway. The noise level has significantly increased.

Other environmental concerns: I can smell the exhaust now more than ever. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 446

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 447

Dayne Olmstead

Page 1

Sent: Wednesday, June 21, 2017 3:03 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: dayne.m.olmstead@delta.com
Name: Dayne M Olmstead
Mailing Address: 15238 28th Ave SW
City: Burien
State: WA
Zip Code: 98166

Possible increase in aviation noise: The increase of aircraft noise associated with the immediate westbound turn of turboprop aircraft is significant at my home. It significantly reduces the quality of life for myself and my family.

Aviation noise concentration: Since the turboprop aircraft departing SEA are primarily feeder aircraft, the heavy concentration of departures in the morning and evening poses a serious impact to my ability to sleep, and it reduces my ability to spend time outside when the weather is nice. 1

Air quality: It is well documented that the uncatalyzed exhaust emissions from turbine aircraft engines are correlated to many health issues, including cancer. A disproportionate increase in overflights of my community increases my risk from exposure to these combustion byproducts from aircraft at a high power-setting for takeoff coupled with their low-altitude when transiting my house. 2 3

Other concerns: Allowing turboprop aircraft to immediately turn westbound provides an unfair economic advantage to the operators of turboprop aircraft with destinations to the south (such as the high concentration of flights to Oregon). A typical flight to Portland in a Q-400 can turn on course much more rapidly than an E175 being operated on the same route. This unfairly penalizes operators of jet aircraft in the same markets. 4

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 447

1. Response 1

2. Response 2

3. Response 10

4. Response 4

Comment 448

Lisa Olmstead

Page 1

Sent: Wednesday, June 21, 2017 6:43 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: steve_olmstead@hotmail.com
Name: Lisa C Olmstead
Mailing Address: 15238 28th Ave SW
City: Burien
State: 48
Zip Code: 98166

Aviation noise concentration: Unacceptable increased noise with early turnouts 1

Environmental concerns: More air pollution will cause health problems 2

Possible increase in aviation noise: More overflights in highly localized area. 1

Air quality: More local pollution 3

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 448

1. Response 1

2. Response 10

3. Response 2

Comment 449

Ryan Olmstead

Page 1

Sent: Tuesday, June 20, 2017 8:52 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: rolmstead86@gmail.com
Name: Ryan Olmstead
Mailing Address: 15235 28th Ave SW
City: Burien
State: WA
Zip Code: 98166

Aviation noise concentration: Downtown Burien and Lake Burien are currently vibrant and diverse communities

Aviation noise concentration: Downtown Burien and Lake Burien are currently vibrant and diverse communities that have been able to co-exist with SeaTac airport. Early turnouts cause significant noise that make it unpleasant to be outside. This will have a serious adverse affect to the community, and an alternative must be found. Aircraft should continue to follow the Duwamish as much as possible as this area already has business not impacted by noise. Aircraft should turn just long enough to increase separation then continue north before reaching downtown Burien. Ideally, slower aircraft should be moved to other airports where they do not interfere with jet traffic.

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 449

1. Response 1

2. Response 7

3. Response 9

Comment 450

Steve Olmstead

Page 1

Sent: Wednesday, June 21, 2017 6:39 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: steve_olmstead@hotmail.com
Name: Stephen R Olmstead
Mailing Address: 15238 28th Ave SW
City: Burien
State: 48
Zip Code: 98166

Aviation noise concentration: Early turnout by turboprops or small jets put undue burden and health risks for affected residents. 1 2

Environmental concerns: Increased pollution and noise for nearby homes and low planes. 3

Possible increase in aviation noise: Early illegal trial demonstrated severe impacts on neighbors. 4 5

Aviation noise concentration: Much more noise with early turnouts. 1

Air quality: Will adversely effect air with lower and climbing planes. 3

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 450

1. Response 1

2. Response 10

3. Response 2

4. Response 23

5. The automatic turning west on a 250 heading of some south bound turboprops while SEA was in a north flow last year was implemented pursuant to a Letter of Agreement. No court has found this action to be illegal.

Comment 451

Matthew Oostman

Page 1

Sent: Wednesday, June 21, 2017 8:15 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: moostman@gmail.com
Name: Matthew M Oostman
Mailing Address: 934 East Laurel Street
City: Kent
State: WA
Zip Code: 98030

Aviation noise: Kent has commercial freight trains already passing near homes and schools dozens of times each day, additional noise pollution would certainly diminish the quality of life and property values in the area. With the trains the area gains access to commuter rail, but there is no advantage to the people for additional aircraft noise.

Possible increase in aviation noise: Kent has commercial freight trains already passing near homes and schools dozens of times each day, additional noise pollution would certainly diminish the quality of life and property values in the area. With the trains the area gains access to commuter rail, but there is no advantage to the people for additional aircraft noise.

Aviation noise concentration: Kent has commercial freight trains already passing near homes and schools dozens of times each day, additional noise pollution would certainly diminish the quality of life and property values in the area. With the trains the area gains access to commuter rail, but there is no advantage to the people for additional aircraft noise. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 451

1. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow. In north flow, your concern is more likely associated with other operations. Since analyzing the impacts of other operations is outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 452

Ron Ordell

Page 1

From: Ron Ordell <rordell@comcast.net>
Sent: Tuesday, June 13, 2017 4:29 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Turboprop Flights over Burien

Hello,

I am writing to express my opposition to the FAA allowing turboprop planes to fly over Burien at low altitudes during any time of year and regardless of takepff direction. The planes are loud and disruptive and there has been no proposal for noise mitigation for affected resident unlike the residents of Sea Tac who received windows and insulation at a minimim. In addition, this new flight path will negatively affect property values without compensation. No change should occur prior to a full health impact assessment being conducted. Many kids live in the affected neighborhoods. They shouldnt suffer potentially harmful health issues.

Thank Yoy,
Ron Ordell

Response to Comment 452

1. Response 1

2. Response 4

3. Response 10

Comment 453

Jennifer O'Roarty

Page 1

Sent: Wednesday, June 21, 2017 9:53 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: joroarty@gmail.com
Name: O'Roarty E. Jennifer
Mailing Address: 22320 10th Ave. S.
City: Des Moines
State: WA
Zip Code: 98198

Aviation noise concentration: When the 3rd runway was pitched, the community was told it would simply be to handle overflow traffic. I live on 10th Ave. S. and can practically see the wheel systems for all incoming planes. The air traffic is relentless, and even though we have the Port Package , this is a constant and a total disruption to the quality of life.

Environmental concerns: We garden, and I am concerned about the chemicals on our food.

Possible increase in aviation noise: Please see above. It is quite a LOT.

Aviation noise concentration: The quiet times at night make a difference, but the big cargo planes landing break the silence. I don't understand why Everett should not expand. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 453

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 454

Richard Overman

Page 1

From: Richard Overman <richard.overman@gmail.com>
Sent: Wednesday, June 21, 2017 2:27 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: No Planes Over Burien

Hello,

I would like to express my disapproval of the planned change that would put planes flying from SeaTac Airport on a path over the Burien neighborhood. 1 This would cause significant increases in noise pollution which would reduce property value and in turn increase crime. 2 Please do not do this. Thank you for your consideration.

Regards,
Richard Overman
Burien

Response to Comment 454

1. Response 1

2. Response 4

Comment 455

Brieana Paice

Page 1

Sent: Wednesday, June 21, 2017 8:45 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: bpaice@outlook.com
Name: brieana paice
Mailing Address: 16644 Marine View Dr SW
City: Burien
State: Washington
Zip Code: 98166

Aviation noise: the noise is constant. the vibrations from the noise vibrate my house
Aviation noise concentration: the noise is constant. 1

Environmental concerns: the air pollution is worse than being my LAX airport. the noise pollution is constant from the airport. and the low flying planes that fly below 2
the safe level as FAA rules state. what environmental studies have been done 3
showing the risk of the airport on surrounding residential areas? what
compensation is going to be provided to surrounding homes to help protect against 4
environmental harms and risk and pollution.

Access to knowledge about aviation and or airport concerns: I would like a steady source where i can find out changes and things the port is doing at the airport and how these things effect me. more town hall meeting about changes before they are done. regard

Other concerns: why are other airports not being utilized in surrounding areas? What restrictions are in place that regelate the amount of air traffic out of seatac airport? it is not reason nor os it feasible to just keep increasing air traffic to and from seatac airport. 5

Possible increase in aviation noise: increase is the noise and the vibration from the noise 1

Response to Comment 455

1. Response 1

2. Response 11

3. Response 8

4. 14 CFR 150 is the primary Federal Regulation guiding and controlling planning for aviation noise compatibility on and around airports. Part 150 established procedures, standards and methodologies to be used by airport operators for the preparation of Airport Noise Exposure Maps and Airport Noise Compatibility Programs, including noise abatement. In accordance to Part 150, residential areas are compatible with noise exposures up to the 65 DNL noise exposure level. Since Burien is outside of the 65 DNL contour, Part 150 is not applicable.

5. Response 9

Comment 455

Brieana Paice

Page 2

Aviation noise concentration: the noise is constant and the planes fly below faa level at whick planes are suppose to fly at being safe 2

Air quality: the air pollution is awful. somedays i feel like i am standing with my face at the tailpipe of a diesel engine 6

Other concerns: why are the surrounding areas not getting compensation for the pollution and risk the port of seattle and airport but the local communities at? 4

Form URL: https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 455

6. Response 2

Comment 456

Korbe Palmer

Page 1

Sent: Tuesday, June 20, 2017 11:59 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: maddy450r@gmail.com
Name: Korbe Palmer
Mailing Address: 819 S 231st St.
City: Des Moines
State: WA
Zip Code: 98198

Aviation noise: Increased noise volume and frequency since we moved in a year and a half ago.

Aviation noise concentration: Concentration has increased dramatically.

Environmental concerns: Concern for the health of myself, my wife, our animals and our property.

Possible increase in aviation noise: The noise has increased dramatically over the past 6 months. Lower flying aircraft at a higher frequency.

Aviation noise concentration: The noise is now constant....every 60 seconds; some louder than others.

Air quality: I don't have tangible evidence but common sense tells me that the increased frequency and lower altitude is increasing the negative

1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 456

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 457

Sharyn Parker

Page 1

From: Sharyn Parker <sparkerward@comcast.net>
Sent: Friday, June 09, 2017 8:18 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Cc: Debi Wagner
Subject: Sea Tac Flights Over Burien

Additional flights over Burien are Sreeking havoc in previously quiet neighborhoods. The Port's financing of expansion is problematic and uncertain--more property tax increases contemplated without public engagement? No Port elected officials live in impacted areas and this amounts to taxation without proper representation! 1 2

FAA needs to recognize limitations of populace to accept 66 million passengers/year operations given environmental issues that continue unabated. More accurate noise and air quality modeling is necessary NOW. FAA leadership is not embracing the reality that capacity needs to be addressed regionally and plans for alternate airport capacity should be a high priority. 3 4

The citizens of Puget Sound should not have to wait until there is an airspace crisis. For Burien and South King County, the crisis is already here! 3

Road transportation into/out of Sea-Tac is already a nightmare; not everyone lives along a rail line or wants to get mugged on the way to a flight or home. Some passengers travel longer to reach Sea-Tac than the duration of their flights! 5

Get some courage and acknowledge this expansion and flight increases over Burien represent a band-aid--not a solution! We deserve relief NOW!

Sharyn Parker
16920 22nd Ave SW
Burien, WA 98166-3318

Response to Comment 457

1. Response 1

2. The issue of changes in property tax are out of scope of this project.

3. Response 9

4. Response 7 – this does not directly address whether or not the FAA addresses capacity regionally. The FAA does evaluate capacity on a large scale. Can we point the writer to a study, metroplex, etc. where this is discussed.

5. Road transportation into and out of SEA airport is beyond the scope of this project.

Comment 458

Liss Parks

Page 1

Sent: Wednesday, June 21, 2017 10:56 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: rockydog95@aol.com
Name: Liss Parks
Mailing Address: 404 sw 138th
City: Burien
State: Wa
Zip Code: 98166

Aviation noise: I am concerned with the noise from turbo prop planes and commercial airlines flying over Burien. 1

Aviation noise concentration: See above

Environmental concerns: I am concerned about the high concentration of her fuel fumes. 2

Possible increase in aviation noise: See above 1

Aviation noise concentration: See above 2

Air quality: See above

Other concerns: It is past time to look for another regional airport to handle the increase in airline traffic. We have lived in Burien for 35 years and watched the airport become an increasingly poor neighbor. We do not live under the flight path and there is no reason we should have to tolerate this. Thank you! 3

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 458

1. Response 1

2. Response 2

3. Response 9

Comment 459

Steve Parks

Page 1

From: steve parks <mrstevenparks@outlook.com>
Sent: Wednesday, June 21, 2017 9:46 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Planes Flying Over Burien

The FAA must discontinue and prohibit any and all air traffic from flying over Burien! The practice of turbo prop aircraft(and on several occasions commercial jet aircraft) banking over Burien on takeoff at low altitude and at full acceleration, along with excessive noise cannot be tolerated. And without consideration of neighborhood and families or their safety. SeaTac Airport is over capacity and the only reason this is occurring is to increase takeoff availability and insure schedules are met. Do not burden the good citizens of Burien with this issue! NO AIRCRAFT SHOULD EVER BE ALLOWED TO TAKE OFF AND TRAVEL WESTWARD OVER BURIEN.* 1

Thank You

*Blue Angel restrictions and emergencies are understandable.

Steven Parks
404 SW 138th
Burien, WA 98166
206-948-6483

Response to Comment 459

1. Response 1

Comment 460

John Parnass

Page 1

Sent: Tuesday, June 20, 2017 8:43 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: johnparnass@gmail.com
Name: John Parnass
Mailing Address: 14518 25th Ave SW
City: Burien
State: WA
Zip Code: 98166

Aviation noise:
To: Federal Aviation Adminsitration ("FAA")
From: John Parnass 14518 25th Ave SW Burien, WA 98166 206.465.1886
Re: Automation of a westerly heading for turboprop aircraft departing SEA in north flow

My name is John Parnass. I have resided in the single family home I own located at 14518 25th Ave SW, Burien WA since purchasing it effective December 15, 2012.

• Beginning in late July 2016 or early August 2016, I noticed a new and disruptive flow of noisy, low elevation turbojet aircraft operated by Alaska/Horizon flying directly over my house. This has never happened before since I purchased the house in December 2012.

• After investigating the issue with neighbors, we formed the Washington non-profit corporation known as Quiet Skies Coalition. I am Vice President of the QSC.

• We then discovered that the FAA had, in secret and without any NEPA compliance, adopted a new procedure to direct all or substantially all of the turbojet north flow flights directly over central and northern Burien.

• Working with the City of Burien, we sued the FAA in the 9th Circuit for NEPA violations.

Response to Comment 460

Comment 460

John Parnass

Page 2

• The FAA was forced to abandon the new flight procedure by letter dated April 10, 2017.
• On June 8, 2017, the FAA posted a document entitled "Automation of a westerly heading for turboprops aircraft departing SEA in north flow Preliminary Environmental Analysis" ("Analysis") to a NextGen website in which FAA appears to intend to re-institute the same flight path it abandoned on April 10, 2017.

• The new low elevation noisy flight path is extremely disruptive to my family's quality of life. We can't enjoy our yard outdoors when the flights pass over. Inside the house, the noise is very disruptive and produces anxiety and anger. 1

• Here are two video clips illustrating the disruption caused by the FAA over my house: https://www.youtube.com/watch?v=gj2B0MyisFo
https://www.youtube.com/watch?v=w8-JZOQfaEQ

• Together with the City of Burien, QSC prepared a detailed rebuttal to the FAA's "Preliminary Environmental Analysis." I fully join in this statement and adopt it as my own.

• As demonstrated in the rebuttal, the FAA's "Preliminary Environmental Analysis" is a sham. It does not comply with NEPA. It does not explore reasonable alternatives. It instead reeks of predetermination. 2

• We the people of Burien and surrounding communities will not rest until this arbitrary and capricious action, so destructive of our way of life, is permanently rescinded. 3

/s John Parnass

Aviation noise concentration: See above

Environmental concerns: See above

Access to knowledge about aviation and or airport concerns: See above

Response to Comment 460

1. Response 1

2. Responses 8, 16, and 17

3. Response 7

Comment 461

Carol Parsons

Page 1

From: Carol Parsons <capdelta@earthlink.net>
Sent: Wednesday, June 21, 2017 10:22 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Comments on Automation of a westerly heading for turboprop aircraft departing SEA in north flow

Dear Sirs/Madams,

I have owned property here in Seahurst since 1986 and have lived in a home here since 1990. I am very familiar with aviation and aviation related issues having had a thirty year career as a flight attendant for Western/Delta Airlines.

I am very concerned with the increased turbo prop and other air traffic departing Sea-Tac Airport, over my home, in particular since last Summer. On some days there has been nearly a continuous flow of these aircraft, one after another for what has seemed like several hours. 1

This increased noise is not only disruptive to myself and my neighbors, but also to the extensive wildlife that lives here along the Seahurst coastline of Burien. In particular we have several bald eagle nesting and roasting habitat zones extending from Eagle Landing Park all the way north through Seahurst Park. Although the Bald Eagle is no longer listed as a State Threatened species in Washington State, it remains classified by WDFW as a State Sensitive species. Millions of dollars in public: local, State and Federal funds have been expended to preserve, protect and enhance the habitat for wildlife and salmon fisheries along this sensitive coastline. 2

There clearly needs to be a thorough study of the noise, air and water quality impacts of the increased air traffic over this, one of the most critical fish and wildlife habitat areas in all of Southern Puget Sound, in addition to the impacts on people and our home/property values. 3

Thank you for your consideration,

Carol A. Parsons
2727 SW 149th Pl
Burien, WA 98166-1657, 206-439-9261, capdelta@earthlink.net

Response to Comment 461

1. Response 1

2. Response 5

3. Response 4

Comment 462

Diane Patterson

Page 1

Sent: Monday, June 19, 2017 10:43 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: shorewoodhome@hotmail.com
Name: Diane Patterson
Mailing Address: 12237 Shorewood Lane SW
City: Burien
State: Washington
Zip Code: 98146

Aviation noise: Huge increase since last July, mornings but especially noticeable at night. With windows closed (and I live in a newly constructed house) and television on, the airplane noise is alarming.

Aviation noise concentration: More of above response, but particularly uncomfortable when outside gardening or ""relaxing"" on the deck. We are used to this happening when the Blue Angels are in town for Sea Fair, but the FAA continued this pattern last summer AS IF WE 1

Environmental concerns: We all know areas around airports generate noise pollution, air pollution, increased health problems and other environmental concerns. To see these issues expanded even further into neighborhoods that have not experienced these effects before now feels extremely intrusive, overbearing and tricked. 2

Access to knowledge about aviation and or airport concerns: I get it. You want the slower planes to get out of the way, so turn them faster and lower over a small city that doesn't have a lot of resources.

Possible increase in aviation noise: Duh

Aviation noise concentration: Double duh

Response to Comment 462

1. Response 1

2. Responses 2, 8, and 10

Comment 462

Diane Patterson

Page 2

Air quality: Who wants to go from better to worse? I've seen what happens to outdoor furniture that sits under a flight path. I can only imagine what it does to our insides! Or the fruit and vegetables we grow ""organically"". 2

Other concerns: Airplane noise is not generally conducive to small town living. It does not make people want to live here or work here. And yes, property values. I live in a $1.5 million house, on the beach, and you bet I'm concerned about my home's value. We already deal with the fall out from Tacoma's Asarco plant in our soil, and now this? Thanks 3

Form URL: https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 462

3. Response 4

Comment 463

Codde Paul

Page 1

Sent: Tuesday, June 20, 2017 8:58 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: LCodde@msn.com
Name: Codde Paul
Mailing Address: 29928 21st Ave So
City: Federal Way
State: Wa
Zip Code: 98003

Aviation noise: The noise from these planes going overhead is so loud a lot of times it makes the windows, walls etc. in our home rattle, and vibrate or when your visiting outside you have to stop talking until the planes pass by. 1

Aviation noise concentration: Same as above*

Environmental concerns: I'm quite sure the fuel fumes, exhaust etc from the planes passing overhead rains down on us, our pets, homes, parks, and schools and can't be healthy to breath especially for those with breathing problems such as asthma. with more added flights coming in and out of the airports this air quality will diminish even further. 2

Possible increase in aviation noise: More planes equals more noise, which means our windows, walls etc. rattle, and vibrate constantly. As it is now the planes are so loud you can hear them over the tv. 1

Air quality: With added flights, the air quality is just getting worse and worse. 2

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 463

1. Response 1

2. Response 2

Comment 464

James Payne

Page 1

Sent: Wednesday, June 21, 2017 6:42 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: donny@donnypayne.com
Name: James Payne
Mailing Address: 807 S. 194th ST.
City: Des Moines
State: WASHINGTON
Zip Code: 98148
Concerning Address:

Aviation noise: My family has lived in our house since the 1970's and has seen the Seatac airport grow and prosper over that period. The noise/air pollution got worse when the airport's 3rd runway started to be used, because it essentially brought the planes closer to our house during takeoff and landings. This situation was unfortunate but understandable. But in the past 6 months or so, a MARKED difference in the quantity of air traffic has occurred. In particular, that of planes flying directly over our house, which had never really happened before. This was because the aircraft usually stayed on a trajectory to the East of our home. Not anymore... This new and intrusive nuisance has affected the quality of our lives in many ways, but most importantly, how we are sleeping, as well curtailing our outdoor activities. It has become completely unenjoyable to be outside our house anymore. This new situation will most certainly negatively affect the value of our home and our neighborhood; a huge concern for all of us. We understand that it might be more efficient for airplanes to take off and land the way they do currently and we respect the FAA trying to be business-friendly. But not at OUR expense. We are bearing the brunt of these new efficiencies and it is patently unfair. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 464

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 465

Erin Paysse

Page 1

Sent: Tuesday, June 20, 2017 5:51 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: paysse@gmail.com
Name: Erin Paysse
Mailing Address: 15845 4th Ave SW
City: Burien
State: WA
Zip Code: 98166

Aviation noise: Aviation noise in the last year has been incredibly bad and severely impacted my quality of life. It has recently returned to ""normal"" but I understand that SeaTac would like to resume flight paths over Burien. 1

Environmental concerns: I am extremely concerned about the environmental impacts locally in Burien with the change of flight paths. 2

Other concerns: Flights paths over Burien drastically impact home values and residents suffer with while the airport and airlines profit. 3

Possible increase in aviation noise: Aviation noise in the last year has been incredibly bad and severely impacted my quality of life. It has recently returned to ""normal"" but I understand that SeaTac would like to resume flight paths over Burien. 1

Air quality: I am extremely concerned about the environmental impacts locally in Burien with the change of flight paths. 2

Other concerns: Flights paths over Burien drastically impact home values and residents suffer with while the airport and airlines profit. 3

Form URL:
https://www.faa.gov/nextgen/communityengagement/sea/community_comments/

Response to Comment 465

1. Response 1

2. Response 8

3. Response 4

Comment 466

Jerald Pederson

Page 1

Sent: Wednesday, June 21, 2017 4:05 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: jerrypederson@hotmail.com
Name: Jerald E Pederson
Mailing Address: 2619 SW 149th Pl
City: Burien
State: Wa
Zip Code: 98166

Aviation noise: We noticed a big change in the noise from airplanes last summer and wondered if we were hearing the Blue Angels practice. It was loud with short spacing ...very disruptive as we worked to restore our yard to native vegetation status.

Aviation noise concentration: We were used to some over flights in our prior homes out of state but the concentration we have experienced from Seatac is consistently disruptive to conversation both when we are outside and indoors. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 466

1. Response 1

Comment 467

Ginger Penz

Page 1

Sent: Tuesday, June 20, 2017 8:00 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: burienhome@comcast.net
Name: Ginger J Penz
Mailing Address: 13926 15th Place Southwest
City: Burien
State: Washington
Zip Code: 98166
Concerning Address:

Primary concerns about aviation that exist today with comments to specify the issue(s):

Aviation noise: Greatly increased noise over West Burien due to a change in flight pattern that routes turboprops overhead at low altitude.

Aviation noise concentration: See prior question. The noise is concentrated from the north end of SeaTac to West Burien. 1

Aviation noise concentration: Health concerns for residents due to the increased noise. 2 Constant or frequent noise causes high blood pressure, heart disease and strokes. Can't enjoy any quiet time either indoors or outside. It's not safe because I can't hear traffic approaching. We're going to lose our property value. 3

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 467

1. Response 1

2. Response 10

3. Response 4

Comment 468

Janet Penz

Page 1

" From: jp [jfpenz@gmail.com]
Sent: Tuesday, June 13, 2017 4:46 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Noise in Burien WA due to increased air traffic

To whom it may concern

I am writing as a physician and as a resident of the Seahurst neighborhood of Burien which has been severely impacted by a change in flights patterns involving turboprop planes departing the SeaTac airport. It is imperative that these flight patterns over the western parts of Burien cease permanently. 1

The noise produced from the air traffic is loud enough to preclude conversations outdoors. It turns a quiet and relaxing backyard into a place that can only be used and enjoyed when planes are taking off to the south. This is also a safety issue as there are very few sidewalks in the area and the noise prevents walkers from hearing approaching car traffic. And it prevents children playing outside from hearing warnings from their parents. Indoors the noise level is certainly loud enough to hinder sleep (note that many people have jobs that require shift work; therefore, limiting the overflights to daylight hours is particularly harmful for such workers).

There is extensive and robust evidence tying excessive airport noise to a poor work performance, poor school performance, and anxiety. Even more concerning, there is very strong evidence that environmental noise, including flight noise, may contribute to hypertension, atherosclerosis, myocardial infarctions and strokes. Please see the references to medical literature below. 2

Finally, our home values are certain to be reduced for the reasons listed above and simply because home buyers do not look favorably upon homes in noisy environments. 3

It is astonishing that these flight patterns were changed without consideration for homes that fell under the new flight path. And it would be simply unacceptable to 4

Response to Comment 468

1. Response 1
2. Response 10
3. Response 4
4. Response 23

Comment 468

Janet Penz

Page 2

allow these overflights to resume with utter disregard for the health and welfare of those who live in the impacted neighborhoods.
I would thank you in advance for your objective and reasoned consideration.

Sincerely,

Janet F. E. Penz, MD, MS
13926 15th Pl SW,
Burien WA 98166
References

A simple Pubmed search conducted June 13, 2017 using the terms “noise exposure + health” and restricted to human studies returned 2853 articles. Here is a very small sampling of several relevant studies.

Cardiovascular effects of environmental noise exposure
Thomas Münzel Tommaso Gori Wolfgang Babisch Mathias Basner
Eur Heart J (2014) 35 (13): 829-836. DOI: https://doi.org/10.1093/eurheartj/ehu030 <https://doi.org/10.1093/eurheartj/ehu030>
Disorders induced by direct occupational exposure to noise: Systematic review.
Domingo-Pueyo A1, Sanz-Valero J1, Wanden-Berghe C2.
Noise Health. 2016 Sep-Oct;18(84):229-239. doi: 10.4103/1463-1741.192479.
Cardiovascular effects of environmental noise: research in the United Kingdom.
Stansfeld S1, Crombie R.
Noise Health. 2011 May-Jun;13(52):229-33. doi: 10.4103/1463-1741.80159.

JP

Response to Comment 468

Comment 469

Janet Penz

Page 1

Sent: Tuesday, June 20, 2017 7:53 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: jfpenz@yahoo.com
Name: Janet Penz
Mailing Address: 13926 15th Place Southwest
City: Burien
State: Washington
Zip Code: 98166
Concerning Address: Entire west side of Burien including my residence.

Aviation noise: Markedly increased noise over West Burien with a change in flight pattern routing turboprops directly over these neighborhoods at low altitude. 1

Aviation noise concentration: See prior question. The noise is concentrated from the north end of SeaTac to West Burien. 1

Aviation noise concentration: Health concerns for residents due to the increased noise. 2 Loss of ability to enjoy quiet indoors. Inability to enjoy the natural environment outdoors. 3 Safety - inability to hear traffic. Loss of property value. 3

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 469

1. Response 1

2. Response 10

3. Response 4

Comment 470

Terry Perkin

Page 1

From: TERRY MARIANNE PERKIN <TGPERKINS@msn.com>
Sent: Tuesday, June 20, 2017 12:30 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Noise Issues--Burien WA

Ladies and Gentlemen:

My name is Terry Perkins and I reside at 2224 SW 150th Street, Burien, WA 98166. I have had two complete careers as a pilot. The first with the US Air Force (21 years) flying cargo and passengers worldwide. The second with Alaska Airlines, based at SEA-TAC (16 years) flying MD-80s. My family has lived at our current address for more than twenty years. During that whole time, the neighborhood has not had any noise or other complaints about SEA-TAC airport operations. Yes, we could sometimes hear the distant rumble of takeoffs from Runway 16 on quiet evenings, and there would be the occasional overflight by a Horizon Air Dash-8, but at an altitude of around 3000-4000', the noise was not very distracting--and not very frequent. It also happened only during operations from Runway 34, which was used infrequently and mostly during the summer. Then, in the July/August 2016 time frame, everything changed.

Runway 34 operations became far more frequent for some reason, and local Air Traffic Control changed the departure procedure for turboprop aircraft. During my time at SEA-TAC, departure instructions for turboprops (in VMC) were to climb on runway heading to 1000', then turn to a heading that varied and resulted in those aircraft departing in many directions and flying outbound over an area from Ballard to Federal Way. This meant that no one location got many overflights in one day and that the aircraft were generally in level flight (throttled back) at 3000'-4000'. Burien had its' share of overflights, and no one complained. 1

The new procedure requires all turboprops to climb to only 500' and then immediately turn to a heading that brings ALL of them directly over downtown Burien at around 1500' altitude, still at climb power settings. Most of them go directly over my house. The increased flight frequency is huge, and the increased noise resulting from this procedure is significant. It greatly impacts my use and 2

Response to Comment 470

1. Response 7

2. Response 1

3. Response 4

Comment 470

Terry Perkin

Page 2

enjoyment of my property, and will have significant effect on the value of my property when I decide to sell. 3

The ""justification"" for this new procedure is that it allows Air Traffic Control to depart more flights in the same amount of time, increasing efficiency. We all know that any increase in efficiency is minuscule, at best and I can tell you that it is more than offset by the ill will that you are generating in the Burien community. There will also be financial ramifications, and legal action by the community has already begun. 1

The remedy for this problem is simple: go back to the old procedure. Thank you for this opportunity to comment.

Response to Comment 470

Comment 471

Charles Perkins

Page 1

Sent: Wednesday, June 21, 2017 8:18 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: charlesfperkins@gmail.com
Name: Charles F Perkins
Mailing Address: 14431 25th Ave SW
City: Burien
State: WA
Zip Code: 98166

Aviation noise: Since the suspension of the LOA paragraph directing the 250 heading of turboprop aircraft during north flow operation, (March 2017) the noise in our community has returned to the acceptable level we experienced since the purchase of our house in June 2008. 1

Environmental concerns: Also since the suspension of the LOA paragraph, we have noticed a significant reduction in air pollution in the form of black particulate due to the overflight of turboprop aircraft directly over our neighborhood. 2

Possible increase in aviation noise: As a retired Boeing engineer living in our home in Seahurst west of Burien since June 2008, we experience a significant noise increase directly over our home following the implementation of the LOA paragraph directing turboprop aircraft to make an immediate 250 degree heading during northflow operation (August 2016). The noise level is considerable due to the extremely low altitude of these aircraft. During to the the sharp turn on takeoff to achieve the 250 degree heading, aerodynamics dictate that an airplane loses lift during a yaw maneuver and therefore would not achieve the same climb rate as during a straight takeoff. And as sound intensity is inversely proportional to the square of the distance from the source, the fact that these aircraft fly over our homes at such a low altitude (~1000 feet) does result in a significant noise impact. With regard to the statement in the most recent FAA Preliminary Environmental Analysis, I question if flight altitude is accurately modelled in the use of the 'Terminal Area Route Generation, Evaluation, and Traffic Simulation (TARGETS)' Aviation Environmental Design Tool. Reinstatement of this LOA paragraph would 1

Response to Comment 471

1. Response 1 In order to calculated noise, AEDT utilizes a fleet database, containing acoustic data based upon power settings and distance (NPS data), augmented by a database of spectral characteristics as well as additional aircraft-specific data to support several noise adjustments. The NPD data present the aircraft source noise level for a given operational mode and power setting at a range of slant distances from the aircraft to account for acoustic propagation through a standard atmosphere. For fixed wing aircraft, each NPD is associated with an engine power setting. NPDs at different power settings represent the different types of noise generated by those power settings.

2. Response 2

Comment 471

Charles Perkins

Page 2

have a profound and immediate impact on our quality of life and our ability to enjoy our homes and environment. We, the citizen of Burien strongly object!

Air quality: Again with the proposed reinstatement of the LOA paragraph, the impact to air quality is significant. During the time the 250 degree turns were being used, we noticed a heavy layer of black soot appearing on all horizontal surfaces. We are troubled by the potential health impacts of breathing this most significant source of 'secondhand' smoke. 2

Other concerns: As to other impacts, one of the more troubling is with regard to safety. We understand that loss of an engine during the sharp 250 degree turn immediately on takeoff is not a demonstrated flight simulator training maneuver. As such the ability of the aircraft to make a safe return to the SEA or BFI is unknown. As a last resort, attempting to make a water landing in Puget Sound would then further jeopardize the residents in heavily populated Burien due to insufficient altitude. I was always alarmed by the low altitude over our neighborhood of the fully operational turboprops when the 250 turn procedure was implemented and shudder to think what would happen if an engine failure were to occur during this extreme maneuver. 3

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 471

3. Response 11

Comment 472

Kathryn Perkins

Page 1

Sent: Tuesday, June 20, 2017 9:25 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: kathryneperkins@gmail.com
Name: Kathryn Perkins
Mailing Address: 14431 25th Ave SW
City: Burien
State: Wa
Zip Code: 98166

Possible increase in aviation noise: I have lived in the south end for most of my 63 years and at this address for the past 9 years. Late July of 2016 began the dramatic increase in low-flying prop planes above our home. This significant increase in noise came without any warning, any environmental impact study and apparently any regard for the citizens in our neighborhood. 1 2

Aviation noise concentration: The south end of Seattle has shouldered the entire burden of aircraft noise, air pollution and associated automobile traffic with one runway, then two runways and now three runways working at nearly capacity. As a native of this area I have experienced first-hand the negative impact the continued expansion of Sea-Tac has had on our community. It is time to move additional air traffic to another regional airport. Making low-level left-hand turns right off the runway is not a reasonable or safe option to move more planes through at a faster rate. We know that the citizens of Burien are considered (by the FAA) to be incapable of putting up much resistance to this abuse. This has resulted in a hasty, poor decision to put the planes in our airspace. We do indeed object and resist. 3

Air quality: I am extremely concerned about increasing health risks associated with the constant over-flights at low altitudes. These concerns are well established and substantiated by multiple studies. Increases in air pollution, pollution of our soils, and noise pollution are associated with increased risks of respiratory diseases, cancers, hearing loss, and a multitude of health issues. During the increased overflights we experienced a marked increase in black residue on all our outdoor surfaces. We know it was in the air we breathed and is a serious threat to our health. 4 5

Response to Comment 472

1. Response 1
2. Response 23
3. Response 9
4. Response 2
5. Response 10

Comment 472

Kathryn Perkins

Page 2

Other concerns: Safety. Planes making these sharp turns at low altitude risk a much higher chance of not recovering should an emergency occur. I fear both for the safety of ourselves and our neighbors as well as passengers and crew. It is time to open a second passenger airport to accommodate the increase in departures from the Seattle area in the years to come. 6

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 472

6. Response 11

Comment 473

Erik Peterson

Page 1

Sent: Thursday, June 08, 2017 2:37 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: erik@erikmail.com
Name: Erik Peterson
Mailing Address: 14617 20th Ave SW
City: Burien
State: WA
Zip Code: 98166

Aviation noise: Last summer (2016) the FAA suddenly and without warning nor legal review created a new route to turn nearly all turboprop aircraft directly over our neighborhood at low altitude instead of using the historically established flight paths. As a long-term resident of this neighborhood who chose to buy a starter home here. I then took the many years of living in peaceful quiet solitude as data to build our long-term family home on the same lot knowing it was out of the flight path. It is with great concern that my standard of living and investment have been decisively and greatly harmed by this action. I will do all I can to fight this newly instituted flight path, but I also realize that we are fighting a goliath with nearly infinite legal, governmental and financial resources. The prospect is troubling and the FAA's actions have caused great emotional and physical distress. Our only hope appears to be the court system, hopefully blocking this new illegal flight path or potentially civil damages. We just want our life back.

1

2

Response to Comment 473

1. Response 7

2. Response 2

Comment 474

Erik Peterson

Page 1

Sent: Tuesday, June 13, 2017 2:54 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: erik@erikmail.com
Name: Erik Peterson
Mailing Address: 14617 20th Ave SW
City: Burien
State: Wa
Zip Code: 98166

Aviation noise: I submitted an earlier comment, and based on the feedback provided below, I would like to append additional comments. ----- ""One of the purposes of this comment period is to provide you an opportunity to suggest alternative paths for north flow turboprop departures other than the proposed 250 degree heading. The FAA will consider your proposed alternative path."" ----- Since the new flight path was put into effect, the FAA has consistently stated that the new flight path was needed to ease congestion at an airport that is near capacity. By turning turboprops westward immediately after takeoff, the FAA claims they are clearing airspace for faster planes. The request for citizens to provide an alternative flight path to the illegal 250 degree heading is not necessary nor proper. As the plaintiff in this situation, it is not our duty to provide an alternative or face the loss of our rights. The obvious solution is for the FAA to return to historically accepted and legally defensible flight paths. The evidence and observations I will document below make it clear that the 250 degree heading immediately after takeoff is primarily a shortcut designed to save money and fuel for the carriers, while easing congestion at the airport is merely the justification given. As a result of being woken up and disturbed at all hours of the day and night while this new disputed flight path was in effect, I have been using publicly available tools to watch the path and destination of these planes that are interrupting our family with their loud and low altitude overflights. I've consistently observed the following which may easily be proven by polling historic data: - Turboprop flights with a final destination north of SeaTac do NOT take the immediate turn west. While this would be consistent with the claimed need to get them out of the way of the faster jet aircraft, it is not used as it would ADD distance to their route.

1

2

Response to Comment 474

1. Response 7

2.Some south bound turboprops are turned to the west in north flow. The remainder of departing turboprops in north flow are turned to the east.

Comment 474

Erik Peterson

Page 2

- Turboprop flights with a final destination south of SeaTac, nearly always make the low altitude west turn as soon as possible, cutting the time and distance of their flight. - Turboprop flights with a final destination south of SeaTac use the immediate west turn even late at night (10pm-1am) when there are not runway capacity concerns. These observations and the supporting data make it very clear that this new flight path is primarily a shortcut. It is not used consistently to make way for faster jet aircraft, nor is it only used when demand is high. The most consistent correlation for this new flight path is not easing demand when needed. Rather, it is primarily correlated as a shortcut for flights with a southern destination where the standard path north up to Elliott Bay before turning south is inconvenient. Inconvenience is not a legally acceptable reason for breaking established procedures and laws. 3

Response to Comment 474

3. The FAA evaluated having time-of-day restrictions in Section 4, Alternatives. It was determined that reverting to coordinating turns between SEA and S46 during Sleeptime operations[1], when operationally feasible would not decrease the safe and efficient use of the NAS. Upon consideration of public input, the preferred alternative became including the suspension of the automatic turn, when operationally feasible during Sleeptime operations[1].

[1]Sleepytime operations typically take place between 10 pm and 6 am.
new

Comment 475

Erik Peterson

Page 1

Sent: Thursday, June 15, 2017 11:44 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: erik@erikmail.com
Name: Erik Peterson
Mailing Address: 14617 20th Ave SW
City: Burien
State: Wa
Zip Code: 98166

Environmental concerns: I submitted an earlier comment, and based on the feedback provided below, I would like to add additional comments. ----- ""One of the purposes of this comment period is to provide you an opportunity to suggest alternative paths for north flow turboprop departures other than the proposed 250 degree heading. The FAA will consider your proposed alternative path."" ----- This response is so inappropriate and mirrors the complete disregard for proper procedures, law and the citizens the FAA is tasked with protecting. This appears to be an attempt to turn a mandatory public comment period into a propaganda tool. I am in disbelief that the default response is to attempt to put a burden of action on the very people the FAA is attempting to harm else they forfeit their rights. This is so disastrous that it takes an analogy to clarify what you are doing. If an organization was caught dumping waste in a community, imagine the fallout if the response to the public was as follows: ""One of the purposes of this comment period is to provide you an opportunity to suggest alternative locations for our waste other than your community. We will consider your proposed alternative."" Wow. 1

Response to Comment 475

1. Response 8

Comment 475

Erik Peterson

Page 2

Air quality: I submitted an earlier comment, and based on the feedback provided below, I would like to add additional comments. ----- ""One of the purposes of this comment period is to provide you an opportunity to suggest alternative paths for north flow turboprop departures other than the proposed 250 degree heading. The FAA will consider your proposed alternative path."" ----- This response is so inappropriate and mirrors the complete disregard for proper procedures, law and the citizens the FAA is tasked with protecting. This appears to be an attempt to turn a mandatory public comment period into a propaganda tool. I am in disbelief that the default response is to attempt to put a burden of action on the very people the FAA is attempting to harm else they forfeit their rights. This is so disastrous that it takes an analogy to clarify what you are doing. If an organization was caught dumping waste in a community, imagine the fallout if the response to the public was as follows: ""One of the purposes of this comment period is to provide you an opportunity to suggest alternative locations for our waste other than your community. We will consider your proposed alternative."" Wow. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 475

Comment 476

Erik Peterson

Page 1

From: Erik Peterson <erik@erikmail.com>
Sent: Tuesday, June 20, 2017 10:50 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Public Comment Period: New Flight Path over Burien

To the FAA regarding the west turn for turboprops. The policy instituted summer of 2016 was done without regard for the community nor the applicable law/regulations. It was an arbitrary and capricious maneuver that must be repealed permanently.

I have been at 14617 20th Ave SW, Burien, WA 98166 since purchasing the property in December 2006. Before that I lived in the Gregory Heights/Three Tree Point neighborhood of Burien from 1981 to 2004.

Both neighborhoods have long been a place to enjoy peaceful quiet solitude while outside. The loudest noise typically being passing cars during the week or the neighbor's lawn mower on the weekend. This all changed July 2016 when (we now know) the FAA arbitrarily decided that it had the right to send nearly all north-flow departing turboprop with southern destinations directly over our neighborhood at extremely low altitude upon takeoff. 1

As previously mentioned, the property at 14617 20th Ave SW was purchased in December 2006 by my wife and I. We loved the neighborhood for its peace and quiet so much that we upgraded the property by building our dream home on the lot in 2010. This was the culmination of significant funds, research and labor on our part. As tied to this property as we were, when the FAA made the arbitrary and capricious new flight path in July 2016 we had no choice but to research alternative properties outside this newly formed flight path. We worked with a local realtor shortly thereafter to have a property valuation completed to help us find our budget and options for leaving our dream home that was becoming difficult to live in as a result of the FAA's actions.

As a young family with two new babies we continued to be assaulted from early in the morning to late in the evening with these low and loud departing flights over our house during the fall and winter of 2016 while trying to ensure that the children and ourselves could find a way to sleep through the turboprop noise.

Response to Comment 476

1. The FAA manages the National Airspace system in a safe and efficient manner. With this end in mind, the Letter of Agreement (LOA) between the Sea-Tac Air Traffic Control Tower and the Seattle Terminal Radar Control was amended to include a paragraph directing turboprops when SEA is in north flow to establish a heading of 250 within 1 Nautical Mile of the runway departure end. This paragraph has been removed.

Comment 476

Erik Peterson

Page 2

We had resigned our fate and continued to look for options out of the affected area until we found that the community was organizing under the Quiet Skies Coalition. This led to the lawsuit being filed and finally the FAA ceasing most if not all usage of the new flight path in light of being served. This has given us hope as we attempt to protect our property, our investment and our nerves. Unfortunately we are now seeing the FAAs efforts to double-down and reinstitute this new flight path. We are simply trying to protect our property and investment as well as our peace of mind.] 2

- Erik Peterson
14617 20th Ave SW
Burien, WA 98166

Response to Comment 476

2. Response 1

Comment 477

Erik Peterson

Page 1

From: Erik Peterson <erik@erikmail.com>
Sent: Friday, June 30, 2017 1:11 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: New and disputed 250deg turboprop flight path over Burien

I have sent feedback previously and would like to comment on a new development.

After the FAA arbitrarily and capriciously instituted the 250 degree new flight pattern which led to the current lawsuit with Burien, the FAA then communicated that this new flight path would no longer be used.

It is important to note for historical record that while the frequency of turboprops using this flight path diminished, it has still been in regular use since the FAA's communications to the present. Is the FAA unable to follow their own commitment while they attempt to prepare to get approval for their newly desired flight path? 1

I note this abuse on the record as it may come to a point that a civil suit requires damages paid to the affected parties.

The new development that I must comment on, is that over the last year, I have been tracking the planes interrupting our neighborhood's historical noise level.

As noted in a previous comment, I have observed that the 250 degree flight path is consistently used for flights with a southern destination. But I personally had never observed a plane take the flight path if it has a northern destination. 2

Thus it's a simply conclusion that the new flight path is primarily being used as a shortcut for southbound flights and not used to get the slower turboprops out of the way of the faster jet planes as previously communicated.

This is understandable as we all would prefer shortcuts, but that is why laws and regulations exist.

Response to Comment 477

1. Response 14

2. Turboprops with northern destinations are typically turned to the east.

Comment 477

Erik Peterson

Page 2

However, today, for the first time I have observed that the flight QXE2382 departing June 30, 2017 at 12:35pm with a destination of Victoria B.C (which is north of SeaTac) took the illegal 250 degree westward heading immediately upon takeoff then turned north toward Victoria. Is this a response to feedback earlier received and an attempt to be more consistent with the original explanation for the new flight path? Or has this always been used since the illegal institution of the new flight path summer 2016? The historical record may be interesting to view. 3

Response to Comment 477

3. It is not a defined procedure for north bound turboprops to be turned on a 250 heading. However, it is the nature of air traffic to be fluid in order to respond to one-off situations as necessary to ensure the safety of the flying public.

Comment 478

Ilene Peterson

Page 1

Sent: Tuesday, June 20, 2017 7:57 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: ilene.peterson@gmail.com
Name: Ilene Peterson
Mailing Address: 25933 Marine View Dr S
City: Des Moines
State: WA
Zip Code: 98198

Aviation noise: Flights are lower and closer to us than before and the frequency at times is relentless.

Aviation noise concentration: The frequency and lower flights has significantly increased noise levels.

Environmental concerns: We live on Puget Sound, what is happening to our vital waters as a result of the increase in traffic? What are the effects of ultra fine particles on our environment and our health? Very concerned. 1

Other concerns: The lack of transparency and public meetings by the FAA and the port to hear from citizens. I'm not aware of even extending the mitigation options like noise reduction windows and added insulation,

Possible increase in aviation noise: Increased noise from lower landings

Aviation noise concentration: It's increased above our home and previously it was further east

Air quality: There are studies about the concentration and clusters of increased health issues around airports that are very disturbing.

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 478

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 479

Katie Peterson

Page 1

From: Katie Peterson <katie@erikmail.com>
Sent: Tuesday, June 20, 2017 10:53 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Public Comment Period: New Flight Path over Burien

To the FAA regarding the west turn for turboprops. The policy instituted summer of 2016 was done without regard for the community nor the applicable law/regulations. It was an arbitrary and capricious maneuver that must be repealed permanently.

I have been at 14617 20th Ave SW, Burien, WA 98166 since purchasing the property in December 2006.

The neighborhood has long been a place to enjoy peaceful quiet solitude while outside. The loudest noise typically being passing cars during the week or the neighbor's lawn mower on the weekend. This all changed July 2016 when (we now know) the FAA arbitrarily decided that it had the right to send nearly all north-flow departing turboprop with southern destinations directly over our neighborhood at extremely low altitude upon takeoff.

As previously mentioned, the property at 14617 20th Ave SW was purchased in December 2006 by my husband and I. We loved the neighborhood for its peace and quiet so much that we upgraded the property by building our dream home on the lot in 2010. This was the culmination of significant funds, research and labor on our part. As tied to this property as we were, when the FAA made the arbitrary and capricious new flight path in July 2016 we had no choice but to research alternative properties outside this newly formed flight path. We worked with a local realtor shortly thereafter to have a property valuation completed to help us find our budget and options for leaving our dream home that was becoming difficult to live in as a result of the FAA's actions.

As a new mother with two new babies we continued to be assaulted from early in the morning to late in the evening with these low and loud departing flights over our house during the fall and winter of 2016 while trying to ensure that the children and ourselves could find a way to sleep through the turboprop noise.]1

Response to Comment 479

1. Response 1

Comment 479

Katie Peterson

Page 2

We had resigned our fate and continued to look for options out of the affected area until we found that the community was organizing under the Quiet Skies Coalition. This led to the lawsuit being filed and finally the FAA ceasing most if not all usage of the new flight path in light of being served. This has given us hope as we attempt to protect our property, our investment and our nerves.

Unfortunately we are now seeing the FAAs efforts to double-down and reinstitute this new flight path. We are simply trying to protect our property and investment as well as our peace of mind. 1

- Katie Peterson
14617 20th Ave SW
Burien, WA 98166

Response to Comment 479

1. Response 1

Comment 480

Lawrence Peterson

Page 1

Sent: Wednesday, June 21, 2017 10:33 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: larrypeters2031@comcast.net
Name: Lawrence Peterson
Mailing Address: 12717 Standring Ln SW
City: Burien
State: WASHINGTON
Zip Code: 98146

Aviation noise: I am opposed to the jet flight path over Burien due to the excessive noise it causes over my residence. Turboprop aircraft flights over Burien are OK. 1

Possible increase in aviation noise: Jet aircraft flights over Burien are noisier than turboprop aircraft flights over Burien and my residence. I am opposed to jet aircraft flights over Burien. 2

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 480

1. Response 1

2. Response 7

Comment 481

Jackie Pierce

Page 1

From: Jackie Pierce <jackiemkkp@gmail.com>
Sent: Tuesday, June 20, 2017 9:43 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Seahurst Burien Community Complaint

We have had a recent marked increased in plane noise over our house in the last 6-8 months. It is very upsetting because we have lived here for 5 years and now all of a sudden it changed without warning or notice. 1

We have a severely disabled 12 year old child who has documented airplane noise anxiety dating from before we moved here in April of 2011. She is medicated for anxiety for this focused problem. We are, at times, not even able to be outside of our own house if the flight patterns have the prop planes flying low over our home and since the uptick of this happening (before the change it was just occasional go arounds). 2

Some noise is expected, this recent, significant change was not a vetted process that our neighborhood was aware of in any way before it became a new airport procedure. 3

Our quality of life is greatly impacted by this change and we strongly argue against the new procedures being properly vetted for our own personal needs as well as for the vast environmental impact our intensely natural areas. We many have old & mature forests, miles of beach & deeply nurtured areas of flora and fauna. 4

Response to Comment 481

1. Response 1

2. Response 14

3. Response 23

4. Response 5

Comment 482

Joanne Plana-Anderson

Page 1

Sent: Wednesday, June 21, 2017 4:48 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: jitaplana@gmail.com
Name: Joanne Plana-Anderson
Mailing Address: 2011 SW 154th St.
City: Burien
State: WA
Zip Code: 98166

Aviation noise: Shakes my entire house.

Possible increase in aviation noise: Very loud for such a quaint neighborhood 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/?CFID=424106030&CFTOKEN=7251ef5b34733922-02858C63-ABE0-8C2D-41B74516FF10F8FB&jsessionid=610F9EE3276AF4D28078767CC76F16CE.www

Response to Comment 482

1. Response 1

Comment 483

Susan Plecko

Page 1

From: Susan Plecko <susanplecko@comcast.net>
Sent: Tuesday, June 20, 2017 3:23 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Automation of a westerly heading for turbojet aircraft departing SEA in north flow

I have lived at 15009 28th Ave SW, Burien, WA 98166 since August, 1993. In all those years, the only time we experienced any overflights and airplane noise was for about 5 days when the Blue Angels were here for Seafair. This would happen only during the limited times the Blue Angels were practicing or preforming at the end of July, beginning of August. The change in flight path that occurred at the end of July, 2016 appears to been scheduled so that we thought it was again because of the Blue Angel's flights. But it continued long after Seafair and the Blue Angels were gone. The disruptive noise made it difficult to have conversations as well as sleep with the windows open. Last fall and winter, I became ill with bronchial asthma three times; highly unusual occurrences for me. Was it because of the emissions from these new overflights? I don't know but my Doctor has suggested looking further into it and recommended I see a respiratory specialist. He also told me about micro fine particle emissions from airplane engines might be a contributing factor. 1 2

I am a local Realtor and am very aware of the effect of airplane overflights, noise and emissions have on the value of homes and property. Throughout the 15 years that I have sold real estate in the western sections of Burien, I have always told potential buyers "You'll only hear airplane noise during Seafair when the Blue Angels are here". This new flight path will devalue our properties, diminish our health and raise anxiety. This is absolutely NOT a historical flight pattern. This new flight pattern is both arbitrary and capricious and is certainly without historical precedent. 3

Susan Plecko
15009 28th Ave SW
Burien, WA 98166

Response to Comment 483

1. Response 1

2. Response 10

3. Response 4

Comment 484

Terrance Plumb

Page 1

Sent: Wednesday, June 21, 2017 9:36 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: tmcp123@hotmail.com
Name: Terrance Plumb
Mailing Address: 14350 24th Ave SW
City: Burien
State: WA
Zip Code: 98166

Access to knowledge about aviation and or airport concerns: The FAA has provided little access to their plans, there have been no prior announcements of their plans, and have not fp performed the required environmental assessment. 1

Possible increase in aviation noise: This comment is specific to the overflights for the Burien area using the 250 degree heading. The data that the FAA is using is inaccurate and does not reflect the actual condition. 2

Aviation noise concentration: Burien overflight comment. The proposed heading concentrates the flights to a very specific area of Burien, which no dispersion.

Air quality: Due to the concentration of flights the air pollutants are concentrated within a very specific area. 3

Other concerns: The draft environment assessment was superficial at best using ""canned"" data. Areas that were not address include economic impacts to the community. The appreciable drop in land and home values with the increase in overflights. With the decrease in land values there is also the drop in land taxes that can be collected by local government. 4 5

Form URL:
https://www.faa.gov/nextgen/communityengagement/sea/community_comments/

Response to Comment 484

1. Response 23
2. Response 1
3. Response 2
4. Response 15
5. Response 4

Comment 485

Jyl Poehlman

Page 1

From: Jyl Poehlman (Mente) <jylp@mente-llc.com>
Sent: Tuesday, June 20, 2017 1:08 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Cc: Quiet Skies Coalition; Stanford, David R
Subject: Increased Aircraft noise over three tree point area

Dear Sirs,

I am writing to let you know of our concern of increased aircraft noise over our home at 2933 SW 164th pl. Burien, WA 98166 since last Summer in or around July 2016. The increase in traffic has caused a tremendous disruption to our peaceful community and I fear will have huge economic impact on the area both in quality of life and in property values. It would seem also, that the majority of the flights pass over our home (at an extremely low altitude) early in the morning between 5 and 8 a.m. and then again at night around 11:30 p.m. and beyond, hugely impacting our ability to get a good night's sleep! Many nights over the last year I have laid in bed feeling as if we were under siege trying to fall asleep then again only to be woken up at 5:30 in the morning by the morning traffic. 1 2

We bought into the area with the understanding that the FAA would only use the third runway and increase traffic over our home in the rare cases of high volume traffic days, this is definitely not the case! I feel as if we are at war half the time as the aircraft make very low and loud turns directly over our home while trying to gain altitude at the same time. This is completely unacceptable and certainly damaging to our way of life as well as to our community both in a psychological sense and quality of life sense. Burien struggles with its economy already and this is only going to cause a plummet to property values which in turn will cause decreased tax revenue for the city. We have seen firsthand what this effect has done on the economy of our friends to the south in Des Moines. 3 2

I ask that you please reverse the decision to send these prop jets over our homes and do the necessary studies to determine alternative flight paths for this increased traffic. We are a city surrounded by water and it would most certainly seem that there are alternatives that could be considered taking traffic out over the uninhabited areas of the water that would have considerably less health and quality of life impact on our community. 4

Response to Comment 485

1. Response 1

2. Response 4

3. The FAA has the responsibility to provide and manage safe operations within the National Airspace. The Port of Seattle, the owner and operator of SEA, is tasked with managing the infrastructure to support the aviation demand at SEA in a safe and efficient manner, but cannot restrict the operations at the airport due to FAA grant assurances that the Port is subject to in return for accepting public monies (grant funding). The Port and FAA also have the responsibility to ensure that all projects implemented to meet this demand are conducted in accordance with the National Environmental Policy Act (NEPA). To date, all actions have been implemented in accordance with the appropriate laws. While the purpose of the third runway in part was to improve poor weather capability and provide sufficient runway length in warm weather, there are no restrictions or conditions on its use. All of the runways are utilized to accommodate the demand safely and efficiently. It is important to note that the FAA doesn't schedule flights to fly in/out of an airport. That is the responsibility of the airport proponent and the airline stakeholders, based on the local demand at the airport. The role of the FAA is to provide and manage safe operations within the National Airspace System (NAS).

4. Response 8

Comment 485

Jyl Poehlman

Page 2

I thank you for reviewing these comments and hope that we can reach some amicable resolution to this invasion of our community!

Jyl D. Poehlman

Response to Comment 485

Comment 486

Daniel Poiree

Page 1

From: Dan Poiree <dpoiree@yahoo.com>
Sent: Friday, June 16, 2017 11:46 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Low flying aircraft directed over Burien must stop

Daniel Poiree
13926 15th Pl SW,
Burien WA 98166

June 16, 2017

Environmental Concerns, AJV-W25,
FAA,
1601 Lind Ave SW,
Renton WA 98057

To whom it may concern,

I am writing as a resident of the Seahurst neighborhood of Burien which has been severely impacted by a change in flights patterns involving turboprop planes departing the SeaTac airport. It is imperative that these flight patterns over the western parts of Burien cease permanently.

The noise produced from the air traffic is loud enough to preclude conversations outdoors. It turns a quiet and relaxing backyard into a place that can only be used and enjoyed when planes are taking off to the south. This is also a safety issue as there are very few sidewalks in the area and the noise prevents walkers from hearing approaching car traffic. And it prevents children playing outside from hearing warnings from their parents. Indoors the noise level is certainly loud enough to hinder sleep (note that many people have jobs that require shift work; therefore, limiting the overflights to daylight hours is particularly harmful for such workers). 1

There is extensive and robust evidence tying excessive airport noise to a poor work performance, poor school performance, and anxiety. Even more concerning, there is very strong evidence that flight noise may contribute to hypertension, 2

D 14

Response to Comment 486

Note: This June 16 submission is identical to the letter sent via postal mail.

1. Response 1

2. Response 10

Comment 486

Daniel Poiree

Page 2

atherosclerosis, myocardial infarctions and strokes. Please see the references to medical literature below.

Another concern is the long term effects of air pollution from the aircraft dispersing carcinogens at low altitudes. Finally, our home values are certain to be reduced for the reasons listed above and simply because home buyers do not look favorably upon homes in noisy environments. 3 4

It is astonishing that these flight patterns were changed without consideration for homes that fell under the new flight path. And it would be simply unacceptable to allow these overflights to resume with utter disregard for the health and welfare of those who live in the impacted neighborhoods. 5

I didn't object when the Port of Seattle wanted to add a third runway. I felt that there was benefit to some expansion to allow for higher traffic needs. However, my reasoning changes when so many residents are subjected to the adverse health effects and diminished quality of life imposed by the new routing of the turboprop departures. 2

Restrict turboprop aircraft to hours where they will not be a problem to other departures, ban turboprop aircraft or simply limit departures, but do not put the health and welfare of thousands of residents at risk to save a few seconds per departure. 6

I would thank you in advance for your objective and reasoned deliberation regarding this issue.

Sincerely,

Daniel Poiree

Response to Comment 486

3. Response 2

4. Response 4

5. Response 23

6. Such restrictions may be implemented through the 14 Code of Federal Regulation 14 Part 161. This is outside the scope of the Proposed Action.

Comment 487

Daniel Poiree

Page 1

Sent: Monday, June 19, 2017 11:47 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: dpoiree@yahoo.com
Name: Daniel Poiree
Mailing Address: 13926 15th Pl SW
City: Burien
State: WA
Zip Code: 98166

Concerning Address: Seahurst Park

Aviation noise: The noise that the turboprop aircraft make is too loud. Sleep is interrupted (some sleep during the day). Loss of sleep contributes to numerous health problems. By adding new departure paths there are numerous homes affected by the noise in addition to the homes affected under the traditional flight paths. Also, my understanding is that the turboprops are turned over Burien to make room for jets to depart. More departures means more people are being adversely affected more often. 1 2

Aviation noise concentration: The noise is concentrated on more neighborhoods with the turboprops being turned over Burien. I, and many others, used to live in a quiet neighborhood. No longer. 3

Environmental concerns: More departures, over more areas, at lower altitudes means more noise pollution and air pollution. Furthermore, people can usually tolerate small amounts of pollution to some threshold. Beyond that limit they tend to get sick at high rates. The added departures are only pushing the exposure to higher levels. 2 1

Other concerns: Statistically small, but the fact that the turboprop aircraft have a lower climb performance on one engine than jet aircraft, and a low altitude turn further degrades climb performance, turning when not required for terrain is putting people in the air and on the ground at unnecessary risk. Also, the new 4 5

Response to Comment 487

1. Response 10
2. Response 9
3. Response 1
4. Response 11
5. Response 4

Comment 487

Daniel Poiree

Page 2

routing of the turboprop aircraft is certain to have negative economic impacts on real estate values.

Response to Comment 487

Comment 488

Daniel Poiree

Page 1

Sent: Tuesday, June 20, 2017 8:03 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: dpoiree@yahoo.com
Name: Daniel Poiree
Mailing Address: 13926 15th Pl SW
City: Burien
State: WA
Zip Code: 98166

Aviation noise: The noise of the planes routed over our home in Burien the past several months is extremely disruptive. With windows open the noise precludes conversation or hearing the tv. If outside it's worse. 1

Environmental concerns: The air pollution being spread at low altitudes over numerous homes and families can't be good. I have to believe that departing to the 2 north and climbing higher before turning would be safer (health wise) for the 3 population of Burien. I believe there are numerous studies that have been done at other airports that demonstrate this effect.

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 488

1. Response 14

2. Response 2

3. Response 10

Comment 489

Sarah Polda

Page 1

Sent: Tuesday, June 20, 2017 5:57 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: sarahpolda@gmail.com
Name: Sarah J Polda
Mailing Address: 316 South 218th Street
City: Normandy Park
State: WA
Zip Code: 98198

Aviation noise: I am concerned about the impact on quality of life and housing values. 1 2

Environmental concerns: I am concerned about the health effects of jet exhaust in terms of particulates and CO and CO2.

Air quality: By-products of combustion are not healthful for people. 3

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 489

1. Response 1

2. Response 4

3. Response 2

Comment 490

Stacy Popich-Buhrman

Page 1

Sent: Monday, June 19, 2017 10:54 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: standiama@gmail.com
Name: Stacy Popich-Buhrman.
Mailing Address: 630 ad 183rd st
City: Normandy Park
State: Wa
Zip Code: 98166

Aviation noise: I have lived somewhat under the flight path all of my life, 35 years. When we bought our new home 3 years ago, I loved how quiet it was. I could see the planes but I could hardly hear them. In the summer of 2014 things drastically changed, I was being awoken at all hours of the night to jet engines. Even as I type this, our windows are open and my ears are ringing from the jets. I am most disappointed in the amount of trees that have been removed around the airport because I am sure that had a huge part of the sound buffering. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 490

1. Response 1

Comment 491

James Powell

Page 1

Sent: Tuesday, June 20, 2017 6:43 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: james.p.powell@gmail.com
Name: James P Powell
Mailing Address: 20120 2nd Ave S
City: Des Moines
State: WA
Zip Code: 98198

Aviation noise: Low, very loud departing flights occurring from 5AM to 1AM. 4 hour window for uninterrupted sleep. No quiet spot in the house or on the property.

Aviation noise concentration: From 6:15 AM until 9:30 AM and again at 7:30 PM until 10:00 PM the flights are non-stop and the noise has become unbearable.

nvironmental concerns: Cancer rates are documented as much higher and more concentrated in the areas adjacent to the airport. Why is this not being addressed.

Other concerns: This program has destroyed the quality of life, mental and physical health of most of the communities that are adjacent to Seatac. There is no accountability to these communities on the part of the Port of Seattle or the FAA. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 491

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 492

John Powell

Page 1

Sent: Tuesday, June 20, 2017 7:18 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: jaypea14@gmail.com
Name: John Powell
Mailing Address: 2637 S 135th St
City: Seatac
State: WA
Zip Code: 98168

Aviation noise: The increase in plane traffic has increased my families exposure to the noise from the planes. It seems that there is a higher frequency of much louder planes. The noise is so loud that the plates on the walls and in the china hutch rattle. 1

Aviation noise concentration: More traffic = Higher concentration of noise for longer times.

Air quality: The increased plane traffic has directly affected the air quality at my home. It is the worst when the planes are taking off to the south. As the planes stage at the north end of the taxiway the fumes they generate can be very strong in my yard. At times, so strong that I fear it may cause an asthma attack so I am forced inside. 2

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/?CFID=423696064&CFTOKEN=355ed527cfce25ea-BA1E2C38-E437-F610-271A35D4562340DB&jsessionid=3F2C1FB62528E3F1D3D2073E445704F2.www

Response to Comment 492

1. Response 1

2. Response 2

Comment 493

Mary Privette

Page 1

From: Mary Privette <marycprivette@gmail.com>
Sent: Wednesday, June 21, 2017 8:43 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Airplane Noise

I want to register my complaint about the 250 degree turns over Burien that have produced way too much noise. I do not want this pattern of turns resumed. 1

There is a point when air traffic needs a different solution than ruining adjacent neighborhoods with excessive airplane noise. Perhaps it is time to consider possible alternatives - like a new airport to handle the increased traffic that is due to come in the future. 2

Mary Privette

Response to Comment 493

1. Response 1

2. Response 9

Comment 494

Jacki Probach

Page 1

From: Jacki Probach <jackiprobach@gmail.com>
Sent: Tuesday, June 20, 2017 7:27 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Burien needs quiet skies

Please do not reinstate the order to let flights turn over Burien, keep Burien quiet.
Burien has put up with enough problems dealing with the third runway.

KEEP BURIEN QUIET. 1

Thank you,
A concerned Burien resident.

Response to Comment 494

1. Response 1

Comment 495

Susana Pueschner

Page 1

Sent: Wednesday, June 21, 2017 2:29 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: susyandmark@msn.com
Name: SUSANA L PUESCHNER
Mailing Address: 2204 S 223RD ST
City: DES MOINES
State: WA
Zip Code: 98198

Aviation noise: IT SEEMS TO ME THAT THE PLANES ARE FLYING LOWER AND SLOWER OVER THE CITY OF DES MOINES.

Aviation noise concentration: SUNDAY EVENING THE ARE SO MANY PLANE LANDING THAT WE CAN'T EVEN ENJOY OUR BACKYARD WHEN THE WEATHER IS NICE

Environmental concerns: WE HAVE BEEN NOTICING AN AIRPLANE FUEL SMELL OUTSIDE OUR HOME IN THE EVENINGS NOW THAT THE WINDOWS ARE OPEN AT NIGHT.

Possible increase in aviation noise: CONCERNED THAT MORE PLANES BRING MORE NOISE.

Aviation noise concentration: TO MANY AIRPLANES LANDING OR TAKING OFF OVER OUR HOME

1

Air quality: WITH SO MANY PLANES TAKING OFF AND LANDING. i'M CONCERNED OF THE TOXINS THAT ARE GOING INTO THE AIR. IT ALREADY SMELLS LIKE AIRPLANE FUEL AT TIMES

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 495

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 496

Quiet Skies Coalition

Page 1

Response to Comment 496

QUIET SKIES COALITION

REC'D - ANM-1

JUN 21 2017

June 20, 2017

Federal Aviation Administration

Northwest Mountain Region

1601 Lind Ave SW

Renton, WA 98057

Dear Mr. Suomi,

Enclosed you will find a hard copy of Quiet Skies Coalition's response to your preliminary environmental analysis. We have also electronically filed this document with Ms. Patricia Deem at FAA.gov.

Sincerely,

Larry D. Cripe, President

Quiet Skies Coalition

Comment 496

Quiet Skies Coalition

Page 2

AN ASSESSMENT OF:

Automation of a westerly heading for turboprops aircraft departing SEA in north flow
Preliminary Environmental Analysis
Federal Aviation Agency
Northwest Mountain Region

Reviewed By:

Quiet Skies Coalition

On June 8th, 2017 the FAA posted a document entitled "*Automation of a westerly heading for turboprops aircraft departing SEA in north flow Preliminary Environmental Analysis*" ("Analysis") on the FAA NexGen Internet site. The public comment period is scheduled to close on June 21st 2017 11:59 PM.

The Analysis purports to evaluate the environmental impact of a new departure procedure that directs relatively slow turboprop aircraft (Bombardier Q400s) to turn west over the City of Burien. That is to turn west to headings of 250° (north flow) in order to provide separation from departing faster turbojet aircraft. Without following the National Environmental Policy Act (NEPA) related guidance of FAA Order JO 7210.3, Chapter 4, Section 1, § 4-1-6 and FAA Order 1050.1F § 1-8, "Federal Aviation Administration Policy", this procedure was promulgated by Ms. Tracey Johnson, Manager, Operations Support Group, Western Service Center, AJV-W2, FAA in Letter of Agreement ("LOA") titled "*Seattle Airport Traffic Control Tower and Seattle Terminal Radar Approach Control Tower Letter of Agreement; Subject: Approach Control Service and Coordination Procedures*" dated July 26, 2016. The citizens and government of Burien maintain that this traffic concentration would destroy the Burien environment jeopardizing their quality of life and property values. Consequently the City of Burien filed a petition with the Ninth Circuit Court of Appeals, San Francisco on February 14, 2017 demanding NEPA compliance. During mediation, Department of Justice attorneys directed the FAA to delete the related paragraph 5, d, (9), (b), 3) from the LOA. The Analysis appears to be the Northwest Mountain Regional Headquarters' attempt to comply with NEPA. 1 2

However, the content of the Analysis, in our opinion, fails to comply with NEPA, FAA Order 1050.1F, FAA Order JO 7210.3 and fails to justify these 90 ° turns over Burien. It fails to state the initial problem, fails to provide alternatives, fails to "restore and enhance environmental quality to the extent practicable," and, most importantly, fails to dispel the fact that these turns are anything but **arbitrary and capricious**. We believe the decision was made before the Analysis was written. 3

Response to Comment 496

1. Response 1

2. Response 4

3. Response 16

Comment 496

Quiet Skies Coalition

Page 3

The turn to heading 250° or any heading west of runway heading 340°, below 3000 feet, whether published in a LOA, verbally directed by a duty manager, mutually adopted by two independent controller as a technique used repeatedly, or directed by email, or memorandum constitutes a **procedure** that requires NEPA review.

PROCEDURE: (n) "1. A manner of proceeding; way of performing or effecting something. 2. An act composed of steps: course of action. 3. A set of established forms of methods for conducting the affairs of a business, ..." *The American Heritage Dictionary of the English Language, Houghton Mifflin Company, William Morris Editor, 1980.*

As we shall discuss, the FAA's Environmental Analysis discusses only one departure heading - 250°, it does not state the anticipated actual ground level noise footprint intensity thereby prohibiting any later comparisons between alternatives and actual analysis, it provides no reference to the underlying FAA Orders, Advisory Circulars, procedures, or policies that govern construction or permit evaluation of these particular procedures, and it provides no time to prepare a comprehensive rebuttal; 14 days as opposed to the guidance of 1050.1F § 6-2.2, "Environmental Assessment Process", subparagraph "g." which states: "There is no set time limit on public comment periods for EAs; however, they are normally 30-45 days." In fact omitting references compounds the reviewer's problems making it almost impossible to verify FAA statements and supporting policy. Expectations are that claims would be supported by footnotes or references, detailed sufficiently to include paragraph numbers at a minimum. Consequently this submission will concentrate on highlighting the Analysis' discrepancies and omissions and, given the restricting time limit, propose possible alternatives.

In general, the Environmental Analysis fails to conform to the intent of the provisions of the NEPA 40 CFR, Title 40, Part 1, Chapter 1, Subpart A—General Provisions for EPA Actions Subject to NEPA, § 6.100 "Policy and purpose" which states:

> "(a) The National Environmental Policy Act of 1969 (NEPA), 42 U.S.C. 4321 *et seq.*, as implemented by the Council on Environmental Quality (CEQ) Regulations (40 CFR Parts 1500 through 1508), requires that Federal agencies include in their decision-making processes appropriate and careful consideration of all environmental effects of proposed actions, analyze potential environmental effects of proposed actions **and their alternatives** for public understanding and scrutiny, avoid or minimize adverse effects of proposed actions, and restore and enhance environmental quality to the extent practicable. The U.S. Environmental Protection Agency (EPA) shall integrate these NEPA requirements as early in the Agency planning processes as possible. The environmental review process shall be the focal point to ensure NEPA considerations are taken into account." (*Emphasis Added.*)

4

5

6

Response to Comment 496

4. Response 1

5. The comment period was extended to July 5th 2017 – resulting in a 4 week comment period.

6. Response 16. Response 8

Comment 496

Quiet Skies Coalition

Page 4

Order 1050.1, paragraph 1-8, Federal Aviation Administration Policy has not been complied with. It states:

> "The FAA's primary mission is to provide the safest, most efficient aerospace system in the world. NEPA compliance and other environmental responsibilities are integral components of that mission. The FAA is responsible for complying with the procedures and policies of NEPA and other environmental laws, regulations, and orders applicable to FAA actions. The FAA decision-making process must consider and disclose the potential impacts of a proposed action and its **alternatives** on the quality of the human environment." (*Emphasis Added.*)

6

This Analysis concludes the day-night average decibel average will not exceed acceptable limits. This analysis incorrectly concludes there are no potential environmental effects, proposes no alternatives, and therefore assumes no need to minimize obvious adverse effects or suggest ways to restore and enhance the environmental quality all conclusions contrary to the intent of NEPA. This analysis incorrectly concludes Environmental Justice notifications do not need to be made. It provides no estimate on the potential improvements to departure rate or of operational performance once the paragraph is restored.

7

Please refer to additional comments provided by Analytical Environmental Services annexed (Appendix) at the end of these general comments.

"ENVIRONMENTAL ANALYSIS"
PROCESS AND OVERVIEW

The Environmental Analysis currently under review states that: "The FAA implements NEPA through its Order 1050.1F, "*Environmental Impacts: Policies and Procedures*"." Referring to that Order, Chapter 3, paragraph 3-1, *Three Levels of National Environmental Policy Act Review*, it states: "Once the FAA determines that NEPA applies to a proposed action, it needs to decide on the appropriate level of review. The three levels of NEPA review are Categorical Exclusion (CATEX), Environmental Assessment (EA), and Environmental Impact Statement (EIS)."

8

That is, there are only three levels of review: CATEX, EA, and EIS. An Environmental Analysis is not mentioned. However, in this case, an Environmental Assessment would be appropriate following an Environmental Review. That is not what was published for comment, instead a Preliminary Environmental Analysis was.

3

There are specific elements required to be addressed in an Environmental Review: project description, proposed need, description of the affected environment, community involvement, extraordinary circumstances, alternatives to the proposed

9

Response to Comment 496

7. Response 12

8. Response 17

9. Thank you for your comment. These areas have been further clarified in the CATEX.

Comment 496

Quiet Skies Coalition

Page 5

action, mitigation, cumulative impacts, reference/correspondence. These are found in SW7100.3, Appendix 6.

There are specific elements required of an EA. These are found in Chapter 6, paragraph 6-2.1. Order 1050.1F: an Environmental Assessment "must" contain the following sections: (a) cover page; (b) proposed action; (c) purpose and need; (d) alternatives; (e) affected environment; (f) environmental consequences; (g) List of Preparers; (h) List of Agencies and Persons Consulted; and (i) Appendices (if any). 8

In addition, the FAA publishes an "Environmental Fact Sheet" available through the web address below. Based on the preliminary screening, the FAA then determines the appropriate level of NEPA review. The Fact Sheet presents the three levels of environmental review: CATEX, EA, or EIS. 3

https://www.faa.gov/nextgen/communityengagement/msp/media/Environmental_Fact_Sheet_MSP.pdf

What triggers the Air Traffic Organization's (FAA) requirement to conduct an Environmental Review? That requirement is contained in FAA Order JO 7210.3Z and is quoted in full below. The point is any procedure below 3000 feet above ground level requires "additional analysis," through the Environmental Review process.

> **"4-1-6. PRELIMINARY ENVIRONMENTAL REVIEW**
> In coordination with the Terminal Operations Area Operations Air Traffic Environmental Protection Specialist (EPS), facilities must conduct and document a preliminary environmental review of new or revised ATC procedures in accordance with FAAO 1050.1, Environmental Impacts: Policies and Procedures, concurrent with initial airspace planning. The facility's review requires the documentation necessary to determine foreseeable noise impacts and controversies.
> **a.** Particular attention must be made to determine whether procedures, either new or modified, will potentially impact noise sensitive areas as defined in FAAO 1050.1, Policies and Procedures for Considering Environmental Impacts. 4
> **b.** For air traffic modifications to procedures at or **above** 3,000 feet (above ground level), the Air Traffic Noise Screening Procedure (ATNS) should be applied.
> **c.** Modifications to procedures **below** 3,000 feet (above ground level) require additional analysis. Facilities must contact the EPS for further guidance.
> **d.** If the preliminary environmental review indicates that an Environmental Assessment or an Environmental Impact Statement is not required, the documentation must be retained in the facility with copies of all documentation forwarded to the EPS. The directive resulting from the air traffic procedure must contain a statement that a preliminary environmental review has been accomplished and that a Categorical Exclusion has been approved by the responsible official." *(Emphasis Added.)*

Response to Comment 496

Comment 496

Quiet Skies Coalition

Response to Comment 496

Page 6

CATEX:

A Categorical Exclusion (CATEX) would not be appropriate because the proposed routine turn to 250° degrees immediately exits the Part 150 65 dBA DNL noise contour and does cause traffic to be routinely routed over areas outside the Part 150 noise contours at altitudes well below 3000 feet. 4

> **"Order 1050.1F, §5-6.5. Categorical Exclusions for Procedural Actions.** This category includes the list of CATEXs for FAA actions involving establishment, modification, or application of airspace and air traffic procedures. *An action included within this list of categorically excluded actions is not automatically exempted from environmental review under NEPA."*

Section 5-6.5(i) states:

> "Establishment of new or revised air traffic control procedures conducted at 3,000 feet or more above ground level (AGL); procedures conducted below 3,000 feet AGL <u>that do not cause traffic to be routinely routed</u> over noise sensitive areas; ..."

8

BELOW 3000 FEET:

Section "c" of paragraph 4-1-6, JO 7210.3 requires that the FAA's Environmental Protection Specialist (EPS) analyze new or modified procedures. "Modifications to procedures **below** 3,000 feet (above ground level) require additional analysis. Facilities must contact the EPS for further guidance." The specific guidance is not discussed, however it would obviously be well know to the EPS. That guidance was not specifically referred to in this Analysis. However, we suspect it follow along these selected paragraphs below.

Section 3-1.2 of FAA Order 1050.1F *Environmental Impacts: Policies and Procedures* summarizes actions that typically require and Environmental Assessment. Section 3-1.2(b)(12) states:

> "(12) New air traffic control procedures (e.g., instrument approach procedures, departure procedures, en route procedures) and modifications to currently approved procedures that routinely route aircraft over noise sensitive areas at less than 3,000 feet above ground level (AGL) (unless otherwise categorically excluded under Paragraphs (procedures category) 5-6.5q and 5-6.5r)."

Noise sensitive areas are defined in Order 1050.1F, paragraph 11-5 (10) below. Noise sensitive areas are comprised of two types: those within the 65 dBA DNL and those recognized by a responsible FAA official. As the second underlined sentence below states: "The FAA recognizes that there are settings where the DNL 65 dB standard may not apply. In these areas, the responsible FAA official should determine the appropriate

Comment 469

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noise assessment criteria based on specific uses in that area…." As we shall demonstrate later, the District of Columbia Circuit Court's decision in the Helicopter Association International v. FAA case stated: "the FAA prescribed new air traffic regulations **173 *434 with the purpose of protecting these residents' use and enjoyment of their property. Noise, when it reaches certain levels, has long been considered an actionable nuisance because of its impediment to the use and enjoyment of property." In this case the noise level measured by Volpe was less than 45 dBA DNL yet the noise warranted flight path adjustments.

> "Order 1050.1F, paragraph 11-5 (10) Noise Sensitive Area. An area where noise interferes with normal activities associated with its use. Normally, noise sensitive areas include residential, educational, health, and religious structures and sites, and parks, recreational areas, areas with wilderness characteristics, wildlife and waterfowl refuges, and cultural and historical sites. For example, in the context of noise from airplanes and helicopters, noise sensitive areas **include** such areas within the DNL 65 dB noise contour. Individual, isolated, residential structures may be considered compatible within the DNL 65 dB noise contour where the primary use of land is agricultural and adequate noise attenuation is provided. Also, transient residential use such as motels should be considered compatible within the DNL 65 dB noise contour where adequate noise attenuation is provided. A site that is unacceptable for outside use may be compatible for use inside of a structure, provided adequate noise attenuation features are built into that structure (see table 1 in Appendix A of 14 CFR part 150, *Airport Noise Planning, Land Use Compatibility Guidelines*). The FAA recognizes that there are settings where the DNL 65 dB standard may not apply. In these areas, the responsible FAA official should determine the appropriate noise assessment criteria based on specific uses in that area (see also the 1050.1F Desk Reference for further guidance). In the context of facilities and equipment, such as emergency generators or explosives firing ranges, but not including aircraft, noise sensitive areas may include such sites in the immediate vicinity of operations, pursuant to the Noise Control Act of 1972, 42 U.S.C. §§ 4901–4918 (see state and local ordinances, which may be used as guidelines for evaluating noise impacts from operation of such facilities and equipment)."

10

DESK REFERENCE:

Referring to the 1050.1 Desk Reference, section 11.4. "*Supplemental Noise Analysis,*" (Indented below.) there appears to be additional methods to augment traditional noise analysis. Given that environmental impacts can be measured by other than the dBA DNL, given that the new flight procedures over Burien have disturbed sleep and quality of life, it would it ~~not~~ be appropriate and consistent within the context and intent of NEPA to employ supplemental techniques to analyze and mitigate the effects of departure turns below 3000 feet.

> "However, DNL analysis may optionally be supplemented on a case-by-case basis to characterize specific noise impacts."

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10. FAA Order 1050.1F defines a noise sensitive area, (see FAA Order 1050.1F, Paragraph 11-5.b(8)) as: "[a]n area where noise interferes with normal activities associated with its use.. The FAA recognizes that there are settings where the DNL 65 dB standard may not apply. In these areas, the responsible FAA official will determine the appropriate noise assessment criteria based on specific uses in that area."

Noise compatibility or non-compatibility of land use is determined by comparing the aircraft DNL values at a site to the values in the land use compatibility guidelines (see the land use compatibility guidelines in 14 CFR part 150). Special consideration needs to be given to noise sensitive areas within Section 4(f) properties, such as noise sensitive areas within national parks, national wildlife and waterfowl refuges and historic sites, including traditional cultural properties. It may be that in these sites, the land use compatibility guidelines in 14 CFR part 150 are not relevant to the value, significance, and enjoyment of the area in question. For example, the land use categories in the guidelines are not sufficient to determine the noise compatibility of areas within a national park or national wildlife refuge where other noise is very low and a quiet setting is a generally recognized purpose and attribute.

Given the level of cumulative noise exposure under the No Action and Proposed Action alternatives along with the land use in the Study Area, the FAA detemined that the noise assessement criteria used in the CATEX was appropriate for the land use in the Study Area.

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"Supplemental noise analyses are most often used to describe aircraft noise impacts for specific noise sensitive locations or situations and to assist in the public's understanding of the noise impact. The selection of supplemental analyses will depend upon the circumstances of each particular project. In some cases, public understanding may be improved with a more complete narrative description of the noise events contributing to the DNL contours with additional tables, charts, maps, or metrics. In other cases, supplemental analyses may include the use of metrics other than DNL. There is no single supplemental methodology that is preferable in all situations and these metrics often do not reflect the magnitude, duration, or frequency of the noise events under study.

Exhibit 11-2 below [not included] describes metrics that have been used in developing supplemental noise analyses for a variety of reasons such as sleep disturbance, speech interference, building sound insulation, and analysis for special areas such as national parks." *(Emphasis added.)*

FINANCIAL ANALYSIS
ALASKA AIR GROUP

To preclude justifying the 250° turn based on financial necessity, it may be useful to review the financial health of the of the Q400 operator, Alaska Air Group ("Alaska").

ALASKA AIR GROUP: Had Alaska experienced financial losses and a negative balance sheet and if analysis proved financially beneficial, departure turns after takeoff immediately to the west could have supported implementation. However, based on the Air Group's SEC Annual Reports, Form K-10, 2015 and 2016, they have reported an ever-increasing stock dividend. Also the Q400's yield is approximately twice that of the mainline aircraft. Such a well performing operation appears to be a likely candidate to absorb minor increases in flight time costs to preserve the environment of the citizens of Burien as well as to maintain the carrier's public image.

CONSOLIDATED STATEMENT OF OPERATIONS			
Cash Dividend Declared per Share; Year End 2015 & 2016 (SEC Form 10K)			
2016	2015	2014	2013
$1.10	$0.80	$0.50	$0.20

Consolidated Financial Position, Year End 2016 (SEC Form 10-K)					
Yield - passenger revenue per RPM; represents the average revenue for flying one passenger one mile.					
	2016	2015	2014	2013	2012
Mainline:	12.24¢	12.98¢	13.35¢	13.33¢	13.45¢
Q400	24.42¢	26.37¢	27.40¢	29.20¢	28.81¢

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11. The Federal Interagency Committee on Noise (FICON) report, "Federal Agency Review of Selected Airport Noise Analysis Issue," dated August 1992, concluded that the DNL is the recommended metric and should continue to be used as the primary metric for aircraft noise exposure. Subsequent review has confirmed there are no new descriptors or metrics of sufficient scientific standing to substitute for the present DNL cumulative noise exposure metric. While sleep disturbance is sited as an example where supplemental noise metrics may be used , there has been considerable uncertainty regarding the relationship between the estimation of sleep awakenings and the impact of awakenings on sleep quality. Circular E-C184: Critical Issue in Aviation and the Environment 2014, published by the Transportation Research Board in April 2014, acknowledged that an area where additional research is needed is the relationship between aviation noise and sleep disturbance. The FAA is pursuing research in this area, but currently relies on the DNL or CNEL metric to make determinations on noise impact. Notably, the DNL and CNEL metrics include a 10-decibel penalty on aircraft noise events occurring during the 10:00 p.m. to 7:00 a.m. time period. The 10-decibel penalty is added to account for the added intrusiveness of sounds that occur during normal sleeping hours.

12. The FAA is not able to comment on Alaska Air Group's financial analysis.

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Helicopter Association International

Helicopter Ass'n Intern. Inc. v. F.A.A.,
722 F.3d 430 (2013); 406 U.S. App. D.C. 169.

722 F.3d 430; United States Court of Appeals, District of Columbia Circuit; HELICOPTER ASSOCIATION INTERNATIONAL, INC., Petitioner v. FEDERAL AVIATION ADMINISTRATION, Respondent; No. 12-1335; Argued May 10, 2013; Decided July 12, 2013.

The Helicopter Association International, Inc. ("HAI") filed a petition with the District of Columbia opposing the mandated flight route between the City of New York and east Long Island. The original route generally followed the north shore of Long Island. However, the noise created by helicopters annoyed the residents along the shore. Consequently the FAA imposed a new flight track approximately one mile north of the shoreline. Those extra distances cause a financial hardship to the helicopter operators. They sued the FAA. Significantly the ground level measured noise was less than DNL 45 dB.

The Point: the FAA and the United States Court of Appeals affirmed that:

> "Under the plain text of [49 CFR] § 40103, the FAA **has authority** to "prescribe air traffic regulations ... [to] protect[ ] individuals and property on the ground." 49 U.S.C. § 40103(b)(2). This is exactly what the FAA did here. Responding to the noise complaints of Long Island residents, the FAA prescribed new air traffic regulations **173 *434 **with the purpose of protecting these residents' use and enjoyment of their property. Noise, when it reaches certain levels, has long been considered an actionable nuisance because of its impediment to the use and enjoyment of property."** *(Emphasis Added.)*
>
> **Additional Selected Paragraphs:**
>
> **"The FAA found that the sound levels, which were below DNL 45 dB, were "below levels at which homes are significantly impacted."** Final Rule, 77 Fed.Reg. at 39,916." *(Emphasis Added.)*
>
> "Here, based on its evaluation of the complaints and the results of the Volpe study, the **FAA concluded that noise levels below DNL 45 dB were adversely impacting the north shore's residential population to a degree that further control was warranted,** at least on a provisional basis." *(Emphasis Added.)*
>
> "The FAA found that the **cost increase per flight was minimal and concluded it was likely to be passed on to customers.** See Final Rule, 77

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13. Within the U.S Court of Appeals decision, it is stated that: 49 U.S Code "§ 40103 when read as a whole nor the plain text of § 40103(b)(2) requires that air safety be the primary goal of all FAA regulations."

The decision goes on to state that the "Federal Aviation Act requires a delicate balance between safety and efficiency and the protection of persons on the ground. …. So long as the FAA balances safety concerns appropriately, its rulemaking decisions will not conflict with other statutory safety requirements."

The purpose of the North Shore Route was stated as "to protect and enhance public welfare by maximizing utilization of the existing route flown by helicopter traffic one mile off the north shore of Long Island and thereby reducing helicopter overflights and attendant noise disturbance over nearby communities." While the court decided in the case of the North Shore Helicopter Route, that the FAA was balancing safety and efficiency by extending noise relief past the levels of significance, this balance is not present in the Proposed Action. The purpose and need of the Proposed Action is to provide improvements in both safety and efficiency of the NAS. There is no balance in this case for the FAA to additionally provide controls to reduce noise below level of significance which may decrease the safety and efficiency of the NAS.

[2]722 f.3d 430; United State Court of Appeals, District of Columbia Circuit; HELICOPTER ASSOCIATION INTERNATIONAL., INC, Petrioner v. FEDERAL AVIATION ADMINISTRATION Respondent; No. 12-1335; Argued May 102013; Decided July 12 2013.

[3]77 Federal Register 39911, The New York North Shore Helicopter Route, A Rule by the Federal Aviation Administration on 07/06/2012,

> Fed.Reg. at 39,919. Given that the high cost of helicopter flights to eastern Long Island suggests paying customers place a significant premium on their time, the FAA reasoned that paying customers would not choose far slower modes of transportation because of relatively small price increases." (*Emphasis Added.*)

SAFETY

The Analysis states: "This allowed these slower moving turboprop aircraft to quickly and **safely** move out of the way of the faster moving jet aircraft when SEA is in North Flow." (Analysis, paragraph one)

If you admit safety is composed of risk and mitigation, then the following corollaries appear logical. Flying means taking risks. Safety means mitigation. An engine failure in visual conditions has less risk than in the weather. An engine failure during departure has greater risk than during cruise. An engine failure close to the ground has greater risk than at altitude. An engine failure in a 30° climbing banked turn has greater risk than with wing level climb. And training minimizes risk.

Unless provided with ~~proprietary~~ information from the Airline, we must assume that the turn to 250° can begin as low as 400 feet above the runway. Depending on the rate of turn, the aircraft can be in a 30° bank below 500 feet and experience a failure of the left inboard engine Unless proven to the contrary, Horizon Airlines' simulator flight training conducts engine failures wings level. If so, we may conclude that we are asking the flight crews to react to conditions they have not been trained for. This may be considered increased risk. We would expect that before accepting additional risk, check airman qualified in the Q400 would be consulted and flight crew performance would be evaluated in the simulator. For additional discussions and FAA opinions see Hotline Report S20161223005.

Given the limited time to comment, it was impossible to obtain expert testimony. However there are several retired Boeing aeronautical engineers who would be willing to explain the aerodynamic involved and proffer their assessment of the risks involved. We would also have appreciated the time to consult with Bombardier flight control engineers.

Engine failure aside, turning to heading 250° while departing the center runway (34C) may create a conflict with missed approach or breakout traffic from landing runway, 34L or 34R.
Letter of Agreement, July 26, 2016 states:

> "Section 5, c "Arrivals" (5)(e); North flow aircraft must be assigned a heading of 340° or vectored to remain in the tower's 3,000' airspace, then positioned to exit the Three Tree Breakout Area, and assigned a heading of 290° through 310°. Aircraft at or north of the Runway 34R threshold must be assigned

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heading 340° or turned to exit the Three Tree Breakout Area, and assigned a heading of 290°."

This means the center runway departing Q400 aircraft will be in a left climbing turn to heading 250° crossing the left runway 34L while an aircraft executing a missed approach from runway 34L will be climbing to heading 290° to 310° toward the Three Tree Breakout Area at 3000 feet. This is approximately the same altitude and the same location as the Q400. That is the new procedure has a created a situation whereby a collision is possible. This may appear to be statically remote. However, a member of the Quiet Skies Coalition, a former airline captain, witnessed a Q400 departure to heading 250° followed by a turbojet executing a missed approach, essentially crossing paths transiting the same area within 30 seconds of each other.

Had the Q400 initially climbed on a heading of 320° and the missed approach aircraft been assigned a heading of 290° the conflict would have been avoided.

ATC cannot restrict the flight crew's decision, at any time, to execute a missed approach or go around. Any number of factors can initiate a go around, in particular an un-stabilized approach, mechanical malfunction (creates a major flight crew distraction) or a traffic conflict with an aircraft on the runway. Advisory Circular (AC) 91-79A discusses the "Stabilized on Profile" concept (paragraph 3b.) and states:

> **"NOTE: An approach that requires abnormal bracketing does not meet the stabilized approach concept, and a go-around should be initiated."**

The probability of an un-stabilized approach occurring increases with adverse weather conditions such as instrument meteorological conditions, wind shear and delayed speed reduction approaching the runway. Please reference illustration on page 12.

REASONABLE ALTERNATIVES

The National Environmental Protection Act states:

> **"Sec. 102 [42 USC § 4332].** The Congress authorizes and directs that, to the fullest extent possible: (1) the policies, regulations, and public laws of the United States shall be interpreted and administered in accordance with the policies set forth in this Act, and (2) all agencies of the Federal Government shall –
>
> (E) study, develop, and **describe appropriate alternatives** to recommended courses of action in any proposal which involves unresolved conflicts concerning alternative uses of available resources;" (*Emphasis Added.*)

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This is the "linchpin" of the Environmental Review. A review of alternative need not consider every possibility. The no action provides the baseline and the alternatives are compared to that standard. Presumably there would be criteria (environmental, economic, operational) established from which to judge the alternatives.

In violation of its legal duties, the FAA Analysis does not "describe appropriate alternatives." It also does not describe which Orders govern departure procedures. It further does not state whether departure would occur on any particular runway. And it does not indicate if they would be considered Radar Departures.

Based on the guidance provided in FAA Order JO 7110.65 Section 8, "Radar Departures" and this author's experience, the departures are normally planned for the middle runway 34C, the center runway. They would be radar departures.

> "**5–8–3. SUCCESSIVE OR SIMULTANEOUS DEPARTURES**
> Separate aircraft departing from the same airport/ heliport or adjacent airports/heliports in accordance with the following minima provided radar identification with the aircraft will be established within 1 mile of the takeoff runway end/helipad and courses will diverge by 15 degrees or more.
> **a. Between aircraft departing the same runway/** helipad or parallel runways/helicopter takeoff courses separated by less than 2,500 feet– *1 mile* if courses **diverge by 15 degrees or more immediately after departure** or 10 degrees or more when both aircraft are departing the same runway and both are flying an RNAV SID. (See FIG 5–8–1, FIG 5–8–2, and FIG 5–8–3.)" *(Emphasis Added.)*

Unless we miss read the above guidance, an immediate turn after takeoff 20° to the left (heading 320°) would provide adequate lateral separation. This would immediately place the Q400 out of the departure path of the following turbojet departures (B737, A320, etc.) A similar procedure is used currently at SEATAC IAP departing to "P gates" to the east. In that case the turn is to heading 020°: "Assign the following automatic turns to departing IFR Groups B, C, and D aircraft:
(b) North Flow: 1) **P Gate filed 8,000 feet and below, a heading of 020°." (***LOA, July 26, 2016, §5,d, (9), (b), 1).)* **What works to the east surly can work to the west.** Note: various other minor heading changes greater than 20° could also work. *(Emphasis added.)*

Note in the example flight plan graphics contained in the Analysis (Figures 1 & 2) the only two departure paths depict flight departing on runway heading (Figure 1) until one or three miles north of the field or those turning to heading 250° immediately after takeoff (Figure 2).

A shallow immediate turn to 320° would create less of a risk avoiding a possible traffic conflict, contain the noise footprint to within the existing DNL 65 dB corridor, and permit operations in the historical areas accustomed to Q400 departures. The

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15. Based on all south bound turborpops departing SEA in north flow throughout 2016, 80% depart 34R, and 20% depart 34C.

16. Southbound turboprops in north-flow need to be placed on a heading with at least a 30° separation from the missed approach corridor (currently 290°-310°) to comply with FAA Order 7110.65W Section 5-8-5. This would place them at least at a heading of 340°. Given the proximity to the jet departures from SEA, this combination of headings would negate the efficiency gains intended to be captured by turning the southbound turboprops out of the way of the jet departures. For this reason, the FAA has determined this combination of headings does not meet the Purpose and Need to enhance NAS safety and efficiency at SEA during north-flow operations.

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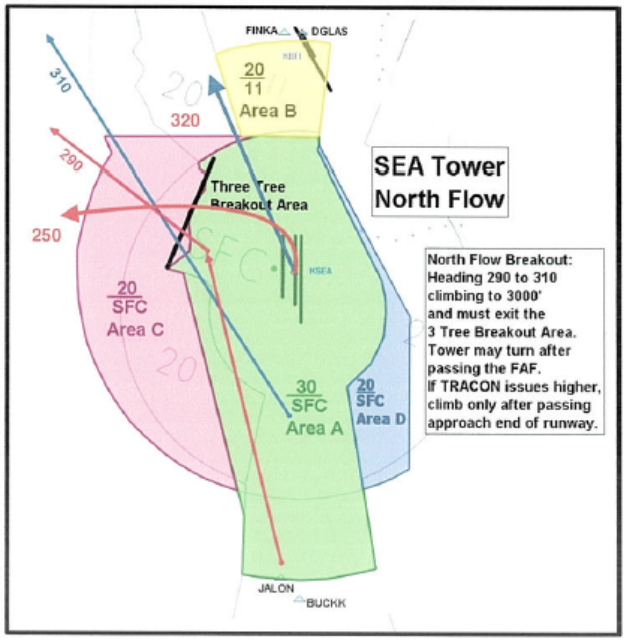
aircraft would gain altitude initially within the noise corridor (Part 150 noise abatement area) thus minimizing environmental impact to residents. The departure rate would not be hindered and the cost to an exceedingly profitable Air Group would be insignificant.

Most importantly, any possible traffic conflict would be designed out of the procedure. There would be no departure delays, no traffic conflict, and minimum environmental impact. The failure to evaluate these alternatives exposes the FAA's Analysis to be an arbitrary attempt to revive the 250 heading without following NEPA's edicts.

SOURCE: LOA, 26 July 2016
Seattle Airport Traffic Control Tower and Seattle Terminal Radar Approach Control
ATTACHMENT 5 (b) – BREAKOUT AREAS
Modified to show 250° & 320° Departure Tracks



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ENVIORNMENTAL IMPACT

Assuming alternative flight paths were considered, the public, given the short comment period, and relative lack of resources cannot hope to technically measure the noise levels on the ground to determine which flight path among the many possible alternatives would produce the minimum dB level. This information would be valuable. If a turn of 20° would clear the turbojet departure paths, the cost being insignificant to the Q400 operator, all paths would be below the minimum DNL dB rating, then the only factor left to consider would be the impact on the residents on the ground. Obviously the flight path with the least impact should be selected. This analysis would conform to the intent of NEPA that mandates Federal agencies "avoid or minimize adverse effects of proposed actions, and restore and enhance environmental quality to the extent practicable."

NOISE:

Currently the effects of noise have begun to receive analysis by various agencies. The short time permitted to respond prevented a detailed collection of pertinent documents and references, data the FAA should have addressed but omitted. However the following study (selected paragraphs added below) examines the effect of noise on people living near airports. The study documents increased hypertension, a cause of strokes and heart attacks. The point is that maintaining existing flight paths have allowed residents to select locations that minimize the effects of noise to their person. By arbitrarily changing flight paths, enormous damage may be caused.

https://www.ncbi.nlm.nih.gov/pmc/articles/PMC2265027/

Hypertension and Exposure to Noise Near Airports: the HYENA Study
2008 Mar; 116(3): 329–333.

"**Background**
An increasing number of people are exposed to aircraft and road traffic noise. Hypertension is an important risk factor for cardiovascular disease, and even a small contribution in risk from environmental factors may have a major impact on public health.
Objectives
The HYENA (Hypertension and Exposure to Noise near Airports) study aimed to assess the relations between noise from aircraft or road traffic near airports and the risk of hypertension.
METHODS
We measured blood pressure and collected data on health, socioeconomic, and lifestyle factors, including diet and physical activity, via questionnaire at home visits for 4,861 persons 45–70 years of age, who had lived at least 5 years near any of six major European airports. We assessed noise exposure using detailed models with a resolution of 1 dB (5 dB for United Kingdom

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road traffic noise), and a spatial resolution of 250 × 250 m for aircraft and 10 × 10 m for road traffic noise.

Results

We found significant exposure–response relationships between night-time aircraft as well as average daily road traffic noise exposure and risk of hypertension after adjustment for major confounders. For night-time aircraft noise, a 10-dB increase in exposure was associated with an odds ratio (OR) of 1.14 [95% confidence interval (CI), 1.01–1.29]. The exposure–response relationships were similar for road traffic noise and stronger for men with an OR of 1.54 (95% CI, 0.99–2.40) in the highest exposure category (> 65 dB; $p_{trend} = 0.008$).

Conclusions

Our results indicate excess risks of hypertension related to long-term noise exposure, primarily for night-time aircraft noise and daily average road traffic noise."

AIR QUALITY/CLIMATE:

The procedure, should it be implemented, will add throughput capacity at Sea-Tac Airport. The intensity of use of the turn may vary over time increasing the emissions of toxics, criteria pollutants, particulate and other air pollution including climate change emissions in the airshed. This is primarily due to moving the slower aircraft from the flight path more quickly, allowing more large jet operations to take off and land. 18

The City of Burien is a very densely populated, heavily polluted area as evidenced by past studies (ESL 1973, Radian EPA Air Toxics 1986, DOE 1991, MFG 1993, FSEIS, SEIS 3rd Runway 1996, EPA NAMS/TAMS 2001 Air toxics Grant, 1998-2001 SDPH Zip Code Survey, 2001 SBOH Environmental Justice report, 2007 DOE State Greenhouse Gas Emission Inventory, 2015 Dr. Larson ultrafine particulate and health asthma screening. Other supplemental reports from other parts of the country confirm that airports are a significant contributor to air quality degradation, risk and health impacts primarily affecting those who live and work in the area. (See recent NJIT Air Toxics report included in my original comments).

Risks to health impacts and the environment will continue to grow as the airport increases operations. More polluters equal more pollution. The risks to the local community have already been acknowledged in the FAA EJ analysis

The City of Burien and its residents live, work and recreate next to the single largest facility producer of greenhouse gas emissions in the county. This turn will allow for an increase in emissions over time. The airport is presently growing by 10% per year, having increased their greenhouse gas emission inventory dramatically over the past several years where 30% overall growth has pushed the inventory from 4.2 million metric tons per year of CO2 in 2007 to 5.4 million metric tons in 2015 or equal to 22% of the county total to 25% of the county total respectively. This does 19

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19. Response 2. It is of note that the Environmental Protection Agency (EPA) (see Comment 333) did not disclose any inadequacies with the FAA's air quality analysis as part of its review under Section 306 of the Clean Air Act.

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not include the 1.5 to 2 thousand annual tons per year of NOx, methane and black carbon, all contributors to climate impacts. By 2034, planned growth could easily push this inventory to 50% of the county total and near 10 million metric tons per year if the trend continues. Even though all emissions are not produced within the airshed, there are no current methods for the total impact of the entire flight to be captured and CO2 is a global issue, not just a local concern.

FAA has failed to discuss the potential of the turn to increase overall operations/capacity/throughput, thereby increasing emissions in the airshed.

The airshed will be further damaged and residents' health will suffer. Overall air quality is already bad. Overall emissions are already too high. Climate emissions have crossed the limit of tolerance and will continue to grow rapidly.

FAA has an obligation under the CAA to assure their programs and projects will not worsen overall air quality. This program will worsen air quality. Even if it could be proven the Q400 does not have a large air quality impact, which we don't know because there are no current AQ analysis for the airport that includes this aircraft, accommodating more throughput at the airport within blocks of Burien residential homes will.

Since no current scientific, modeling or monitoring data has been provided to justify the assertions that there will be no pending danger from potential AQ violations, exceedances. It is therefore impossible for FAA to claim no impacts.

FAA has failed to disclose they have little or no information to assert no further AQ impacts or that the airshed is in compliance with the NAAQS, CAA, Conformity and poses no risk.

Pending studies on ultrafine particulate and cumulative noise and emissions studies are some of the newest discoveries to date. A recent study found that cumulative noise (roadway) and emissions from the surface transportation sources when combined posed a greater health risk. http://www.ctvnews.ca/health/noise-pollution-and-air-pollution-both-have-negative-effects-on-heart-health-study-1.3442567#

FAA failed to disclose the lack of information in making an informed decision.

We believe this project violates the intent of the law, jeopardizes the health and welfare of citizens, and threatens to undo all climate goals for the county.

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Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks

The Analysis states the following:

> "Figures 5 and 6 shows the areas in which Environmental Justice (EJ) may be a concern within the Study Area. This data was pulled using the U.S Consensus (census) 2015 data, through the Environmental Justice tool in AEDT. There are multiple areas of which exceed environmental justice thresholds within the Study Area. **However, there are no reportable or significant noise impacts and the noise level of the No Action and Proposed Action Alternatives are less than 45 dBA DNL. Furthermore, there is no change to air quality**. Therefore, the FAA has preliminarily determined that there are no high and disproportionate impacts to environmental justice communities." (*Emphasis Added.*)

The FAA is aware of the EJ community. We believe there is nothing more arbitrary and capricious than ordering all the damage and disruption than to route low level departures over people the FAA already knows are living in extreme poverty. EO 12898 was written for this very purpose, to keep powerful agencies from abusing the disproportionately disadvantaged.

Introducing this new procedure requires additional explanation from the FAA. For example, what is the connection between noise levels less than 45bBA DNL and air quality as the Analysis asserts? How can one say "there is no change to air quality" without scientific measurements?

The following is quoted from the FAA's 1050.1 Desk Reference:

> **"1.3. Environmental Consequences**
> The FAA has a responsibility under NEPA to include in its Environmental Assessment's (EA's), Environmental Impact Statements (EIS's), and, when appropriate, Categorical Exclusion's (CATEXs), sufficient analysis to disclose the extent of a project's impact on the attainment and maintenance of the NAAQS and any applicable state air quality standards. Thus, a project's impact on air quality is assessed by evaluating whether it would cause a new violation of a NAAQS or contribute to a new violation in a manner that would increase the frequency or severity of the new violation."

To state unequivocally that noise levels less than 45bBA DNL won't produce a "significant noise impacts and won't produce a "change to air quality," is superficial and devoid of analytic support. It is the peak noise level and emitted pollutants that ruin the environment. The Analysis rests on a superficial, conclusory statement that defies practical experience and common sense.

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REFERENCE DOCUMENTS

No reference documents were provided. Although not required, an annex would provide the references that could permit the public to construct the alternative flight paths that the FAA chose not to produce. One would conclude obfuscation was the goal; and it succeeded.

PUBLIC NOTIFICATION

The Analysis was not posted in Federal Register, the EPA Seattle office was unaware of posting. Residents living in Environmental Justice areas were not informed.

AVIGATION

The FAA does not have avigation rights to increase flights over Burien. Residents of Burien have begun filing No Avigation Easement letters with the Port of Seattle and the FAA, Northwest Mountain Regional Headquarters. 21

CAPRICIOUS & ARBITRARY

Within this Analysis, the FAA has demonstrated their fundamental misunderstanding of the NEPA processes, their failure to comply with published guidance, their fixation with the Part 150 noise contours, and their ability to dismiss adverse effects on Burien which easily could have been ameliorated. To a former Part 121 airline captain, their fundamental disregard for safety and proclivity to expose passengers and crews to increased risk by implementing a 90 degree turn immediately after takeoff. Neither the Environmental Review nor the Environmental Assessment process was accomplished. With so much omitted, with so much not considered, with so much not addressed, there is no apparent purpose to the Analysis other than to serve as a way to ratify the predetermined decision (enacted July 26, 2016) to institute a new procedure over Burien.

If one was to accept the FAA's noise measurement criteria, and for the record we do not, both the Environmental Review and the Environmental Assessment processes require proposing and evaluating alternative departure procedures. There has been no effort to consider alternative flight paths in this Analysis; none were included. Most importantly, potential traffic conflicts were not addressed.

Nor was the turn to 250° justified. First, the turn has not been justified operationally. There is no mention of why that specific heading was selected. For the FAA, it appears that any extreme turn could have sufficed. For southbound flights, why not continue the turn to 140 degrees or something else? Our proposed turn to 320° would minimize risk, track close to Part 150 contours, and would minimize the

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21. Avigation Easements are handled by the local Airport

22. Public Notification – need to respond to accuastion about Federal Register. Not required..

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creation of new environmental impacts. Second, the turn to 250° has not been justified economically. We could not find any discussion of improvements secured with the immediate turn to 250°. There is an unsubstantiated assertion that increasing traffic requires this turn. In fact the turn has not been justified in terms of departure rates with a turn to 250° (new procedure), with no turn maintaining runway heading (no action), or with a turn to 320° (realistic alternative).

With regard to the noise analysis, the Analysis' impact of noise was computer generated. There are no references to the baseline source of data used in the computer model. If that source was AC 36-6H, then the data is incorrect since the Alaska Air Group operates the aircraft differently. The reviewer cannot assume the data is accurate. There has been neither discussion of nor attempt to "avoid or minimize adverse effects of proposed actions, and restore and enhance environmental quality to the extent practicable." 22

Finally we would like to recall the fact that of the same runway complex, 34L/C/R, when aircraft depart to routes to the east, the aircraft have only to turn 40° degrees to the right, not 90°. This is immediate proof that demonstrates a turn after takeoff can be much less than 90°. Therefore without justification, the new procedure must be **arbitrary and capricious**.

In short it appears the decision came first and the analysis second. We request the proposed new procedures, whether published in a LOA or removed from the LOA, whether verbally directed by a duty manager or mutually adopted by two independent controller as a technique used repeatedly, or whether directed by email or memorandum, be redesigned with accommodations for safety, for the environment, and for NEPA compliance that includes supporting comprehensive justification.

Walter Bala edited this assessment in collaboration with and support of members of the Quiet Skies Coalition, the City of Burien and Analytical Environmental Services, Sacramento, CA.
Email: info@quietskiescoalition.net

Response to Comment 496

22. We have included additional information into the Catex regarding the noise analysis. The noise analysis was based upon the actual flight track data collected within the specified periods of time. This flight track data includes aircraft type, as well as specifiying altitudes, latitudes and longitudes along the flight track. See the Response to Comment 501, part 1 for more details on the noise analysi.s

AC 36-3H is not used as source data for calculating flight track noise within AEDT. Rather, AEDT utilizes a fleet database, containing acoustic data based upon power settings and distance (NPS data), augmented by a database of spectral characteristics as well as additional aircraft-specific data to support several noise adjustments. The NPD data present the aircraft source noise level for a given operational mode and power setting at a range of slant distances from the aircraft to account for acoustic propagation through a standard atmosphere. For fixed wing aircraft, each NPD is associated with an engine power setting. NPDs at different power settings represent the different types of noise generated by those power settings.

Comment 497

Daniel Quittman

Page 1

Sent: Tuesday, June 20, 2017 11:56 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: danq989@gmail.com
Name: Daniel Quittman
Mailing Address: 12871 Shorecrest Dr SW
City: Burien
State: Washington
Zip Code: 98146

Aviation noise: I write this as a resident of Shorewood in Burien for the last 9 years, and as I listen in our home to the sounds of low-flying aircraft passing overhead after 11pm and keeping my children awake. One of my children suffers from autism and is sensitive to noisy environments - I was devastated when I saw that he stopped going outside to play last summer (July 2016) after the change in flight paths occurred. It was such an obvious detriment to both his health and the neighborhood's character to not have him playing outdoors. I am outraged that the change in traffic routing and noise over our home was enacted last year without public consideration, notice, or compensation to families like mine. I am even more appalled at current proposal of returning the automatic west turn after it was suspended due to objections by the Quiet Skies Coalition, and I find the proposal absolutely and entirely unacceptable. It will cause new suffering for many tax-paying community-members and families like mine. I urge you to reconsider the proposal and immediately suspend permanently the automatic west turn. My children will thank you.

1

2

Response to Comment 497

1. Response 1

2. Response 8

Comment 497

Daniel Quittman

Page 2

Possible increase in aviation noise: I write this as a resident of Shorewood in Burien for the last 9 years, and as I listen in our home to the sounds of low-flying aircraft passing overhead after 11pm and keeping my children awake. One of my children suffers from autism and is sensitive to noisy environments - I was devastated when I saw that he stopped going outside to play last summer (July 2016) after the change in flight paths occurred. It was such an obvious detriment to both his health and the neighborhood's character to not have him playing outdoors. I am outraged 1
that the change in traffic routing and noise over our home was enacted last year without public consideration, notice, or compensation to families like mine. I am even more appalled at current proposal of returning the automatic west turn after it was suspended due to objections by the Quiet Skies Coalition, and I find the proposal absolutely and entirely unacceptable. It will cause new suffering for many 2
tax-paying community-members and families like mine. I urge you to reconsider the proposal and immediately suspend permanently the automatic west turn. My children will thank you.

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 497

Comment 498

Dennis Radford

Page 1

Sent: Tuesday, June 20, 2017 6:20 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: dennisradford@comcast.net
Name: Dennis Radford
Mailing Address: 29790 Marine View Dr SW
City: Federal Way
State: WA
Zip Code: 98023

Aviation noise: Aircraft taking off southbound are turning off to the west way sooner than before. Leaving the Pac Hwy departure path early and at low altitude while still climbing creates excess noise pollution for the neighborhood. Also, approaching flights from the southwest are starting to merge into the glide path much further north and much lower than before. 1

Possible increase in aviation noise: Too much take off and landing noise from aircraft.

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 498

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 499

Joseph Radmacher

Page 1

From: Joseph Radmacher <jradmacher@kgip.com>
Sent: Tuesday, June 20, 2017 11:19 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: I'm Opposed to the FAA Flight Change to the West

To Whom It May Concern:

I'm am a life-long resident of Burien. My parents built their first house when I was two years old and I never moved out of Burien. I'm very familiar with the SeaTac flight patterns. Four years ago, I moved to my new house near Eagle Landing Park at 2222 SW 146th Street; Burien, WA 98166. When we moved here, we did it because it wasn't under a flight path. We saw many nice houses in Des Moines with a view but the planes flew right over. It was a deal breaker. My new neighborhood is quiet and I can hear the train horns from the Rainier Valley when it's really quiet.

From my house, I can hear the airport. I hear engines revving-up and occasionally an airplane flew over my house from a 'go around'. The noise from the airport was too loud at times and I voiced my complaints from time-to-time. The noise was occasional.

Last Summer, I noticed an increase in the amount of fly-overs by Horizon Airlines. The propeller planes caused us to increase our voices when talking to each other outside. Inside, I could hear the vibrations of glasses on the shelves and an over-all vibration to the house. The new flights to the West even woke me up in the morning. 1

When the FAA changed the flight path to the West, the noise was no longer occasional. It was bothersome, disturbed my quality of life, caused me to wake early, disturbed family events in the back yard, and I was really concerned that my house value would fall and that the change would make my rental house value fall nearby. 2

Now that the FAA has agreed that the increase in propeller flights to the West was unreasonable the noise has gone away however some days there is an increase in 3

Response to Comment 499

1. Response 1

2. Response 4

3. Response 14

Comment 499

Joseph Radmacher

Page 2

Horizon flights over my house and I'm concerned that they will grow in frequency and this new burden will continue.

Please stop all early left turns to the West over my house. The planes are too low and never were there with any significant impact when I purchased the house.

Sincerely,
Joseph Radmacher

Response to Comment 499

Comment 500

Douglas Rahn

Page 1

From: Douglas Rahn <ddrahn@comcast.net>
Sent: Tuesday, June 20, 2017 10:12 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Cc: stephena@burienwa.gov; austinb@burienwa.gov; bobe@burienwa.gov; lucyk@burienwa.gov; nancyt@burienwa.gov; debiw@burienwa.gov; 9-AWA-NoiseOmbudsman (FAA); Office of Senator Maria Cantwell (imailagent)
Subject: Re: Additional Noise and Other Impacts from Westbound turboprop aircraft while in a north flow.

Providing Name and Address:
Name: Douglas Rahn
Address: 2419 SEW 150th St, Burien, WA 98166
Lived in area since 1974. 43 years
First noticed it in within last six months 1
Terrible impact on my life. More noise, more odors, increased danger, decreased 2
property value potential, lack of process, lack of preparation for community. See 3
below 4 5

On Jun 16, 2017, at 3:47 PM, Douglas Rahn <ddrahn@comcast.net> wrote:

Thank you, FAA, for the opportunity to respond to the continued controversy over your sudden introduction of low Westbound turboprop aircraft over Burien Washington in the last year. You did this without any public comment, without any public hearings, and without working with the City of Burien or any other communities. After citizens and the City of Burien went to court, you withdrew these flights. Now I understand you continue to consider them. This is unacceptable.

My Name is Douglas Rahn. I have lived in Burien with my family since 1974, a resident for over 40 years. I reply because your website said ""the FAA is interested in suggested alternative" ideas.

Thank you, FAA, for being open to suggestions.

Response to Comment 500

1. Response 13
2. Response 2
3. Response 4
4. Response 11
5. Response 13

Comment 500

Douglas Rahn

Page 2

Response to Comment 500

SUGGESTION 1: HOLD OPEN MEETINGS PRIOR TO MAKING DECISIONS AND INVITE THE PUBLIC. See the article below. It shows Charlotte scheduling a public meeting after THREE public meetings int he previous year. Please do not continue to fight with local communities and end up in court. Ending up in court is not a good way to serve the public. 5

ARTICLE

Worried about airplane noise? FAA holding meeting about new flight paths.

New flight procedures will affect routes northeast and southeast of the airport
Meeting is Thursday at 6 p.m.
Flight path changes will be above 3,000 feet

http://www.charlotteobserver.com/news/local/article78086552.html

An American airlines jet takes off at Charlotte Douglas International airport on Dec. 23,2015. Robert Lahser rlahser@charlotteobserver.com
BY ELY PORTILLO
elyportillo@charlotteobserver.com

<page8image7048.png> <page8image7208.png> <page8image7368.png> <page8image7528.png> <page8image7688.jpeg>

The Federal Aviation Administration is holding a public meeting Thursday to discuss flight path changes for routes northeast and southeast of Charlotte Douglas International Airport.

The meeting is scheduled for 6 p.m. at the Charlotte Police and Fire Training Academy, located at 1770 Shopton Road. The new departure routes being established include departure tracks for aircraft leaving Charlotte Douglas when they're between 3,000 and 6,000 feet, and a new arrival route for flights approaching from the northeast when above 16,000 feet.

An FAA assessment last year, which included three public workshops, found there would be "no significant impact" from the changes.

Comment 500

Douglas Rahn

Page 3

The FAA is planning to hold another meeting, either next month or July, to provide more information on new air traffic procedures that will be implemented in 2016. The FAA is trying to improve the flow of air traffic around major metropolitan airports nationwide.

Ely Portillo: 704-358-5041, @ESPortillo
Read more here: http://www.charlotteobserver.com/news/local/article78086552.html#storylink=cpy
—
—END OF ARTICLE ——

SUGGESTION 2: PROVIDE THE ALTERNATIVES, IMPACTS, AND OTHER DATA HELD BY THE FAA TO THE PUBLIC PRIOR TO MAKING DECISIONS. 1
List the alternatives you have studied. List the reasons you wish to make changes. 2
List the negative and positive impacts on the local communities. What drives the need for change? Provide these to the public BEFORE you ask for input. A decision like this can impact many communities. Each community deserves an opportunity to weigh in. This goes as well for businesses. 3 1

SUGGESTION 3: CONDUCT STUDIES SHOWING THE IMPACT TO RESIDENTS IN BURIEN OF LOW FLIGHTS FROM TURBO PROP AIRCRAFT. These low-flying aircraft will put additional air pollution from exhaust. From my house, I can see the Alaska Airline logo on the tail. These are LOW. There may be additional dumping of fuel. There may be spillage from leaks. There will be additional noise pollution. All negative impacts need to be identified BEFORE flights commence. In addition, compensation to each community needs to be identified. This includes compensation for lowered residential values. It includes compensation to make schools and businesses more attractive with additional plantings, learning programs, educational programs, teacher salaries, and noise reduction measures from the airport. Such compensation will make the communities more attractive for families and educators to work in and around Burien. The FAA and SEATAC must recognize that increased low-aircraft flights create more pollution and increase noise pollution and create negative impacts for which communities need to be compensated - before flights commence - and to which communities agree. Sorry, just making the change and starting low flights is now acceptable. 3 4 5 6 7

Response to Comment 500

2. Response 7

3. Response 8

4. Response 2

5. Response 6

6. Response 1

7. 14 CFR 150 is the primary Federal Regulation guiding and controlling planning for aviation noise compatibility on and around airports. Part 150 established procedures, standards and methodologies to be used by airport operators for the preparation of Airport Noise Exposure Maps and Airport Noise Compatibility Programs, including noise abatement. In accordance to Part 150, residential areas are compatible with noise exposures up to the 65 DNL noise exposure level. Since Burien is outside of the 65 DNL contour, Part 150 is not applicable.

8. Response 11

9. Response 9.

Comment 500

Douglas Rahn

Page 4

SUGGESTION 4: CONDUCT TRAINING IN COMMUNITIES FOR POSSIBLE EMERGENCIES DUE TO INCREASED RISK OF EMERGENCY SITUATIONS FROM INCREASED LOW FLIGHTS. All communities must be trained in what to do if a low-flying aircraft goes down. This is particularly true when these aircraft never flew over these areas before. This involves new funding and new training and new equipment for the communities. New risks from terrorism must also be considered. 8

SUGGESTION 5: MOVE THESE FLIGHTS TO ANOTHER AIRPORT. The movement of flights to other airports in the area is overdue. There are other airports. Huge growth in King, Pierce, and Snohomish county makes the need for more than one international airport obvious. 9

SUGGESTION 6: TO THE BURIEN CITY COUNCIL AND QUIET SKIES. File a 'Freedom of Information' request to the FAA to get all papers relating to this decision. File a legal request that no decision be made until the information is received by Burien and Public Hearings are held and Burien can have time to read, study, and react in public hearings. Aren't the data and papers they hold public information?

Response to Comment 500

Comment 501

Alisa Ralph

Page 1

From: Alisa Ralph <alisa468@hotmail.com>
Sent: Wednesday, June 21, 2017 6:38 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Comments-Preliminary Environmental Analysis, SeaTac, Automation of a westerly heading for turboprops aircraft departing SEA in north flow

To whom it may concern:

I am writing to comment on FAA's "Automation of a westerly heading for turboprops aircraft departing SEA in north flow, Preliminary Environmental Analysis." No issue date or reference number for this document is provided on FAA's website, but the comment period closes June 21, 2017. Additionally I wish to express concerns about overall aircraft and airport operations noise and air quality issues in Burien, Washington.

My husband and I live at 16456 6th Avenue SW, Burien, WA 98166. We have been Burien residents for over four years. When we were house-hunting prior to purchasing our home in Burien, we spoke to everyone we know who resides in Burien to ask whether airport/aircraft noise was of concern and were assured it was not, and we made a conscious effort to listen to the level of airport-related noise in various neighborhoods in Burien prior to buying our house. We appreciate the convenience of living in proximity to SeaTac Airport, but we have noticed a severe and disturbing increase in the intensity of airport-related noise over these four years, both in terms of noise from aircraft departing and landing at SeaTac and from whining aircraft sitting on the tarmac for extended periods of time. Additionally, we have noticed the odor of jet fuel in the air in our yard more frequently lately than we did earlier in our tenure here. While we accept that there will be some aircraft/airport operations noise in our neighborhood, the recent level of increase in, and constancy of, airport-related noise is unacceptable. Contaminants in our community's air from aircraft/airport operations, at any level, at any time, is unacceptable. 1

It is apparent that SeaTac Airport has already exceeded capacity for handling inbound and outbound flights; were it not beyond capacity, rerouting turboprop aircraft over Burien would not be an issue. Increased air traffic is severely 2

Response to Comment 501

1. Response 9

2. Response 8

Comment 501

Alisa Ralph

Page 2

impacting surrounding communities in terms of noise, and increasing concerns about air quality/human health effects and safety issues. FAA and the Port of Seattle should be actively planning for establishment of one or more additional airports in western Washington to reduce adverse impacts of SeaTac operations on nearby neighborhoods. 1

With respect to the Preliminary Environmental Analysis concerning turboprop aircraft routing, as well as impacts of airport-related operations generally, it is not apparent that FAA's analysis is based on any actual data regarding noise and air quality impacts. Are there any noise monitors installed around Burien that have measured the volume and frequency of airport-related noise we are subject to? The frequency of (as in, near-constant) takeoffs, landings, and whining engines throughout the day and night is as important a concern as the decibels, especially given that the FAA has determined that, at least for the turboprop aircraft Preliminary Environmental Analysis, noise levels are at an acceptable level under FAA regulation. It is not clear what the baseline noise level and timeframe are that FAA uses to make this determination. Turboprop flight path alternatives should be evaluated with respect to historic air traffic volumes and noise levels, not just the current situation. If no noise data is actually being collected, the FAA should be deploying equipment and comparing current noise with any historic data available 3

from other federal, state or local agencies to justify decisions being made about the volume of aircraft authorized to use SeaTac and flight routing over Burien and other nearby communities. Similarly, does the FAA have, or will it have, actual measurements of air quality parameters in Burien and other communities to assess how airport operations/fuels are affecting our air quality? The FAA and Port of Seattle have a responsibility to know, and share with the public, what the actual impacts of airport operations are on our communities and to use actual data in analyzing alternatives. 4

FAA's Preliminary Environmental Analysis does not adequately address cumulative effects of overall increased air traffic relative to turboprop aircraft routing options. As noted above, the overall increase in air traffic in and out of SeaTac should be a factor in assessing cumulative effects of noise (not just noise levels relative to FAA's stated 45dBA DNL threshold, but also frequency and duration of aircraft and airport-associated noise) and air quality degradation when making the decision to route turboprops and other aircraft over our community. Additionally, as traffic on 5

Response to Comment 501

3. Response 1

4. Response 2

5. Response 18

Comment 501

Alisa Ralph

Page 3

State Route 509 has been increasing over time, and will continue to increase when the Washington Department of Transportation connects SR 509 with Interstate 5,cumulative effects of air traffic and increased truck and vehicle traffic should be considered.

FAA's Preliminary Environmental Analysis invites suggestions on alternative proposals to the proposed action. I believe the best solution is to utilize Paine Field, Boeing Field, and/or new airports in western Washington to ensure no community bears an unfair share of our region's air traffic. Additionally, FAA and the Port of Seattle should lower the allowable flight capacity of SeaTac airport to reduce the overall volume of aircraft using it, thereby minimizing the need for diverting turboprop or other aircraft west over Burien except in rare circumstances. There is no reason to keep accommodating additional flights if the noise (again, frequency/constancy and decibels), air quality, and safety impacts are unacceptable to surrounding communities. 1

Thank you for the opportunity to comment.

Alisa Ralph
16456 6th Avenue SW
Burien, WA 98166
alisa468@hotmail.com

Response to Comment 501

Comment 502

Stephanie Ramirez

Page 1

Sent: Wednesday, July 05, 2017 5:27 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: stephanieramirez@outlook.com
Name: Stephanie Ramirez
Mailing Address: 253 s 163rd place
City: Burien
State: Wa
Zip Code: 98148

Aviation noise: I live on 163rd place in Burien and the noise has gotten progressively worse. Because I'd the noise I think the airport should provide triple pane windows to the residents adjacent to the airport. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 502

1. Response 1

Comment 503

Jodee Rastelli

Page 1

Sent: Wednesday, June 21, 2017 5:53 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: jodee@bel-r.com
Name: Jodee Rastelli
Mailing Address: 15640 18th Ave SW
City: Burien
State: WA
Zip Code: 98166

Aviation noise: We thought that we were done with prop planes going over our house, but oh no . . .just yesterday they started up again. It's completely changed our lives. We are outside a lot, but now I feel like I am under fire with all of the noise. This will also affect our property values immensely! Please keep the flight path the way it was! Homes were purchased knowing the flight path and homes were priced accordingly. It will completely change our way of life! 1 2

Aviation noise concentration: We wake up every morning to jets warming up for the day. Their tails must be pointed west because the continuous roar lasts for a long, long time!! This seems to be getting worse every year! 3

Possible increase in aviation noise: We thought that we were done with prop planes going over our house, but oh no . . .just yesterday they started up again. It's completely changed our lives. We are outside a lot, but now I feel like I am under fire with all of the noise. This will also affect our property values immensely! Please keep the flight path the way it was! Homes were purchased knowing the flight path and homes were priced accordingly. It will completely change our way of life! 1 2

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 503

1. Response 14

2. Response 4

3. Response 1

Comment 504

Mariah Ravelli

Page 1

From: Mariah Ravelli <mravelli@starbucks.com>
Sent: Tuesday, June 20, 2017 9:59 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Plane Noise Over Burien

Hello,

My name is Mariah Ravelli, I bought my home in Burien 3 years ago.

At that time there was a runway nearby but we talked to neighbors and were assured the sound was infrequent as the runway was not always in use. And they were right, for a year an a half it was perfect and the noise was hardly a bother. We were excited to use our backyard for barbecues and considered getting a hot tub.

But then everything started changing, now, only 3 years after purchasing our first home, we can barely use the backyard we were so excited about.

We can't have company or just sit and enjoy a conversation anymore without being interrupted every 5-10 minutes by a plane overhead.

Everything we saved for, to get a yard and escape the noise of the city, feels like it was ripped from us.

Please don't make it worse. Please help us have our home back. 1

Thank you,
Mariah Ravelli

Response to Comment 504

1. Response 1

Comment 505

Chris Reay

Page 1

Sent: Tuesday, June 20, 2017 2:17 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: elreay@gmail.com
Name: Chris Reay
Mailing Address: 18427 2nd Ave S
City: Burien
State: WA
Zip Code: 98148

Aviation noise: Aviation Noise 1

Aviation noise concentration: Concentration of Noise (time of day as well) 2

Environmental concerns: Air Quality 3

Possible increase in aviation noise: Increase in aviation noise

Aviation noise concentration: Increased concentration 1

Air quality: Studies on air quality and health impacts 3

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 505

1. Response 1

2. Response 9

3. Response 2

Comment 506

Theresa Redfern

Page 1

Sent: Friday, June 09, 2017 2:53 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: theresa.redfern@gmail.com
Name: Theresa Redfern
Mailing Address: 13040 Occidental Ave. S.
City: Burien
State: WA
Zip Code: 98104

Aviation noise: The change in flight patterns directly over Burien has negatively impacted the enjoyment of my property.

Aviation noise concentration: I am no longer able to enjoy the peace and quiet of my home due to the flights now being flown over Burien. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 506

1. Response 1

Comment 507

Theresa Redfern

Page 1

Sent: Tuesday, June 13, 2017 12:01 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: theresa.redfern@gmail.com
Name: Theresa Redfern
Mailing Address: 13040 Occidental Ave. S.
City: Burien
State: WA
Zip Code: 98168

Aviation noise: An alternative path for north flow turboprop departures is five miles out over Elliott Bay and at higher altitudes, disbursed over West Seattle and north as far as Ballard.

Aviation noise concentration: An alternative path for north flow turboprop departures is five miles out over Elliott Bay and at higher altitudes, disbursed over West Seattle and north as far as Ballard. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/sea/community_comments/

Response to Comment 507

Thank you for your suggestion. It has been incorporated into the CATEX section for Alternative Proposals. Note that your disbursed suggestion, is the No-Action alternative.

Comment 508

Christopher Reed

Page 1

Sent: Wednesday, June 21, 2017 4:57 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: sirhcdeer@outlook.com
Name: Christopher A Reed
Mailing Address: 2405 SW 144th Place
City: Burien
State: WA
Zip Code: 98166

Aviation noise: Please discontinue the westward vectoring of northbound flights over my neighborhood. Having the occasional (slower) Dash-8' (Q400) turboprops turn westward after takeoff and vector over our neighborhood is one thing, but increasing the frequency in which this occurs so dramatically is another thing altogether. Yes, the City of Burien is in close proximity of Sea-Tac Airport, however our neighborhood has never been routinely impacted by noise pollution from air operations. Since the change in outbound flights in July, the amount of turboprop traffic banking over our neighborhood is dramatic. Again, please discontinue this low-level maneuver immediately, and change the departure vectoring procedure so that aircraft does the change in direction at a higher altitude and further north. A more suitable point would be further north, where the area impacted is less dense with residential and transitions to more industrial/commercial occupancies. 1 2 3

Other concerns: The other concern I have pertains to what appears to be ""convenient"" timing on the transition of these westward vectoring procedures. It seems probable that the decisions makers (POS/FAA) used the Seafair airshow departure restrictions in late July of last year as a convenient moment in time to ""slide in"" the new northbound departure procedures, in hopes that no one would notice. Well, we did. Instead of doing the right thing and engaging the neighborhoods impacted by this change, the POS/FAA implemented this change in a disingenuous manner. Some would say I'm being kind by using the word ""disingenuous,"" and it should be more like ""conspired"" with regards to how the change in departure path was seemingly put in place. Trying to hide the implementation of this change and hoping no one would notice does not inspire people to trust government more--particularly in a surrounding city like Burien, 4

Response to Comment 508

1. Response 1

2. There is no altitude restriction associated with the Proposed Action, so pilots have the ability to climb as much as they feel is within the safe operation of the aircraft. Instituting an altitude restriction may interfere with how the pilots would safely fly their aircraft. For this reason, the FAA has determined this alternative does not meet the Purpose and Need to enhance NAS safety and efficiency at SEA during north-flow operations.

3. The Proposed Action includes the statement that the westerly turn should be established prior to 1 NM from the departure end of the runway to provide sufficient separation between turboprops departing SEA and those departing BFI. Allowing the SEA turboprops to turn later does not provide sufficient separation with departures off BFI. In the No Action Alterative, turns are delayed as a natural consequence of the departure being assigned after the departure controller coordinates the turn with the S46 controller. This delay results in southbound turboprops entering through an area in the vicinity of BFI in which conflicts may occur. Automating the turn is intended to remove the westerly turning turboprop from that conflict area in the vicinity of BFI, allowing them to more quickly and safely turn toward their destination airport. For this reason, the FAA has determined this alternative does not meet the Purpose and Need to enhance NAS safety and efficiency at SEA during north-flow operations.

4. Response 23

Comment 508

Christopher Reed

Page 2

where the 3rd runway expansion created much consternation amongst the residents.

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 508

Comment 509

Gregory Rehmke

Page 1

From: Gregory Rehmke <grehmke@gmail.com>
Sent: Wednesday, June 21, 2017 10:16 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: airplane noise over Burien

FAA,

I live at 14307 23rd Ave SW, in Burien and grew up at this address in the 1960s and early 70s, then moved back in 2003.

The sudden increase in airplane noise beginning last summer was surprising. Few in our neighborhood have air conditioning so keep our windows open in the summer, early morning and late evening flights over Burien seem constant on summer days with north winds. Plus our house was remodeled some years ago to add skylights to bedrooms. 1

These seem to amplify overhead noise from propeller aircraft.

Noise pollution, like other kinds of pollution are part of modern society, but companies and organizations creating the pollution should take all possible measure to minimize externalities, and should compensate those suffering from air, water, or noise pollution from day-to-day business.

As an economist researching and writing on public policy issues, it seems clear that the flight path change saves flight time for airlines plus allows SeaTac to earn more by adding aircraft departures. 2

Yet the costs involve thousands of everyday people whose quality of life is impaired by the constant stream of airplanes flying at low altitude. And the added noise comes on the limited number of sunny days that usually come with northern winds rather than southern. 1

In any case I just wanted to add my voice to those others dealing with the sudden increase in noise from low altitude flights over Burien.

Greg Rehmke, 14307 23rd Ave SW, Burien, WA 98166, 206-228-4569

Response to Comment 509

1. Response 1

2. Response 7

Comment 510

Alex Reid

Page 1

Sent: Wednesday, June 21, 2017 8:28 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: alexvicky@aol.com
Name: Alex Reid
Mailing Address: 15100 6th. Ave. SW Unit 624
City: Burien
State: WA
Zip Code: 98166

Aviation noise: When planes take off and land there are times when we have to turn the TV volume up, sometimes we use ear plugs to get a good night's sleep,

Possible increase in aviation noise: We are concerned that this project will increase the noise factor. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/?CFID=424136899&CFTOKEN=ee974e66ef57821f-0A620403-956E-7E01-17267CD16F376D29&jsessionid=5D7EC991DC06746DD5F5C92C6D59E8AE.www

Response to Comment 510

1. Response 1

Comment 511

Jeff Reindel

Page 1

Sent: Wednesday, June 21, 2017 10:27 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: denarein@comcast.net
Name: Jeff Reindel
Mailing Address: 15731-14th ave sw
City: Burien
State: Wa
Zip Code: 98166

Aviation noise: Too much- change in flights. Glad Paine field will be utilized now as we need two airports due to size of our city and share this impact.]1

Environmental concerns: Flying over lake burien]2

Possible increase in aviation noise: Too much and too much use of runway 3]3

Air quality: Bad for our lake and local streams and taking out trees is too bad]2

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 511

1. Response 9

2. Response 5

3. Response 1

Comment 512

Patti Revoyr

Page 1

Sent: Tuesday, July 04, 2017 5:26 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: prevoyr@yahoo.com
Name: Patti Revoyr
Mailing Address: 7711 46th ave s
City: Seattle
State: WA
Zip Code: 98118

Concerning Address: I like the planes flying the flight path other people are complaining about

Aviation noise: I like the sound of planes. Keep the SeaTac flight paths

1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 512

1. Thank you for your comment

Comment 513

Valerie Rhodes

Page 1

Sent: Wednesday, June 21, 2017 4:32 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: dtoppano@gmail.com
Name: Valerie Rhodes
Mailing Address: 850 South Marine hills Way
City: Federal Way
State: WA
Zip Code: 98003

Aviation noise: Increased Noise

Aviation noise concentration: Increased level of noise. This is due to air traffic

Environmental concerns: Concerned with Air quality for children and animals. Air and environment is increasingly feeling polluted.

Possible increase in aviation noise: Increase in noise

Air quality: increase it poor air quaility

Form URL: https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

1

Response to Comment 513

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 514

Arron Rice

Page 1

Sent: Wednesday, July 05, 2017 10:27 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: arron@imbach.us
Name: Arron Rice
Mailing Address: 17624 1st Ave S, Unit A-104
City: Burien
State: WA
Zip Code: 98148

Aviation noise: The noise is already too loud with the third runway. Adding these lower flying planes to an already noisy airspace is not what we signed up for. Air Packages from the 90s have not kept up with the airport growth and we should not have to shoulder the burden. I can't sleep with my windows open like I could 10 years ago due to the increased noise; especially caused by this new directive to divert the smaller planes over family neighborhoods that were here before the airport 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 514

1. Response 1

Comment 515

David Rice

Page 1

Sent: Tuesday, June 20, 2017 5:31 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: ddayle@aol.com
Name: David D Rice
Mailing Address: 21249 14th Ave S,
City: Des Moines
State: Washington
Zip Code: 98198
Concerning Address:

Environmental concerns: The should turn them out as soon as possible to save fuel and create less pollution. The more delays equal more pollution. I live under the departure path ,two miles from the airport. These little turboprops make very little noise. Often I don't hear them at all.

Other concerns: The need to turn the smaller planes lout to make less air pollution. Making them fly farther creates pollution, makes the bigger jets take longer, which makes more pollution. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 515

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 516

Chris Rimple

Page 1

From: Chris Rimple <chrisrimple@gmail.com>
Sent: Wednesday, June 21, 2017 11:02 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Comments on NextGen and new flight paths

Greetings.

Please accept my comments on NextGen and the new flight paths at Sea-Tac Airport. My contact information is below.

Aviation Noise: Recent changes to flight paths are directing significant, frequent, and regular air traffic over Burien, predominately due west of Sea-Tac Airport. This is a new routing that has not existed previously and has not received appropriate EIS review. While winds from the north, resulting in northbound takeoffs, are prevalent for a few weeks each summer, they did not include the new westbound 270-degree heading. Prior to implementation of the new routing, aircraft noise was very infrequent and relatively quiet at my home; now, it can be every 60 seconds and very loud, so much so that it's difficult to have a conversation even while indoors.

Aviation Noise Concentration: As noted above, aircraft noise concentration was not previously a meaningful problem, but has become one with the new routing, particularly when takeoffs are back-to-back every 60 seconds and all turning to the new westbound 270-degree heading. 1

Environmental Concerns: Previously, there was no air traffic directly over or near my home, but now the new westbound 270-degree heading is putting traffic right overhead. Having intentionally purchased a home well away from existing flight paths, I'm concerned about the potential health impacts from exhaust, unburned fuel, and other contaminants that may be falling to the ground. I'm also concerned about the impact of sustained high decibel levels on my hearing. 2

Thank you for your attention.

Chris Rimple
14405 25th Ave SW, Burien, WA 98166, 206-679-3947, chrisrimple@yahoo.com

Response to Comment 516

1. Response 1

2. Response 10

Comment 517

Bill and Jane Riordan

Page 1

From: Bill and Jane Riordan <riordans2@outlook.com>
Sent: Sunday, June 18, 2017 9:47 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Turboprop Overflights of Burien from SeaTac Airport

Dear Sir or Madam,

We purchased property in Burien in March, 2016 in order to enjoy its picturesque scenery, along with its peace and quiet. In July we began to notice a sharp increase in the number of turboprop overflights, and a dramatic increase in noise levels. This was particularly noticeable on sunny days, when we were especially looking to enjoy the outdoors. Had we known of this impending noise pollution, we would not have bought the property. 1

As far as recommendations to rectify the situation, we have several. With the continued increase in passenger counts at SeaTac, it is becoming obvious that larger aircraft are needed to carry them, particularly at peak periods. It is ridiculous to witness the steady stream of 737s, regional jets and turboprops using the airport, almost to the exclusion of larger types. During peak periods, access should be restricted to aircraft carrying 160 passengers or more. In the longer term, greater use has to be made of Paine Field, and even possibly McChord. In the very long term, it must be recognized that SeaTac has become far too small to handle the passenger numbers it is now experiencing; a problem which is to become far worse. A larger regional airport will be needed. 2

We are highly pro-business people, and are not looking to curtail bona fide business operations, but thought also must be given to those whose lives are being seriously impacted by this noise problem. 3

Yours sincerely,

Bill and Jane Riordan
2435 SW 172nd St, Burien WA 98166
425-235-3243

Response to Comment 517

1. Response 1

2. Response 9

3. Response 8

Comment 518

John Rizzardi

Page 1

From: John Rizzardi <JRizzardi@Cairncross.com>
Sent: Tuesday, June 20, 2017 1:48 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Cc: John Rizzardi
Subject: Automation of a westerly heading for turbojet aircraft departing SEA in north flow

Re: Automation of a westerly heading for turbojet aircraft departing SEA in north flow

To: The Federal Aviation Administration ("FAA")

From: John and Carmen Rizzardi
14620 25th Ave SW
Burien, WA 98166
206.244.0656

Re: Automation of a westerly heading for turboprop aircraft departing SEA in north flow

My name is John Rizzardi. My wife and I have resided in the single family home we own located at 14620 25th Ave SW, Burien WA since purchasing it in 1990.

* Beginning in late July 2016 or early August 2016, I noticed a new and disruptive flow of noisy, low elevation turbojet aircraft operated by Alaska/Horizon flying directly over my house. This has never happened before since I purchased the house in 1990.

* After investigating the issue with neighbors, I affiliated as a member with the Washington non-profit corporation known as Quiet Skies Coalition (QSC).

* QSC discovered that the FAA had, in secret and without requisite NEPA compliance, adopted a new procedure to direct all or substantially all of the turbojet north flow flights directly over central and northern Burien.

Response to Comment 518

Comment 518

John Rizzardi

Page 2

* Working with the City of Burien, QSC supported the lawsuit against the FAA in the 9th Circuit for such NEPA violations.

* The FAA was forced to abandon the new flight procedure by letter dated April 10, 2017.

* On June 8, 2017, the FAA posted a document entitled "Automation of a westerly heading for turboprops aircraft departing SEA in north flow PreliminaryEnvironmental Analysis" ("Analysis") to a NextGen website in which FAA appears to intend to re-institute the same flight path it abandoned on April 10, 2017.

* The new low elevation noisy flight path is extremely disruptive to my family's quality of life. We can't enjoy our yard outdoors when the flights pass over. Inside the house, the noise is very disruptive and produces anxiety and anger. Moreover, we are concerned that the unwarranted increase will have a negative effect on the value of our home, as well as the values of all properties in Burien, thus greatly impacting the economics of the Burien community. By separate letter, I have notified the FAA, the Port of Seattle and Alaska Airlines (who operates most of the flights) of the unauthorized trespass that is occurring by reason of this recent increase in flight volume and direction. 1 2 3

* The links below are to two video clips illustrating the disruption caused by the FAA directly over where we live. They were taken by my neighbor, John Parness, who lives three houses to the north of our home:

o https://www.youtube.com/watch?v=gj2B0MyisFo

Response to Comment 518

1. Response 1

2. Response 4

3. Response 15

Comment 519

Daniel Robben

Page 1

Sent: Tuesday, June 20, 2017 9:38 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: daniel.s.robben@gmail.com
Name: Daniel Robben
Mailing Address: 507 S. 145th St.
City: Burien
State: Washington
Zip Code: 98168

Aviation noise: There is an abundance of plane noise. Some planes are very loud compared to others and seem to rev the engines while landing causing excess noise. 1

Aviation noise concentration: The majority and loudest plane noise seems to be in the early morning and late evening greatly effecting sleep. There also seems to be long duration engine roaring (testing?) that is very loud and makes conversations and rest difficult.

Other concerns: How the decisions of the airport effect our property values. 2

Possible increase in aviation noise: There is already significant noise from aircraft with some being very loud that rumbles our house. With a baby on the way we are concerned with how the extra noise will effect the sleep and health of our child. 1

Aviation noise concentration: Increase in planes flying over resulting in longer duration of noise disturbance.

Air quality: Concern with pollutants and particulates being spread over my property 3
and coming in contact with my family, negatively effecting all our health. 4

Other concerns: The reduction of property values. 2

Response to Comment 519

1. Response 1
2. Response 4
3. Response 2
4. Response 10

Comment 520

James Robbins

Page 1

Sent: Monday, June 19, 2017 9:45 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: rod@robbinsandco.com
Name: James Robbins
Mailing Address: 818 sw 142nd
City: Burien
State: Wa
Zip Code: 98166

Aviation noise: The airport has spent millions developing flight paths and compensating those affected. The faa has no fight to damage our business and community for the profits of others. The city of Seattle is who benefits from the airport not burien. 1

Environmental concerns: If an aircraft develops problems it going to crash into residential property not only resulting in death to possibly hundreds of people but also environmental contamination. 2

Possible increase in aviation noise: Aircaft have only been over our neighborhood during seafair and was a reasonable concession but the proposed flight path was never considered when these neighborhoods were created.

Other concerns: If a pilot looses power or has a bird strike on a north departure there is open space to make an emergency setdown.On a north takeoff west departure unless they can make it to the sound loss of life will be certain on the ground. 11

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 520

1. Response 1

2. Response 4

3. Response 11

Comment 521

Rod Robbins

Page 1

From: Rod <rod.robbins@comcast.net>
Sent: Monday, June 19, 2017 10:59 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: West departure over burien

My comments are as a home owner and a Burien business owner . A west departure over burien is just not safe for those on the ground. To risk the lives of citizens so airlines can make more flights and hence more revenue for both the airlines and the port of seattle is unconceivable . It is the responsibility of the faa to not only maintain safe skys but more importantly those on the ground. When one gets on an airplane to travel there is some risk of death but that risk is taken by the person purchasing a ticket. If a plane comes down those affected did not weigh the risk. People decide where to live based on several environmental considerations. A logical person would not choose to be in the departure path of commercial aircraft. Your plan is taking that choice away giving the community leaving only two choices. Move ,for the second time for some, or take the risk. 1

I believe the current north route can be managed more safely and a safer plan to get more flights out would be tighten the spacing. I have always wondered what the point of making aircraft wait so long to takeoff behind another aircraft flying 200mph .Its not like they're going to run into each other. 2

Do the right thing for burien not seattle.

Thanks

Rod

Response to Comment 521

1. Response 11

2. Response 7

Comment 522

Teresa Robbins

Page 1

Sent: Monday, June 19, 2017 9:35 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: ttrobbins@comcast.net
Name: Teresa C Robbins
Mailing Address: 16003 21st Ave SW
City: Burien
State: WA
Zip Code: 98166

Aviation noise: As a resident of Burien, WA for 60 years I do not want to have airplane noise affecting our growing little community. I don't want the health concerns associated with jet fumes or fuel. Let the planes fly over commercial areas and designated areas established years when you forced people to be bought out. You can't keep encroaching the airport onto residents. 1 2 3

Possible increase in aviation noise: You don't have the right to force people to deal with the noise of aircraft because you decided to stay in the middle of several residential areas. Stay your lane and maintain established flight patterns established with your buyout program. 4

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 522

1. Response 1

2. Response 2

3. Response 7

4. Response 8

Comment 523

Christa Roberts

Page 1

Sent: Wednesday, June 21, 2017 5:25 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: christaroberts@hotmail.com
Name: christa k roberts
Mailing Address: 28827 14th Ct S
City: Federal Way
State: WA
Zip Code: 98003

Concerning Address: My husband & I moved in this area 34 years ago. At that time the air travel wasn't so bad. Now starting around 5:30 AM we hear every 30 seconds planes landing. Some of work us late at night so 5:30 A.M. wakes us up! Sea=Tac should help in getting triple pain windows in the Marlbrook Neighborhood. We have been dealing with this problem way too long. You know this is going to get worse as years go by. Please do something about this matter!

Aviation noise: TOO MUCH NOISE LATE NIGHT & EARLY MORNING!

Environmental concerns: WHEN OR WHERE DO THE DUMP WASTE BEFORE LANDING?

Possible increase in aviation noise: WHY TOO LOUD & CONSANT IN THE A.M.!

1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 523

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 524

Rachel Roberts

Page 1

From: Rachel Roberts <rachelaroberts@gmail.com>
Sent: Wednesday, June 21, 2017 9:19 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Airplane noise

I have lived in this home in Des moines for 14 years. The airplane noise over the last several months has been out of control. I now have to wear earplugs to bed as well as have a fan turned on high. We have the port package and up until now, has been fine with the regular noise. I have called and complained and supposedly nothing has changed with flight patterns etc. A total lie. We knew exactly what we were buying into 14 years ago, what we didn't know was that the airport was going to push their agenda at any cost. Frustrating and sad. 1

Rachel Roberts

Response to Comment 524

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 525

Blake Rhode

Page 1

Sent: Wednesday, June 14, 2017 12:21 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: blakerohde@gmail.com
Name: Blake Rohde
Mailing Address: 233 SW 137th St
City: Burien
State: WA
Zip Code: 98166

Aviation noise: Prop planes flying so close directly over our house is detrimental to our lives and wellbeing.]1

Aviation noise concentration: Propose >=1 mile variance in alternate flight paths to lessen burden of any one path.]2

Environmental concerns: Concerned over impact to air quality and mental wellbeing of new flight paths.]3

Possible increase in aviation noise: Prop planes flying so close directly over our house is detrimental to our lives and wellbeing.]1

Aviation noise concentration: Propose >=1 mile variance in alternate flight paths to lessen burden of any one path.]2

Air quality: Concerned over impact to air quality and mental wellbeing of new flight paths.]3

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 525

1. Response 1

2. Thank you for your suggestion. This type of dispersal is encompassed within the No Action Alternative.

3. Response 2

Comment 526

Carly Rhode

Page 1

Sent: Wednesday, June 14, 2017 12:58 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: cy15251323@gmail.com
Name: CARLY ROHDE
Mailing Address: 233 SW 137th Street,
City: Burien
State: WA
Zip Code: 98166

Aviation noise: Our street is very quiet and only 2-3 cars pass by a day, that being said, the noise from the airplanes are very loud and clear. We can hear it inside the house and of course, outside our backyard. We can't enjoy our backyard as we wanted due to the noise. For example, if we invited friends over, if the plane passing by, we can't hear anything else except the noise, and we have to wait for the plane to passed by in order to chat and hear anything. Really bothers especially it pass by our house everyday and quite often.

Aviation noise concentration: Our neighbor have a 3 levels building in his backyard which makes the noise even worse cause the sound will bounce back to our yard and make it seems even louder. We can't avoid it nor fix it. It really bothered us and I hope the planes don't pass by burien area as much. 1

Environmental concerns: We planted trees and flowers in our yard, yet planes always pass by and it really made our trees unhealthy. Not just our home, our neighborhood have many small trees in growth, but due to the planes, it can't grow fast as it could and really made the trees harder to maintain. We have to put more tree nutrition and care to the trees and plants due to the planes. 2

Possible increase in aviation noise: It makes me concerned that the planes ares not as good as we thought we could build. I think aviation companies can surely fix the noise if they put more work into the reduce noise as main thing. It is not reasonable to lots but it does help with our environment and our living.

Response to Comment 526

1. Response 1

2. Response 5

Comment 526

Carly Rhode

Page 2

Aviation noise concentration: If we can't build a plane quite enough, how can we do better in other things?

Air quality: As our president insisted on not working with global warming issues, I think it's best we do more to reduce pollution instead of only focusing on planes that are not important to human health.

3

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 526

3. Response 2

Comment 527

Kevin Rosenfield

Page 1

Sent: Monday, June 26, 2017 1:06 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: krosenfield@gmail.com
Name: Kevin A Rosenfield
Mailing Address: 1216 SW 157th St
City: Burien
State: Washington
Zip Code: 98166

Aviation noise: As a Burien resident, I strongly oppose the FAA from returning to the automatic left turns over Burien when Sea-Tac airplanes take off to the north. The aircraft noise is terrible for our community. Thanks, Kevin 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 527

1. Response 1

Comment 528

David Ross

Page 1

Sent: Thursday, June 22, 2017 11:07 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: dave.ross@gmail.com
Name: David Ross
Mailing Address: 5911 20th Ave S
City: Seattle
State: WA
Zip Code: 98108

Aviation noise: We live under constant noise from aircraft departing or landing at KSEA - but what frustrates me is that there seem to be no rules that are followed for noise management. Many aircraft fly overhead at low altitude are are not descending, while others are much higher, descending, and less noisy over the residential area of beacon hill. In similar fashion, some planes simply do not ""climb out"" - and are still at very low altitude as they pass over. A constant offender is British Airways Boeing 744 - every evening our house shakes because of this flight - but often is still low and loud all the way up near Eastlake / State Route 520.

Recommendations: 1) Use the 2nd and 3rd runways more often in order to orient inbound / outbound traffic over I5 and the industrial areas of the city, not residential. 2) Planes should descend at idle, not be under power at low altitudes over residential areas. 3) Planes/loads that cannot climb out of the airspace adequately should not be allowed to use KSEA, due to the proximity noise, and environmental imact to populated residential areas. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 528

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to jet departures from SEA in north flow and arrivals into SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA south flow arrivals and north flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 529

Jason Ross

Page 1

Sent: Thursday, June 22, 2017 12:45 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: arcadeplayer1@yahoo.com
Name: Jason Ross
Mailing Address: 2130 s 107th st
City: Seattle
State: Wa
Zip Code: 98168

Aviation noise: I am awoken more offten then none from large planes flying right over where my address is. Its very nerve racking to be woke up by the sounds of a large plane in the very early mornnings. The sounds of a peaceful quiet nature our soon interrupted by these flight paths.

Environmental concerns: I am also a bit concerned about the air quality in and around the planes flight paths. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 529

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to jet departures from SEA in north flow and arrivals into SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA south flow arrivals and north flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 530

Nina & Ralph Rowland

Page 1

From: Nina Rowland <9arowland@comcast.net>
Sent: Friday, June 09, 2017 9:38 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Noise concerns in Burien Washington

To Whom it May Concern:

We have lived in the Seahurst neighborhood in Burien for two years. We bought our house, knowing we had very little airplane noise from SeaTac. But that all changed last fall. We are deeply disturbed that planes now go directly over our house, sometimes every 3 minutes. The noise and potential pollution is disturbing. 1

We ask that you respect our community, which is already highly impacted by SeaTac and it's "crawl" into our city. There is no reason you need to add to the noise we already experience by adding these new flight paths. 2

We will also be contacting King County about our property taxes, as you have affected our property value, with no input from the community. 3

Do the right thing.

Nina and Ralph Rowland
2102 SW 149th Street
Burien, WA 98166

Response to Comment 530

1. Response 1

2. Response 7

3. Response 4

Comment 531

Nina & Ralph Rowland

age 1

Sent: Monday, June 19, 2017 10:45 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: 9arowland@comcast.net
Name: Rowland J Nina
Mailing Address: 2102 SW 149th Street
City: Burien
State: WA
Zip Code: 98166

Aviation noise: I'm am truly concerned about the amount of air traffic going over our home in Seahurst area of Burien. We have lived in our home for almost two years and we have seen a remarkable increase in air traffic since last August/September. The noise is especially loud at night when I'm going to bed and can easily be heard from our upstairs bedroom. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 531

1. Response 1

Comment 532

Page Russell

Page 1

From: Page Russell <page_russell23@hotmail.com>
Sent: Sunday, June 25, 2017 9:11 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: No flights? over burien

I stand with the rest of Burien, please permanently discontinue automatic left turns over the city of Burien. These are very loud and disruptive, especially in the evening or at night. 1

Page Russell

20+ year burien resident, homeowner, and business owner

Response to Comment 532

1. Response 1

Comment 533

Jean Sakita

Page 1

Sent: Wednesday, June 21, 2017 4:33 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: dtoppano@hotmail.com
Name: Jean Sakita
Mailing Address: 900 South Marine Hills Way
City: Federal Way
State: Wa
Zip Code: 98003

Aviation noise: Plane noise is too loud

Aviation noise concentration: Extremely Loud

1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 533

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 534

Richard Salinas

Page 1

Sent: Thursday, July 06, 2017 4:14 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: jillking121@msn.com
Name: Richard M Salinas
Mailing Address: 14930 24th ave sw
City: Burien
State: Wa,
Zip Code: 98166

Aviation noise: The airplane noise in the early morning hours between 2 a.m. and 6 a.m. is effecting my sleeping habits. At times I incorporate the sound of the airplanes into my dreams. I've suffered from severe anxiety in the past and when I"m awakened by the noise in the early morning hours it can set off my anxiety. My house does not have the proper sound insulation for the new noise. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 534

1. Response 1

Comment 535

Bertha Sanchez

Page 1

Sent: Tuesday, July 04, 2017 6:00 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: betti.sanchez@gmail.com
Name: Bertha Sanchez
Mailing Address: 4843 20th avenue south
City: Seattle
State: Wa
Zip Code: 98108

Aviation noise: The noise is so loud I need to consisistently close all doors and windows. At night the noise definitely keeps me up and disrupts my sleep. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 535

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to jet departures from SEA in north flow and arrivals into SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA south flow arrivals and north flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 536

Bonnie Sanders

Page 1

Sent: Tuesday, June 20, 2017 9:28 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: bonniesanders@comcast.net
Name: Bonnie Sanders
Mailing Address: PO Box 13195 20727?10th Ave S
City: Des Moines
State: WA
Zip Code: 98198

Aviation noise: Unacceptable increase in airplane noise at our home. The planes are flying lower and closer to our home and therefore our quality of life and ability to enjoy our home (inside and out) has dramatically decreased. We had the Standard Port insulation Package installed many years ago (windows and attic insulation), but it fails to address the current noise levels.

Aviation noise concentration: lower, closer and louder aircraft flying adjacent to our home and sometimes directly over our home. Results in an almost constant noise during most of the day, disruption of conversations outside our home and inside our home when a window is open for fresh air. In addition, I am now experiencing disruption or prevention of sleep due to noise and vibrations caused by aircraft.

Environmental concerns: Increased deposit of fine particles on house, cars and plants requiring more frequent cleaning of siding, roof and vehicle as well as rinsing debris if plants with jet setting on hose spray nossel.

Possible increase in aviation noise: With continually increasing frequency and lower flight levels near our home, the noise and disruption of our quality of life will get worse preventing us from enjoying our home and yard. It is already unacceptable!

Aviation noise concentration: Already experiencing Unacceptable increase in the frequency of planes which are flying lower and closer to our home. The noise and vibration has dramatically increased since the opening of the 3rd runway and will get even worse as plane capacity increases at SeaTac Airport.

1

Response to Comment 536

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 536

Bonnie Sanders

Page 2

Air quality: An increase in number and frequency of planes flying so close to our home results in increased air pollution at our home. Additionally, with the removal of mature trees on and surrounding airport property, the air cleansing and noise dampening benefits of these trees will be lost which negatively affects the environment, residents and all living creatures.

Other concerns: Negative impacts on health, quality of life, and value of our home.

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 536

Comment 537

Lee & Carol Sanders

Page 1

From: Leeasan <leeasan@aol.com>
Sent: Wednesday, June 21, 2017 9:03 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Turboprops Departing Seatac over BURIEN

F.A.A.

Dear Sirs:

We live at 2685 SW 151st Place, Burien WA 98166 and have been at this address since 1981 (36 years).

The only time we used to notice any significant noise from jets or turbboprops was during Seafair weeks when the Blue Angels were in town. However, last year (until recently) we have experienced SIGNIFICANT loud turbrop noise & have seen the overflights heading NW as planes depart northbound from Seatac airport This has many times disrupted our sleep as well as our ability to converse even inside with windows & doors closed. 1

We strongly object to this very significant change and hope that this recent departure pattern will be disbanded forever. Thank you very much for your consideration in these matters.

Sincerely,

Lee & Carol Sanders

Response to Comment 537

1. Response 1

Comment 538

Lee & Carol Sanders

Page 1

From: Constance Sanders <ricorych@comcast.net>
Sent: Wednesday, June 21, 2017 12:38 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Burien Overflights

Hello,

We have lived in Burien for 31+ years and we never recall this many big jets flying over or very nearly over our house. We thought there was an agreement when the 3rd runway went in that this would not happen. Now it seems as if rules are being changed that impact thousands of lives and pose a direct threat to the health and well-being of Burien residents. 1

This has been done very quietly with the majority of Burien residents completely in the dark about what is being done. We ask that any changes that have been made be rolled back to the flight patterns that were put in place one year ago until a very public and expansive review and report is made and well-publicized in the Burien/Normandy Park cities. 2

The Port of Seattle should not be allowed to ride rough-shod over the mostly poor and middle class city of Burien. It seems they choose to do this to Burien because our city doesn't have the amount of money needed to stop them with lawsuits the way that Normand Park could, so we are asking you to be our advocates, to be fair, to stop this latest attack on the skies over our neighborhoods, ruining the quality of life for thousands, needlessly. 1

There are other routes that would not take these jets so low over such a populated area as ours. Our city has already been literally gutted because of expansion at the airport and it seems the Port won't be happy until they have ruined Burien so they can have the land between the airport and the Sound all to themselves.

Please side with the "little guy" in this matter. Thank-you.

Richard and Constance Sanders

Response to Comment 538

1. Response 7

2. Response 13

Comment 539

Barbara Sando

Page 1

From: Barbara Sando <barbarasando@yahoo.com>
Sent: Tuesday, June 20, 2017 2:53 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Comments on impact of flight pattern over Burien

FAA –

I am writing to express my comments regarding the revised air traffic pattern that has very negatively affected my neighborhood, and my peace of mind, over the past many months. I have lived in the Gregory Heights area of Burien (at the address below) since March 1987. Until last August (2016), it was always quiet and peaceful here. Now, it is not. No longer can I sit in my yard, or even in my living room, without the intrusive noise of airplanes impacting my thoughts and activities. 1

It used to be that, with the north-south configuration of the airport, there was little noise to the west – even after the addition of the third runway. However, with the new flight pattern, aircraft are turning immediately upon takeoff, creating extensive noise pollution in my area. 2 This has created an untenable situation for myself and my neighbors, significantly disrupting the quiet atmosphere we enjoyed here for decades. 3 In addition, this change in flight pattern was not coordinated with the City of Burien, and that is not acceptable to residents of the area either.

I fully support the efforts of the Quiet Skies Coalition and the City of Burien to restore the quiet skies over our area. As such, I request that you cease and desist the increased air traffic over my home and the Burien neighborhood.

Thank you,
Barbara Sando
16921 28th Ave SW
Burien, WA 98166

Response to Comment 539

1. Response 1

2. Response 7

3. Response 13

Comment 540

Donald Sandstede

Page 1

Sent: Tuesday, June 20, 2017 10:18 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: jfluke@gmail.com
Name: Donald L Sandstede
Mailing Address: 2115 SW 149th street
City: Burien
State: Wa
Zip Code: 98166

Aviation noise: It never stops now, making my wife excessively irritated which causes stress on our relationship.

Aviation noise concentration: It's only getting worse. Planes flying non stop all day, all night. With trees being cut down around the airport, noise is getting worse. 1

Environmental concerns: The smells of jet fuel are penetrating our home , esp now with our windows open for what should be fresh air in the summer. 2

Access to knowledge about aviation and or airport concerns: Why haven't we as residents received anything directly by mail from the FAA about this decision? 3

Other concerns: If the FAA can change the quality of our life they airplanes overhead, wonder what other life changing actions are being taken by other government agencies?

Possible increase in aviation noise: It will get worse and our quality of life will diminish. My wife and I will move. 1

Aviation noise concentration: Endless flights impacting residents and their pets will be the end of the clean, friendly neighborhoods of Burien. Nobody will want to live in the dump it will become. The city of Seatac and white center will merge to be one drug ridden community as only criminals and low income residents will remind living fun this area. 4

Response to Comment 540

1. Response 1

2. Response 2

3. Response 13

4. Response 15

Comment 540

Donald Sandstede

Page 2

Air quality: Health care costs will increase for taxpayers covering costs of the low income residents remaining to live in the area. 5

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 540

5. Response 10

Comment 541

Jennifer Santoyo

Page 1

Sent: Tuesday, June 20, 2017 5:53 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: clopin333@yahoo.com
Name: Jennifer Santoyo
Mailing Address: 12205 21st Ave Sw
City: Burien
State: Wa
Zip Code: 98146

Aviation noise: It's loud and disruptive. It occurs during the day and worst at night making it hard to fall asleep. Some of the planes are especially loud and sounds like they are going to land in our backyard.

Aviation noise concentration: The moment you allow this... only more planes will enter the sky making even more noise and disruptive.

Possible increase in aviation noise: It's already loud... we want our silence in our neighborhood and community.

Aviation noise concentration: The moment you allow this... only more planes will enter the sky making even more noise and disruptive. 1

Air quality: Naturally these planes emit fumes... these are residential nightborhoods with kids... not a good idea. 2

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 541

1. Response 1

2. Response 2

Comment 542

Cynthia Sartore

Page 1

Sent: Thursday, June 22, 2017 5:57 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: cinnz@q.com
Name: Cynthia L Sartore
Mailing Address: 19313 Occidental Ave S
City: Des Moines
State: WA
Zip Code: 98148

Concerning Address: Rental Property @ 20728 12th Ave S, SeaTac, WA 98198

Aviation noise: Planes are so low and frequent that my tenants moved within 9 months because they couldn't sleep at night. Constant rumbling noise all hours of the day and night.

Aviation noise concentration: Planes fly lower and more often than reported. Third runway has ruined the quality of life.

Environmental concerns: The greenbelt next to my property is home to many birds, raccoons, owls, coyotes, wetlands. I cant hear the birds singing that bring pleasure and peacefulness to the area. Berries and fauna growing make me wonder if they are healthy to eat or be in. Water flows through the area. Many small children live on the street unable to sleep or enjoy living or playing outside. 1

Possible increase in aviation noise: Too loud to talk outside, planes often every 30 seconds. Unable to parent or guide children outside, they cant hear you!!!

Aviation noise concentration: Constant overhead noise, why they need to fly so low in the Des Moines creek area. Fly over the new FAA Building, Federal Prison and Pacific Hwy business areas versus residential homes!

Air quality: Constant filth being dumped over homes, have to power wash surfaces often. Smells like Avgas!

Response to Comment 542

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 543

Cynthia Sartore

Page 1

Sent: Thursday, July 06, 2017 5:35 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: cinnz@q.com
Name: Cynthia Sartore
Mailing Address: 19313 Occidental Ave S
City: Des Moines
State: WA
Zip Code: 98148
Concerning Address: 20728 12th Ave S, SeaTac, WA 98198, owner of this property since 2005.

Aviation noise: Constant low flying airplanes louder than 65 decibles 24/7. My 4 grandchildren live there all 5 yrs and under. I am very concerned about the air they breathe and the quality of sleep they are getting. Life is hard enough financially let alone quality of life for these young ones. Please, the almighty dollar is not above life and health of these children that have no choice in this matter of corporate greed.

Other environmental concerns: The property is surrounded by a wildlife sensitive greenbelt. It is home to many wild birds, raccoons, fox, a few coyotes, etc. Where are they gonna be forced to live? The area is beautiful and pleasant if it is fortunate to have quiet skies. Why are the airplanes flying so low in a canyon? Fly over the commercial area, Pacific Hwy and the new FAA Building and Federal Detention Building. Come on, people are more important than the dollars you are trying to save in fuel by flying lower. 1

Miscellaneous concerns: 19313 Occidental Ave S Des Moines, WA now is starting to get planes flying over the top of the property. Really? Ridiculous!

Recommendations: Find another airport to spread out the impact to the citizens of both SeaTac and Des Moines. Cargo planes don't need to congest the air while people are trying to sleep in the middle of the night. You have far exceeded the capacity of the airport. I have relatives that lived here before the airport. 188th was

Response to Comment 543

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 543

Cynthia Sartore

Page 2

a gravel 2 lane road, the airport was almost non-existent, it is way past time to find another airport, one up north or in the south sound near the capital, serve those people, our freeways are at a standstill, why put more people on the road to reach the SeaTac Airport.

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 543

Comment 544

Cara Saxwold

Page 1

From: Cara Saxwold <carasaxwold@comcast.net>
Sent: Wednesday, June 21, 2017 5:51 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Noise Pollution

Dear FAA -

Please stop the low banking take off from Seatac Airport that started in July of 2016!

I live at 14635 25th Ave SW Burien, WA 98166. We purchased our home nearly 3 years ago in our charming once quiet neighborhood to avoid the noise from the airport yet still be in close proximity. We have had little to no aircraft noise except during Seafair each year when air traffic is diverted over our neighborhood. Last July 2016 the noise did not stop, and flights were directed over us without any notice or study on the effects of this pollution to our neighborhood. This change the FAA has made has a negative impact on our property values, our health, and our community. 1

I ask that you please direct flights north and south as they have been for so many years.

Thank you.

Cara Saxwold
14635 25th Ave SW
Burien WA 98166

Response to Comment 544

1. Response 1

Comment 545

Charles Schaefer

Page 1

Sent: Tuesday, June 20, 2017 9:19 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: CharlesSchaefer89@gmail.com
Name: Charles Schaefer
Mailing Address: 258 S 156th St #22
City: Burien
State: WA
Zip Code: 98148

Aviation noise: Low altitude flights at all hours of the day over residential neighborhoods. 1

Environmental concerns: Particulate matter from aircraft leading to health issues and property impacts. 2 3

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 545

1. Response 1

2. Response 10

3. Response 4

Comment 536

Scott Schaefer

Page 1

Sent: Friday, June 16, 2017 9:36 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: scottscha@gmail.com
Name: Scott Schaefer
Mailing Address: 17000 Maplewild Ave SW
City: Burien
State: WA
Zip Code: 98166

Aviation noise: Aircraft – including not just turboprops but vey loud jets also – are turning west from Sea-Tac Airport and are creating new noise pollution in our neighborhood. This is *new* as we've lived here for over 21 years and it's never been this bad. We are also suffering late at night and early in the am regularly now, from jets. 1

Aviation noise concentration: Noise concentration has increased tremendously!

Environmental concerns: We believe that it we can hear increased airplane noise, we are also breathing increased fumes. 2

Possible increase in aviation noise: More like DEFINITE. Am considering setting up my own decibel reader and webcam pointed at the skies where the aircraft are *newly* turning over parts of Burien. 1

Aviation noise concentration: Noise concentration has definitely increased.

Air quality: Air quality is changing due to the changed flight paths over Burien. 2

Other concerns: The FAA should be coducting the required NEPA as well as open community meetings to get feedback BEFORE implementing new flight paths over the Burien area. 3 4

Response to Comment 536

1. Response 1.
The Proposed Action only includes the westerly turning of turboprops, not jets. Since analyzing the impacts of jet operations is outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

2. Response 2

3. Response 23

4. Response 13

Comment 547

Leslie Schalin

Page 1

Sent: Tuesday, June 20, 2017 9:47 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: leslieschalin@gmail.com
Name: Leslie K Schalin
Mailing Address: 2770 SW 167th St
City: Burien
State: WA
Zip Code: 98166

Concerning Address: Over the weekend of June 17/18, I noted an increase in air traffic noise. This concerns me significantly as the increase in traffic was abrupt and disrupting. I thought air traffic aver Burien has been decreased.

Aviation noise: Over the weekend of June 17/18, I noted an increase in air traffic noise. This concerns me significantly as the increase in traffic was abrupt and disrupting. I thought air traffic aver Burien has been decreased.

Possible increase in aviation noise: Over the weekend of June 17/18, I noted an increase in air traffic noise. This concerns me significantly as the increase in traffic was abrupt and disrupting. I thought air traffic aver Burien has been decreased since flight patterns were changed. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 547

1. Response 14

Comment 548

Marilyn Schroeder

Page 1

Sent: Tuesday, June 27, 2017 2:32 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: midwestheart4u@comcast.net
Name: Marilyn J Schroeder
Mailing Address: 838 Reiten Rd
City: Kent
State: WA
Zip Code: 98030 1

Aviation noise: There has to be other options closer to SeaTac! 2

Other environmental concerns: I already have cancer...

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 548

1. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow. In north flow, your concern is more likely associated with other operations. Since analyzing the impacts of other operations is outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 549

Linda Schwaber

Page 1

Sent: Monday, June 19, 2017 9:58 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: linda.schwaber@gmail.com
Name: Linda E Schwaber
Mailing Address: 14960 22nd Ave SW
City: Burien
State: WA
Zip Code: 98166

Aviation noise: I bought my house in Burien on July 7, 2016. Before we decided to purchase our home, we spent time in the neighborhood to make sure that the noise from the proximity to the airport wasn't excessive. We were pleased that at that time it wasn't. Shortly after moving in, in August 2016, we noticed that the noise became unbearable. There are days when it goes on continuously throughout the day and night. I have submitted noise complaints but nobody seems to care about us and our community. We are good neighbors and you treat us poorly. You ignore requests for information through federal laws that make such information public. You stomp over the citizens that pay taxes and contribute to the success of your efforts. It's difficult to sleep - we have sleepless nights. Now that the weather is nicer, we can't enjoy the fresh air with the windows open or sit in our backyard in peace. 1

Aviation noise concentration: There is an undeniable need for a dispersal of the aviation impact in this region. You need to increase operations to other airports - Seatac is already at maximum capacity. You'll notice that most metropolitan areas that are growing like Seattle's have multiple airports. This is a necessity. 2

Environmental concerns: Ultrafine particles are clearly carcinogenic. Cancer rates in communities under flight paths are sky high. Please don't subject my community to this. I just purchased my home prior to the change in flight paths and I can't sell it at this time. You are basically sentencing us to death. It's horrendous.

Other concerns: Health and safety - children can't sleep. The air is not clean. You're giving us all cancer and there's nothing we can do about it. As an official of the FAA, 3

Response to Comment 549

1. Response 1

2. Response 9

3. Response 10

Comment 549

Linda Schwaber

Page 2

knowing what you know about the adverse effects of jet fuel, would you want to live in the flight path?
Possible increase in aviation noise: See above comment - as I sit here and type this, over the course of 5 minutes, I have heard 4 planes pass over my head. How can you put any more here. This has to stop. 1

Aviation noise concentration: Seatac cannot support the plans you have for it. There has to be another way and another airport. 2

Air quality: See above comments.

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 549

Comment 550

Daniel Schwartz

Page 1

Sent: Tuesday, June 20, 2017 7:00 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: dextercat01@gmail.com
Name: Daniel Schwartz
Mailing Address: 2704 SW 152nd Pl Box 48017
City: Burien
State: Washington
Zip Code: 98166

Aviation noise concentration: The number of planes under the automatic turn over Burien has increased dramatically over the past year and has made it hard to even sit outside and enjoy the outdoors ... The noise of those planes is so loud.

Aviation noise concentration: Enormous increase in noise of turbo prop noise over our house. Unacceptable!! 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 550

1. Response 1

Comment 551

Lowell Scott

Page 1

From: Scott <c2c4fun@gmail.com>
Sent: Wednesday, June 21, 2017 8:18 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Burien aircraft noise.

We purchased in this area because aircraft were not allowed to turn out from Sea-Tac just after after taking off to the north. This has changed now and is annoying especially when it occurs as 10:00pm wheater it's jets or turboprops 1

Thank you for allowing residents to voice our opinion.

Sent from my iPhone
Lowell Scott

Response to Comment 551

1. Response 1

Comment 552

Karen Scudder

Page 1

Sent: Wednesday, July 05, 2017 5:00 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: kscudder@greaneylaw.com
Name: Scudder Karen
Mailing Address: 1457 SW 150th Street
City: Burien
State: Washington (WA)
Zip Code: 98166

Aviation noise: I wish to reduce aviation noise in the city of Burien 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 552

1. Response 1

Comment 553

Betsey Searing

Page 1

Sent: Wednesday, June 21, 2017 6:10 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: bsearing602@aol.com
Name: Betsey L Searing
Mailing Address: 18032 2nd Pl S
City: Burien
State: WA
Zip Code: 98148

Aviation noise: Engine runup seems pointed towards our house and is deafening at times and way too erly some mornings

Aviation noise concentration: At times planes fly right over our house which is alarming as we are not in the direct flight path to or from the runway. Noise causes house to vibrate. We have even had nails lift up from the roof shingles especially when military helicopters fly over! 1

Environmental concerns: The fuel fumes at times are very strong and irritate the eyes and vocal chords. I wonder what level of contaminants are in our soil? 3

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 553

1. Response 1. The Proposed Action only includes the westerly turning of turboprops. Concerns regarding engine runup and military helicopters are not within the scope of this document. Since analyzing the impacts from engine runup and military helicopters are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

2. Response 2

3. Response 5

Comment 554

Brian Seidl

Page 1

Sent: Wednesday, July 05, 2017 6:28 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: brianseidl@comcast.net
Name: Brian Seidl
Mailing Address: 1458 SW 150th St
City: Burien
State: WA
Zip Code: 98166
Concerning Address: I am concerned that the flight patterns have changed drastically and send low flying planes over our air space late at night and without our permission and without compensation for the decrease in property values that will be inevitable. 1 2

Aviation noise: Loud noise extremely late at night. 1

Miscellaneous concerns: Damaging property values. 2

Form URL: https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 554

1. Response 1

2. Response 4

Comment 555

Julie Sennewald

Page 1

From: Julie Sennewald <sennewald@aol.com>
Sent: Tuesday, June 20, 2017 9:03 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Burien Air Traffic Increase

Sir,
Thank you for the opportunity to comment regarding the significant increase of air traffic over my house and neighborhood. I live at 16612 25th Ave SW, Burien, Washington 98166. After searching for over two years, I elected to move to Burien in 2011 for the great location in a quiet beautiful setting. In the summer of 2016 there was a dramatic increase in noise levels, duration, frequency, proximity, and jet fuel odor and chemicals from overhead planes/jets. Recently, the flights have abated somewhat, but continue at an increased rate compared to 2015 and earlier. 1 2 3

The increased noise has negatively impacted my quality of life. I spent less time outside and neglected my yard and garden because of the noise and odor. The neighbors gathered less frequently because we don't see each other outside and it was impossible to hear a conversation outside. I've was frequently awoken by plane noise as early as 3 AM with all windows closed. My windows have rattled. I purchased an air conditioner because I couldn't keep my windows open in the summer of 2016. The jet fuel fumes were very noticeable, foul and especially prevalent in the early morning. I would not have moved to this neighborhood if the extreme noise and foul odor existed in 2011. 1

Please return to 2015 and earlier flight paths. I understand the desire to increase the airport's capacity, but not by destroying another neighborhood. There needs to be another airport to address increased demand. The current facility cannot efficiently support additional ground and air traffic. 4 5

Thank you for your consideration,

Julie Sennewald

Response to Comment 555

1. Response 1

2. Response 2

3. Response 14

4. Response 7

5. Response 9

Comment 556

Jeffrey Sewell

Page 1

Sent: Saturday, June 10, 2017 4:20 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: jefsew@comcast.net
Name: Jeffrey Sewell
Mailing Address: 12604 Shorewood Dr. S.W.
City: Burien
State: WA
Zip Code: 98146

Aviation noise: The aircraft noise over my neighborhood has increased a lot since I moved in 4 years ago. Not only propeller aircraft, but jet aircraft as well. 1 2

Aviation noise concentration: The aircraft noise over all of Burien to the west has increased so much that property owners are very concerned that the FAA study is not correct. 3

Environmental concerns: With increased air traffic directly over my neighborhood there is always other air quality concerns from exhaust & jet fuel. I have schools, churches & a couple of parks within a mile of my house. 4

Possible increase in aviation noise: The aircraft noise over my neighborhood has already increased a lot since I moved in 4 years ago. Not only propeller aircraft, but jet aircraft as well. 1 2

Aviation noise concentration: The aircraft noise over all of Burien to the west has increased so much that property owners are very concerned that the FAA study is not correct. 3

Air quality: With increased air traffic directly over my neighborhood there is always air quality concerns from exhaust & jet fuel. I have schools, churches & a couple of parks within a mile of my house. 4

Other concerns: I am concerned that the FAA report is not correct based on my own experience of living in my neighborhood. 3

Response to Comment 556

1. Response 9

2. The Proposed Action only includes the westerly turning of turboprops. Concerns regarding westerly turning jets are not within the scope of this document and we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

3. Response 1

4. Response 2

Comment 557

Shari Sewell

Page 1

Sent: Monday, June 12, 2017 12:56 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: sharisewell@hotmail.com
Name: Shari Sewell
Mailing Address: 12604 Shorewood Dr SW
City: Burien
State: WA
Zip Code: 98146

Aviation noise: I am concerned about the increase in airplane traffic and noise since the westernly turned north flow changed in July 2016. There has been a significant increase in airplane noise over our neighborhood and home.

Aviation noise concentration: The increased noise from the westernly turned north flow change that occurred in July 2016 has had a direct impact (negatively) on us and our home. We are awakened by noise from take-offs after 11pm, which are very disruptive. We are no longer able to enjoy being out of doors on our own property because of the over-flights. 1

Environmental concerns: I am concerned about the effects on the environment in our neighborhood. There are several parks and greenbelts surrounding our home, which are critical habitat for wildlife and protected species. 2

Other concerns: Land use: We have not given permission for the Port of Seattle and FAA to fly planes over our home. In the past, the only time we had fly-overs was during Seafair when the Blue Angles were practicing or performing. We did not give permission to fly over our home at other times. Visual effects: seeing and hearing airplane traffic over our home has had a significant negative impact on us and our home. 3

Possible increase in aviation noise: I am concerned about additional increases in airplane traffic and noise. There has been a significant increase in airplane noise over our home since the westernly turned north flow changed in July 2016, and I am concerned it will get worse if the new north flow plan is not withdrawn. 1

Response to Comment 557

1. Response 1

2. Response 5

3. Avigation Easements are handled by the local Airport.

Comment 557

Shari Sewell

Page 2

Aviation noise concentration: The concentration of noise that has and will result from this project is unacceptable. We are awakened by noise from take-offs after 11pm, which are very disruptive to our sleep. We are no longer able to enjoy being out of doors on our own property because of the over-flights. The increased noise from the westernly turned north flow change that occurred in July 2016 has had, and will further have, a direct impact (negatively) on us and our home. 1

Air quality: I am concerned about the increase in exhaust from additional airplane traffic over our home and neighborhood. There has been a significant increase in airplane traffic over our home since the westernly turned north flow changed in July 2016, and I am concerned our air quality will get worse. 4

Other concerns: Land use: We have not given permission for the Port of Seattle and FAA to fly planes over our home. In the past, the only time we had fly-overs was during Seafair when the Blue Angles were practicing or performing. We did not give permission to fly over our home at other times. Visual effects: seeing and hearing airplane traffic over our home has had a significant negative impact on us. 3

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 557

4. Response 2

Comment 558

Sheila Shelton

Page 1

Sent: Wednesday, June 21, 2017 8:44 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: tiggarroo@yahoo.com
Name: Sheila M Shelton
Mailing Address: 411 SW 139th st
City: Burien
State: Wa
Zip Code: 98166

Aviation noise: when we purchased the house in 1992 we were not in a flight path. So yes there was NO airplane noise and now the planes flying over are causing noise even tho they are within the noise limit. 1

Other concerns: Our house value will go down, due to the plane traffic of becoming a flight path . 2

Aviation noise concentration: when we purchased the house in 1992 we were not in a flight path. So yes there was NO airplane noise and now the planes flying over are causing noise even tho they are within the noise limit. 1

Air quality: Pollution , and the air quality that has cause brain cancer in several residents from other existing flight path that have existed for years 3

Other concerns: Privacy of my backyard when swimming , and doing my family gatherings.

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 558

1. Response 1

2. Response 4

3. Response 2

Comment 559

Stephanie Sheppard and Ahmad Seifi

Page 1

From: Stephanie Sheppard <sheppard14@gmail.com>
Sent: Tuesday, June 20, 2017 10:53 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Noise concerns

AJV-W25, FAA1601 Lind Ave SW
Renton WA 98057

Dear Sir or Madam,

I am writing concerning the noise of airplanes using the west route at low elevation. The noise we hear is extremely loud at our house. 1

We bought our house in May 2013. It is located across the street, west of the Burien Community Center. At the time of purchase it was not well-insulated and was very cold in the winter. We did not hear any air flight traffic then. It was quiet.

In the fall of 2014, due to freezing the previous winter, we had our house insulated: roof, crawlspace, exterior walls. Our windows are double-paned. Since all that insulation was installed, our house is much warmer. However, since that time, we have been hearing very, very loud airplane noise. At times, we have been alarmed because the noise level was so loud, we thought an airplane would be crashing in our backyard or in the house due west which is up-slope from us. We would go outside to see what was going on. 2

We can hear the air traffic over everything in our house. At times I cannot sleep when flight traffic is going through the night, this is a health concern for me. As I start to fall asleep, a plane roars overhead and I'm awake again. This definitely wasn't the case our first year here.

I urge the FAA to make changes so that our neighborhood does not experience a constant onslaught of overwhelming noise. Our house is already insulated, has double-pane windows and still we hear the planes over our TV, our conversation. If it was occasional, maybe not so bad but at times the flights seem to be constant and it feels like we live in a factory. This gives a level of agitation that can make it difficult to get rest, to relax inside our home.

Response to Comment 559

1. Response 1

2. Response 14

Comment 559

Stephanie Sheppard and Ahmad Seifi

Page 2

As I write this, we are experiencing such noise.

Sincerely,
Stephanie Sheppard and Ahmad Seifi
14643 6th Ave SW
Burien, WA 98166

Response to Comment 559

Comment 560

Stephanie Sheppard

Page 1

Sent: Tuesday, June 20, 2017 10:54 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: sheppard14@gmail.com
Name: Stephanie Sheppard
Mailing Address: 14643 6th Ave SW
City: Burien
State: Washington
Zip Code: 98166

Aviation noise: We hear air traffic noise which is louder than anything in our house. At times, we've wondered if a plane is about to fall on us or our neighbors.

Aviation noise concentration: The noise is often constant, one plane after another. It can be difficult sometimes to sleep or relax due to this noise. 1

Environmental concerns: I'm concerned that the constancy and high-level of noise will affect my health due to insufficient sleep as the noise can prevent me from falling asleep. 2

Possible increase in aviation noise: If the noise level increases from where it is now, which is too much, it will be unlivable.

Aviation noise concentration: There has been very little break in the noise this evening. I'm concerned about being able to sleep tonight (6/20/17). 3

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 560

1. Response 1

2. Response 10

3. Response 14

Comment 561

Nikki Sherritt

Page 1

Sent: Sunday, June 25, 2017 8:50 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: nsherritt@comcast.net
Name: Nikki Sherritt
Mailing Address: 11808 20th Ave SW
City: Burien
State: WA
Zip Code: 98146

Concerning Address: I want to give my input as a resident of Burien regarding any new flight patterns over our city. For the residents of this city (many who have lived here for decades) any re-implementation of West/NW Flight paths are incredibly disruptive and polluting. When the FAA decided to allow prop planes to fly directly West over Burien, the noise from early AM to late PM was unbearable. There is zero regard for the cities surrounding the airport. There is a reason the Port and FAA have kept most flights path directly North and South in and and out of the airport. Land around the airport has been purchased so that there would be less impact to cities directly surrounding the airport. Having experienced the West Flight path implemented last Summer, I can tell you, the noise has a significant impact on the health of our city as well as wildlife. 1 2 1

Aviation noise: See my comments above about the FAA reviewing re-implementing the West bound Prop plane path over Burien.

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 561

1. Response 1

2. Response 7

Comment 562

Kathleen Sherry

Page 1

Sent: Wednesday, June 21, 2017 10:42 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: ksherry@icloud.com
Name: Kathleen G Sherry
Mailing Address: 550 SW Colewood Lane
City: Normandy Park
State: WA
Zip Code: 98166

Aviation noise: An increase in loud noise caused by a Dramatic increase in overhead low flying aircraft earlier this year due to routing changes. These planes come dangerously close to flying directly over MarVista Elementary school as well as disturbing residential quality of life. In addition to these low flyovers, engine run up/ testing during late night and early morning hours is against current regulations.but it seems to be more prevalent with the recent changes. Now that I have the knowledge how to file complaints with the FAA, I surely will do so. The noise abated once SeaTac resumed its ""original"" north - south takeoff lanes, returning to a ""background"" noise rather than harmful levels of noise intensity. 1 2 3

Aviation noise concentration: I don't know what this means

Environmental concerns: There is a great deal of particulate matter that I must wash from my deck, porch, sidewalk and outdoor furniture on a weekly basis. Little black gritty globs. Some days the odor of jet fuel is heavily prevalent. Increasing the low level flight patterns seemed to add to the residue. I confess I did not document amounts earlier this year, but I shall now. This stuff cannot be healthy to inhale. Either for children or for the elderly. Or for anyone 24 hours a day. It's yucky. 4

Possible increase in aviation noise: It's more than ""possible "" increase. It's a fact. More planes SeaTac bought out houses years ago and closed schools to allow expansion. They paid for remediation with windows and soundproofing of homes impacted with expansion in the 70-80's. All to allow north-south flight patterns. Too bad that more flights are ""wanted""; I believe there should be fairness to those of us living in the area who now are impacted by the route changes. Noise 5

Response to Comment 562

1. Response 1

2. The Proposed Action only includes the westerly turning of turboprops. Concerns regarding engine-runups/testing are not within the scope of this document. Since analyzing the impacts of engine runups and testing are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

3. Response 7

4. Response 2

5. Response 9

Comment 562

Kathleen Sherry

Page 2

impacts quality of life. Sleep deprivation caused by engine testing impacts quality of life.

Response to Comment 562

Comment 563

Ryan Shuler

Page 1

From: Ryan Shuler <ryandesertrat@gmail.com>
Sent: Wednesday, June 21, 2017 9:22 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Airplane noise in Burien

Hello,

I live in Shorewood on the sound in NW Burien.

We have experienced an increase of plane noise over our home. I am very disappointed that you have allowed a change in the flight path and allowed air traffic to fly over areas previously quiet of plane noise. 1

I ask that you reconsider these flight paths, and keep the planes on their North South flight path, and don't allow the turn West over our neighborhood. 2

Thank You

Ryan Shuler
12841 Shorewood Drive SW
Burien Wa. 98146

Response to Comment 563

1. Response 1

2. Response 7

Comment 564

Alyson Shumays

Page 1

Sent: Wednesday, June 21, 2017 7:12 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: ashumays2@gmail.com
Name: Alyson Shumays
Mailing Address: 11914 26th pl sw
City: Burien
State: Wa
Zip Code: 98146
Aviation noise: The increase in noise by flying propjets has been very disturbing 1

Environmental concerns: No environmental study has been done about the change in flight patterns 2

Possible increase in aviation noise: Too loud 1

Air quality: Decrease in air quality 3

Form URL: https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 564

1. Response 1

2. Response 23

3. Response 2

Comment 565

Marilyn Silkworth

Page 1

From: Marilyn Silkworth <msilkworth55@msn.com>
Sent: Wednesday, June 21, 2017 2:28 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Airplane noise

We lived in Boulevard Park for 7 years and we're finally able to move to Shorewood on the Sound not only to get a bigger home, but also to get away from the ever increasing airplane noise & smell of jet fuel.

Recently there has been an increase of airline traffic going out over our homes]1
again & I would like to express my objection to it. Not only do I object to the noise]2
& the jet fuel smell, but it also will have an effect on the resale value of our homes.]3

I would like to ask that this flight plan be reconsidered.

Sincerely,

Marilyn Silkworth
12858 Shorewood Dr. SW
Burien, WA

Response to Comment 565

1. Response 1

2. Response 2

3. Response 4

Comment 566

Lelie-Anne Sivret

Page 1

From: Leslie-Anne Sivret <stillwaters_2@msn.com>
Sent: Thursday, June 29, 2017 10:38 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Airplane take off and landings in the winter

To whom this Concerns,

Please don't have planes turn left going Northbound out of Sea Tac Airport in the winter months. It is very sleep disturbing. My husband and I have both developed sleep disorders from plane noise. Even with ear plugs, I am still awakened to the noise. It is detrimental to people's health. This impacts an entire community. 1

Sincerely,
Leslie-Anne Sivret

Response to Comment 566

1. Response 1

Comment 567

Sharon Sloan

Page 1

Sent: Tuesday, June 20, 2017 9:55 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: 9josie@gmail.com
Name: Sharon S Sloan
Mailing Address: 4751 SW 315th Place
City: Federal Way
State: WA
Zip Code: 98023

Aviation noise: In particular the freight planes rumble when they fly low and slow. These frequencies disrupt sleep. These planes belong higher in the sky. Some planes whine more than others. People can't use their yards in a normal and relaxed way with this intrusion.

Aviation noise concentration: For 20 years my home has been a quiet place. I now hear airplanes when I am reading in bed. They each take 30 seconds to pass over my house. One plane's noise fades as the next one begins. There is a 'rush hour' some nights at 3 AM. In my yard the noise means we stop conversation until the plane passes. 1

Environmental concerns: My area is recovering from the Asarco pollution of Port of Tacoma. Adding aircraft emissions to the area pollutes the soil again. This area is a suburb with grade schools. Children are exposed to these emissions as they develop. Jet fuel byproducts harm humans. The noise will affect wildlife nesting.

Other concerns: I bought a quiet home miles from the airport. You have moved flight paths over my house. You can't mitigate a noisy patio, garden or yard. I see the value of my home being damaged by your effort to save a few cents in fuel.

Possible increase in aviation noise: It is CERTAIN there is increased noise! Planes fly low and slow over my home, I see the colors of the airline livery. I hear jet whining. There is prolonged rumbling like thunder. As I type this a plane interrupts my concentration. Put the planes back up in the sky!

Response to Comment 567

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 567

Sharon Sloan

Page 2

Aviation noise concentration: I can count a series of planes headed in one direction. A China Airlines cargo plane just rumbled overhead at 300 mph. The noise intrudes into everyday life all day and night. Your scheme is damaging people's daily lives. A narrow path over homes and schools is unhealthy.

Air quality: Petroleum products are bad for people, animals, our eagles, our marine life. You are concentrating damaging chemicals unnecessarily. If we can hear the plane we are breathing the emissions.

Other concerns: Wildlife in the Puget Sound area is amazing. Noise upsets the eagles, for example. They relocate their nests. Your plan is negatively affecting all of us. Petrochemicals will damage our delicate marine life.

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 567

Comment 568

Sharon Sloan

Page 1

Sent: Wednesday, July 05, 2017 1:50 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: 9josie@gmail.com
Name: Sharon Sloan
Mailing Address: 4751 SW 315th Place
City: Federal Way
State: WA
Zip Code: 98023

Concerning Address: People in the Burien area are having their lives disrupted by noise from aircraft as well as jet fuel emissions. As a Federal Way resident I am getting similar changes to my neighborhood.

Aviation noise: I have lived here over 30 years. Having the flight paths as low as they are is taking away the peaceful aspects of northwest neighborhoods. I hear a dozen planes in a row some times.

Other environmental concerns: Jet fuel emissions are too close to many homes, schools and public areas. This is bad for our health and for the soil.

Recommendations: Put the flight path back up where they were. Don't turn west over the hundreds of homes in Federal Way. You need to mitigate for people, not just plants and animals! 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 568

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 569

Cheryl Smith

Page 1

Sent: Tuesday, June 20, 2017 10:18 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: cbugsmith@comcast.net
Name: Cheryl A Smith
Mailing Address: 16238 12th Ave. SW
City: Burien
State: WA
Zip Code: 98166

Concerning Address: I have lived here 41 years. Moved here knowing airport is near and know I will hear noise from the airport though it has grown throughout the years. I noticed last summer planes flying over my home. The planes are close and noisy. Not ok, I already hear the planes at the airport and now we have 3 runways. Enough dumping on this area. The whole king county uses the airport and not fair this area gets more than its share of noise. I didn't purchase my home under the flight path and should not under any circumstances have it over me now. I feel the safety, quality of life and value of our homes should not have this threat of planes over us. We have enough noise. Not acceptable to have planes fly over this area. 1 2 3 4

Aviation noise: Directly over us. Have more than enough noise at airport.

Environmental concerns: Planes directly over homes. Noise and pollution!

Possible increase in aviation noise: Is noisier with planes flying directly over us. 1

Air quality: Always a concern with planes over us. 5

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 569

1. Response 1
2. Response 11
3. Response 8
4. Response 4
5. Response 2

Comment 570

Heidi Smith

Page 1

Sent: Tuesday, June 20, 2017 2:10 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: artsamuse@gmail.com
Name: Heidi L Smith
Mailing Address: 11915 Roseberg Ave Apt 303
City: Seattle
State: United States of America
Zip Code: 98168

Concerning Address: The noise was reduced for a few months and has now resumed to insanely loud once again. I didn't realize that the traffic had been redirected so that the FAA could do a survey on noise so as to declare that there is not a noise problem. That is a scam and is dishonest. The noise has returned and the low flying, inconsistent approach patterns need to be addressed as part of the noise issue. The planes come in way too low and it shakes the houses. They can stay higher and have rules not just about approach and take off path but height. The home owners should not be victimized by the business decisions of Sea Tac, the home owners should be bought out of their homes at double the value, and don't even think about paying off the appraisal companies. This is such a scam, the FAA is dishonest. I read the response to the mayor and the document is completely written in language that is not easy to understand and only addresses half the problem. Yes the rockets taking off to the north are unbearable. They start up early in the morning and it's like we are in a war zone, it's unbearably loud and unlivable. My neighbors sold their condo for 145,000 just to get out of here. The person who bought the condo is never there and is probably fixing it up to sell or rent out. This is going to ruin this mostly owner occupied condo complex. My car is coated in black spots often, I've had to buy a car cover, but I still have to touch the car cover that becomes soiled with this black diesel oily substance. This should be illegal. What is that doing to the farms around here. I feel for the home owners who are burried in their mortgages, stuck because they now owe more than what their home is currently valued at. Other areas are enjoying property value increase, this area is getting worse, crime has increased, drugs, prostitution, loitering, fuel siphoning, gun shots, and all of this is a result of losing a great neighborhood to insane air traffic noise. You've created a ghetto, and this isn't unique, the areas 1

Response to Comment 570

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to jet departures from SEA in north flow and arrivals into SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA south flow arrivals and north flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 570

Heidi Smith

Page 2

around the airports are always sad and too loud to overcome with construction mods. We don't have Air Conditioning and can't open our windows or sit on our patios. It's not fair, and the companies that are raking in the money need to buy these homes so people can afford to move to a new home near this area but away from this insanity. I plan to leave as soon as I can. I run a high rated air purifier 24/7 to offset the pollution in my home. There is money, there is technology, the big guys can't continue to stomp on the working class who are too busy and strapped to compete legally. The laws and justice should support fairness in these situations. People shouldn't have to cut their losses or go bankrupt to save their sanity and physical health.

Aviation noise: fly too low, extremely loud, shakes condo, shelves have had to be adjusted due to screws releasing. This is a dangerous problem.

Aviation noise concentration: take offs, jet rocket noise at certain times of day. Waking up due to low flying jets three times during the hours of midnight to 6 am. This building shakes, the aircraft are too low or should be rerouted. This is inconsistent. Months ago, it was unbearable, then the noise reduced I thought our voices were heard, then it's back to insanity in the last few days. Today is bad!

Environmental concerns: black soot and oily drops on decks, walls and car. I bought a car cover but what about the farms near by, raised bed gardens. My friends don't grow food any longer. This pollution needs to be dealt with, there is technology.

Possible increase in aviation noise: The noise was decreased noticeably until a few days ago, yesterday and today being very loud and consistent traffic.

Aviation noise concentration: The aircraft come rapid fire, it's like a war zone, like we are in a war.

Air quality: I can't open my windows or doors, I have no AC and I run an air purifier 24/7/ My energy bill has been double or triple what it's been in the prior 7 years. 90 dollars was the highest 2 month bill, my highest bill was 350. That's a concern and a worry.

Response to Comment 570

Comment 571

Jenny Smith

Page 1

Sent: Wednesday, July 05, 2017 12:47 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: jennysmith920@gmail.com
Name: Jenny R SMITH
Mailing Address: 24043 13th PL S
City: Des Moines
State: Wa
Zip Code: 98198

Concerning Address: As a citizen of Des Moines directly under the flight path of the 3rd runway I think it is perdent we study this before we approve. The noiSr has already trippled from when we bought our house in 2009 because the planes fly lower. We no longer enjoy our big beautiful yard.

Aviation noise: The noise uses to not impact us being outside because the planest were so high but now we have to pause our conversations in some cases.

Other environmental concerns: The jet fuel and exhaust from the low flying planes over my house all the time concerns me for the side effect that could cause my kids health issues. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 571

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 572

Patrick Smith

Page 1

Sent: Tuesday, June 20, 2017 6:29 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: badgerwest@comcast.net
Name: Patrick D Smith
Mailing Address: 916 S Marine Hills Way
City: Federal Way
State: Washington
Zip Code: 98003

Aviation noise: In the last few years the planes are too frequent and Way too low over our home in Redondo area. Why don't we limit any planes at SEATAC plane takeoffs from 5 am to 10 pm like many large airports have done?? All of these large cities make that work for them, so I do not want any excuses.

Aviation noise concentration: These planes need to land higher and then do a steep approach in last 3 miles like many airports .....and why do you favor takeoffs and landings to the South .....You favor Seattle and punish us South of the Airport! Also planes going Westbound need to be routed over the water around Des Moines and NOT over Federal Way. 1

Possible increase in aviation noise: These planes need to land higher and then do a steep approach in last 3 miles like many airports .....and why do you favor takeoffs and landings to the South .....You favor Seattle and punish us South of the Airport! Also planes going Westbound need to be routed over the water around Des Moines and NOT over Federal Way.

Aviation noise concentration: Measure the avg. sound over the times flying over our homes in the times fluying and NOT some Phony measurement that averages the sound over 24 hours span,

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 572

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 573

Samuel Smith

Page 1

From: Sam and Suzi Smith <samandsuzi@gmail.com>
Sent: Wednesday, June 21, 2017 9:10 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Burien Air Traffic

As new residents to Burien, we are not sure why the FAA has decided to fly increased flights over Burien. We picked the Burien community to buy a house over others because of the decreased airplane noise and subsequent overall positive growth. I don't understand why the FAA would decide to increase air traffic over Burien other than that FAA officials statement about how our city would not have the will to fight it. Talk about picking on the little guy. If we need to divert outgoing traffic, please look elsewhere. Burien has incorporated itself and is trying to improve our overall chances at becoming a successful city. We already put up with a lot of airplane noise from takeoffs and landings. We are asking you to not only reconsider but ultimately relocate the location of any increased air traffic to somewhere other than Burien, WA. 1 2

Looking forward to a return of our quiet skies,

Samuel Smith

Response to Comment 573

1. Response 7

2. Response 1

Comment 574

Suzi Smith

Page 1

From: Suzi <onlysuzi@gmail.com>
Sent: Wednesday, June 21, 2017 8:52 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Burien Air Traffic Noise

To Whom it may concern,

I am writing this email in regards to the increased air flight over Burien, WA. In the past month the flight patterns have noticeably increased and the impact is severe. We purchased this property in hope of having children here. At this point, the noise is so severe that it is very loud even indoors with the windows and doors shut. I cannot imagine having a newborn baby here, hoping he or she would sleep through the constant noise. In addition, my husband is forced to work nights every third week and the increased air noise is preventing him from sleeping during an already very difficult time. In making Burien, WA our home we hoped for a small town that would grow with us, not against us. We were excited by much of the growth we have seen in the town of Burien, but the increased air traffic has crushed those hopes and has us considering moving elsewhere to find our forever home. Please do not ruin the opportunities of individual families and the town of Burien as a whole by continuing the very loud and unwanted air traffic over the otherwise happily growing city of Burien, WA. 1

Thank You,

Suzi Smith

Response to Comment 574

1. Response 14

Comment 575

Shannon Smythe

Page 1

Sent: Wednesday, June 21, 2017 4:30 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: shannonsmy@gmail.com
Name: Shannon N Smythe
Mailing Address: 14603 11th Ave SW
City: Burien
State: WA
Zip Code: 98166

Aviation noise: We work away from home during the day but often wake up early in the morning to the loud and constant sounds of aviation noise. At night, once home from work, the aviation noise is often so loud at night that I have to wear noise canceling headphones to even be able to read and concentrate. We also have had to use sound machines in our bedrooms at night to be able to somewhat drown out the aviation noise so we can fall asleep. Even with the sound machine, we can hear the aviation noise in the background. 1

Aviation noise concentration: There have been times in the fall and winter months that the sounds are non-stop and we are unable to get any break from the constant aviation noise. This has created stress, anxiety, dread, and frustration. We are deeply disappointed in this extreme noise. We moved into our home in Burien in June 2016 and first noticed the problem in October 2016. It was really bad in October and November and again in throughout January-April 2017. It is now June 2017 and we've begun to hear the aviation noise at regular intervals during the afternoons and evenings. 2

Possible increase in aviation noise: We are greatly concerned that the increase in aviation noise that we first heard this past fall will return and create even more stress, anxiety, frustration, and dread. 1

Aviation noise concentration: We are greatly concerned that the aviation noise concentration, often happening continuously from very early morning to very late at night will pick up again at the various times of months due to wind patterns.

Response to Comment 575

1. Response 1

2. Response 14

Comment 576

Carol Snavely

Page 1

From: Carol Snavely <gruppypuppy@earthlink.net>
Sent: Wednesday, June 21, 2017 9:38 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Noisy planes

Please don't let them fly noisy planes over our neighborhood in Burien Planes are too loud! 1

Carol Snavely

Response to Comment 576

1. Response 1

Comment 577

Mike Snyder

Page 1

From: Mike Snyder <mrsnyd@juno.com>
Sent: Tuesday, June 20, 2017 5:21 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: NOISE COMPLAINT FROM BURIEN, WASHINGTON

6/20/2017

SUBJECT: NOISE COMPLAINT FROM BURIEN, WASHINGTON
REGARDING THE FAA'S NEW FLIGHT PATHS FROM AND TO SEA/TAC AIRPORT

Dear FAA,

I live in the City of Burien, Washington. Burien and other neighboring communities have endured an increasing number of flights over our communities in the last several years, furthered by the improved economy and accompanying demand for more flights.

I am being adversely affected by the new flights traveling over our neighborhood, including large jets and turbo-prop airplanes. 1 2

I have lived here for over 7 years and I moved here to enjoy the peaceful neighborhoods and pretty ocean view. I purchased my home in Burien to to enjoy the historical appreciation of housing values.

There are clearly several new flight paths added over the last several years that impact our community in Burien, Washington. These planes are arriving and departing SEA/TAC.

I do not appreciate the FAA directing planes over my home. The resulting noise is more than a nuisance. Noise is a public health concern, as is pollution from ultra-fine particles emitted from airplanes, especially the low-flying aircraft going over Burien, Washington. 3 1 4

I believe the FAA should not wait for the legal process to play out, but should take action now to immediately stop directing planes over our community Burien, Washington.

Response to Comment 577

1. Response 1

2. The Proposed Action only includes the westerly turning of turboprops, not jets. Concerns regarding westerly turning jets are not within the scope of this document. Since analyzing the impacts of westerly turning jets is outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

3. Response 7

4. Response 2

Comment 577

Mike Snyder

Page 2

I am not going away and we are just getting started.

Sincerely,

Michael Snyder
13908 15th Place SW
Burien, WA 98166
206-938-8170

Response to Comment 577

Comment 578

Scott Sparrowhawk

Page 1

Sent: Tuesday, June 20, 2017 10:34 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: sparrows_30076@yahoo.com
Name: Scott Sparrowhawk
Mailing Address: 22028 10th Ave S
City: Des Moines
State: WA
Zip Code: 98198
Concerning Address:

Aviation noise: Too low, too loud, and way too frequent.

Possible increase in aviation noise: More planes coming in more often... I've seen as many as four and five planes in site coming to buzz my trees. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 578

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 579

Angelica Spates

Page 1

Sent: Wednesday, June 21, 2017 5:02 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: angelicawre@comcast.net
Name: Angelica Spates
Mailing Address: 12296 Marine View Dr SW
City: BURIEN
State: Washington
Zip Code: 98146

Concerning Address: Our neighborhood of Shorewood on the Sound has been a quiet and peaceful neighborhood. With recent flights being diverted over us and the possibility of more we have huge concerns for that reality going away and impacting the lives of our residents. I recognize change happens but also know that there are ways to keep us continuing our quality of life here. 1

Aviation noise: destruction of a quiet respit from the too noisy world that exists outside of this neighborhood

Environmental concerns: potential for fumes, micro fine particles and noise pollution that can be detrimental to existing health conditions and a precursor to others 2

Other concerns: property values and quality of life that can be adversely impacted 3

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 579

1. Response 1

2. Response 10

3. Response 4

Comment 580

Margery Spears

Page 1

Sent: Thursday, June 22, 2017 11:29 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: margery_spears@hotmail.com
Name: Margery E Spears
Mailing Address: 14300 23rd Ave SW
City: Burien
State: Wa
Zip Code: 98166

Aviation noise: Flying over Burien creates disruptive noise and pollution. Please stop. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 580

1. Response 1

Comment 581

Richard Spengler

Page 1

From: RICHARD SPENGLER <rcspengler@msn.com>
Sent: Friday, June 09, 2017 7:56 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Burien

I have lived in Burien all my 69 years. Spent most of 40 of those years working at Sea-Tac for United Airlines as a Senior Instructor Field Services. My father was an Aeronautical Engineer and Manager at The Boeing Co. Working in their Space program. As you can see I have a deep and long history in aviation vested in this area. We moved to this area in the early 40's and have been here ever since. I have raised 5 children in this community and have owned 4 homes here. I am finally in the home of my dreams on top of a hill with a fabulous view. Now I understand aircraft, the airport all of it and was afforded a great life because of it. Now here comes the point... now finally I'm at a place in time I have spent a lifetime of sacrifices, planning saving all of it to achieve and by some arbitrary decision you are allowing a large part of that effort to be in vain. You have so far as I can tell not explained yourselves as to the new flight patterns we have seen and heard for at least this last year. It isn't just the the small planes either... when I am awakened in the wee hours of the morning to the sound of a inbound large jet airplane flying directly over my house and often. Why I ask is this happening, what has changed? Usually when I see the status quo change all I have to do is follow the money trail. I say put the flight paths back the way they were. Give us our peace and quiet back. I am seeing my property taxes escalate through the roof and yet I have to listen to more and more of this unnecessary noise pollution. Do not think you are not answerable to the people...you should understand that clearly now... many of the silent majority are awake and ready to hold our Gov. Accountable.

2

3

4

Regards
Rick Spengler

Response to Comment 581

1. Response 13

2. The Proposed Action only includes the westerly turning of turboprops, not jets. Concerns regarding westerly turning jets are not within the scope of this document. Since analyzing the impacts of westerly turning jets is outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

3. Response 1

4. Response 8

Comment 582

Dale Spitzock

Page 1

Sent: Wednesday, June 21, 2017 8:12 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: dalespitzock@hotmail.com
Name: Dale Spitzock
Mailing Address: 13525 8th ave sw
City: Seattle
State: WA
Zip Code: 98146

Aviation noise concentration: Turboprops no-the noise is irritating and lowers property values. 1 2

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 582

1. Response 1

2. Response 4

Comment 583

Dorothy Spitzock

Page 1

Sent: Wednesday, June 21, 2017 8:09 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: dorothy263@hotmail.com
Name: Dorothy Spitzock
Mailing Address: 13525 8th ave sw
City: Seattle
State: WA
Zip Code: 98146

Aviation noise: We put up with a lot- do not send more noise. 1

Environmental concerns: Fuel 2

Possible increase in aviation noise: Since the turboprops stopped flying w continually it is so much quieter. If you start the turboprops auto. flying W my daughter will not buy my house because of noise. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/
f

Response to Comment 583

1. Response 1

2. Response 2

Comment 584

Tom and Betsy Sproger

Page 1

Sent: Wednesday, July 05, 2017 6:12 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: sprogerville@earthlink.net
Name: Sproger Betsy and Tom
Mailing Address: 26409 Marine View Drive South
City: Des Moines
State: WA Washington
Zip Code: 98198

Other environmental concerns: The planes are going so low now that people are being exposed to toxins, etc, plus the noise pollution is already terrible! Doubling it is going to have such a big environmental impact on Des Moines, where we live. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 584

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 585

Will Spruill

Page 1

From: Will Spruill <firemanwill28@hotmail.com>
Sent: Wednesday, June 21, 2017 3:07 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Statement against recent change to northbound departures at Seatac International Airport

I'm writing this comment in concern and against the recent northbound 250 degree flight departure change at Seatac International Airport. I've been a homeowner at 13657 3rd Ave S Burien WA 98168 since 2000 and have noticed a significant impact in noise and aircraft directly over my house. This noise impact has caused me to lose sleep during night time departures and cause stress throughout the day from the high noise levels. 1

If you are not aware the airport built a third runway and made noise mitigation efforts in the surrounding communities in anticipation of the increased noise level. My residence was not included in the noise mitigation. I made inquiries about not being included in the noise mitigation and was told that I was not in the flight path of the runways and there was no mitigation needed. This was the correct response at the time and I agree that I have never been in the flight path. 2

Starting around July of 2016 I noticed a significant increase in the number of departing turbo-prop aircraft to the north that was immediately turning to the west and over my residence. This was happening multiple times throughout the day and into the night. There were peak hours from 2100 to 2300 hours that have caused me sleep problems. 1

As you can see from my story and timeline of events, the change in flight departures to the north and directly west have caused a significant problem and impact on my life. I was assured from the airport that I was not part of the flight patterns. This has changed and needs to be addressed. Lives and a large part of a residential community are being impacted. Please stop the change that has allowed the 250 degree heading departures.

Thank you, Will Spruill

Response to Comment 585

1. Response 1

2. 14 CFR 150 is the primary Federal Regulation guiding and controlling planning for aviation noise compatibility on and around airports. Part 150 established procedures, standards and methodologies to be used by airport operators for the preparation of Airport Noise Exposure maps and Airport Noise Compatibility Programs, including noise abatement. In accordance to Part 150, residential areas are compatible with noise exposures up to the 65 DNL noise exposure level. Since Burien is outside of the 65 DNL contour, Part 150 is not applicable and therefore funded noise abatement or corresponding compensation is not applicable.

Comment 586

David Stanford

Page 1

From: Stanford, David R <david.r.stanford2@boeing.com>
Sent: Wednesday, June 21, 2017 10:39 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Cc: Quiet Skies Coalition
Subject: Significant Increased Aircraft noise over three tree point area

I am writing to let you know of our concern of increased aircraft noise over our home at 2933 SW 164th Place. Burien, WA 98166 since last Summer in or around July 2016. The increase in traffic has caused a tremendous disruption to our peaceful community and I fear will have huge economic impact on the area both in quality of life and in property values. It would seem also, that the majority of the flights pass over our home (at an extremely low altitude) early in the morning between 5 and 8 a.m. and then again at night around 11:30 p.m. and beyond, hugely impacting our ability to get a good night's sleep! Many nights over the last year I have laid in bed feeling as if we were under siege trying to fall asleep then again only to be woken up at 5:30 in the morning by the morning traffic. 1 2

We bought into the area with the understanding that the FAA would only use the third runway and increase traffic over our home in the rare cases of high volume traffic days, this is definitely not the case! I feel as if we are at war half the time as the aircraft make very low and loud turns directly over our home while trying to gain altitude at the same time. This is completely unacceptable and certainly damaging to our way of life as well as to our community both in a psychological sense and quality of life sense. Burien struggles with its economy already and this is only going to cause a plummet to property values which in turn will cause decreased tax revenue for the city. We have seen firsthand what this effect has done on the economy of our friends to the south in Des Moines. 3 2

I ask that you please reverse the decision to send these prop jets over our homes and do the necessary studies to determine alternative flight paths for this increased traffic. We are a city surrounded by water and it would most certainly seem that there are alternatives that could be considered taking traffic out over the uninhabited areas of the water that would have considerably less health and quality of life impact on our community. 4 5

Response to Comment 586

1. Response 1

2. Response 4

3. The FAA has the responsibility to provide and manage safe operations within the National Airspace. The Port of Seattle, the owner and operator of SEA, is tasked with managing the infrastructure to support the aviation demand at SEA in a safe and efficient manner, but cannot restrict the operations at the airport due to FAA grant assurances that the Port is subject to in return for accepting public monies (grant funding). The Port and FAA also have the responsibility to ensure that all projects implemented to meet this demand are conducted in accordance with the National Environmental Policy Act (NEPA). To date, all actions have been implemented in accordance with the appropriate statutes and prior environmental reviews including the review of the third runway. While the purpose of the third runway in part was to improve poor weather capability and provide sufficient runway length in warm weather, there are no restrictions or conditions on its use. All of the runways are utilized to accommodate aviation demand safely and efficiently. It is important to note that the FAA doesn't schedule flights to fly in/out of an airport. That is the responsibility of the airport proponent and the airline stakeholders, based on the local demand at the airport. The role of the FAA is to provide and manage safe operations within the National Airspace System (NAS).

4. Response 7

5. Response 8

Comment 586

David Stanford

Page 1

I thank you for reviewing these comments and hope that we can reach some amicable resolution to this invasion of our community!

David Stanford
2933 SW 164th Place
Burien, Wa. 98166

Response to Comment 586

Comment 587

Cathea Stanley

Page 1

Sent: Friday, June 23, 2017 7:49 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: seattleqt@aol.com
Name: Cathea Stanley
Mailing Address: 20120 15th Ave S
City: SeaTac
State: WA
Zip Code: 98198

Concerning Address: What I think is that the Puget Sound region needs another airport as the people living in the area need a break from all the noise that surrounds us daily. Give those of us in the S end a break by using the field up North. That will for sure cut down on the air traffic in our back yards. Sincerely, Cathea

Aviation noise: Another airport is our only hope. Yes I know the Port doesn't want to share and they are not good neighbors. 1

Other environmental concerns: Cutting down the trees will only increase the noise level and make our air dirtier. All the green spaces around here are being covered with pavement. It's very sad.

Recommendations: Move air traffic to another airport.

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 587

1. Response 9

Comment 588

Rebecca Stapleton

Page 1

Sent: Tuesday, June 20, 2017 9:57 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: Beckystapes@yahoo.com
Name: Rebecca Stapleton
Mailing Address: 22320 6th Ave S
City: Des Moines
State: WA
Zip Code: 98198

Aviation noise: The planes have grown increasingly loud and are unacceptable. I can't even sleep with a noise machine on full blast. As homeowners, we have the right to a peaceful life and our neighborhood deserves to sleep at night.

Aviation noise concentration: It is very loud specifically in our area, and the noise lasts many hours.

Possible increase in aviation noise: The noise is overwhelming, and we can't allow it to get any worse. Our property values are decreasing, as the airlines profits are increasing. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 588

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 589

Lori Steinhorst

Page 1

Sent: Tuesday, June 20, 2017 3:08 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: loristeinhorst@gmail.com
Name: Lori L Steinhorst
Mailing Address: 28515 Military Rd S
City: Federal Way
State: Washington
Zip Code: 98003

Aviation noise: The noise over my house has become almost unbearable. The very least the Port can do is help with the control of this noise. All three runways have traffic at the same time...these planes are low, loud and more and more frequent.

Aviation noise concentration: All three runways at one time! Plane after plane after plane...endless

Environmental concerns: This is obvious....more planes more pollution...sometimes it is even difficult to even be outside.

Possible increase in aviation noise: It is already beyond terrible...WE NEED RELIEF! 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 589

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 590

Mark Stephens

Page 1

Sent: Tuesday, June 20, 2017 12:55 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: mark.r.stephens@comcast.net
Name: mark stephens
Mailing Address: 14300 23rd Ave SW
City: Seattle
State: Washington
Zip Code: 98166

Aviation noise: Changing of flight patterns so that more planes are flying directly over Burien. 1

Access to knowledge about aviation and or airport concerns: I would like to know more about the projected increase in traffic and what the airport is doing to reduce noise levels for the communities around the airport. 2

Possible increase in aviation noise: Changing of flight patterns so that more planes are flying directly over Burien. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 590

1. Response 1

2. 14 CFR 150 is the primary Federal Regulation guiding and controlling planning for aviation noise compatibility on and around airports. Part 150 established procedures, standards and methodologies to be used by airport operators for the preparation of Airport Noise Exposure maps and Airport Noise Compatibility Programs, including noise abatement. In accordance to Part 150, residential areas are compatible with noise exposures up to the 65 DNL noise exposure level. Since Burien is outside of the 65 DNL contour, Part 150 is not applicable and therefore funded noise abatement or corresponding compensation is not applicable.

Comment 591

Kaye Stevens

Page 1

Sent: Wednesday, June 21, 2017 7:11 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: bknerium@comcast.net
Name: Kaye E Stevens
Mailing Address: 2127-So 254th Pl
City: Des Moines
State: Wa
Zip Code: 98198
Concerning Address:
Primary concerns about aviation that exist today with comments to specify the issue(s):

Aviation noise: When using runway # 1 we are unable to hear absolutely anything outside and have to stop talking! Some of the older planes that are extremely loud even shake our windows! There are even times that we can't even talk indoors because of the loudness of the planes. Using the third runway that is closer to and over the water where it affects less people is optimal!!!

Aviation noise concentration: We have lived here since 1989! It is soo much worse now even with triple pane windows, it is just more glass to shake when those old low flying extremely loud ones fly over! It wakes us up every time! They aren't supposed to be out late at night but they are and with major medical problems it's hard to sleep anyway! I would really love ?? some peace and quiet! Lower the volume!!! 1

Possible increase in aviation noise: We pray that it doesn't get worse! There are times we can't have a conversation over dinner without being interrupted by airplane ?? noise! Unacceptable! I cry sometimes praying it isn't causing more medical damage with my hearing! Please build a 4th runway over farther so the planes are over the water!!! It would bother less humans!!!

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 591

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 592

Richard Stoimenoff

Page 1

From: Joyce Stoimenoff <stoimenoff1@icloud.com>
Sent: Wednesday, June 21, 2017 3:10 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Buried Quiet Skies Coalition

Dear Sirs:

As a Burien homeowner who has been impacted by the increased noise of the 3rd runway, usually starting around 5 am, I ask that you please re-consider the decision to direct north and southbound propjets to turn due west over Burien.

I was a not originally concerned with the 3rd runway, as we were used to the moderate level of noise from the original two runways at our home just off 21st Ave.

However, when the 3rd runway opened, we were startled at the increase in noise level.

The additional noise of the re-directed propjets is really rubbing salt in the wound that the 3rd runway caused. 1

Please, please re-consider this decision.

Sincerely,

Richard Stoimenoff
2120 SW 162nd St.
Burien, WA 98166
206-491-2943
stoimenoff1@msn.com

Response to Comment 592

1. Response 1

Comment 593

Joyce Stoimenoff

Page 1

From: Dick and Joyce Stoimenoff <stoimenoff1@msn.com>
Sent: Wednesday, June 21, 2017 2:27 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Planes over Burien, WA

I'm writing to ask the FAA to keep the rerouting of planes over the city of Burien Washington from continuing. The noise is unbearable. It disturbs our sleep, our conversations, and ultimately The value of our homes. 1 2

Thank you.
Joyce Stoimenoff
2120 SW 162nd St.
Burien, WA 98166

Response to Comment 593

1. Response 1

2. Response 4

Comment 594

Anne Stoller

Page 1

Sent: Tuesday, June 20, 2017 6:26 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: binzstoller@gmail.com
Name: Anne Stoller
Mailing Address: 29604 4th ave s
City: Federal way
State: Wa
Zip Code: 98003
Concerning Address: Environmental and noise concerns for local wildlife on plane route

Aviation noise: Noise is constant every day and seems to be increasing. Concerns fall on deaf ears(perhaps related to the aviation noise)

Environmental concerns: What the planes are spilling onto the puget sound. #sad

Possible increase in aviation noise: Additional noise

Aviation noise concentration: Concentration of noise focused on poor communities.

1

Air quality: Again environmental concerns

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 594

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 595

Andrew Storms

Page 1

Sent: Tuesday, June 20, 2017 9:34 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: vidtender@yahoo.com
Name: Andrew Storms
Mailing Address: 11837 26th Ave SW
City: Burien
State: Washington
Zip Code: 98146-2404

Aviation noise: We have such a beautiful, peaceful neighborhood, except when the planes fly over. I think it's that shocking contrast that makes it so hard...it goes from serene to OHMYGODWHATISHAPPENING in an instant. I am self-employed, so I see this first hand. In addition to my family's own problem with this, we are just two blocks from an elementary school, with an outdoor playground, as well as several churches. Surely there is a better way; planes have been flying out of SeaTac forever and this noise is new to us, even though we have only lived in the neighborhood for two years. Thank you for listening; this is very distressing. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 595

1. Response 1

Comment 596

Janet Storms

Page 1

Sent: Friday, June 16, 2017 12:42 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: storms.dj@gmail.com
Name: Janet Storms
Mailing Address: 16534 4th Ave S
City: Burien
State: WA
Zip Code: 98148

Other concerns: new flight path over the neighborhood.

Other concerns: New noise, pollution,Jets fly over house,the use of airspace by Passenger jets. No sound insulation has been offered in Blakely Manor neighborhood ever. We are 1 mile West, about mid way, of the third Runway. Third runway caters to Passenger Jets when the deal was to be small aircraft. 1 2 3 4

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 596

1. Response 1

2. Response 2

3. The Proposed Action only includes the westerly turning of turboprops, not jets. Concerns regarding westerly turning jets are not within the scope of this document. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

4. 14 CFR 150 is the primary Federal Regulation guiding and controlling planning for aviation noise compatibility on and around airports. Part 150 established procedures, standards and methodologies to be used by airport operators for the preparation of Airport Noise Exposure maps and Airport Noise Compatibility Programs, including noise abatement. In accordance to Part 150, residential areas are compatible with noise exposures up to the 65 DNL noise exposure level. Since Burien is outside of the 65 DNL contour, Part 150 is not applicable and therefore funded noise abatement or corresponding compensation is not applicable.

Comment 597

Viriginia Strickland

Page 1

Sent: Tuesday, June 20, 2017 4:32 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: gingerspice1@comcast.net
Name: virginia strickland
Mailing Address: 228 SW 138th St
City: Burien
State: Washington
Zip Code: 98166

Aviation noise: The noise is getting worse by the day. We bought this house in 1960. It was a nice place to raise our children. We have been here longer than the two extended runways. We were not given the opportunity to voice our concerns regarding any changes. A lot of us were here first but seem to have no rights for our concerns or health. 1

Aviation noise concentration: Very disturbing to be trying to enjoy the outdoors in our yard. Certain times of the day and night the noise is unbearable. Cannot leave doors or windows open. Have been wakened in middle of night with noise. There has got to be a better route other than disturbing all the residences West of the third runway!!

Environmental concerns: Air quality is bad!! At many times we can smell the odor of fuel. It is destroying our family gardens. It is not right that we should have our lives and health disrupted like this. 2

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 597

1. Response 1

2. Response 2

Comment 598

Frank Strobel

Page 1

Sent: Wednesday, July 05, 2017 8:35 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: fstrobel@hotmail.com
Name: Frank Strobel
Mailing Address: 4816 27th Avenue South
City: Seattle
State: WA
Zip Code: 98108

Aviation noise: Frequency of airplane landings and take-offs has increased. Furthermore, changes to flight path have places many more approaches and take-offs over the Beacon Hill neighborhood which has dramatically increased the noise exposure. Lastly, approaches and take-offs from both, SeaTac airport as well as King County International appear during night time which has a very negative impact on sleep quality. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 598

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to jet departures from SEA in north flow and arrivals into SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA south flow arrivals and north flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 599

Mei Sturman

Page 1

Sent: Monday, June 19, 2017 10:59 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: mjsturman@aol.com
Name: Mei Sturman
Mailing Address: 12515 Shorewood Dr. SW
City: Burien
State: WA
Zip Code: 98146

Aviation noise: We have lived in the same house for 43 years and have witnessed the increasing noisy low flying commuter aircraft and occasional jets, not to mention the house shacking jets diverted over our home during Sea Fair. It's time you try to lessen the impact rather than the excuses to increase it, i.e. find another way. 1

Aviation noise concentration: Summer can be glorious in Burien and eating dinner outside is part of that. Frequent aircraft directly over our airspace is frustrating at best. Sometimes one can not be heard. You need to spread the noise around rather than increasing it directly over our home. 2

Environmental concerns: Sometimes one can even smell the exhaust, Need I say more. Pollution, Pollution, Pollution. Is not noise also pollution? 3

Possible increase in aviation noise: Above 1

Aviation noise concentration: Above

Air quality: Above 3

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 599

1. Response 1

2. Thank you for your suggestion. This is the No Action Alternative analyzed in the CATEX document.

3. Response 2

Comment 600

Kevin Subers

Page 1

Sent: Tuesday, June 20, 2017 7:53 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: ksubers@gmail.com
Name: Kevin Subers
Mailing Address: 14603 11th Ave SW
City: Burien
State: WA
Zip Code: 98166

Aviation noise: As a homeowner in the city of Burien I am greatly troubled by the increase in airplane noise over our home (located 14603 11th Ave, SW, Burien, WA) Despite the traditionally North-South configuration of the runways at the Airport, there has been exponential growth in the number of flights that, upon take-off, have flown in a new pattern perpendicular to the runways, directly over Burien and 1
Burien to the west. The new pattern of flights over Burien and additional areas of Burien has persisted since August 2016. I share this concern to both affirm my 2
rights as a homeowner in Burien and serve notice that by promoting and permitting this flight pattern my rights to a reasonably safe and livable home environment are infringed upon. Numerous members of our community have been negatively affected by this increase in noise pollution. If this doesn't cease and desist our community will work as a coalition and pursue further means to rectify this 1
problem. Please respect our community and the communities surrounding SeaTac Airport and limit these flights to the pre August 2016 levels.

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 600

1. Response 1

2. Response 14

Comment 601

Brenda Sullivan

Page 1

Sent: Wednesday, June 21, 2017 4:54 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: beegirly@msn.com
Name: Brenda Sullivan
Mailing Address: 14637 11th ave. S.W.
City: Burien
State: WA
Zip Code: 98166

Aviation noise: I bought a house in September of 2017 on 11th Avenue Southwest in Burien. It was wonderful and quiet is why I bought the house. About a month or so there were loud noises over head. Which felt like a war going on. At first I thought it was a temporary thing with the plane's going overhead. Then it was continual day and night and never peaceful. I regret buying the house in Burien. 1

Environmental concerns: The fumes from the planes flying overhead are dangerous for the air quality that people breathe. Emphysema and other diseases are a no-brainer. My mother who visits me from Mississippi stays for an extensive amount of time. She has breathing trouble and I'm concerned for her health if the planes resume flying overhead. 2

Access to knowledge about aviation and or airport concerns: When the flight plan changed to flying over Burien there was no meeting and no way of knowing this as far as a regular Community member. This was not disclosed to me when I bought the house and again I would not have bought the house if I knew the Airlines were changing their Flight Plan to fly over my area where I live. 3

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 601

1. Response 1

2. Response 2

3. Response 13

Comment 602

Shannon Summers

Page 1

From: Summers, Shannon <Shannon.Summers@Honeywell.com>
Sent: Friday, June 23, 2017 6:16 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Burien Airplane Noise

I have lived in Burien from the time I was 15 years old and never had a problem over the last 26 years with Burien Airplane Noise expect when the Blue Angels are in town. My husband has lived here for 25 years. Once they change the flight path we could no longer enjoy our yard. This winter we bought a hot tub and after the planes started flying over we could no longer enjoy it. It sounded like we were on the runway itself. Even inside the noise is blaring, making it hard to sleep or watch TV. We have been in a 2 years project to re-landscape the yard but summer but are worried that if the plans are allowed to come back we will no longer be able to enjoy the outside. We are also conserved that this will drop our property values so if we are forced out of our home by the noise we are not sure where we would be able to afford to buy another home.

1

2

Shannon Summers Field Service Supervisor
Honeywell Building Solutions
(425) 241-9813 Shannon.Summers@honeywell.com

Response to Comment 602

1. Response 1

2. Response 4

Comment 603

William Sundberg

Page 1

Sent: Tuesday, June 20, 2017 6:17 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: billsundberg@comcast.net
Name: William A Sundberg
Mailing Address: 13736 8th Ave SW
City: Burien
State: WA
Zip Code: 98166

Aviation noise: As a result of the impermissible increase in overflights of my property, I am unable to conduct conversation outside of my home due to aviation noise. 1 2

Aviation noise concentration: As a result of the impermissible increase in overflights of my property, I am unable to conduct conversation outside of my home due to the concentration of aviation noise. 1 2

Environmental concerns: As a result of the impermissible increase in overflights of my property, I am extremely concerned about the health of my person and family because of the disregard of environmental impacts. 1 3

Access to knowledge about aviation and or airport concerns: I do not believe the Port of Seattle, the FAA or Alaska Airlines and it's partners have demonstrated a transparency of, or access to, knowledge about the impermissible increase in overflights of my property. 4

Possible increase in aviation noise: As a result of the impermissible increase in overflights of my property, I am extremely concerned with additional aviation noise. 1 2

Aviation noise concentration: As a result of the impermissible increase in overflights of my property, I am extremely concerned with an additional concentration of aviation noise. 1 2

Response to Comment 603

1. Avigation Easements are handled by the local Airport.

2. Response 1

3. Response 10

4. Response 13

5. Response 2

Comment 603

William Sundberg

Page 2

Air quality: As a result of the impermissible increase in overflights of my property, I am extremely concerned with a decrease in air quality. 1 5

Response to Comment 603

Comment 604

Maksim Surguy

Page 1

Sent: Wednesday, June 21, 2017 11:05 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: msurguy@gmail.com
Name: maksim Surguy
Mailing Address: 2627 S 362nd Pl
City: Federal Way
State: WA
Zip Code: 98003

Aviation noise: The planes fly over our house 24/7 at an alarmingly increasing rate. The noise wakes up our baby more often than before and is becoming unbearable even though we live more than 15 miles away from the airport.

Environmental concerns: I can't imagine planes flying 800-1200 feet above us 24/7 is good for our health. The exhaust and noise is a valid health hazard and should be evaluated by the FAA to kill as few people as possible. I understand that ""profits is over people"" but we're talking about real people developing cancers and having quality of their lives diminished by those profits that don't go to our communities.

Possible increase in aviation noise: The noise is only increasing so far and is very concerning to us as we really wanted to make Federal Way our home.

Air quality: If the planes fly lower and lower to the ground - there is more concentration of pollution under their paths. This is really bad for people that unknowingly live right under the flight path. I wasn't aware of signing up for my own death sentence when I bought my house, I shouldn't be paying with my life to offset somebody's profits. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/sea/community_comments/

Response to Comment 604

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 605

Judy Swain

Page 1

Sent: Tuesday, June 20, 2017 5:53 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: Swainfam@comcast.net
Name: Swain Judy
Mailing Address: 1925 SW 167th St
City: Burien
State: Washington
Zip Code: 98166

Aviation noise: Small planes flying over Burien are an extreme hazard with noise and particulate pollution. When the planes flew over last winter, they were constant and very very loud. [1] [2] [3]

Environmental concerns: I can smell the aviation fuel smell strongly when small planes fly over Burien. It is an extreme health concern. [4]

Possible increase in aviation noise: When the planes did fly-and THEY DID ALREADY FLY over Burien the noise was unbearable

Aviation noise concentration: Too many planes in too short time especially during north takeoffs [2]

Air quality: Fuel smell is very strong-breathing that in is a health concern. [4]

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 605

1. Response 11
2. Response 1
3. Response 2
4. Response 10

Comment 606

David Swenson

Page 1

Sent: Tuesday, June 20, 2017 8:40 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: swensondc@gmail.com
Name: David Swenson
Mailing Address: 630 SW 142nd ST
City: Burien
State: WA
Zip Code: 98166

Aviation noise: Twin prop commuter planes making sharp turn at high throttle.

Aviation noise concentration: Prop jet planes taking every few minutes and following the same path over my property 1

Environmental concerns: Driving on 518 to work in Renton I have experienced in both my car and on my motorcycle, raw fuel raining down on me as I motor under the light trestles when a plane has just passed overhead. 2

Possible increase in aviation noise: As temps increase, I will undoubtedly sleep with my windows open to cool off the house, and if I am having trouble sleeping from the plane noise with my windows closed in winter, I can't stand another summer of the frequent northern takeoffs especially with the 250* heading.

Aviation noise concentration: Automatic 250* headings mean every twin prop that takes off to the North is headed over my house.... 1

Other concerns: Planes experiencing mechanical failure in a high banked turn at a low altitude over my house and neighborhood. 3

Form URL:
https://www.faa.gov/nextgen/communityengagement/sea/community_comments/

Response to Comment 606

1. Response 1

2. Response 6

3. Response 11

Comment 607

David Swenson

Page 1

From: David Swenson <swensonhimer44@gmail.com>
Sent: Tuesday, June 20, 2017 8:24 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: 250* Heading Headache

To whom it may concern,

As a resident of Burien in the Chelsea Park neighborhood, I have become increasingly worried and annoyed with the frequency of turbo prop planes which fly at extreme angles at seemingly very low altitudes above my house. Not only does the sound level penetrate through my quad-pane windows, but the frequency the engines produce during their high powered high banked turn into the 250* heading is low enough to shake and vibrate my floors and walls. 1

Making eye contact with the Alaskan Airlines Eskimo as he passes over my yard, I can't help but wonder what kind of training or reflexes the pilots posses for controlling an airplane which loses power to one or both engines in such a high banked turn so low to the ground. Sometimes these questions cross my mind as I fall asleep at night with the planes vibrating my bed as they take off every minute or less at its worst. 2

I urge you eliminate all forms of this unjustly imposed northern takeoff pattern.

Thank-you

-David

Response to Comment 607

1. Response 1

2. Response 11

Comment 608

Judy Swenson

Page 1

Sent: Wednesday, June 21, 2017 7:32 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: judy@mscwashington.com
Name: Judy Swenson
Mailing Address: 12514 SE 50th PL
City: Bellevue
State: Wa
Zip Code: 98006
Concerning Address: 630 SW 142nd St Burien WA 98166

Aviation noise: Turboprop airplanes

Aviation noise concentration: When my dog and I travel to my son's house in Burien to help in the yard and garden, our dog is startled and distressed by the low flying aircraft even looking up to see what is causing the nuisance. If this domesticated animal is agitated by these low flying aircraft how must the wild animals react to these circumstances??? 1 2

Form URL:
https://www.faa.gov/nextgen/communityengagement/sea/community_comments/

Response to Comment 608

1. Response 1

2. Response 5

Comment 608

Amy Swindle

Page 1

Sent: Wednesday, June 21, 2017 7:22 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: amy.e.swindle@gmail.com
Name: Amy Swindle
Mailing Address: 19247 3rd Ave So
City: Seattle
State: Washington
Zip Code: 98148

Aviation noise: I've lived in the area for over 30 years, and the past few have had a marked increase in the amount of airplane noise I can hear. Particularly at night, the sound level and frequency can make it hard to fall asleep, even in a house with insulated windows. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 608

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 609

Douglas Sykes

Page 1

Sent: Monday, June 12, 2017 5:59 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: sykesdw@hotmail.com
Name: Douglas W Sykes
Mailing Address: PO Box 353
City: Seahurst
State: WA
Zip Code: 98062

Aviation noise: Since July 2016, there has been a noticeable increase in noise associated with hard westbound turns on takeoff from SeaTac airport over Burien / Seahurst. This change was arbitrarily instituted without proper review under NEPA, as the FAA was required to do. This must stop, I do not give permission for the FAA to include my property in a designated takeoff pattern 1 2 3

Aviation noise concentration: Too many turbo and jet takeoffs turning west after short takeoff roll from SeaTac Airport. Unprecedented and without proper public review and comment 4 5

Environmental concerns: Excessive noise, increased particulate emissions from aircraft departing SeaTac Airport and turning westover Burien at low altitude and with a short takeoff run. 4 6

Possible increase in aviation noise: Since July 2016, there has been a noticeable increase in noise associated with hard westbound turns on takeoff from SeaTac airport over Burien / Seahurst. This change was arbitrarily instituted without proper review under NEPA, as the FAA was required to do. This must stop, I do not give permission for the FAA to include my property in a designated takeoff pattern 1 2 3

Aviation noise concentration: Too many turbo and jet takeoffs turning west after short takeoff roll from SeaTac Airport. Unprecedented and without proper public review and comment 4 5

SeaTac Airport and turning westover Burien at low altitude and with a short takeoff run. 6

Response to Comment 609

1. Response 14

2. Response 23

3. Avigation Easements are handled by the local Airport and are outside the scope of the Proposed Action. The FAA sugests that you contact SEA regarding this matter.

4. Response 1

5. Response 13

6. Response 2

Comment 609

Douglas Sykes

Page 2

Air quality: Excessive noise, increased particulate emissions from aircraft departing

Response to Comment 609

Comment 610

Douglas Sykes

Page 1

Sent: Saturday, July 08, 2017 10:02 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: sykesdw@hotmail.com
Name: Douglas W Sykes
Mailing Address: PO Box 353
City: Seahurst
State: Washington
Zip Code: 98062
Concerning Address: 15221 28th Ave SW, Burien - actual residence, not mail address

Other environmental concerns: Low flying aircaft during takeoff disperse fuel vapors and byproducts that have been shown to have long term negative impacts on human health. It is unacceptable to impose this burden on another part of our community by arbitrarily increasing takeoff patterns to include a 250 turn on takeoff from SeaTac airport 1

Form URL: https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 610

1. Response 10

Comment 611

Maria Sykes

Page 1

Sent: Tuesday, June 20, 2017 12:35 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: mawa981@aol.com
Name: Maria N Sykes
Mailing Address: P.O. Box 353
City: Seahurst
State: WA
Zip Code: 98062

Aviation noise: The increase of airplanes flying over my house has dramatically increased. They are flying lower and making it difficult to have outside conversations. Late at night, and early morning, I have noticed an increase which has affected my sleep. 1

Aviation noise concentration: The increase in volume of flights going east to west over my house (especially turbo and 737) has adversely affected the ability for me and my household to have tranquility in our outside spaces. 1

Environmental concerns: Increased flights over my house increases noise pollution as well as air pollution. 2

Possible increase in aviation noise: Routing more aircraft in an east west pattern directly over Burien will have a negative effect on this community. 3

Air quality: More aircraft flying over our neighborhoods will have an adverse effect on our air quality. 2

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 611

1. Response 1

2. Response 2

3. Response 15

Comment 612

Colleen Tandiama

Page 1

Sent: Wednesday, June 21, 2017 9:27 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: dodong57@aol.com
Name: Colleen M Tandiama
Mailing Address: 147 South 199th street
City: DesMoines
State: Washington
Zip Code: 98148

Aviation noise: Why are large commercial airplanes flying directly over our house now? Without any notification whatsoever. We moved into this home in July 1994. There were no noise from commercial airplanes flying over our house. We made sure when we moved here thus wouldn't be an issue. Why is it you changed the direction of the northbound aircraft to take off going southbound? How do I know this? I've watched countless times how the airplanes take off going southbound but turn immediately to Westbound over Puget Sound but, then curve to northbound only. This is directly over our house. You can't do this. It's either southbound or northbound. The problem is the low altitude over our house. Never, was like this before. I've sat on my lanai day after day, I lost count how many are going in this direction. The noise is beyond horrible. I can't hear while on the telephone. I have to tell my person, please wait till the plane is further out. They can even hear how loud the planes are over the telephone. I also, have to turn the volume up on my TV set so I can hear through the awful airplane noise. The point is, they are taking off going southbound but immediately after take off ver to the west at a very low altitude. This is a great concern to our environment(we have chickens) and our real estate value in our area going forward. I've seen the airline logos on some of the planes as Alaska Airline. That's pretty bad if I can clearly see what company it is on the plane from my lanai. You can't justify this change in any manner except you are trying to make money at our expense. Go back to the orginal flight paths. 1

Aviation noise concentration: How will you flying westbound effect North Hill elementary school on south 200th and 8th ave south?

Response to Comment 612

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 613

Barb Tatham

Page 1

From: Barb Tatham <deanbarb1@comcast.net>
Sent: Friday, June 09, 2017 3:21 PM
To: 9-ATO-WSA-Public-Comments (FAA)

I have lived in Burien and Normandy Park almost all my life, and although I don't live directly under the propjet westerly turn path, I do live a bit south of it in Burien – in Gregory Heights.

Every summer during Seafair when the Blue Angels are flying, all the airplanes taking off to the north turn sharply to the west when they take off. It's very noisy for a couple of hours for a couple of days in August, but it's for a good cause, and is very impressive to watch.

However, during the summers or 2015 and 2016, I was sort of amazed at the amount of noise from air traffic turning west when the Blue Angels were NOT flying. I wondered "What's going on? Is it Seafair?? Why are all the planes turning west right over Burien?" I also often go walking north into the Seahurst neighborhood and you can really see the planes and hear the noise and increased traffic of the propjets in the summer over Burien Town Square and the Seahurst neighborhood. The air traffic pattern maps show the truth. Too many planes are flying low over residential neighborhoods, when they never did before. One can see it from my neighborhood, or even from Des Moines looking north at the planes taking off. One can see the planes turning directly west over Burien. 1

Also, the smell of jet fuel is noticeable in the winter in Gregory Heights and is smelly and alarming, and can't be good for lung health. 2

Lots of new residents are moving to Burien with newly built apartments and condos and senior housing, and I really think it's wrong to continue flying the propjets over Burien. Nobody wants to have to buy expensive noise-blocking headphones just to enjoy their backyards or be outside.
The FAA needs to pursue the Paine Field regional airport to handle our booming air travel needs, not fly over residences as never before. It is totally unfair and will affect property values and quality of life. 3
Thanks, Barb

Response to Comment 613

1. Response 1

2. Response 2

3. Response 9

Comment 614

Dean Tatham

Page 1

From: Dean and Barb <deanbarb1@comcast.net>
Sent: Monday, June 19, 2017 9:05 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: North Flow Preliminary Environmental Analysis comments

Dear Sirs,

The FAA needs to pursue the Paine Field regional airport to handle our booming air travel needs, and not increase the numbers of flights over Burien residences. The air traffic pattern maps in your document: "North Flow Preliminary Environmental Analysis" show the truth. Too many planes are flying over residential neighborhoods, when they never did before. It is totally unfair and will affect our property values and quality of life. 1 2 3

Thank you,

Dean Tatham
2124 SW 159th St
Burien, WA 98166

Response to Comment 614

1. Response 9

2. Response 8

3. Response 4

Comment 615

Andrew Taylor

Page 1

Sent: Monday, June 19, 2017 11:42 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: abtwoodworker@comcast.net
Name: Andrew Taylor
Mailing Address: 13424 2nd Ave SW
City: Burien
State: WA
Zip Code: 98146

Aviation noise: My family has lived at this address since February 2015. We purchased this home (our first) with the knowledge and expectation that it WAS NOT under the flight path of any significant quantity of aircraft departing SeaTac airport. We noticed a dramatic increase in the number of planes over our home beginning in the summer of 2016. The increased noise has impacted our ability to enjoy our outdoor space and has often made it difficult to rest, sleep, talk, hear, and generally enjoy the peace and quiet inside our home. 1

Possible increase in aviation noise: My family has lived at this address since February 2015. We purchased this home (our first) with the knowledge and expectation that it WAS NOT under the flight path of any significant quantity of aircraft departing SeaTac airport. We noticed a dramatic increase in the number of planes over our home beginning in the summer of 2016. The increased noise has impacted our ability to enjoy our outdoor space and has often made it difficult to rest, sleep, talk, hear, and generally enjoy the peace and quiet inside our home.

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 615

1. Response 1

Comment 616

Andrew Taylor

Page 1

Sent: Wednesday, June 21, 2017 8:56 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: abtwoodworker@comcast.net
Name: Andrew Taylor
Mailing Address: 13424 2nd Ave SW
City: Burien
State: WA
Zip Code: 98146

Aviation noise: Departure headings that closely align with the alignment of the runways (generally north and south) are preferred as the neighborhoods under those flight path have already grown accustom to, and are legally aware of, the noise and other environmental impacts. Some minor variance from this alignment is acceptable under both normal operations and special circumstances. However when planes take off and immediately bank 90 degrees while climbing, the severe impacts are being felt by neighborhoods like mine that have had no historical concentration of noise or other environmental degradation. With NO notice these flights began last summer and continue to some degree today (although a minor reduction has been noted since litigation has been brought against the FAA and the Port of Seattle). I suggest that working within the confines of the law and doing the hard work of managing a rapidly growing airport will be more successful when the public is included, considered and served. So far we have been left out, largely ignored and taken advantage of. It's time to make this right!

1

2

3

Possible increase in aviation noise: Departure headings that closely align with the alignment of the runways (generally north and south) are preferred as the neighborhoods under those flight path have already grown accustom to, and are legally aware of, the noise and other environmental impacts. Some minor variance from this alignment is acceptable under both normal operations and special circumstances. However when planes take off and immediately bank 90 degrees while climbing, the severe impacts are being felt by neighborhoods like mine that have had no historical concentration of noise or other environmental degradation. With NO notice these flights began last summer and continue to some degree

1

2

3

D-818

Response to Comment 616

1. Response 7

2. Response 1

3. Response 13

Comment 616

Andrew Taylor

Page 2

today (although a minor reduction has been noted since litigation has been brought against the FAA and the Port of Seattle). I suggest that working within the confines of the law and doing the hard work of managing a rapidly growing airport will be more successful when the public is included, considered and served. So far we have been left out, largely ignored and taken advantage of. It's time to make this right!

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 616

Comment 617

Eve Taylor

Page 1

Eve Taylor
430 SW 154th St
Burien, WA 98146

June 28 2011

Dear Sir

Please we don't want the automatic left turn over Burien when Sea Tac airplanes take off to the north.

I'm resident of Burien & live in Senior apt bldg 3 stories SW 154 St near 5th Pl. The airplane noise is very upsetting to us senior residents 31 apts. We feel it's not safe & our bldg vibrates.

Thank you
E. Taylor

1

2

Response to Comment 617

1. Response 1

2. Response 11

Comment 618

Inez Taylor

Page 1

From: Inez Taylor <inezhu@comcast.net>
Sent: Tuesday, June 20, 2017 10:11 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: noise

I live in unincorporated King Count between 166th S and 112th s on third Ave S. On the other side of ist Ave s is Burien.

Ever since the third runway that was supposed to be used intermittently that had been steady traffic east of our house. Large planes visible. When I drove 4 miles to work at Boeing in the Developmental Center, the constant flight path and the incoming planes landing at Seatac or the King County airport was a reall factor in in our health with fumes form dump fuel. I was injured at work (TBI) three years ago and now am home without further compensation. Adding the prop planes to the current situation means I won't be able to sleep night or day. 1

Please keep in mind not just Burien but the arrounding king county areas that no one claims or cares about. The home taxes are up but services are dropping.

Inez Taylor

Response to Comment 618

1. Response 1

Comment 619

Katherine Taylor

Page 1

Sent: Thursday, June 29, 2017 12:13 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: Katherinetay@gmail.com
Name: Katherine Taylor
Mailing Address: 26116 14th Pl. South
City: Des Moines
State: WA
Zip Code: 98198

Aviation noise: The sound from airplanes out of SeaTac is quite loud when they fly over our home every 5-10 minutes. It would be helpful if these planes were at a higher altitude when already 6 plus miles from the airport.

Recommendations: I think more airplanes should be flown out of Boeing field or other surrounding airports. Additionally, I think the planes should fly in over the water where no one lives.

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

1

Response to Comment 619

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 620

Karl Tegtmeyer

Page 1

Sent: Friday, June 09, 2017 11:03 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: ktegtmeyer@gmail.com
Name: Karl W Tegtmeyer
Mailing Address: 13902 16th Pl SW
City: burien
State: WA
Zip Code: 98166

Aviation noise: When prop planes turn west like they have been doing, these planes are extremely low. So low that I can see the numbers on the bottom of the plane. This is unacceptable and does not take into account the people living in this area. Because these planes are so low, the vibration can be felt both inside and outside my house. There are several direct consequences that this causes: 1. Loss of sleep when planes fly this low over my house 2. Increased stress levels from loud planes If you don't think these are valid reasons for stopping this flight path, and using the approved north/south corridor feel free to come by my house and listen/feel the vibration for yourself. 1

Aviation noise concentration: When prop planes turn west like they have been doing, these planes are extremely low. So low that I can see the numbers on the bottom of the plane. This is unacceptable and does not take into account the people living in this area. Because these planes are so low, the vibration can be felt both inside and outside my house. There are several direct consequences that this causes: 1. Loss of sleep when planes fly this low over my house from 5am to 11pm everyday. 2. Decreased quality of life from hearing planes buzz by every 10 minutes 3. Increased stress levels from loud planes If you don't think these are valid reasons for stopping this flight path, and using the approved north/south corridor feel free to come by my house and listen/feel the vibration for yourself. 1

Environmental concerns: When prop planes turn west like they have been doing, these planes are extremely low. So low that I can see the numbers on the bottom of the plane. This is unacceptable and does not take into account the people living in this area. Because these planes are so low, the vibration can be felt both inside

Response to Comment 620

1. Response 10

Comment 620

Karl Tegtmeyer

Page 2

Response to Comment 620

and outside my house. There are several direct consequences that this causes: 1. Loss of fluids from plane's engines over this flight path 2. air pollution right above my property. If you don't think these are valid reasons for stopping this flight path, and using the approved north/south corridor feel free to come by my house and listen/feel the vibration for yourself. 1

Possible increase in aviation noise: When prop planes turn west like they have been doing, these planes are extremely low. So low that I can see the numbers on the bottom of the plane. This is unacceptable and does not take into account the people living in this area. Because these planes are so low, the vibration can be felt both inside and outside my house. There are several direct consequences that this causes: 1. Loss of sleep when planes fly this low over my house 2. Loss of fluids from plane's engines over this flight path 3. Increased stress levels from loud planes If you don't think these are valid reasons for stopping this flight path, and using the approved north/south corridor feel free to come by my house and listen/feel the vibration for yourself. 1

Aviation noise concentration: When prop planes turn west like they have been doing, these planes are extremely low. So low that I can see the numbers on the bottom of the plane. This is unacceptable and does not take into account the people living in this area. Because these planes are so low, the vibration can be felt both inside and outside my house. There are several direct consequences that this causes: 1. Loss of sleep when planes fly this low over my house 2. Loss of fluids from plane's engines over this flight path 3. Increased stress levels from loud planes If you don't think these are valid reasons for stopping this flight path, and using the approved north/south corridor feel free to come by my house and listen/feel the vibration for yourself. 1

Air quality: When prop planes turn west like they have been doing, these planes are extremely low. So low that I can see the numbers on the bottom of the plane. This is unacceptable and does not take into account the people living in this area. Because these planes are so low, the vibration can be felt both inside and outside my house. There are several direct consequences that this causes: 1. Loss of sleep when planes fly this low over my house 2. air pollution from engines continually flying this low over my property 3. Increased stress levels from loud planes If you don't think these are valid reasons for stopping this flight path, and using the 1

Comment 620

Karl Tegtmeyer

Page 3

approved north/south corridor feel free to come by my house and listen/feel the vibration for yourself.

Response to Comment 620

Comment 621

Mark Thomas

Page 1

From: Mark Thomas <mark@cleanrepublic.com>
Sent: Tuesday, June 20, 2017 10:36 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Unacceptable

Hi,

I am a Burien resident and I appose the 250 degree automatic turns at the SeaTac airport.

This plan is unacceptable and need to be stopped. It will create far too much noise, disrupting our community and negatively affecting property values. 1 2 3

Thank you,
Mark Thomas

Response to Comment 621

1. Response 1

2. Response 15

3. Response 4

Comment 622

Nathan Thomas

Page 1

Sent: Thursday, June 22, 2017 6:10 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: nat.turner@hotmail.com
Name: Nathan Thomas
Mailing Address: 11904 30th Ave SW
City: Burien
State: Wa
Zip Code: 98146

Aviation noise: I can clearly hear the aircraft flying over my house inside my house. I have lived at this address since 2004 and it was not a problem until the flight path was changed 1

Miscellaneous concerns: The Alaska turboprop planes also cause me to loose off air television signals when the planes are overhead

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 622

1. Response 1

Comment 623

Earnest Thompson

Page 1

From: earnest thompson <ecoe69@hotmail.com>
Sent: Monday, June 19, 2017 11:07 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Cc: info@quietskiescoalition.net
Subject: SeaTac noise

The noise has increased horribly over the past few years. The pollution is off the wall! We now have higher cancer and respiratory diseases and the ?? bees are disappearing. It's your goddam fault and we know it. Build bullet trains and Hyperlink- not these dam crap ?? planes! 1

Earnest Thompson

Response to Comment 623

1. Response 14

Comment 624

Chris Thomsen

Page 1

From: CHRIS THOMSEN <cdthomsen1@gmail.com>
Sent: Wednesday, June 21, 2017 12:14 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Comments on New Flight Path over Burien

I couldn't get the site to work. ""Access Denied"" error message. Here are comments I posted in the form:

Chris Thomsen
2530 SW 119th Place, Burien 98146

The increase in airplane noise since the flight path was implemented is significant, especially during busy times where there can be a plane passing directly over my home every few minutes. Depending on altitude and weather conditions, the noise disrupts sleep (even with windows closed) and conversation. 1

On several occasions when enjoying my yard or soaking in my hot tub, I have literally felt ""bathed in fumes."" This, of course, is condition-dependent and doesn't happen every single time, but even once is very disturbing. I can taste the fuel. 2

What access? The FAA has acted unilaterally and without accountability to the community it has arbitrarily chosen to destroy. 3 4

The FAA is acting unilaterally and sidestepping existing requirements for environmental impact. The FAA has produced no response suggesting that they considered other remedies to the increased air traffic. The FAA has chosen to destroy the quality of life and property values of an entire community without notice, due diligence, study of alternatives, etc. When we moved here, this was a quiet, desirable neighborhood. I believe that despite its proximity to the airport, any reasonable person that invested in a home here had an expectation that such a destructive change was not possible. 5 6 7 5

Response to Comment 624

1. Response 1
2. Response 2
3. Response 13
4. Response 7
5. Response 23
6. Response 16
7. Response 4

Comment 624

Chris Thomsen

Page 2

These steeply climbing, banking airplanes are noisy as hell. Often they are so low, that the vibration can be felt and my windows and other items in my home rattle. This was NOT the case when I bought my home four years ago. Until the ""new"" flight path was implemented, we only had significant noise, vibration and smell during seafair and occasional changes due to weather. 1

Already mentioned. This is disgusting. The planes are flying so low and climbing so rapidly that it is not uncommon to experience very strong fuel odors to the extent where we can ""feel"" it. Very concerning from health and aesthetic points of view. 2

Chris Thomsen, Broker
Marketing & Client Services
The Davis Group
206.818.0170 <tel:(206)%20818-0170>
cdthomsen1@gmail.com
christhomsen@johnlscott.com

Response to Comment 624

Comment 625

Sansern Thongmee

Page 1

From: Sansern Thongmee <sansern.thongmee@gmail.com>
Sent: Wednesday, June 21, 2017 11:55 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Noise Concerns

Noise Concerns in Burien. Please don't do automatic 250 degree turns of propjet planes over Burien when the take off and landing is northbound. This will be major noise for community 1

Response to Comment 625

1. Response 1

Comment 626

Jonathon Tolton

Page 1

Sent: Wednesday, June 21, 2017 9:20 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: jtolton@seattletimes.com
Name: Jonathan G Tolton
Mailing Address: 2430 SW 151st street
City: Burien
State: wa
Zip Code: 98166

Other concerns: I have lived in the area over 50 years and have many concerns over this unprecedented intrusion into my community and into my personal life. The effect of flying so low over this community has environmental damage, emotional damage, damage to my property value to list a very few. The Port of Seattle has intruded on my community and continues to acquire more property to allow air traffic to gain altitude and follow pre-defined air space to mitigate the negative footprint in the community. As a supreme display of your arrogance you started this program behind closed doors knowing what you are planned is wrong. Put a stop to it now. Sincerely, Jonathan Tolton 1 2

Other concerns: I have lived in the area over 50 years and have many concerns over this unprecedented intrusion into my community and into my personal life. The effect of flying so low over this community has environmental damage, emotional damage, damage to my property value to list a very few. The Port of Seattle has intruded on my community and continues to acquire more property to allow air traffic to gain altitude and follow pre-defined air space to mitigate the negative footprint in the community. As a supreme display of your arrogance you started this program behind closed doors knowing what you are planned is wrong. Put a stop to it now. Sincerely, Jonathan Tolton

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 626

1. Response 8

2. Response 4

Comment 627

Lee Tomlin

Page 1

Sent: Wednesday, June 21, 2017 12:59 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: leegirl4656@aol.com
Name: Lee Tomlin
Mailing Address: 700 so. 282nd. St. #741
City: Des Moines
State: Wa.
Zip Code: 98198

Aviation noise: I bought my condon1and a half years ago. Before I bought I went to listen to noises in the area. The planes that went by were not directly over my condo and were fairly high. In the last 6 months or so the air traffic has been been awful! The planes come over my condo now very low & extremely loud. This goes on 24/7 about every 5 to 10 min. I can't get any sleep. There is no peace. Yes, I'm told I bought by an airport so quit complaining but this is not right. I'm a retired flight attendant of 49 yrs. and I'm used to aircraft noise but this is like having a layover at a airport hotel. I'm not that close to the airport maybe 20 min. We all deserve some peace & to be able to sleep at night. Something needs to be done about these low flying & noisy aircraft. I know the airport is looking at the big bucks with all the take off & landings but it shouldn't be at the expense of so many people who have to suffer sleepless nights. Other airports have time limits for aircrafts take off & landings. Maybe that should be a consideration here. 1

Environmental concerns: I'm not even sure where to start here. It's pollution!!!!! The beach is right across the street from me. I can't begin to think what's happening to the wild life.

Access to knowledge about aviation and or airport concerns: Yes please

Possible increase in aviation noise: It's not Possible! increase? I don't think you could get any more aviation noise when planes are landing and taking off every 5 to 10 minutes. No one should have to live with this noise 24/7. If I chose to live right next to the airport I might not have the right to complain but I didnt. I'm at least 20

Response to Comment 627

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 627

Lee Tomlin

Page 2

mins. From the airport in Redondo Beach, Des Moines Wa. No one can even enjoy the beach with all the noise now.Air quality: I can't even imagine what it's doing to our air quality.

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 627

Comment 628

David Toppano

Page 1

Sent: Wednesday, June 21, 2017 4:28 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: dtoppano@msn.com
Name: David Toppano
Mailing Address: 854 South MArine hills Way
City: Federal Way
State: WA
Zip Code: 98003

Aviation noise: Plane flying directly over hous and vibrate residence. Too loud!

Environmental concerns: I have found my house and sourounding area is increasingly becoming very dirty. I belive it is due to jet exhaust.

Possible increase in aviation noise: Plane noise has increased

Aviation noise concentration: It has increase

Air quality: Air quality has decreased. Noticeable in air.

1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 628

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 629

Nancy Tosta

Page 1

From: Nancy Tosta <ntosta@comcast.net>
Sent: Wednesday, June 21, 2017 10:36 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Comments on the Sea-Tac Airport North Flow Flight Patterns Over Burien

Dear FAA –

I've lived in Burien for more than two decades, in three different homes. I've lived in my current home on Maplewild Ave at 159th Street for 17 years. Since early last fall, the noise has grown significantly worse from overhead aircraft. I have primarily experienced challenges from noise during the night. In recent months, starting about 11:30PM, there has been enough noise to wake me several times during the night. 1 2

Your recently published Draft PEA does not adequately address the environmental, social justice, or health impacts associated with the changed flight path pattern with sufficient detail to truly understand the impacts over large areas of our city. This makes it very difficult to offer any meaningful comments. 3

The areas of west Burien, over which you are now flying low altitude aircraft, were never subject to such consistently loud noise levels. Individuals who bought homes in these areas, based on their analyses of flight paths over the area, are now finding themselves with homes potentially worth less and with potential health impacts, both significant impacts. 4 5

Alternative analyses were not conducted, even though a viable alternative would seem to be simply continuing to route flights as you have for years on a north-south route. Individuals who bought homes in the long-used flight path areas, while continuing to experience noise and health impacts, knew what they were getting into and in many cases accepted mitigations to continue to live where they do. Other parts of the City were not mitigated/compensated in the same way. To suddenly begin flights over these areas with no community engagement or environmental assessment is unacceptable. The city has planned growth and development, including housing, businesses, and parks in areas that were not experiencing significant airport impacts. The FAA actions show tremendous disrespect for people's lives on the ground. 6 7 8

Response to Comment 629

1. Response 1

2. Response 14

3. Thank you for your comment – the FAA clarified a number of environmetnal impact discussions in the accompanying CATEX.

4. Response 4

5. Response 10

6. Response 16

7. Response 7

8. Response 13

Comment 629

Nancy Tosta

Page 2

I ask you for several things. First, stop the westward (250 degree) turns of turboprops (and other planes) over Burien to take the time to conduct a true environmental assessment as required under NEPA; 2) return to the previous (original) north-south flight paths in the areas where you've already provided mitigation and compensation; 3)recognize the need for a new airport to serve passengers in and out of Puget Sound and work to identify sites and consider air traffic safety, environmental analyses, etc; and 4) in all situations regarding air traffic routing, recognize the impacts that you are having on peoples' lives and communities on the ground. Always recognize this and work to not make it worse.

Regards,

Nancy Tosta

Response to Comment 629

9. Response 23

10. Response 9

Comment 630

Duc Tran

Page 1

Sent: Tuesday, June 20, 2017 6:24 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: dt8787@yahoo.com
Name: Duc Tran
Mailing Address: 28811 Redondo Shores Dr S
City: Des Moines
State: WA
Zip Code: 98198

Aviation noise: It's hard too sleep at night and to have a normal tone conversation at day.

Environmental concerns: With all the fumes being dumped below the flypath.

Other concerns: You never know if there is an accident and your house is right beneath the airplane, then what....?

Air quality: Trees would have been cut to clear out.

1

Form URL:
https://www.faa.gov/nextgen/communityengagement/sea/community_comments/

Response to Comment 630

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 631

Joan Tritchler

Page 1

Sent: Sunday, June 18, 2017 9:09 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: jtritch2@comcast.net
Name: Joan Tritchler
Mailing Address: 16002 Maplewild Ave SW
City: Burien
State: WA
Zip Code: 98166

Aviation noise: I am a citizen impacted by the changed flight paths over Burien. The noise is from prop planes as well as larger airplanes. Sleep is disturbed and noise has dramatically increased. There was no warning or public process before these changes were made. There never used to be planes flying over our home except when the blue angels were in town. [1] [2]

Aviation noise concentration: The change in flight pattern is a major change, not just an occasional plane given a different flight path. [1]

Environmental concerns: In addition to noise, there is the added concern of the air quality when planes are taking off at low altitudes over our homes. [3]

Possible increase in aviation noise: I am very concerned with the changed flight paths over our neighborhood at such a low altitude, creating noise and air quality issues. [1] [3]

Aviation noise concentration: I am concerned that the new flight pattern will not be studied and the impacts weighed. [2]

Air quality: As identified above, the planes are flying directly over our neighborhood. [3]

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 631

1. Response 1

2. Response 23

3. Response 2

Comment 632

Klaasjan Tukker

Page 1

From: ktukker@gmail.com on behalf of Klaasjan Tukker <klaasjan@tukker.org>
Sent: Tuesday, June 20, 2017 3:31 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Burien 250 heading - planes

Hello FAA,

two years ago I moved to Burien, which was conveniently close to the airport without having excessive airport noise.

However since a couple of months, prop planes have been flying frequently over my house (1922 SW Cove Point Rd, Burien). from early in the morning to late at night.

In contrary to the news items (this movement should have been put on hold) about a couple of times per day, prop planes still take the 250 heading. 1

I would like to see FAA not continue with the 250 flight plan. The current statement is that it will be only for prop planes, but the increased traffic is adding excessive disturbance to the living environment. If this would go in effect, it is also a matter of time before jet-planes will start to make the same turns, which will make the area totally less attractive. 2

Having all of my sudden my property in a known flight path (when buying the property in 2015, heading 2450 route didn't exists) devaluates my property as well as the pleasure of living here. 3

With kind regards,

Klaasjan Tukker

Response to Comment 632

1. Response 14

2. Response 7

3. Response 4

Comment 633

Kimisha Turner

Page 1

From: Kimisha Turner <kimishaturner@gmail.com>
Sent: Wednesday, June 21, 2017 11:50 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Loud airlines and Burien

Hello
I am a concerned resident of Burien. Please do not allow the airplane noise to return. So many people are being displaced here from Seattle due to gentrification and the quality of life becomes greatly diminished when all you here is Airplane jets overhead. Our kids with noise sensitivity suffer enough without you adding more stress. 1

Please help us maintain a positive atmosphere by reconsidering.. for the benefit of the community. Thank you.
- Kimisha Turner

Response to Comment 633

1. Response 1

Comment 634

Amauri Umbelino

Page 1

Sent: Tuesday, June 27, 2017 10:25 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: umbe405@yahoo.com.br
Name: Amauri Umbelino
Mailing Address: 13678 18th ave sw
City: Burien
State: WA
Zip Code: 98166

Aviation noise: I've lived in Burien over 10 years with my family and we moved to the seahurst are because it was a nice, friendly and quiet neighborhood although in the past couple of years my wife and my son have trouble sleeping due to the noise caused by the planes flying over our house. It's really bad and we need it to stop ASAP. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 634

1. Response 14

Comment 635

Giae and Shawn Unknown last name

Page 1

From: Giae and Shawn <imriebe@comcast.net>
Sent: Wednesday, June 21, 2017 6:06 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: UNACCEPTABLE: Returning plane traffic over Burien, WA

To whom it may concern,

The potential return of automatic 250 degree turns of propjet planes over Burien when take off and landing is northbound, called the "northward flow, is absolutely unacceptable. 1

1) I work from home 3 days a week, and I have experienced the constant and incredibly LOUD/LOW planes flying right over- shaking and rattling my entire home. In the time that it has taken to write just this portion of this email, I have heard 2 planes flying directly above. 3 sentences. 2 LOUD planes. Unacceptable. 2

2) My property value WILL be affected by these constant flights (3rd plane overhead), as exemplified by properties in Des Moines and Seatac. Will the FAA be providing restitution for the decreased value of my home? (4th plane overhead). 3

3) This continuous disregard of the citizens in this country by the Federal Government is increasingly disappointing and shameful. Please don't allow your Government Entity to take advantage of us little people down here. 4

Please do the right thing and do not continue to ignore our pleas. Please stop routing all northbound planes over Burien, WA (5th plan overhead).

Best Regards,

Resident of Standring Lane SW, 98146

Response to Comment 635

1. Response 1
2. Response 14
3. Response 4
4. Response 8

Comment 636

Ink Unknown last name

Page 1

From: Aleaga <aleaga@gmail.com>
Sent: Wednesday, June 21, 2017 7:05 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Low Banking Planes Over Burien

Dear FAA -

Please stop the low banking take off from Seatac Airport that started in July of 2016!

I live at 14612 22 <x-apple-data-detectors://6> nd <x-apple-data-detectors://6> Ave SW Burien, WA 98166 <x-apple-data-detectors://6> . My wife Kelli and I purchased our home back in 2000 in our charming once quiet neighborhood. 1

One of the reasons we chose to purchase in our section of Burien was the quiet neighborhood with easy access to the city and airport. We have had little to no aircraft noise except during Seafair each year when air traffic is diverted over our neighborhood. Last July 2016 the noise did not stop, and flights were directed over us without any notice or study on the effects of this pollution to our neighborhood. 2 This change the FAA has made has a negative impact on our property values, our health, and our community. 3

I ask that you please direct flights north and south as they have been for so many years. 4 5

Thank you.

Ink

Response to Comment 636

1. Response 1
2. Response 4
3. Response 10
4. Response 15
5. Response 7

Comment 637

Jennifer Unknown last name

Page 1

From: Jennifer <neenee1977@gmail.com>
Sent: Wednesday, June 21, 2017 5:57 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Noise over Burien

Please do not fly planes over Burien in such a way. It is disruptive and I don't feel the air is good for me or my children. 1 2

Thank you,
Concerned Resident

Response to Comment 637

1. Response 1

2. Response 2

Comment 638

Melissa Unknown last name

Page 1

From: Melissa <mmbov@comcast.net>
Sent: Wednesday, June 21, 2017 9:38 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Airplane noise

We moved to Normandy Park in 2001 and we have never been so assaulted with airplane noise since August 2016 except for a brief time when the FFA was determining if there was an impact on our community and then they said there were no solid grounds for it. 1 2

Well, it is a total interruption of our life here in Normandy Park, I know that the original push back came from Burien but we are all impacted by this. To go out to your mailbox and pick up your mail and literally ingest jet fuel is so disrespectful and not healthy of us! The noise is unbelievable, we have lived here for 16 years and until August 2016 have never had a problem with airport noise until you decided to change the flight patterns that you never notified our community about!! It feels/sounds like we are living in a war zone. 3

Please STOP this change in the flight pattern, and stop and desist this NOISE which has invaded our community! We will continue to seek counsel to stop and fight this invasion of our privacy and quiet life here in Normandy Park.

Response to Comment 638

1. Response 1

2. Response 14

3. Response 2

Comment 639

Unnamed submission

Page 1

From: CenturyLink Customer <kdfalk@q.com>
Sent: Wednesday, June 21, 2017 12:16 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Flight paths

I am writing to request that the flights from SeaTac do not fly over Burien. The noise make it impossible to sit outside on a summer's day. We are primarily a working class neighborhood and being able to sit outside and enjoy the rare sunny we weather is one of the reasons we moved here. We know all our neighbors and this promotes safety.

1

2

Response to Comment 639

1. Response 1

2. Response 11

Comment 640

Unnamed submission

Page 1

From: leitzinger@comcast.net
Sent: Wednesday, June 21, 2017 10:31 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Please do not approve the 250 degree heading for takeoffs and landing from Seattle/Tacoma Airport

Response to Comment 640

Thank you for your comment.

Comment 641

Karen Upchurch

Page 1

June 29, 2017

Noise Concerns – AJV-W25, FAA
1601 Lind Avenue SW
Renton, WA 98057

Re: Turboprop early turns over Burien - OBJECTION

To Whom It May Concern:

This is a letter of objection to the early turning of turboprop airplanes (mainly Horizon Air) out of SeaT over Burien on North Flow days. The automatic early turns have apparently been suspended, but have instead been replaced by pilot-requested early turns, mainly over north/northwest Burien. Regardless of whether these early turns are automatic or pilot-requested the result is the same: noise, disruption of peace and quiet, and erosion of property values in a previously tranquil residential area. 1

I hope the environmental review you are planning regarding this issue is carried out in an honest, transparent manner and will look at other possible ways of routing these flights that will take into account not just safety and time/money concerns but also the negative effects these numerous low-altitude overflights have on the formerly quiet communities below them. 2

Yours,

Karen Upchurch

Karen Upchurch
2328 SW 115th St.
Burien, WA 98146

Response to Comment 641

1. Response 14

2. Response 8

Comment 642

Cynthia Upthegrove

Page 1

Sent: Tuesday, June 20, 2017 11:36 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: cyndiu@comcast.net
Name: Cynthia C Upthegrove
Mailing Address: 1808 SW 156th
City: Burien
State: Wa
Zip Code: 98166

Aviation noise concentration: I have lived at this address for almost 50 years. Our family is involved in the aviation industry. We have always accepted a certain amount of airport noise, but late last year (2016) we began to have numerous overflights right over our house, which has never happened before. It made it impossible to use our outside patio without being disrupted by the noise. Early morning departures disrupted our sleep and a sick neighbor had to move to hospice, which he never wanted to do, because of the very disruptive noise. This is a huge unhappy change in our neighborhood. I fear it will affect our property values and do not feel this change in departure patterns is necessary.

1
2
3

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 642

1. Response 1

2. Response 4

3. Response 7

Comment 643

Candace Urquhart

Page 1

Sent: Thursday, June 22, 2017 11:17 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: candace@bellamaterna.com
Name: CANDACE Urquhart
Mailing Address: 25665 Marine View Drive S
City: Des Moines
State: Washington
Zip Code: 98198

Aviation noise: 4AM! 2AM! This is NOT good on the human body. It is jarring, unsettling and unnerving. The additional stress is unacceptable.

Aviation noise concentration: We need another regional airport, as well we need to move cargo. With the 440 million spent on mitigation for the poor people surrounding the airport, you could have bought a nice chunk of land somewhere less populated. As well the ""Port Package"" should be updated every 10 years for homeowners, as innovations and improvements enter the market. Signing away for ""life"" on windows that were decent 20 years ago is NOT ACCEPTABLE. If the noise is going to increase then so does the mitigation!!

Environmental concerns: The Port is fully aware the concentration of effects from Sea-Tac is taking lives and causing disease. An Environmental Justice lawsuit is inevitable. The communities surrounding the airport cannot handle the concentration of these contamination's that the Port is knowingly producing. 1

Other concerns: THE TREES! THERE IS NO REASON TO CUT A SINGLE TREE. Everyone knows it, the FAA even stated it. The Port needs 6M EVERGREEN trees to be planted to offset it's negative effects. This is a plan to impoverish these neighborhoods for future land grab. The bullying of these communities has to stop!

Possible increase in aviation noise: The human body needs reprieve. We already have 262 flights more than in 2013. This is as much as an additional airport. MORE FLIGHTS IS NOT GREEN!! It is insulting the these communities that the Port is acting like it is!

Response to Comment 643

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 643

Candace Urquhart

Page 2

Aviation noise concentration: Again, the PORT is and will be held accountable for the problems living in proximity of these concentrations.

Air quality: We already live in the 100% of the worst air in the United States. The PORT has acknowledged this and is willing to layer more on these people. An Environmental Justice lawsuit will be filed, and the PORT will be held accountable!

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 643

Comment 644

Glen Urquhart

Page 1

Sent: Thursday, June 22, 2017 11:24 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: g.urquhart@comcast.net
Name: Glen URQUHART
Mailing Address: 25665 MARINE VIEW DR S
City: DES MOINES
State: WA
Zip Code: 98198

Aviation noise: I cannot even be in my back yard anymore.

Aviation noise concentration: It is non stop.

Environmental concerns: We will be testing our soil. The Port paid to replace the dirt at the local elementary. The Port is clear and knowingly supports its contribution to our unhealthy soil and air that is killing our pets and causing harm to our children.

Possible increase in aviation noise: We cannot handle more.

Aviation noise concentration: Same

Air quality: As I stated earlier.

1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 64

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 645

Caryl Utigard

Page 1

Sent: Monday, June 12, 2017 8:58 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: gcme@msn.com
Name: Caryl Utigard
Mailing Address: 2447 SW 170th St
City: Burien
State: Wash
Zip Code: 98166

Concerning Address: Stop the low flying aircraft of all sorts from SEATAC airport that deviate from the north-south runway. You are flying over million dollar plus property and ruining the habitation. 1 2

Aviation noise: When planes turn west off the runway instead of maintaining a north-south direction you are damaging our ability to hold conversations in our yard, blocking out the bird songs on our bank, Taking away our enjoyment of our property. The runway is north-south---stick to it. 3

Aviation noise concentration: We accept the noise if planes stick to north-south. We do not accept the NEW NOISE going perpendicular to north-south....We own the air space over our property and are not ""gifting "" it to the airport. We are paying taxes to the port and you are treating us with disdain. 4

Environmental concerns: The soot from the airport is immense. I clean it off the roof twice or more per year as it clogs the downspouts. Obviously we breathe the dirty air. It's bad enough when you stick to the north-south runway. But, when you deviate and fly right over our property, the dirty air is intensified. 5

Access to knowledge about aviation and or airport concerns: Excellent due to the Quiet Skies Coalition. The FAA head whom I understand made the decision to overfly Burien did so with no proper review of the environmental rules. She decided that ""Burien was too poor to put up a fight.

Response to Comment 645

1. Response 7

2. Response 5

3. Response 1

4. Avigation Easements are handled by the local Airport.

5. Response 2

Comment 645

Caryl Utigard

Page 2

Other concerns: The Port is NOT transparent. First you agree to discontinue the Horizon flights over Burien and announced that decision in the news. Then, recently you quietly said, if Burien residents don't complain within 14 days, we are going to restart the Horizon flights over Burien. Few Burien residents are aware of your policy reversal threat with the IMPOSSIBLE DUE DATE. The decision makers at the PORT are devious. 6

Possible increase in aviation noise: The noise increase and decrease is BIG. In the tiny window of Horizon flight reroute back to North-South the my stress level is greatly reduced. The use of the word ""possible"" is an insult. 3

Aviation noise concentration: We live with the north-south noise. We accept that. Your idea to add east-west noise is unacceptable.

Air quality: BAD. And more unhealthy yet if you spread it east-west. 5

Other concerns: Your PORT behavior in this new east-west runway issue is that of a BULLY.

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 645

6. Response 14

Comment 646

Caryl Utigard

Page 1

Sent: Wednesday, June 21, 2017 5:23 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: gcme@msn.com
Name: Caryl Utigard
Mailing Address: 2447 SW 170th St
City: Burien
State: Wa
Zip Code: 98166

Concerning Address: All of Burien, added traffic and noise, and pollution fallout lower our property values. 1 2 3

Aviation noise: Proposal to turn the propeller planes 250 degrees within one nautical mile from the start of take off west over my house adds a lot of noise.. 1
Noise that is as continuous as it was over my house before you stopped it is a studied known cause of health problems regardless of the added air pollution. 4

Aviation noise concentration: Concentration of aviation noise over ones environment is a cause of bad health problems. Read the literature. Why are you adding to the stress level of Burien. We have a right for you to take seriously the damage to our lives. You have other alternatives that are safer, and spread the risks. 5

Environmental concerns: The added noise the airport threw at Burien was done without following any of your own regulations. The prop planes should not be flown out of SeaTac. Dirt, heavy metals, air particulates small and large, bad smells, noise damage, water pollution, etc.

Access to knowledge about aviation and or airport concerns: The general public is just trying to survive. They heard the BIG news splash that the port had stopped the abuse of flying the prop planes over us. There was no such news telling us that you were now quietly providing a web site to gage the number the concerned citizens. Believe me, when my neighbors found out they lined up to sign letters to you to stop the idea of returning these flights over our houses. 6

Response to Comment 646

1. Response 1
2. Response 2
3. Response 4
4. Response 10
5. Response 23
6. Response 13

Comment 646

Caryl Utigard

Page 2

Other concerns: You need to fairly spread the risks of the damage those planes cause. Send all props to Boeing, and send a good third of the traffic to Paine Field. The people in Seattle can't get to SeaTac through the traffic. 9

Possible increase in aviation noise: Added noise is a crazy maker. The let up recently helped more than you know. 1

Air quality: Bad for health 4

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 646

9. Response 9

Comment 647

Caryl Utigard

Page 1

From: Caryl N. Utigard <gcme@msn.com>
Sent: Wednesday, June 21, 2017 8:42 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Increased AirPort Noise

My address is: 2447 SW 170th St. Burien, Wa. 98166. I have been in Burien for 23 years.

I noticed the increased noise level starting with the end of the Blue Angles 2016 event.

The constant racket of prop planes and it seemed other aircraft types made my life miserable.

I live on a sensitive bank overlooking the south sound. This idyllic view is totally ruined by the planes flying west instead of north and south. I couldn't hear my guests if we were outside, nor my neighbors in an over the fence greeting. I especially found my walks around the neighborhood ruined when I couldn't hear the birds singing. You may think these complaints petty. But, I worked hard my entire life and saved up to purchase a home with a view. Only now to have you threaten to ruin my old age with the drone of never ending prop planes flying right over my home and neighborhood spewing out all sorts of pollution and unwanted noise.

My blood pressure rose when the flight path was changed to fly over me. The added noise level gradually affected my sleep. I got headaches from the increased volume of air traffic. My neighborhood is being unfairly targeted by your proposal to reinstate those west flying planes. Caryl Utigard

Response to Comment 647

1. Response 1

2. Response 2

3. Response 10

Comment 648

Gary Utigard

Page 1

Sent: Tuesday, June 13, 2017 8:35 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: gcme@msn.com
Name: Gary Utigard
Mailing Address: 2447 SW 170th
City: Burien
State: Washington
Zip Code: 98166

Environmental concerns: Get the facts from the study: Flight Pattern Kids by Pat DeFeo et.al. The short and early conclusion is that the exposure to aldehyde, a jet fuel additive damages human cells. A very high number of children born around 1958 plus and minus have suffered odd cancers, autoimmune diseases, and birth defects. Try Linked In for a start: Flight Pattern Kids DeFeo They plan a class action suit. The study is done on SeaTac. 1

Access to knowledge about aviation and or airport concerns: Port decision making is not transparent enough for the busy, overstressed public. 2

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 648

1. Response 10

2. Response 13

Comment 649

Andy Vagi

Page 1

From: Andy Vagi <aavagi@comcast.net>
Sent: Tuesday, June 20, 2017 4:36 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Automation of a westerly heading for turbojet aircraft departing SEA in north flow

I have lived at 15009 28th Ave SW, Burien, WA 98166 since August, 1993. In all those years, there has been no commercial aircraft noise over my house and immediate neighborhood. The absolutely only exception to this was when the Blue Angels were practicing and performing during Seafair, which lasted for 5 days per year and it was limited to the few hours that the Blue Angels practiced and performed. The change in flight path that occurred at the end of July, 2016 appears to been scheduled to deceive Burien citizens into thinking this was just the annual Seafair performance of the Blue Angels. This action on the FAA's part was disingenuous, deceptive, despicable and beneath contempt. 1

The airplane noise is absolutely disruptive and makes it all but impossible to be outside. My wife has developed bronchial asthma, a condition that is singularly absent in her family's health history. Her physician told us that there is an apparent correlation between micro-fine particle emissions from commercial airplane exhaust and respiratory problems. He suggested we seek help from a Doctor who specializes in respiratory conditions directly related to environmental conditions. 2

Inasmuch as I am a Real Estate Broker, I am keenly aware of the negative impacts that commercial aircraft generated noise and pollution cause on home and property values in an affected neighborhood. 3

The FAA's arbitrary decision to route aircraft over Burien and Seahurst has, and will have a deleterious effect on our health – both mental and physical, safety, and property. The supposed contention by the FAA that this new flight heading/ pattern is "historical" is ridiculous and does not pass the "smell" test. 4

The new flight heading/ pattern was instigated with absolutely no warning and no opportunity for public input. I am of the opinion that the FAA's own requisite rules and procedures were totally ignored by them and they showed little regard and outright contempt for the citizens of Burien during this process. 5

Andy Vagi
15009 28th Ave SW,Burien, WA 98166

Response to Comment 495

1. Response 1

2. Response 2

3. Response 4

4. Response 10

4. Response 23

Comment 650

Jacquelyn Vail

Page 1

From: Jacquelyn Vail <jacquelynvail@gmail.com>
Sent: Wednesday, June 21, 2017 8:27 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: small plane and helicopter noise

Dear Sir
I have lived in my home for 10 years address 9274 44th Ave SW Seattle WA 98136

I have noticed an increase in small plane and helicopter noise directly over my house at low altitude on East West flight path 1 2

On weekends and sunny days, they pass over approx every 5 -10 min from 9am to 9pm in the summer 3

My house is on a hillside facing west above the Fauntleroy Ferry Dock and perhaps the water of the Puget Sound attenuates the sound. It is extremely irritating. I am unable to have my voice heard while talking on the phone - even with the doors and windows closed. I wish that these small prop planes and helicopters could alternate their route so that they are not constantly flying over my house. I do not live near the airport but feel that the sound is like I am sitting on the run way. Can this be changed?

Sincerely

Jacquelyn Vail

Response to Comment 650

1. Response 1

2. The Proposed Action only includes the westerly turning of turboprops. Concerns regarding helicopters are not within the scope of this document. Since analyzing the impacts of helicopters was outside the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

3. Response 14

Comment 652

Julie Van Arcken

Page 1

Sent: Tuesday, July 04, 2017 7:01 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: julvan@gmail.com
Name: Julie Van Arcken
Mailing Address: 5559 20th Ave S
City: Seattle
State: WA
Zip Code: 98108

Aviation noise: Too loud in and around our home

Other environmental concerns: Carcinogenic jet fuel exhaust in our yard and home

1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 652

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to jet departures from SEA in north flow and arrivals into SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA south flow arrivals and north flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 652

Irma Vanbus

Page 1

From: I vanbus <ijvanbus@gmail.com>
Sent: Tuesday, June 20, 2017 8:18 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Burien airplane noise

I am against the airplane flights over Burien. The number of flights is unacceptable and disruptive. Regards, Irma 1

Response to Comment 652

1. Response 1

Comment 653

Steve VanDerhoef

Page 1

Sent: Wednesday, June 21, 2017 8:44 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: spv@cairncross.com
Name: Steve VanDerhoef
Mailing Address: 12115 Shorewood Dr. SW
City: Burien
State: WA
Zip Code: 98146
Concerning Address:

Aviation noise concentration: I have lived in Burien for 18 years. Last summer, I noticed a massive increase in airplane noise as planes were diverted directly west from Sea-Tac over my house. It makes no sense that such a massive concentration of air traffic was directed over Burien. We already suffer more than most Greater Seattle neighborhoods and there is no reason why Northwest flow from the airport should not be spread out over a much larger area. You have inordinately impacted Burien with this shift of air traffic. By not spreading the pain across the region, you made it unbearable for most of us to enjoy our properties. I realize you have mostly curtailed the traffic over Burien recently, and there is no reason why you should not continue to spread noise across the region. 1

Aviation noise concentration: Per my comments above about last summer, you have proven that you do not need to concentrate so much traffic above Burien. Do not re-concentrate all NW bound traffic over our house. If you do, I will join my neighbors to sue for the unauthorized taking of my property rights and your failure to fairly spread the pain of increased traffic across the region. 2

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 653

1. Response 1

2. Response 7

Comment 654

Jay van der Net

Page 1

From: Jay van Der Net <jayvandernet@gmail.com>
Sent: Saturday, June 17, 2017 8:40 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Burien new flight path

With regard to the 26 July 2016 LOA Environmental Review comment period...

I have lived in Burien for 10 years. I work in the city in a stressful corporate job and greatly value the oasis of nature, peace and quiet that living in Burien has provided. These are the main reasons I moved here and love living here. I've looked forward to retiring in a few years and staying in my home forever.

Last summer I started to notice a lot of prop planes flying low over my house. I'd be in my yard enjoying a beautiful peaceful day, birds singing, eagles soaring overhead, breezes rustling the leaves on the trees. Then all of a sudden a loud machine is flying overhead disrupting my peace and drowning out everything else. 1
I also noticed them in the morning and evening - lying in bed my rest would be disturbed by their racket. The plane noise increases my stress, diminishes the value of my property and significantly detracts from my quality of life. 2 If my quality of life is being impacted so noticeably how can it not impact other living creatures? I chose to live in a quiet neighbourhood and now the FAA has taken that away from me. 3

I will be working with the Quiet Skies Coalition to defend the quality of life I choose when I made the investment of moving to Burien.

Sincerely,

Jay van der Net
2734 SW 167 St
Burien, WA 98166

Response to Comment 654

1. Response 1

2. Response 4

3. Response 5

Comment 655

Matthijs van Leeuwen

Page 1

Sent: Wednesday, June 21, 2017 11:10 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: matthysvanl@gmail.com
Name: Matthijs van Leeuwen
Mailing Address: 2508 SW 144th Pl
City: Burien
State: WA
Zip Code: 98166

Aviation noise: Recent changes to flight paths are directing significant, frequent, and regular air traffic over Burien, predominately due west of Sea-Tac Airport. This is a new routing that has not existed previously and has not received appropriate EIS review. While winds from the north, resulting in northbound takeoffs, are prevalent for a few weeks each summer, they did not include the new westbound 270-degree heading. Prior to implementation of the new routing, aircraft noise was very infrequent and relatively quiet at my home; now, it can be every 60 seconds and very loud, so much so that it's difficult to have a conversation even while indoors. [1] [2] [3]

Aviation noise concentration: As noted above, aircraft noise concentration was not previously a meaningful problem, but has become one with the new routing, particularly when takeoffs are back-to-back every 60 seconds and all turning to the new westbound 270-degree heading. [1]

Environmental concerns: Previously, there was no air traffic directly over or near my home, but now the new westbound 270-degree heading is putting traffic right overhead. Having intentionally purchased a home well away from existing flight paths, I'm concerned about the potential health impacts from exhaust, unburned fuel, and other contaminants that may be falling to the ground. I'm also concerned about the impact of sustained high decibel levels on my hearing. [4]

Other concerns: The Puget Sound region needs a secondary. Please expedite the development of Paine Field to better manage the growth of the air traffic. [5]

Response to Comment 655

1. Response 1
2. Response 23
3. Response 14
4. Response 10
5. Response 9

Comment 656

Chris Varo

Page 1

Sent: Tuesday, June 20, 2017 3:29 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: chris.varo@kingcounty.gov
Name: Varo Chris
Mailing Address: 4513 S 222nd St
City: Kent
State: WA
Zip Code: 98032

Concerning Address: To the FAA: Dear Sirs or Madam, Propeller or Turboprop planes are now constantly flying low over our once quite neighborhood. We have counted as many as 10 in a one hour period and 6 in a half hour period. We live on 222nd Street South and regularly see planes turning east early enough to fly down, or before, our street which isn't far from the south end of runway at SeaTac Airport. The busiest air traffic over our neighborhood is in the morning and evening but the planes are flying over our neighborhood at all hours of the day and night. They've even been flying over our home after 10 pm which is having an effect on our sleep patterns. Please route the planes further to the south so they fly out at least 10 mile before turning to the east. That will give them more elevation prior to their turn, lessen the noise and exhaust impact on our neighborhood and help maintain our quiet and peaceful community atmosphere here. Thank You, Chris Varo 206-856-2515 4513 S 222nd St Kent WA, 9832 1

Aviation noise: Low flying aircraft making noise.

Aviation noise concentration: Due to early SE turns when taking off from SeaTac airport.

Environmental concerns: The smell of AV gas exhaust.

Access to knowledge about aviation and or airport concerns: The FAA adequetly notifying residents of the air traffic pattern changes.

Response to Comment 656

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to other operations, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing other operations is outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 656

Chris Varo

Page 2

Possible increase in aviation noise: This increased noise is caused due to early propeller aircraft turns to the SE from SeaTac Airport.
Aviation noise concentration: Over your community in Kent at Riverview between 212th St and 228th St or Veteran's Blvd.

Air quality: The smell of aviation gas.

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 656

Comment 657

Jeanette Varo

Page 1

Sent: Wednesday, June 21, 2017 10:29 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: Jeanette.varo@gmail.com
Name: Jeanette D Varo
Mailing Address: 4513 S 222nd St
City: KENT
State: WA
Zip Code: 98032

Aviation noise: Dear Sir or Madam: Over the last month or so I have noticed a significant increase in the amount of Propeller planes flying over my house and neighborhood. These type of planes fly low and are loud. I started keeping a record of the planes and here is a sample of portions of three days of activities. June 10th - 7:18a,7:37a,7:40a,7:48a, 7:52a, 8:10a, 8:33a, 9:08a, 9:54a, 9:55a, 9:56a, 10:14a, 10:16a, 10:28a, 10:33a. June 11th - 9:53a, 9:55a, 9:57a, 10:08a, 10:11a, 10:24a, 10:36a, 10:58a, 11:21a, 11:27a, 11:51a, 12:15p, 12:29p, 12:42p, 12:44p. June 16th - 9:29p, 9:30p, 9:31p, 9:38p, 9:41p, 9:45p, 9:47p, 9:50p, 10:05p. This is excessive and unacceptable. I live on S 222nd Street in the Kent Valley/Riverview Community. The planes when taking off in to the south are being diverted shortly after take off to the south east and flying right over our house and neighborhood. This is creating unwanted noise and exhaust pollution. There planes are flying at all times of the day and night. I go to bed at 10:00p and get woken up to the sound of the propeller planes. This is impacting my sleep pattern and health. Please have these planes fly out further down the designated flight path before turning to the southeast. They will gain more altitude and not be as loud. When I moved here 8 years ago it was a quiet and peaceful neighborhood. Not anymore. Please restore my neighborhood to the way it use to be. Thank you, Jeanette Varo 206-856-2567

Possible increase in aviation noise: The air traffic has increased about 9% in the last year. Undoubtedly it will increase more in the future. Our house and neighborhood has never been in the designated flight path. According to the noise office at the Port of Seattle the flight path has not changed. However, there are propeller planes flying over my house/neighborhood at all times of the day and night. This proposal 1

Response to Comment 657

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to other operations, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing other operations is outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Response to Comment 657

Comment 657

Jeanette Varo

Page 2

will impact the entire Riverview Community causing our house prices to decrease and greatly increase the noise and air pollution. Making this area undesirable to live in. Please do not do that to our community, which include the bird sanctuary and the Green River wild life.

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Comment 658

Barb Vasey

Page 1

Sent: Tuesday, June 20, 2017 4:12 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: no1superdud@hotmail.com
Name: Barb Vasey
Mailing Address: 2101 S 262nd Crt
City: Des Moines
State: WA
Zip Code: 98198

Aviation noise: Since there are now more flights, using all 3 runways (runways 1 & 2 being the worst), and the planes are flying lower, the noise is very annoying and consistent all day long! We can't even enjoy sitting outside any longer. It is NOT just one plane it is every plane! Just because I don't live in the ""noise"" area, that you have decided is the noise area DOES NOT mean that I am not bothered by the noise and the increased volume! YOU DON'T LIVE HERE!

Environmental concerns: The science is in!! Even before the increase of flights the pollution dropped by planes is very concerning!! Because the planes are flying lower you now need to cut down a bunch of trees. Before the planes were flying lower this was NOT a problem. It is only because the planes are flying lower that it is now become a ""safety"" issue. Something NEEDS to change, like go back to the way things were or build a new airport so things can go back the way they were. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 658

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 659

John Vasicek

Page 1

Sent: Wednesday, June 21, 2017 10:16 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: jpvasicek+faacoments@gmail.com
Name: John Vasicek
Mailing Address: 14938 20th Ave SW
City: Burien
State: WA
Zip Code: 98166

Aviation noise: Last summer turboprop traffic was routed directly over our neighborhood. We would have a constant stream of overflights that would shake our house well into the night, and very early in the morning. 1

Aviation noise concentration: Last summer, most turboprop traffic leaving Seatac was routed directly over our neighborhood, which is right next to a park and two elementary schools. Studies have shown negative outcomes relative to baseline exposure to noise and environmental pollution in children. 2

Environmental concerns: Last summer, most turboprop traffic leaving Seatac was routed directly over our neighborhood, which is right next to a park and two elementary schools. Studies have shown negative outcomes relative to baseline exposure to noise and environmental pollution in children. I noticed the smell of jet fuel and exhaust inside my house during the summer months. If this flight path begins again, our health and quality of life will be negatively affected, and our property values will significantly diminish. 3 4 5

Access to knowledge about aviation and or airport concerns: When the flight path was changed, we received no prior notification, and no environmental studies were done. It seemed arbitrary and was hugely impactful on our community. 6

Possible increase in aviation noise: The constant, deafening noise of turboprops turning and climbing directly over our house is a big concern. 1

Response to Comment 659

1. Response 1

2.Response 19

3. Response 2

4. Response 10

5. Response 4

6. Response 23

Comment 659

Barb Vasey

Page 2

Aviation noise concentration: Focusing flights over an industrial area would be an ideal solution to noise and environmental pollution. At the very least, fanning flights out evenly across all of the peninsula would be fairer than simply ruining the quality of life in one city. 7

Air quality: The jet fuel fumes and exhaust were very obvious, and no studies were done on their affects on our community. 4

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 659

7. This is the No Action Alernative, which is explained in the CATEX.

Comment 660

Loretta Vasicek

Page 1

Sent: Wednesday, June 21, 2017 10:42 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: locampbel@gmail.com
Name: LORETTA VASICEK
Mailing Address: 14938 20TH AVE SW
City: SEAHURST
State: wa
Zip Code: 98166

Aviation noise: I moved to Seahurst three years ago. I have noticed a steady increase in flight noise. I specifically hear loud jet engines on low cloud cover days. I hear air traffic from my house without the low prop planes flying over. Im concerned about the deafening noise that already exists in my neighborhood. 1

Aviation noise concentration: Over the last two years we have had an increase in low flying prop planes specifically over my house. These planes are so loud they rattle the windows on my house. These planes wake me up in the night while sleeping. Interrupted sleep is know to cause health problems and increased stress levels. 2

Environmental concerns: I smell jet fuel strongly in the parking lot of Fred Meyer in Burien. The planes that have been directed over our neighborhood fly over our schools, our parks, playards, and beaches. The airport has changed these flight patterns without doing proper environmental studies. Who will do these environmental studies. Jet fuel does cause health problems so why is it ok that we can smell it in our community. What particulate matter is dropping from the planes and polluting where our kids play. 3

Access to knowledge about aviation and or airport concerns: Access to knowledge is awful. I have contacted the FAA in Washington DC, the FAA in Seattle, and the Port of Seattle is a joke. No one knows what is happening at SeaTac or who is making decisions. The person they sent to the City Council meeting from the Port had no answers. 4

Response to Comment 660

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. Since analyzing the impacts of loud jet engines is outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

2. Response 9

3. Response 2

4. Response 13

5. Some Airports manage noise insulation programs, in association with their Part 150 noise programs. It is the Airport's responsibility to maintain this program.

Comment 660

Loretta Vasicek

Page 2

Other concerns: Will we get the ""airport package"" for living under a flight path? Will we be compensated when our house loses property value as the airport expands its flight paths over our house? 5

Possible increase in aviation noise: I am concerned that the airport can make changes that effect the health of my family. I'm concerned because noise has been proven to impact peoples health. Noise increases stress and impacts sleep which detrimental to health. We also have a large backyard which is a reason why we moved to this neighborhood. With flights every 10 minutes flying directly over our house we are not able to carry a conversation. Again, this impacts our property values. How does the airport noise impact the Eagles at Eagle Landing Park a known nesting area for Eagles. Lake Burien Park has outdoor concerts which draws the community together. These concerts lose their appeal when the musicians can not be heard over the noise of the airport. 6 7 8 9

Aviation noise concentration: Quiet Skies Coalition has helped our neighborhood immensely by changing the concentration of flights over our neighborhood. This has improved our quality of life immensely. There should be no reason why flights should impact one area surrounding the airport. We did not chose to live under a flight path. Now that the flights have began to fan out over a larger area it is much more tolerable.

Air quality: Again, what is the impact of ultrafine particulate emmisions associated with aircraft traffic over our neighborhood. We have a newborn baby that will be using our neighborhood schools (St Francis), our parks (Lake Burien, Eagle Landing, Seahurst Beach), and outdoor areas (Gregory Heights outdoor pools). 3

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 660

6. Response 10
7. Response 4
8. Response 5
9. Response 20

Comment 661

Ann Vasquez

Page 1

Sent: Tuesday, June 20, 2017 10:14 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: annievasquez@comcast.net
Name: Ann G Vasquez
Mailing Address: 2330sw 120th street
City: Burien
State: Wa
Zip Code: 98146

Aviation noise: The amount of air traffic noise has double in the last year. On week day mornings it is non stop from 6 am until 11 am

Environmental concerns: On most mornings I now smell jet fuel from the warming up of engines and flights coming and going over my house.

Possible increase in aviation noise: The noise level is non stop with flights cross crossing over our house for the last year. 1

Aviation noise concentration: As I said before most weekday mornings, jet noise is the only thing you can hear. 2

Air quality: Same as above

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 661

1. Response 9

2. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow. Your concerns regarding the steady increase in flight noise, specifically jets is not within the scope of this document. Since analyzing the steady increases of traffic is outside of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 662

Scott Vestal

Page 1

Sent: Tuesday, June 20, 2017 5:17 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: smv1103@msn.com
Name: Scott Vestal
Mailing Address: 1624 S 260th St
City: Des Moines
State: WA
Zip Code: 98198

Aviation noise: low frequency resonant rumblings are obtrusive and downright provoking!

Possible increase in aviation noise: for most, you don't notice it until it's not there, which then creates an obvious relaxed state. More noise equates to more stress, therefore ""lesser quality of life"".

Air quality: my concern is with health issues resultant of increased quantities of exhaust fumes. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 662

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 663

Pamela Videen

Page 1

From: Pamela Allen <pamela.ann@me.com>
Sent: Thursday, June 08, 2017 7:20 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Cease and desist the increased air traffic over my home and the Burien neighborhood.

I am writing to demand that the Port of Seattle cease and desist the increased air traffic over my home and the Burien neighborhood.

As a resident of Burien, about four miles west of SeaTac Airport ("Airport"), I am writing to inform you that no avigation easement has been granted in the airspace over my property located at 15708 13th Ave SW, Burien, Washington 98166 (the "Property"). Further, should the Port of Seattle, which operates the Airport, and its tenant airlines claim that a prescriptive easement has been attained, I maintain and serve notice that the current use of airspace is not permitted and reserve all related rights and remedies. 1

Despite the North-South configuration of the runways at the Airport, there has been exponential growth in the number of flights that, upon take-off, have flown in a new pattern perpendicular to the runways, directly over Burien and Burien to the west. 2 The new pattern of flights over Burien and additional areas of Burien has persisted since August 2016. I am writing this letter to both affirm my rights as a homeowner in Burien and serve notice upon the Port of Seattle that by promoting and permitting this flight pattern, it is in violation of those rights. 3

By Definition, No Avigation Easement Has Been Granted Over Burien

An avigation easement is defined as "an easement permitting unimpeded aircraft flights over the servient estate." Black's Law Dictionary (10th ed. 2014). More specifically, though, the Federal Aviation Administration has published the following information regarding avigation easements:

Avigation easements are typically acquired for airspace requirements as indicated on the airport layout plan, including the approach area and approach protection zone layout. This layout depicts the imaginary surfaces for the airport … the existing and ultimate approaches, height and slope protection, a plan and profile f 1

Response to Comment 663

1. Avigation Easements are handled by the local Airport.

2. Response 7

3. Response 9

Comment 663

Pamela Videen

Page 2

or approach protection zones and approach areas, and location and elevation of obstructions to air navigation as identified by the imaginary surfaces. Airport imaginary surfaces are established with relation to the airport and to each runway. The size of each such imaginary surface is based on the category of each runway according to the type of approach available or planned for that runway. FAA Advisory Circular 150/5100-17 (2005).

Generally, an avigation easement permits the easement holder to engage in aircraft flights over the servient estate. Admasu v. Port of Seattle, 185 Wn.App. 23, 36, 340 P.3d 873 (2014).

Property owners who grant avigation easements generally receive some form of consideration in return. Cases that involve a taking of property and/or airspace, under the Fifth Amendment of the U.S. Constitution, also could require payment of just compensation in what would amount to an inverse condemnation, resulting from an airport's interference with the use and enjoyment of the property.

According to the Port of Seattle website, the Airport serviced 381,408 total aircraft operations in 2015, a 12 percent increase over the prior year's activity. 3

?To date, I have neither granted the Port of Seattle an avigation easement over my Property, nor have I ever received any related compensation or consideration.

No Prescriptive Easement Can be Claimed Over Burien Either

The increase in air traffic volume and flight frequency above Burien also undercuts any claimed prescriptive easement over the neighborhood. Black's Law Dictionary defines a prescriptive easement as one "created from an open, adverse, and continuous use over a statutory period." Under Washington law, "[p]roof of such prescriptive right necessarily includes a showing of uninterrupted hostile use for 10 years which has been open and notorious." Petersen v. Port of Seattle, 94 Wn.2d 479, 485 (1980) (holding that the Port's use was non-hostile and, even had the trial court found a prescriptive easement, it was not for the type and number of aircraft later used and therefore didn't reduce the damages suffered). 1

Response to Comment 663

Comment 663

Pamela Videen

Page 3

Similarly, there has not been an uninterrupted hostile use of the airspace over my home and the Burien neighborhood. And even if the Port of Seattle was to claim a prescriptive easement over Burienproperties, the current volume and frequency of disturbances, which has materially increased in the past several months—certainly within a 10-year period—is beyond the scope of any purported easement by prescription. "In ascertaining whether a particular use is permissible under a prescriptive easement the court should compare that use with the uses leading to the prescriptive easement in regard to: (a) their physical character, (b) their purpose, and (c) the relative burden caused by them upon the servient tenement." Lee v. Lozier, 88 Wn. App. 176, 187–88 (1997). Enhanced airport activity following acquisition of an adverse right or a judgment for a damaging, which activity causes further damage, would, of course, be compensable. Petersen at 483 (emphasis added). The physical character of the planes and the substantially greater burden inflicted on

Burienhomeowners with the recent flight patterns would render any previously claimed prescriptive easement moot and make the current use impermissible and compensable.

Notice is Hereby Given to the Port of Seattle of its Violation of the Airspace over the Property

The Port of Seattle is well-aware of individuals' property rights and where they come into conflict with the operation of the Airport—particularly as it relates to homeowners' claims of takings, trespass, or nuisance resulting from the attendant noise, vibrations, fumes, dust, fuel, etc.

As mentioned above, I demand that the Port of Seattle cease and desist the increased air traffic over my home and my Burienneighborhood. In the interim, I will consider any and all measures available to protect my interests in the Property, in light of the Airport's impermissible use of the airspace at current levels of activity. No avigation easement exists over the Property, and I reserve my rights to all damages, including health issues, loss of sleep, loss of enjoyment, and reduced market value.

3

1

Response to Comment 663

Comment 663

Pamela Videen

Page 4

I am hopeful that we can find a solution to address my concerns and look forward to hearing from you soon.

Rather than flying west over Burien / Seahurst why can't planes fly east over the light rail corridor and the Southcenter industrial corridor where they can then go north or south over the I5 corridor? Seems like this would be a better flight path solution than flying over bedroom communities. 4

Very truly yours,

Pamela Videen
15708 13th Ave SW
Burien, Washington 98166

Videeal@comcast.net

Response to Comment 663

4. The east departure sector manages the aircraft departing to the eastern gates (T, M and A gates as shown in Section 2, Figure 9). Given the volume of traffic with eastern destinations, this is one of the busiest sectors and consequently there is insufficient capacity to add additional departures into the gates in this sector. This alternative has been determined to be unsafe. Therefore, the FAA has determined this alternative does not meet the Purpose and Need to enhance NAS safety and efficiency at SEA during north-flow operations.

Comment 664

Pamela Videen

Page 1

From: Pamela Allen <pamela.ann@me.com>
Sent: Thursday, June 08, 2017 7:38 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Suggestion for a better flight path

To who it may concern,

Rather than flying west over Burien / Seahurst why can't planes fly east over the light rail corridor and the Southcenter industrial corridor where they can then go north or south over the I5 corridor? Seems like this would be a better flight path solution than flying over bedroom communities. 1

Pamela Videen
Videeal@comcast.net

Response to Comment 664

1. The east departure sector manages the aircraft departing to the eastern gates (T, M and A gates as shown in Section 2, Figure 9). Given the volume of traffic with eastern destinations, this is one of the busiest sectors and consequently there is insufficient capacity to add additional departures into the gates in this sector. This alternative has been determined to be unsafe. Therefore, the FAA has determined this alternative does not meet the Purpose and Need to enhance NAS safety and efficiency at SEA during north-flow operations.

Comment 665

Corina Viera

Page 1

Sent: Wednesday, June 21, 2017 7:29 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: graebner77@hotmail.com
Name: Corina Viera
Mailing Address: 20422 9th Ave S
City: Des Moines
State: Wa
Zip Code: 98198

Aviation noise: There have been several very large low flying planes landing on the runway closest to us. This also happens to be the shortest runway which means they're extremely loud, and stop very abruptly. When I first read the plans for runway 3 it was only suppose to be used intermittently. Currently is practically all day everyday with extremely large planes very frequently. Last, for example, a plane was barely eye sight over our house.

Possible increase in aviation noise: There is absolutely no way we want more noise. We can barely communicate in our backyard with all the current noise.

Air quality: My family has small children, I worry greatly about the impact on their health. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 665

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 666

Corina Viera

Page 1

Sent: Tuesday, June 20, 2017 8:40 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: maryjovigil@icloud.com
Name: Mary Jo Vigil
Mailing Address: 2665 SW 151st Place
City: Burien
State: WA
Zip Code: 98166

Aviation noise: To: The Federal Aviation Administration (FAA) Re: Burien Air Traffic Noise Issue, Action Requested From: Jim & Mary Jo Vigil, SeaHurst Neighborhood Burien WA Dear FAA Representative, We are writing to share strong concern about the increasing air traffic noise in Burien. My husband Jim and I moved to the SeaHurst area in 2008 with expectations that the area would not have active continuous air traffic, to enjoy Puget Sound views, and to benefit from its increasing resale values. We are apoplectic about the increasing air traffic noise that continues to diminish our fundamental request - quiet enjoyment of our home. My career of 20+ years has been (in part) to measure engagement and the ”emotional- climate” of people to ensure high levels of consumer and employee-satisfaction. I do not have data but based upon well-honed skills, a broad community network and a listening- ear, I can share the Burien thematic sentiment with confidence. Whether at the post office, coffee shop, grocery store, backyard BBQs etc., - conversations are heavily weighted with concern about this topic. It is our sincere hope that you take action so that this does not create down-stream negative economic impact depressing Burien and preventing its future real-estate and business growth potential. 1

Aviation noise concentration: current noise levels unacceptable

Other concerns: potential for sustained and/or increased activity

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 666

1. Response 1

Comment 667

Brent Volle

Page 1

Sent: Monday, June 19, 2017 9:58 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: volle@comcast.net
Name: Brent G Volle
Mailing Address: 14340 22nd Ave. SW
City: Burien
State: WA
Zip Code: 98166

Aviation noise: The noise and pollution caused by these low banking fly overs starting last July 2016 need to stop!

Aviation noise concentration: The noise and pollution caused by these low banking fly overs starting last July 2016 need to stop!

Environmental concerns: The noise and pollution caused by these low banking fly overs starting last July 2016 need to stop!

Possible increase in aviation noise: The noise and pollution caused by these low banking fly overs starting last July 2016 need to stop!

Aviation noise concentration: The noise and pollution caused by these low banking fly overs starting last July 2016 need to stop!

Air quality: The noise and pollution caused by these low banking fly overs starting last July 2016 need to stop!

1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 667

1. Response 1 and 2

Comment 668

Brent Volle

Page 1

From: Brent Volle <Brent@chbranding.com>
Sent: Wednesday, June 21, 2017 4:05 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Noise and Health Pollution

Dear FAA -

Please stop the low banking take off from Seatac Airport that started in July of 2016!

I live at 14340 22nd Ave SW Burien, WA 98166. My wife Traci and I purchased our home back in 2002 in our charming once quite neighborhood. In 2006, we did an extensive remodel and addition investing in our home and beautiful neighborhood. One of the reasons we chose to purchase in our section of Burien was the quite neighborhood with easy access to the city and airport. We have had little to no aircraft noise except during Seafair each year when air traffic is diverted over our neighborhood. Last July 2016 the noise did not stop, and flights were directed over us without any notice or study on the effects of this pollution to our neighborhood. This change the FAA has made has a negative impact on our property values, our health, and our community. 1

I ask that you please direct flights north and south as they have been for so many years. 2

Thank you.

Brent Volle
14340 22nd Ave SW
Burien, WA 98166

Response to Comment 668

1. Response 1

2. Response 7

Comment 669

Cindy Waddington

Page 1

From: Cindy Waddington <CLW@shanwil.com>
Sent: Tuesday, June 20, 2017 9:35 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Public Comments re: FAA North Flow / Westerly flight patterns over Burien

The following is for the public comment record regarding the FAA North Flow / Westerly flight patterns over Burien.

Your address
2483 SW 150th Street, Burien, WA

How long you've lived in the area
10 years at the address above, 20 years in Seahurst

When you first noticed the increased air traffic
Summer 2016

How this has affected your quality of life, etc.
During the summer of 2016, I noticed an increase of air traffic and resulting a severe change in noise levels in my Seahurst neighborhood (and my home) when the FAA switched to a westerly heading flight path for turboprops aircraft departing SEA in north flow. It seems most of the flights were operated by Alaska/Horizon airlines on commuter routes. The sound of the aircraft was so loud while flying over my house I could not hear others talking and could also smell jet fuel on a regular basis. Early morning flight departures were also very loud. I believe this this diminishes my qualify of life and could affect the value of my home and property. My husband and I bought a home in this area because of the peace and quiet and the natural environment of the surrounding forest and abundance of birds and other animals.

1 2 3 4

This is an example of the impact of the noise created by the turboprops while flying over my neighborhood. I participated in a web-based medical research study over 10 weeks (2 hours per session) in the summer and fall of 2016. This research was conducted for cancer survivors like me. I participated in the research from my home in Seahurst from 4:00-6:00 pm once a week. Approximately every 20 minutes a Horizon Airlines aircraft (usually a turboprop) would fly over the vicinity

1

Response to Comment 669

1. Response 1
2. Response 2
3. Response 4
4. Response 5

Comment 669

Cindy Waddington

Page 2

of my house toward Vashon Island. The flight path was fairly consistent and the aircraft was low enough that I could clearly see the aircraft logo and other details. The noise was deafening and I was unable to participate in the study during the time the aircraft flew over my home. I had originally been participating in the study outdoors in my yard, but that was impossible due to the noise. I moved indoors, and had a similar experience with the noise – unable to participate or hear our study facilitators and other participants.

I also noticed a strong jet fuel odor in my neighborhood almost every day. 2

The noise, smell of jet fuel, and potential decrease in home values are the greatest issues in my opinion of this new flight path and I support Quiet Skies Coalition in Burien in their efforts to require the FAA to discontinue routing flights to the west as they depart Sea-Tac Airport and a permanent basis, and reestablish the pattern that existed prior to July, 2016. 3

Sincerely,

Cindy Waddington

Response to Comment 669

Comment 670

Deborah Wade

Page 1

Sent: Wednesday, June 21, 2017 7:11 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: deborahwade35@gmail.com
Name: Deborah J Wade
Mailing Address: 24248 13th Pl So
City: Des Moines
State: Wash.
Zip Code: 98198

Concerning Address: There are to many plane 1 every minute it seems like. I can't hear myself think the noise is deafening. Can't enjoy being outside can't even open a window because of the noise. I can imagine the pollution we are breathing. This used to be a nice area now the planes have really ruined it. To many trees cut down that buffer the noise too.

Aviation noise: The noise from the planes is deafening, 1 plane every minute is way to many.

Environmental concerns: Cutting of our beautiful old tree's that buffer the noise and that is the beauti of Washington and you have ruined it.

Air quality: Polution from the planes has got to be bad, I woory about my grandkids having fresh air to breath. I really don't think the FAA cares at all about anything. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 670

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 671

Debi Wagner

Page 1

June 13, 2017

THE DOCUMENT

Federal Aviation Administration "FAA" has issued a "preliminary assessment"' "summary document" "document" for the action and no action alternatives for a west turn "turn" of turboprop aircraft from Sea-Tac Airport over the city of Burien, WA.

I am not aware FAA has provided any statement regarding full version documents therefore I reserve the right to comment on other documents besides the summary document should they be made public at a later time. 1

It is unclear to me what this document represents. I do not see anything in EPA's discussions of NEPA compliance on an "environmental analysis" only Environmental Assessment or Environmental Impact Statement.

Mr. David Soumi, FAA's current regional administrator recently told the Burien Interim City Manager that this document may or may not represent the complete analysis, may or may not be the final document, depending on comments. It is the duty of the agency to disclose the impacts, thoroughly evaluate those impacts and provide mitigation plans if necessary and provide reasonable alternatives to the proposed action. It is also the duty of the FAA to provide reasonable comment periods, proper notification and help the community understand the action, its effects and consequences. 2

Instead we have a misnamed, preliminary summary without proper notice and unusually short comment period of 15 days without knowing if this is the real document, complete or only document.

Besides implementing the new procedure without properly following their own guidance, FAA now publishes a strange document without following any rules of doing so. It appears to me to be another abuse of public trust and any confidence we might have in the agency's ability to deal clearly and fairly with the public is greatly diminished.

COOPERATING AGENCY

The Port of Seattle is clearly involved in the decision making because the two agencies are involved in the same operation of the same transportation system. Even though the roles are slightly different, what the Port does or draws for carriers has an effect on how FAA manages those carriers in the airspace and how FAA is managing or needing to change the management of those carriers has a direct effect on the Port's plans and activities. 3

40 CFR Part §1501.6 (1) Request the participation of each cooperating agency in the NEPA process at the earliest possible time.

The Port is undertaking a Sustainable Airport Master Planning process "SAMP" and in the process of preparing an environmental impact statement. The FAA is obligated to use the information within that environmental analyses to help inform their decision making process and refer the public to those documents in accordance with § 1501.7.

NEPA also requires that actions which are closely enough related to other actions be analyzed together in the same document. That should include impacts of past, present and reasonably foreseeable future actions. It is apparent that past actions may be resulting in environmental health impacts. 4

Response to Comment 671

1. Response 16

2. Response 8

3. Response 21

4. There are no significant or reportable noise increases (in dBA DNL) as a result of the implementation of the Proposed Action. Furthermore, the noise analysis indicates that outside of the immediate vicinity of the SEA, there would be no changes in noise exposure (measured in dBA DNL) as a result of the implementation of the Proposed Action.

The Proposed Action is intended to provide an additional tool by which ATC may safely accommodate more aircraft in the NAS – which minimizes ground delays, as is the FAA's congressional directive to best serve the flying public. This proposal is in response to an increase in operations at SEA and is not expected to increase operations at SEA. Therefore there would be no significant environmental impacts under NEPA, nor significant cumulative impact or indirect impacts or any other associated specials act, including the Clean Air Act.

Comment 671

Debi Wagner

Page 2

The EJ community areas identified in the document have 90 to 100 percentile risk, exposure and negative health outcomes for respiratory illnesses and include high percentile poverty and minority groups. There are no readily identifiable sources of this widespread community impact area. It appears it is more typical of local impacts rather than others like workplace impacts since they are concentrated together in residential use areas. Past actions of the agencies, both FAA and Port may have been a direct contributor to these outcomes. There is no way to know without a thorough EJ analysis, epidemiology, air quality measurements, noise monitoring, biological assessment, hospital admission records, etc. This has not been done for this community in the past and is not currently planned for the future. Baseline analyses relied on for this document are severely lacking in information, science, testing, evaluation and historical documentation. SAMP may or may not include this information but it would be helpful in evaluating past, present and reasonably foreseeable future actions and mitigation. 5

In my opinion, the basis for the need for an EIS have been made. The turn will have adverse environmental impacts that require evaluation together with the SAMP. Today's sporadic use may turn into a need for greater use in the future especially considering the current growth rates, presently 10% per year. 6

It is not only the responsibility of the agency to provide an analyses of the environmental impacts but to also evaluate where improvement, restoration and enhancement to the environment can be achieved. There is a need to identify the source of impact affecting the EJ community to aid decision making on what those improvements might be, especially in light of irreversible future consequences.

Because the reasonably foreseeable consequences of the turn along with the SAMP may have serious environmental and human health consequences, the FAA has a responsibility to list the amount of information that is available to make a determination on the source, rate, and outcome of impacts and what scientific methods might be needed to make a more thorough evaluation. A requirement to determine whether the consequences are unknown, known, foreseeable and can be mitigated are contained in 40 CFR § 1502.22. 4

There are several projects going on simultaneously at the airport which may have a direct effect on this project, future impacts, past actions and cumulative effects that should be analyzed together. For example, current gate construction by Delta will allow more large body aircraft to arrive and be managed on the airfield. This may have an effect on the types and frequency of arrivals and departure capabilities. The FAA and Port are co-lead cooperating agencies on the SAMP. Acknowledging these two agencies are frequently cooperating agencies is critical to a robust and transparent planning and building project analyses. This project should be included and analyzed together in the SAMP, current gate expansion project, etc.

The 509 extension will have impacts on noise and air emissions that are contained in the same airshed as the turn and SAMP. The 509 project is in the same geographical area and NEPA requires the agencies coordinate plans, projects, mitigation etc.

When the FAA initiated this new procedure, the Port claimed they were not notified and had no idea FAA had implemented the turn. The necessity for the turn however, was a direct result of the increased use of the airfield by carriers that had recently been invited by the Port to HUB at Sea-Tac and create new international destinations. Clearly, there is a lack of communication between these two agencies that are causing critical operational difficulties that precipitate closed door meetings at FAA scrambling 7

Response to Comment 671

5. Response 12

6. Response 17

7. The FAA is primarily tasked with the safe and efficiency management of the National Airspace. To that end, SEA ATCT and S46 started the conversation about how to better manage these south bound turboprops in north flow years ago through a FAA workgroup years prior to the July 26th 2016 LOA. Any many years, that workgroup finally came up with the 250 heading as the best heading to automatically place these north flow sound bound turboprops, which was then implemented in July 26th 2016 LOA. To state that the implementation of 250 heading was a scrambled quick fix is incorrect.

Comment 671

Debi Wagner

Page 3

to come up with new ways to accommodate these additional movements. Close cooperation and collaboration is necessary for each to understand operational limits and set guidelines that control growth that cannot be safely managed.

It makes no sense they would be closely collaborating on planning future SAMP gate construction to accommodate increased operations but not current operational capacity constraints. All of these are closely enough related to be considered together. The two agencies actions are closely enough related to be analyzing projects in the same document. Again, a clear indication that FAA is making arbitrary and capricious decisions without proper involvement and notification. The public may wonder at the safety issues that may be involved with this disconnected process more than the alleged safety need for the turn. 8

PURPOSE AND NEED

FAA has not provided justification for the purpose and need for the turn besides safety. The safety requirements have not been explained. Airspace safety is very important to everyone and FAA is using the word safety to justify the need for this west turn but they have not provided any reasoning whatsoever for this assertion. And in fact, I assert this turn is less safe for many reasons and was not originally instituted with safety as the primary concern.

Efficiency was the primary need when KC Yanamura, Northwest Mountain Region FAA Administrator ordered the automatic turn over Burien in a meeting on July 26, 2016. Safety may have been discussed, but so far, the Quiet Skies Coalition "QSC" public information requests for documentation from the meeting discussion, or alternatives proposals provided at the meeting have not been fulfilled. Paramount in the discussion were two things: 9

1) The compressed corridor and how to provide relief which is an ***efficiency*** issue not a safety issue and the real problem may be trying to force too many arrivals into peak hour which is a ***demand*** issue, and
2) Finding the path of least resistance using Burien since it is less likely this EJ community can resist (KC Yanamura was reported saying to turn all the aircraft over Burien because they don't have the money or stamina to fight us).

If Safety is the primary concern, they would not be using a much lower west turn maneuver over Burien than what is being used for an historical east turn over the city of SeaTac. One or the other must be more safe or less safe than the other. It is irrational to say that the west turn is for safety if east turns at 40 degrees and west turns at 90 degrees. West used to turn out in a scattered fanned pattern. Was this less safe? It is similar to the east turns at 40 degrees. Is 40 degrees less safe than 90? The argument doesn't have reasonable justification. Turns at low altitude are less safe for engine and plane, with much less room for correction since the ground is so close. It is common knowledge with the members of QSC who have decades of experience in aviation as Air Force and commercial pilots, that turns at 500 feet are less safe than turns at 3,000 feet which has been and is the standard operating procedure. Special training is required to prepare for emergencies for planes turning at 500 feet which has not been offered to Sea-Tac Q400 pilots. This need is not applicable to the east turns over SeaTac city since they are initiated at a higher altitude without the sharp bank.

Response to Comment 671

8. Response 11.

9. Response 7. The FAA views "efficiency" as how quickly aircraft can be moved out of a section of airspace. Due to the increase in operational demand at SEA, having greater efficiency, reduces the need for ground delays, which in turn means that there is less taxi way congestion. Furthermore the more predictable an aircraft routing, the less possibility of a separation issue with another aircraft. In this way, safety and efficiency are closely related.

Comment 671

Debi Wagner

Page 4

Another argument for safety could be that this is the exact relief needed to keep planes separated. Separation distances are governed by FAA Advisory Circular. I must assume this is the safety issue they are talking about because the turn at 90 degrees itself is not more safe. But if this is the true concern, management of numbers of planes arriving and departing must be a reasonable alternative. If there are too many planes compressing the corridor, less planes may be the best alternative. And it may not be an overall operational condition, it may only affect **peak hour demand**. Then it may be a demand management issue where peak demand management is another reasonable alternative. In a recent meeting with the Port Noise Management, a representative said that if planes cannot land and receive a gate in a reasonable amount of time, they may decide to alter **airline scheduling**. Apparently it is possible to alter scheduling so it should be considered as another reasonable alternative.

REASONABLE ALTERNATIVES TO THE PROPOSED ACTION

Since 1989 the Puget Sound Region has acknowledged the need for greater aviation capacity. To this end Puget Sound Air Transportation Commission with appointees by the State of Washington was formed and provided a report that included a draft and final EIS in 1991. The recommendation to meet the today and future regional air transportation needs were threefold:

1) Add a third dependent runway at Sea-Tac
2) Open Paine Field for commercial service
3) Build an airport to the south in Pierce or Thurston counties.

Twenty five years later, this still looks like an ideal plan and Paine is now being pursued. Despite these recommendations however, the only option that went forward was the most expensive short-term shoehorned 3.3 billion dollar single dependent runway at Sea-Tac. Nearly one billion of the cost was devoted to dirt, the hill, embankment and pavement. This single runway was the most expensive in US history. This major investment expected to serve the regional needs through 2030 or longer bought only 9 years of additional capacity. The problem with further expansion is that it provides ever less in years of life and even more in cost. Ten billion for the current SAMP plan could build a new airport. We are at the same crossroads we have been at three times, once in 1970 with the second runway, again in 2008 with the third and again in 2016 with the SAMP. Maybe we've learned to not keep investing in a plan that provides such little return.

At the same time the third runway was being built over the course of 11 years on a mere 2500 acres, Denver International was built in half the time for 4.8 billion with 6 runways, room for 12 on 33,000 acres that included an adequate buffer and room to grow. Today DIA handles 525,000 operations, provides 64 million in economic benefit and thoroughly dispels the myth that a new airport built away from the dense population center will be unable to attract carriers, business or be successful. The Port continues to remind people of the tremendous economic benefit it brings to the region including prosperity, jobs, tourism, goods and services worth billions.

In 2005 the Legislature passed Long-term Air Transportation System Study, "LATS" and formed a working group, sought input and by 2009 issued their final report. The interesting findings of the group were that there are dozens of airports throughout the region and over 100 statewide that could be expanded. Cost of expansion at the time was estimated between 80 and 160 million each. The region might pursue a **hub and spoke system** with a new airport similar to DIA built away from population and use commuter planes for a more destination orientation at many of the state's expanded regional

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Response to Comment 671

10. response 9

Comment 671

Debi Wagner

Page 5

airports for a much lower cost than expanding Sea-Tac especially in light of the small return in meeting future demand the SAMP provides. Although completing NextGen may lend more hourly operations and save some money in fuel, the cost to the communities health, welfare, quality of life and risk of property value and use losses across the country is enormous. Externalizing these costs provides for a false sense of cost benefit.

Another solution could be to move JBLM to Moses Lake and open up the airport to commercial service. There are also joint use agreements for movement of cargo and/or passenger traffic through military airports in other places in the country so it is possible. **Shared use of JBLM** might fulfill the need to provide service to Pierce and Kitsap counties utilizing Paine, Sea-Tac and Boeing field for a combination of passenger/cargo operations as a **multi-airport system**.

Utilizing the existing regional and statewide assets for the increased growth in operations is a more reasonable solution than concentrating all flights into constrained Sea-Tac which will demand new and increased use of flight patterns. These alternative solution possibilities have been recently submitted during the current State of Washington Aviation System Plan "WASP" public comment process.

Reasonable alternatives that should be considered § 1050 1E 6a

1) The 5 to seven other proposals considered by FAA In July 2016 that have not been disclosed
2) Historical scatter pattern
3) Turn proposals similar to what is used for "east" turn (40 degrees)
4) Turn proposals that may be used that include 20, 30, 40 degree turns alternately
5) Demand management
6) Airline scheduling
7) Hub and spoke system to handle statewide demand
8) Multi-airport system to handle regional demand
9) JBLM joint uses
10) JBLM relocation
11) New airport in Pierce or Kitsap counties
12) Continued use of Paine Field to handle regional demand

There are potentially sixteen to eighteen other potential reasonable alternatives listed above besides "no action" that have been used elsewhere, considered, researched, carried EIS to a final, but not mentioned in the current document.

Putting away the justification, purpose and need for safety which has not been clarified, explained, documented or proven, documented with reasonable guidance, FAA AC's, history or any facts whatsoever, we can move on to alternatives. I need to know what alternatives to the proposed action were available. The FAA has only offered a "with-project" and "do-nothing" alternative for analysis. The historical scatter pattern should be a consideration because that provided safe and efficient operation at Sea-Tac for decades.

My understanding of the meeting where KC Yanamura said to turn planes west over Burien is that there were five to seven other proposals being considered. Why has the QSC coalition information request on these proposals been delayed? We are aware they exist so what is the FAA trying to hide? These are relevant to the current assessment and **NEPA requires consideration of reasonable alternatives**.

11

Response to Comment 671

11. Thank you for your suggested alternatives.

- The airspace north and west of SEA is restricted due to separation requirements with the missed approach airspace at the 290º heading and BFI to the north, from which aircraft must maintain a 3 Nautical Mile (NM) separation. The only other possible heading which may work with these restrictions is the 270º heading. In accordance with FAA Order 7110.65W Section 5-8-5, a minimum of 30° separation is required between a departure and a missed approach heading. Having a departure heading of 270º combined with the current missed approach corridor does not provide the minimum 30° divergence.
- The historical pattern is considered in Section 4 as the "No Action Alternative"
- It is assumed that "turn proposal similar to what is used or "east" turn (40 degrees)" refers to a 320º heading for these south bound turboprops in North Flow. Southbound turboprops in north-flow need to be placed on a heading with at least a 30° separation from the missed approach corridor to comply with FAA Order 7110.65W Section 5-8-5. This would place them at least at a heading of 340° . Given the proximity to the jet departures from SEA, this combination of headings would negate the efficiency gains intended to be captured by turning the southbound turboprops out of the way of the jet departures. For this reason, the FAA has determined this combination of southbound turboprop departure heading and missed approach corridor did not meet the Purpose and Need to enhance NAS safety and efficiency at SEA during north-flow operations.
- The primary goal of ATC is to ensure the safety of the NAS and to make it as efficient as possible. Having different headings for these southbound turboprops in north-flow creates an unnecessary complexity which makes the job of ATC harder and creates risks. Given the elimination of other headings described in Section 4, there aren't many options to use for alternating headings. The only available headings left are 250° and 260°. It's not safe for ATC to not know what heading an aircraft will depart on. South-flow headings do not alternate; easterly headings do not alternate. Alternating headings is inconsistent, and not a procedure that is commonplace in ATC.

Comment 671

Debi Wagner

Page 6

Quiet Skies Coalition members have requested those working documents from the FAA since last October 2016 and have not received them. Either they were destroyed which cannot be justified since they are government documents that carry prohibition on destruction or FAA is in violation of the open public records act with unnecessary delay in releasing them. FAA have failed to provide any reasonable explanation as to why these documents have yet to be disclosed.

NO ACTION AND WITH PROJECT ALTERNATIVES

Long term community members living to the west of the turn are making the claim this procedure is new and not historical as the FAA claims. I have lived here for 20 years, moved here purposely to be protected from being overflown and moved away from Airport impacts twice in my life. I know what it is like to live in a flightpath as I first moved away from the flightpath in Des Moines in 1995 having lived there for 15 years. I moved due entirely to the unmitigated damaging environmental and human health effects of living in a flight-path.

I am keenly aware of the noise, vibration, soot, odors, respiratory illnesses, cancer, sleep disturbance, anxiety, depression, outdoor plant effects, fallout of waste, unburned fuel leaking from engines and fuel dumping from tanks, loss of salability/value of my home to name just a few. For the FAA to claim there is no impact and that this turn is historical is completely false and insulting to our intelligence. A resident living near me has been in this community under the path of the new west turns for 80 years. Her residency predates the construction of Sea-Tac Airport. She is directly affected by the new west turn and has no memory whatsoever of this procedure predating July 2016.

The FAA wants there to be no difference between the no-action and with-project alternatives because admitting a "new" impact requires an analysis between a no impact and a new impact and is harder to analyze and stay within NEPA, EJ, CAA rules. It is easier to avoid an analysis if there are no additional impacts. This is the reason for asserting the turn has always happened even though this is not the case. 12 13

This was the same problem with the third runway proposal. Somehow the same number of planes would come with an additional runway whether they built it or not. Never mind that runways are usually built like freeway lanes, to accommodate more cars. Apparently planes would be stuck in holding patterns or on the tarmac wandering aimlessly in circles looking for a runway or a gate so the new runway would allow more efficient operation of the same number of operations thereby reducing overall emissions. I didn't fall for this false narrative then and I'm not falling for it now. New flight paths have significant impacts that are difficult to justify within the purpose and need which are often only ultimately benefiting airline profits.

After FAA initiated the turn, north flow operations persisted during cold winter northerly winds for a period of three weeks. I experienced a debilitating sleep interruption, became sluggish, tired feeling, my work product suffered, and my neighbors also experienced similar deleterious effects. This is the first experience I have had of this in the 15 years living at this location.

The FAA and Port are cooperating agencies on actions that benefit their purposes and needs, and are the only source available to produce the maps to prove their claim these turns are historical. Decision makers must rely on the accuracy of those maps. I am not aware of available alternative sources for maps that are independent of the agency. Since the agency should be considered biased in the decision

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- FAA requires 15° divergence between aircraft, and airspace is protected based on procedures. Controllers rely on consistency of flight tracks to notice when things are off such as winds affecting flight paths, an aircraft has turned to the wrong heading due to a mistake or emergency situation, etc. Often small deviations from the norm is what alerts controllers to developing situations.
- The FAA did not pursue this alternative further given that it represents a riskier mode of operation than having a single heading for this group of aircraft, so it does not meet the Purpose and Need to enhance NAS safety and efficiency at SEA during north-flow operations.
- The FAA is developing National tools which would better enable ATC to predict when aircraft will arrive in their airspace. Having better prediction tools would enable ATC to better manage the demand in their airspace. Since "Demand Management" is being developed nationally, it is outside of the scope of this CATEX and is not considered within the Alternatives section.
- The FAA does not determine the number of operations at a given airport. That is a business decision made by airlines, with input from the airport. The FAA also does not control an airline's schedules. Rather the FAA is tasked with managing the aircraft in the National Airspace System(NAS). Similarly, the FAA does not have any discretion to reduce or increase overall operational levels in the NAS. Furthermore the FAA does not own airports which are typically owned by local municipalities. Therefore changing Airline schedules, implementing a hub and spoke system to handle statewide demand, multi-airport systems to handle regional demand, JBLM joint use, JBLM relocation and continued use of the Paine Field to handle regional demand are all outside of the FAA scope and were not included as part of the alternatives considered in the CATEX.

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making process due to their need to initiate this turn for efficiency, I am asking the agency to rewrite their assessment based on a no action that evaluates no turns with an action that includes turns. I am asking for the re-write based on the many letters citizens have written stating there is no history of these turns and other reasons below. New noise of new turns and new air quality impacts and cumulative past, present and reasonably foreseeable future effects and cumulative effects of noise and emissions combined devastating for a community. Nobody should argue about that fact. But the fact FAA and the Port are now engaged in providing information that makes the claim these turns are historical is again, another breach of the public trust and the agency trying to avoid admission of "new" and significant effects on both the human and natural environment. The law is to avoid impacts not disclosure of impacts. 14

Prior to the legal action by the city of Burien challenging the process initiating the turn, the Port provided a set of maps that show no or very few lines heading west. It is impossible to know which of these few lines are general aviation, turboprops or missed approaches. Again, long-term community members in the impact area have no recollection of turboprop overflights over west Burien. 15

Below are pictures of one day operations *before* the action of the new west turn procedure and *after* July 2016 received by QSC before the legal action by the city of Burien and are representative of the experience of the community members who have voiced concerns and written letters since July 2016. The non-automatic turns that predate the automatic procedure initiated in July 2016 were fanned over a wide area.

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14. The FAA undertakes a noise analysis based upon flight track data. The noise exposure of the Proposed Action Alternative was based upon flight track data obtained for 60 random days during the implementation of the July 26th 2016 LOA. The noise exposure of the No Action Alternative was based upon flight track data obtained for the same days in the previous year. To evaluate the noise exposure of not turning any south bound turboprops goes against the flight track data. See figure 13 in Section 2.

15. As shown in Figure 13 in Section 2, west Burien have historically had turboprops turn over them.

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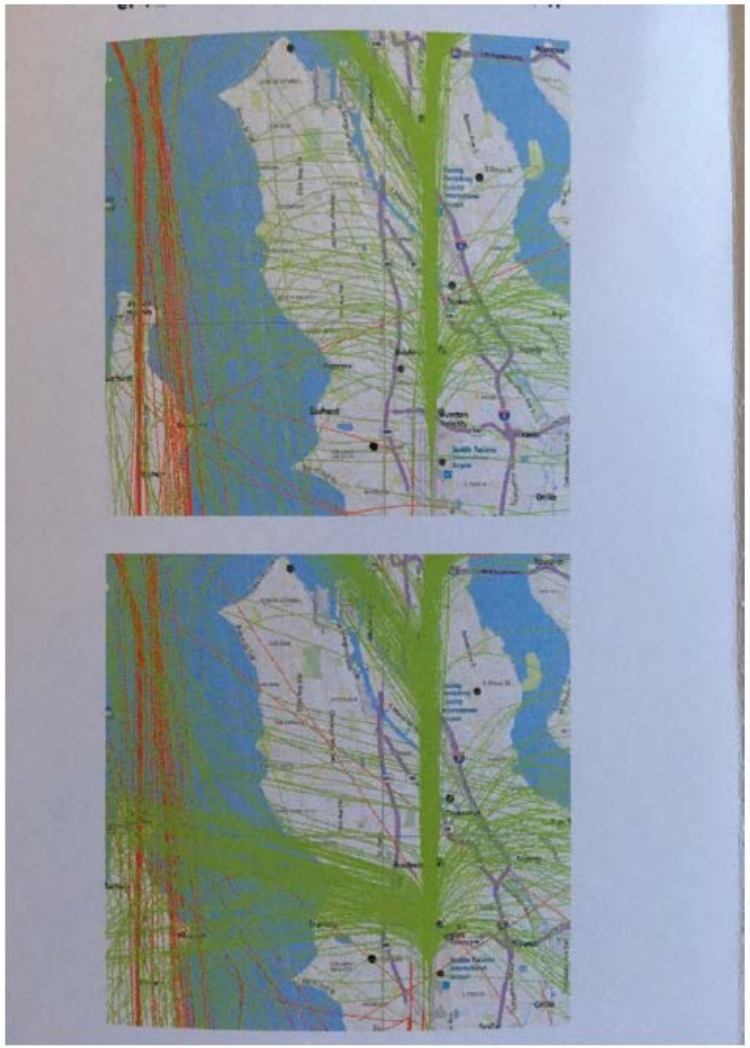

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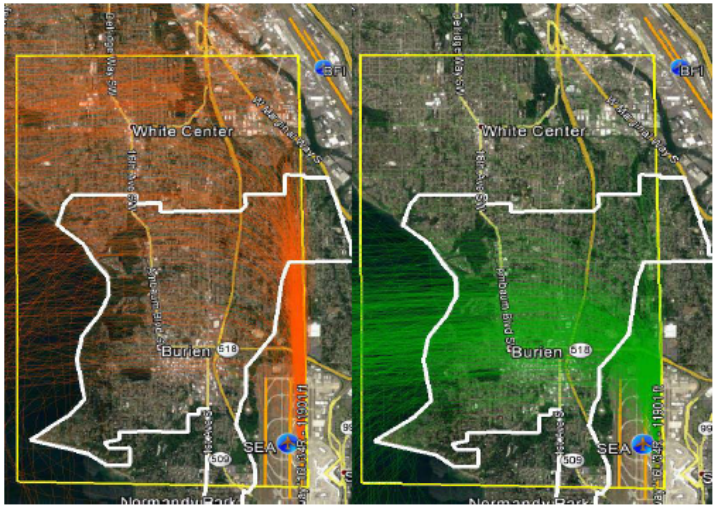
Pictures below on page 2 of 9 Figure 1 and 2 of the before and after of "random" 60 days of turboprop flights over west Burien provided in the FAA's summary may be including the three days in August each year when Blue Angels practice and perform. During that time all planes in north flow are turned directly west for a few hours per day to avoid airspace conflicts. This is an unusual event but historical. We do not know if these two comparisons are the same random days or what those days are. 16

Comparing pictures with two different colors of lines and backgrounds as Figure 1 and 2 presented (below from the summary) is not appropriate. The reddish brown lines placed over reddish brown terrain in Figure 1 (below left) that represent the before the automatic turn cannot be discerned. The picture where the bright green lines in the "after" picture over grey terrain (below right) can be easily seen. Why would the agency provide comparisons that cannot easily be compared unless desiring to confuse the reader? Again, we do not know what these flights are, whether during Seafair, turboprops, missed approaches, general aviation because no details have been provided for what days or operations these are. Additionally, the before picture disagrees with before pictures provided to QSC prior to the legal action by the city of Burien. 17



I believe a case has been made for reasonable doubt as to whether the FAA has provided proof of a ***historical*** west turn over Burien. If the history of the turn is not thoroughly established as FAA claims, then a comparison between a no-action and with project may be significant and warrant an EIS. If all reviewing parties wish to accept the basis of a historical use then there are still "additional" impacts 14

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16. As noted in the preliminary environmental analysis – the images of the flight tracks were only of westerly turned south bound turboprops in north flow.

The days were randomly picked between Aug 1st 2016 – Jan 2017. The same days were used to model the no Action alternative, from the previous year.

17. Thank you for pointing this out to us. It is hoped that Figure 13 is clearer.

	Dates	
	No Action	Proposed Action
1	8/2/2015	8/2/2016
2	8/3/2015	8/3/2016
3	8/6/2015	8/6/2016
4	8/11/2015	8/11/2016
5	8/12/2015	8/12/2016
6	8/14/2015	8/14/2016
7	8/18/2015	8/18/2016
8	8/24/2015	8/24/2016
9	8/26/2015	8/26/2016
10	8/27/2015	8/27/2016
11	8/28/2015	8/28/2016
12	8/30/2015	8/30/2016
13	8/31/2015	8/31/2016
14	9/18/2015	9/18/2016
15	9/24/2015	9/24/2016
16	9/26/2015	9/26/2016
17	9/29/2015	9/29/2016
18	10/1/2015	10/1/2016

	Dates	
	No Action	Proposed Action
19	10/7/2015	10/7/2016
20	10/11/2015	10/11/2016
21	10/14/2015	10/14/2016
22	10/16/2015	10/16/2016
23	10/24/2015	10/24/2016
24	10/27/2015	10/27/2016
25	10/29/2015	10/29/2016
26	10/30/2015	10/30/2016
27	10/31/2015	10/31/2016
28	11/2/2015	11/2/2016
29	11/4/2015	11/4/2016
30	11/7/2015	11/7/2016
31	11/8/2015	11/8/2016
32	11/11/2015	11/11/2016
33	11/12/2015	11/12/2016
34	11/18/2015	11/18/2016
35	11/19/2015	11/19/2016
36	11/28/2015	11/28/2016

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related to frequency of use, potential increased future use, random changes of pattern, additional aircraft types, etc. There is also a history of impacts that predate this turn, predate frequency of use and a future action by the Port of Seattle that will increase the intensity of impacts.

ENVIRONMENTAL JUSTICE

If historical turns are not proven, if purpose and need for safety is not justified, if comparison of no action to the action are dissimilar because of these considerations, then there is a significant impact to the human population both past, present and foreseeable future.

FAA has identified an EJ community within the area that will be most affected by the turn. This community has not received proper notification of the proposed action. Requirements for the type of communication methods needed to facilitate a complete understanding of the project and the impacts must be completed prior to agency approvals. This area meets and exceeds the requirements under Title VI. Just one of the many census tracts which will be affected by the turn has poverty income levels, speaks 26 languages, 20% have no access to healthcare and are predominately minority. In comparison to King County, there are double the average children per household. There are greater levels of concern expressed in EPA guidance for EJ communities for children. EPA MEMORANDUM dated 4/4/1996 states: 5

Section 309 EIS reviews..."should consider whether there is a possibility of disproportionate impact on children related to the proposed action." 18

FAA must consider that it is not just the duty to inform but to also educate people on how they can protect themselves, property, and children, provide adequate consideration, mitigation, and enhancement of the past damage where possible. 12 It is incumbent upon the agency to openly disclose the significant impact aviation cumulative noise and emissions has on the human environment and take responsibility for any damage it may have and will cause to human health and the environment using the most up to date scientific methods available. 13

The State Department of Public Health has developed a Washington Tracking Network mapping device based on reported health outcomes for use to determine where significant risk, exposures and negative health outcomes are occurring. The map below shows clearly that health damage follows the flight path and stretches into the Kent, Auburn valley. The blue dot is the airport.

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	Dates	
	No Action	Proposed Action
37	12/1/2015	12/1/2016
38	12/2/2015	12/2/2016
39	12/3/2015	12/3/2016
40	12/5/2015	12/5/2016
41	12/7/2015	12/7/2016
42	12/14/2015	12/14/2016
43	12/15/2015	12/15/2016
44	12/17/2015	12/17/2016
45	12/18/2015	12/18/2016
46	12/24/2015	12/24/2016
47	12/26/2015	12/26/2016
48	12/30/2015	12/30/2016

	Dates	
	No Action	Proposed Action
49	1/1/2016	1/1/2017
50	1/6/2016	1/6/2017
51	1/9/2016	1/9/2017
52	1/12/2016	1/12/2017
53	1/14/2016	1/14/2017
54	1/18/2016	1/18/2017
55	1/19/2016	1/19/2017
56	1/20/2016	1/20/2017
57	1/22/2016	1/22/2017
58	1/23/2016	1/23/2017
59	1/24/2016	1/24/2017
60	1/30/2016	1/30/2017

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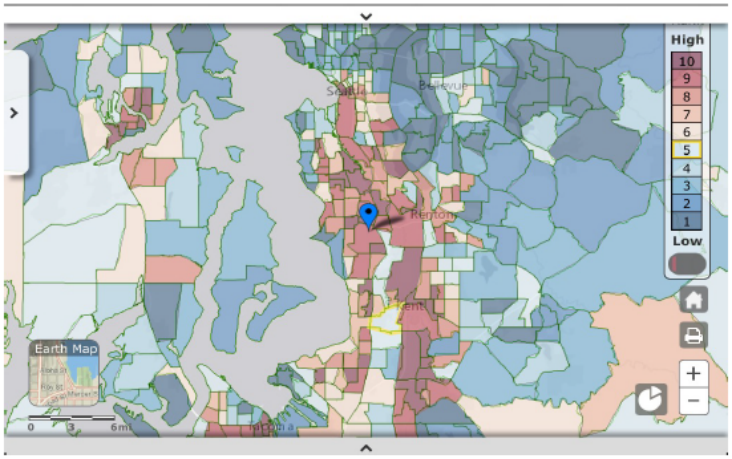

The State Board of Health writing in 2000 in a report on environmental justice writing on behalf of findings of the State Department of Public Health regarding negative health outcomes in the Sea-Tac Airport communities:

> "EPA explains that "fair treatment means that no population, due to policy or economic disempowerment, is forced to bear a disproportionate burden of the negative human health or environmental impacts of pollution or other environmental consequences resulting from industrial, municipal, and commercial operations or the execution of federal, state, and local and tribal programs and policies" (U.S. Environmental Protection Agency, 1998).
>
> Of particular interest to the Committee is the specific claim that disproportionate exposures produce adverse health outcomes that are also borne disproportionately by these populations. It has been well documented in the State of Washington that low-income and minority populations have poorer health status than the overall population and have higher rates of a variety of diseases, including cancer and asthma. Many complex factors interact to produce health disparities among populations. Environmental and occupational exposures, access to medical care, nutrition,behavioral choices, and genetic variability, all contribute and are related. Where one lives and works is often less a matter of choice than the result of socioeconomic status. It is usually the case that people in the lower socioeconomic strata are more likely to live in

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the most hazardous environments and to work in the most hazardous occupations (Olden, 1998). *[page 7]*

Community Health Concerns around SeaTac Airport Community members living near the SeaTac Airport identified several concerns related to air pollution from operations at the airport (Washington State Department of Health et al., February and December 1999). These reports can be accessed through http://www.doh.wa.gov/EHSPHL/Epidemiology/NICE/HTML/ nicepubs.htm. A March 2000 report prepared jointly by DOH, the Washington State Department of Ecology, the Puget Sound Clean Air Agency, Public Health—Seattle and King County and several other agencies and community representatives found that, in the SeaTac Airport area, there are statistically significantly higher rates of the following conditions:

• lung cancer cases within one mile of the airport compared to the rest of King County and to Washington State;
• oral and pharyngeal cancer cases within one mile of the airport compared to Washington State;
• deaths from lung cancer and chronic obstructive pulmonary disease in an area approximately three miles to the west and north and one mile to the east and south of the airport (defined by census tracts) compared to King County; and
• hospital admission for asthma and pneumonia/influenza in an area approximately three miles to the west, north and east and one half mile to the south of the airport (defined by zip codes) compared to King County.

The March 2000 report recommended that an air quality study be conducted around SeaTac Airport. This recommendation was, in part, forwarded because of environmental justice concerns. The report states, "fundamental to the concept of environmental equity is the value that one group of people not incur environmental exposures from commercial activities from which another group benefits. Those who use SeaTac Airport often derive great financial and other benefits from worldwide travel. The extent to which these benefits come at the expense of environmental degradation affecting the people who live around the airport is unknown, since a comprehensive air quality study has not been performed at SeaTac Airport to determine the impacts attributable to airplane emissions and airport-related traffic" (Washington State Department of Health et al., 2000, p. 8). *[pages 14, 15] (emphasis added)*

19

Significant Impact of Aviation

Q400 turboprops are jets with the fan on the outside of the engine rather than inside and are powered by jet fuel. Jet fuel odors, residues, sooty fallout, unburned fuel droplets, aerosols, metals, toxics, criteria pollutants, are dropped from overhead aircraft and have a ground level impact below 3,000 feet

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altitude.[1]. Tens of thousands of people live below this flight path, there is no buy-out buffer and no insulation or past mitigation for this population.

FAA asserts this project has less or no impact compared to flight paths to the north and south of the airport they have in the past acknowledged ***have*** an impact. In fact, there is a buffer, insulation and programs worth 400 million that have been previously applied to mitigate this impact on residents. 20

This document does not discuss any mitigation plan because FAA does not acknowledge either:

1) There is an impact
2) There is any greater impact than what has been experienced in the past

They do however acknowledge increased frequency which should require a new FAR 150 program. Port plans to dramatically increase operations at Sea-Tac will necessitate an even greater degree of need for more turns. Past practice of the Port to injure people and their property first and then mitigate after damage has occurred is unacceptable.

There are no current studies available that I am aware of considering the effects of cumulative noise and emission impacts on human health. The document FAA has issued assumes either that living below aircraft operations has no effect on the environment or that the effects are so minor that increased use of a certain flight path will create no additional impacts. This contradicts reason and logic. Aircraft, like cars, trucks and busses, use fuel and create emissions. Their engines create noise. These should be considered together.

Ultrafine particulate emissions from aviation sources that have a unique small size and ground level impact from overhead sources has become a large concern. The small size of the particle once inhaled allows penetration through the membrane barrier, can travel into the bloodstream reaching the heart and brain. A study similar to one done near LAX that found an unusually large amount and rate of ultrafine in the flight paths has been planned for the area around Sea-Tac. The FAA should wait on approving any new flight paths until the research is completed. Port representatives have spoken in favor of the legislation proposal and are also interested in the results.

The FAA is aware of the EJ community. I believe there is nothing more arbitrary and capricious than ordering all the damage and disruption to go over people FAA already knew were living in extreme poverty and suffering with health problems. EO 12898 was written for this very purpose, to keep powerful agencies from abusing the disproportionately disadvantaged.

AIR QUALITY

The document assumes no further impact but the basis for no impact has not been established. It is possible the FAA has failed to model emissions of the operation of this plane properly. The noise data used in the model is based on operation of the Q400 that is not typical of the low flying full power turn needed for flying through Burien airspace. Emission profiles might be based on this wrong data input. However, there is no current inventory for this plane at Sea-Tac because it was not predicted to be used 13 21

[1] EDMS see 1994 FAA/POS Appendix D Air Pollutant Methodology page D-15,

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20. This is incorrect. The FAA is asserting that the difference between the noise and air quality exposures of the No action and the Proposed Action is below any applicable criteria.

21. There has been some assertions that the noise modelling software, AEDT utilizes the FAA Advisory Circular 36-3H, "Estimated Airplane Noise Levels in A-Weighted Decibels" for calculating flight track noise within AEDT. This is not the case. AEDT uses a fleet database, containing acoustic data based upon power settings and distance (NPS data), augmented by a database of spectral characteristics as well as additional aircraft-specific data to support several noise adjustments. The NPD data present the aircraft source noise level for a given operational mode and power setting at a range of slant distances from the aircraft to account for acoustic propagation through a standard atmosphere. For fixed wing aircraft, each NPD is associated with an engine power setting. NPDs at different power settings represent the different types of noise generated by those power settings.

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when the last thorough study of aviation emissions was done in 1996. There are similar aircraft types but no emission inventory that comes close to the numbers of Q400 operating today.

The future maximum numbers of turboprops predicted for peak hour air quality emission impact in 1996 for 2020 was 13.55. Currently the Port reported 52.83 per day for May 2016. Total operations are increasing by 10% per year. At this rate there would be 77.34 per hour by 2020 and the baseline of 25 year old data is nonexistent now, and used wrong predictions. We are currently experiencing four times the level predicted and it is five years early.

The FAA has no basis to determine there is little or no additional impact because they have not done air measurements or modeling of the local airshed to determine if it is at its limits for impacts. There are no close regional monitors that PSCAA operates and the closest state monitoring station is at Beacon Hill. So there are no historical data, current modeling or monitoring to assure anyone that the airshed can stand thousands additional polluters driving through the neighborhood. The analysis in 1996 is outdated and obsolete. The predictions for future compliance with all applicable air quality laws cannot be assured without a new evaluation. This is another reason the turn should be evaluated together with the SAMP which will include a new and revised inventory.

The certification of air quality compliance included a need for reevaluation in 2010 and a general conformity update. I am not aware this has occurred.

Air quality impacts around airports have been documented by independent experts in the past and I would like to provide a brief explanation of relevant topics an a link in case the reader would like to reference what might be major AQ problems around airports in need of further study:

"Lung illnesses more likely near Logan Airport"

A current study found asthma rates in children living close to the Boston Logan Airport to be four times greater than that for children living elsewhere.
http://www.mass.gov/eohhs/gov/departments/dph/programs/environmental-health/investigations/logan-airport-health-study.html

NJIT "...people living, working, or simply within nine square miles of airports are exposed to air pollution that is 10 times higher than areas outside this zone."
http://graduatedegrees.online.njit.edu/resources/msce/msce-infographics/deadly-airport-toxins/

"Environmental Factors Like Pollution Cause a Quarter of Deaths, W.H.O Says"
http://www.nytimes.com/2016/03/15/health/environmental-factors-like-pollution-cause-a-quarter-...

Symposium on health effects of transportation related air pollution:
https://www.youtube.com/watch?v=2RuxN0Tvzyg&list=PLFD3C97820F0483A6&index=5

Study of ultrafine particulate at LAX found levels equal to an entire freeway system concentrated in flight paths for 10 miles from the runway ends. Ultrafine particulate has been studied and much of this research is well known. Among other effects, particulate is known to cause and or contribute to heart and lung function effects. See: https://news.usc.edu/22663/Air-Pollution-Found-to-Pose-Greater-Danger-to-Health-than-Earlier-Thought/ Premature deaths have been associated with particulate pollution in major US cities. Sampling at properties in flight paths has found sooty debris including PAH. (1994 Sea-Tac Master Plan Update Environmental Impact Statement Appendix D – 93) The photo below

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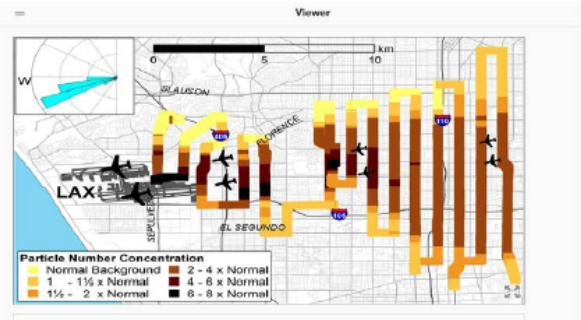
shows the results of the ultrafine particulate monitoring for LAX. See article:
http://www.latimes.com/local/la-me-0529-lax-pollution-20140529-story.html



In conclusion I would like to summarize the comments I have made:

1) FAA has failed to provide a proper document
2) FAA has failed to coordinate with the Port as a cooperating agency
3) FAA has failed to provide any purpose and need for the action
4) FAA has failed to produce any reasonable alternatives to the proposed action
5) FAA has failed to communicate with and evaluate the ej community impacts
6) FAA has failed to provide reasonable assurance of no additional or future air quality impacts.

Sincerely,

Debi L. Wagner

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206 241.1553

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From: Debi Wagner <debiw@burienwa.gov>
Sent: Friday, June 16, 2017 3:33 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Cc: Walter Bala; Larry; Lisa Marshall; Tony Piasecki; matthew.adams@dentons.com; Larry
Subject: Turboprop Ops
Attachments: IMG_0371.PNG; IMG_0199 (1).JPG; co2 tonnes (1).PNG

Please accept these additional comments as a supplement to my original comments accepted by FAA on the New Procedure to turn turboprops over Burien.

AIR QUALITY/CLIMATE

The procedure, should it be implemented, will add throughput capacity at Sea-Tac Airport. The intensity of use of the turn may vary over time increasing the emissions of toxics, criteria pollutants, particulate and other air pollution including climate change emissions in the airshed. This is primarily due to moving the slower aircraft from the flight path more quickly, allowing more large jet operations to take off and land. 1

The City of Burien is a very densely populated, heavily polluted area as evidenced by past studies (ESL 1973, Radian EPA Air Toxics 1986, DOE 1991, MFG 1993, FSEIS, SEIS 3rd Runway 1996, EPA NAMS/TAMS 2001 Air toxics Grant, 1998-2001 SDPH Zip Code Survey, 2001 SBOH Environmental Justice report, 2007 DOE State Greenhouse Gas Emission Inventory, 2015 Dr. Larson ultrafine particulate and health asthma screening. Other supplemental reports from other parts of the country confirm that airports are a significant contributor to air quality degradation, risk and health impacts primarily affecting those who live and work in the area. (See recent NJIT Air Toxics report included in my original comments). 2

Risks to health impacts and the environment will continue to grow as the airport increases operations. More polluters equals more pollution. The risks to the local community have already been acknowledged in the FAA EJ analysis. Anecdotal evidence from Flight Pattern Kids showing areas of greatest impact follow the flight path. Attachment #1

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EJ screen shows these same areas at 90 to 100th percentile of risk, exposure and negative health outcomes. State Department of Health areas of impact mirror these areas. Attachment #2

Attached is a graph showing how much of an increase aviation is supplying to global climate emissions. Attachment #3 As you can see within the next 20 years there will be 7.8 billions of global tons of CO2 that is not addressed anywhere for reduction programs.

The City of Burien and its residents live, work and recreate next to the single largest facility producer of greenhouse gas emissions in the county. This turn will allow for an increase in emissions over time. The airport is presently growing by 10% per year, having increased their greenhouse gas emission inventory dramatically over the past several years where 30% overall growth has pushed the inventory from 4.2 million metric tons per year of CO2 in 2007 to 5.4 million metric tons in 2015 or equal to 22% of the county total to 25% of the county total respectively. This does not include the 1.5 to 2 thousand annual tons per year of NOx, methane and black carbon, all contributors to climate impacts. By 2034, planned growth could easily push this inventory to 50% of the county total and near 10 million metric tons per year if the trend continues. Even though all emissions are not produced within the airshed, there are no current methods for the total impact of the entire flight to be captured and CO2 is a global issue, not just a local concern.

FAA has failed to discuss the potential of the turn to increase overall operations/capacity/throughput, thereby increasing emissions in the airshed.

This one path will become many paths, the airshed will be further damaged and residents' health will suffer. Overall air quality is already bad. Overall emissions are already too high. Climate emissions have crossed the limit of tolerance and will continue to grow rapidly. 1

FAA has an obligation under the CAA to assure their programs and projects will not worsen overall air quality. This program will worsen air quality. Even if it could be proven the Q400 does not have a large air quality impact, which we don't know because there are no current AQ analysis for the airport that includes this aircraft, 3

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accommodating more throughput at the airport within blocks of Burien residential homes will. Since no current scientific, modeling or monitoring data has been provided to justify no pending danger from potential AQ violations, exceedances, it is impossible for FAA to claim no impacts.

FAA has failed to disclose they have little or no information to assert no further AQ impacts or that the airshed is in compliance with the NAAQS, CAA, Conformity and poses no risk.

Pending studies on ultrafine particulate and cumulative noise and emissions studies are some of the newest discoveries to date. A recent study found that cumulative noise (roadway) and emissions from the surface transportation sources when combined posed a greater health risk. http://www.ctvnews.ca/health/noise-pollution-and-air-pollution-both-have-negative-effects-on-heart-health-study-1.3442567#

FAA failed to disclose the lack of information in making an informed decision. 4

I believe this project violates the intent of the law, jeopardizes the health and welfare of citizens, and threatens to undo all climate goals for the county.

Thank you,

Debi Wagner

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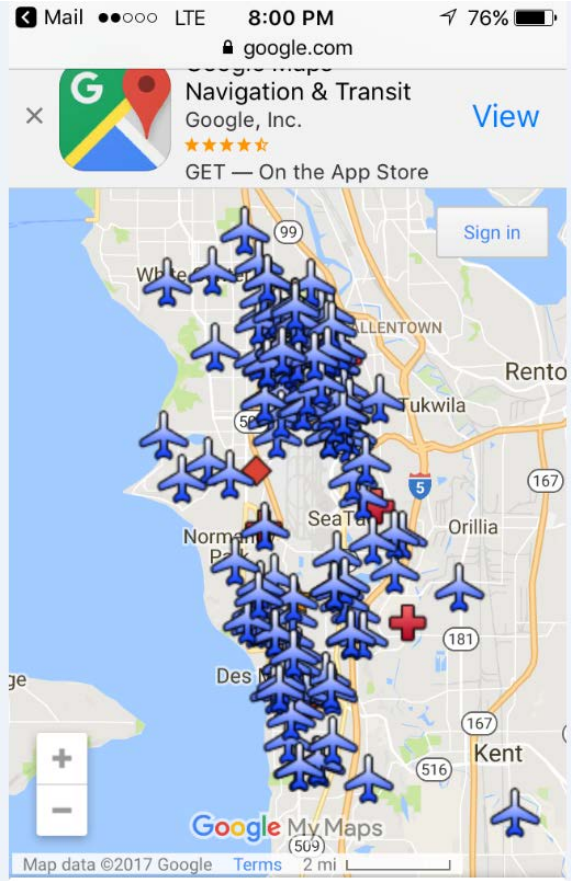
Page 4

Attached IMG_0371 (2).PNG



Cancer Prevalence Sea-Tac Airport Area

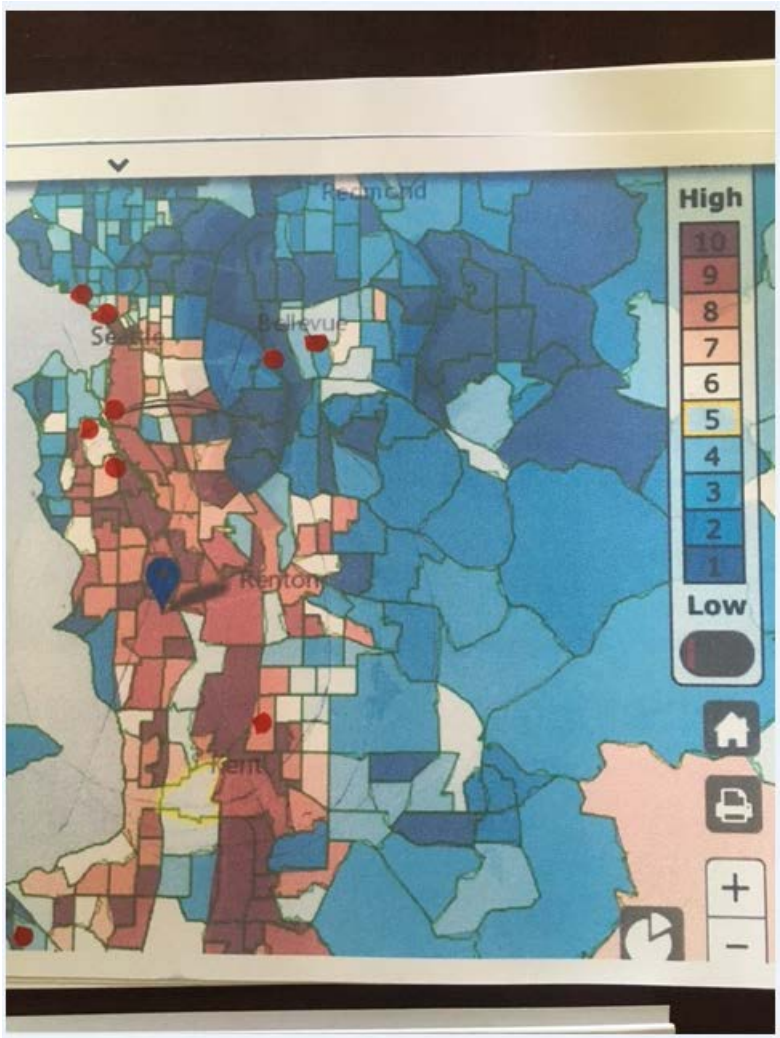
Response to Comment 672

Comment 672

Debi Wagner

Page 5

Attached IMG_0199 (1) (2).JPG



Response to Comment 672

Comment 672

Debi Wagner

Page 6

Attached co2 tonnes (1) (2).PNG

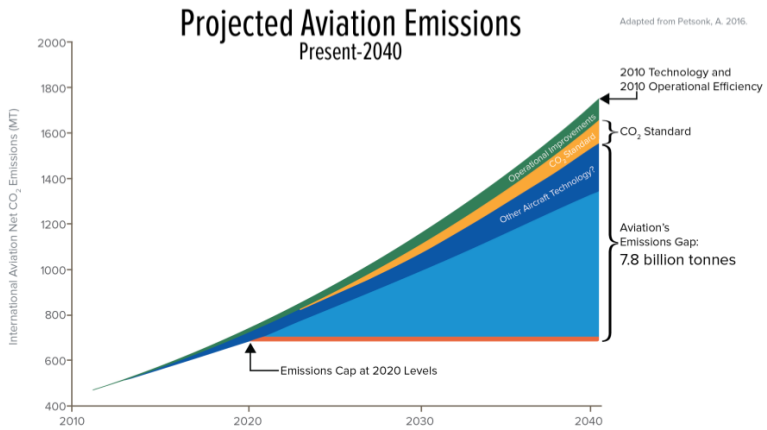


Figure 1: *The top of the upward sloping curve shows how international aviation's emissions are slated to grow in coming years. The horizontal red line toward the bottom, labeled "Emissions Cap at 2020 levels," shows the ICAO Assembly's agreed goal of "carbon-neutral growth from 2020." The area below the top of the curve and above the horizontal red line at 2020 is the total amount of emissions that international aviation must address to meet this goal. Reductions from operational improvements are shown in green and expected emissions reductions from ICAO's new CO_2 standard are shown in orange. The remaining "emissions gap" of 7.8 billion tonnes is shown in blue, between the orange wedge and the horizontal red "Emissions Cap at 2020 levels" line.*[7]

Response to Comment 672

Comment 673

Dianne Wagner

Page 1

Sent: Saturday, June 10, 2017 7:41 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: dianeawagner@yahoo.com
Name: Diane Wagner
Mailing Address: 16424 14th -Ave SW
City: Burien
State: Wa
Zip Code: 98166

Concerning Address: I have notice, since purchasing my home is 1993, there is considerably more plane noise now than ever. I was just telling my fiancé the other day, who's only has lives here 9 years, try to be aware all the planes that have been flying over lately. It seems like you t used to once in a great while and now has turned to severed times a day. I intentionally purchased my home so that it would 1
not be in the fllight path area as I have family members who have and do own paths in such areas. I feel this affects our quality of life and property valve and do not want This to continue. It should be stopped immediately. 2

Aviation noise: Loud planes 1

Environmental concerns: Possible leaking fuels 3

Other concerns: Planes constantly flying over a home allows the home to considerably loose its property value. 2

Possible increase in aviation noise: Loud noise 1

Air quality: Possible fuel leaks 3

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 673

1. Response 1

2. Response 4

3. Response 6.

Comment 674

Jayme Wagner

Page 1

Sent: Wednesday, June 21, 2017 7:10 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: jaerae90@hotmail.com
Name: Jayme R Wagner
Mailing Address: 26212 17th Ave So
City: Des Moines
State: WA
Zip Code: 98198

Aviation noise: Planes are coming in lower ad more frequently. Getting harder and harder to try to ignore them. Was working in the yard 4 feet from my husband and everytime a plane went over we had to halt our conversation because we couldn't heat each other without yelling

Aviation noise concentration: See above answer to Noise

Environmental concerns: I'm concerned about the Exhaust falling from the lower planes and how it could potentially negatively affect my children. Have lost 2 pets to Cancer and concerned it could be related.

Possible increase in aviation noise: Can't even have a conversation outside with someone near when a plane flys over.

Aviation noise concentration: Planes are coming in my closer together then a few years ago.

Air quality: My backyard is directly under the flight path of what I believe is the 2nd runway. For years I have noticed that outdoor furniture, patio roof, etc. Get dirty extremely fast. I'm concerned about what my family, neighbors and community is breathing

1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 674

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 675

Lisa Walls

Page 1

Sent: Tuesday, June 20, 2017 12:51 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: offthewalls1@comcast.net
Name: Lisa Walls
Mailing Address: 516 S. 222 nd St. Unit 1
City: Des Moines
State: Wa
Zip Code: 99198

Aviation noise: We have to stop talking when a jet flies over

Aviation noise concentration: Every 1 to 2 minutes

Environmental concerns: What is the air quality like now,do to increased flights as opposed to 1, 2 & 5 years ago?

Possible increase in aviation noise: The noise is unbearable with over 200 more flights a day than just last year.....what are you doing about it

1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 675

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 676

Lindsay Walter

Page 1

Sent: Friday, June 16, 2017 9:44 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: lindsayswickwalter@gmail.com
Name: Lindsay Walter
Mailing Address: 14955 18th Ave SW
City: Burien
State: WA
Zip Code: 98166

Aviation noise: the number of loud planes that pass over my home has increased dramatically. I didn't spend 500k+ on a house so I could be on a flight path. In fact, we very deliberately bought away from it. We are having to close our windows and can still hear loud planes/jets when trying to sleep at night

Possible increase in aviation noise: the number of loud planes that pass over my home has increased dramatically. I didn't spend 500k+ on a house so I could be on a flight path. In fact, we very deliberately bought away from it. We are having to close our windows and can still hear loud planes/jets when trying to sleep at night

1

Other concerns: I am very concerned that this will affect our home values in the area. nobody wants to live under airport flight paths. NOBODY.

2

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 676

1. Response 1

2. Response 4

Comment 677

Abby Wammer

Page 1

Sent: Wednesday, June 21, 2017 6:28 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: abbywammer@gmail.com
Name: Abby E Wammer
Mailing Address: 22224 9th Ave s
City: Des moines
State: Washington
Zip Code: 98199

Aviation noise: Just seems like there are more and more planes and less and less quiet times. Even in the middle of the night.

Possible increase in aviation noise: Seems planes are using different courses and flying over our house in ways they never have before.

Air quality: I'm concerned about our animals and children with the planes new paths they are taking over Homes and schools. Paths they used to not take.

1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 677

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 678

Marilyn Watkins

Page 1

Sent: Tuesday, June 20, 2017 9:03 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: watkins.marilyn@gmail.com
Name: Marilyn Watkins
Mailing Address: 2660 SW 151st Pl
City: Burien
State: WA
Zip Code: 98166

Aviation noise: We have lived in our home for 14 years. It is peaceful and quiet - a major reason why we purchased our home in this location. When we heard planes flying over our home I thought there must have been an emergency. When I found out the FAA was rerouting planes over our property, it was very unsetting. My husband is retired but I am still working. I also do mostvof mybwork remotely. Net-net, we spend the majority of our time at home. The noise impacts our quality of life both inside and outside. We chose to purchase our home because it was nit on the flight path. I am worried any change will lower the value of our property. 1 2

Possible increase in aviation noise: Our quality of life and property value would be adversely impacted. I also work from home and am on a lot of conference calls. The noise will be a distraction and impact my work effectiveness. 2 3

Aviation noise concentration: We like to spend time outdoors in our yard - we particularly like to sit on our decks and enjoy the tranquility and fresh smell of nature. I am worried about air pollution. 4

Air quality: I am very sensitive to and have adverse and allergic reactions to fumes and chemicals. We spend a lot of time enjoying our home outdoors. I am worried about the adverse impacts to my health and wellness. 5

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 678

1. Response 1
2. Response 4
3. Response 8
4. Response 2
5. Response 10

Comment 679

Terryll Watkins

Page 1

Sent: Tuesday, June 20, 2017 8:56 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: terrywattopub@gmail.com
Name: Terryll Watkins
Mailing Address: 2660 SW 151st Pl
City: Burien
State: Washington
Zip Code: 98166

Possible increase in aviation noise: We chose to live in Burien/Seahurst due to its proximity to the airport and the total lack of aircraft noise. This was a perfect combination due to the amount of business travel we do and the fact that we also work from our home office. Aircraft noise will impact out ability to work from home given that we are in numerous collaboration calls per day. It was a surprise to us when aircraft started flying low over our house and office. We did not sign up for this effect on our lives and business.

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 679

1. Response 1

2. Response 23

Comment 680

Kevin Watson

Page 1

Sent: Thursday, June 22, 2017 3:43 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: kevinwats@comcast.net
Name: Kevin Watson
Mailing Address: 21215 4th Place south
City: DES MOINES
State: WA
Zip Code: 98198

Aviation noise: We have noticed significant and intolerable airplane noise due to the volume of flights, and planes flying lower and closer together. We can barely sleep at night now and the incoming and outgoing flight activity seems to be growing at all hours. I'm now concerned about the negative impact our on our health and property value. It seems like the 4th runway is not used as much as it could be.

Other environmental concerns: The increase volume of flights now coming into the airport with the increase in microparticles from exhaust is getting worse which is impacting our health. We see black exhaust soot buildup on our cars, roof, and deck furniture. I'm very nervous about the negative health impact.

Recommendations: Build a new airport away from residential areas or retrofit planes with quieter and greener engines. More use of other airports like Paine Field or Boeing would also help. The noise is now at the intolerable level and we will have to move. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 680

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 681

Colleen Webster

Page 1

From: Al Falco <cabinet_maker@comcast.net>
Sent: Wednesday, June 21, 2017 7:00 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Burien Airport Noise

To FAA,

I live in Burien, just a few north an west of SEATAC airport. The aircraft flying into and out of the airport create an awful racket. I am opposed to any change that would reinstate the use of the "Automatic 250 degree turns of propjet planes over Burien when the take off and landing is northbound, called the "northward flow." 1

Let's try to keep the noise down. Do not allow any automatic 250 degree turns of propjet planes over Burien. NO Automatic 250 Degree Turns At SEATAC.

Sincerely,

Colleen Webster

Response to Comment 681

1. Response 1

Comment 682

Cai Weir

Page 1

Sent: Tuesday, June 20, 2017 6:17 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: lanweca@gmail.com
Name: Cai Weir
Mailing Address: 1005 S 229th Pl
City: Des Moines
State: Washington
Zip Code: 98198

Aviation noise: Our home lies directly below one of SEA-TAC airport's flight paths. We have so much excessive air traffic over our neighborhood that it's painful to keep any windows open on the home. It's simply too noisy. We are aware of and have seen the statistics regarding a 9% increase in operations from 2015-2016 and additional increases from 2016-present.

Aviation noise concentration: The excessive air traffic over our neighborhood that we've been experiencing seems to continue to increase. The plane are extremely low and excessively loud. The air traffic is a continual flow of plane after plane after plane for a good portion of each day. These loud intrusions occur very late into the evening and begin very early in the morning.

Environmental concerns: There is a lot of wildlife inhabiting the coastline that this flight plan takes. I'm sure it's disruptive to their natural environments.

Aviation noise concentration: See above

1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 682

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 683

Janet Welborn

Page 1

From: Welborn, Janet (HAL) <JWelborn@HollandAmericaGroup.com>
Sent: Friday, June 23, 2017 11:53 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Burien skies

Dear FAA,

Please stop the low banking airline take off from Seatac Airport that started in July of 2016!

I live at 2406 SW 144 Place, Burien, WA 98166 <x-apple-data-detectors://6> . My husband Mark and I purchased our home back in April of 2005 in our charming once quiet neighborhood. In 2006, we did an extensive remodel and invested much into our home and beautiful neighborhood. One of the reasons we chose to purchase in our section of Burien was the quiet neighborhood with easy access to Seattle and the airport. We have had little to no aircraft noise except during Seafair or Presidential visits when air traffic is diverted over our neighborhood. Last July 2016 the noise did not stop and flights were directed over us without any notice or study on the effects of this pollution to our neighborhood. This change the FAA has made has a negative impact on our property values, our health, and our community. The simple pleasures of enjoying time in the yard with the kids or neighborhood barbeques is ruined with the frequent and noisy planes.

1

2

3

4

Please direct flights north and south as they have been for so many years.

5

Thank you.

Janet Welborn
2406 SW 144 Place
Burien, WA 98166
Cell: 206-375-3525

Janet Welborn
Compensation Manager | Human Resources
Holland America Group | Serving Princess Cruises, Holland America Line, Seabourn, and P&O Australia, +1-206-626-3865 | Jwelborn@hollandamericagroup.com

Response to Comment 683

1. Response 1
2. Response 4
3. Response 10
4. Response 8
5. Response 7

Comment 684

Mark Welborn

Page 1

From: Mark Welborn <mwelbornbmc@gmail.com>
Sent: Wednesday, June 21, 2017 5:48 PM
To: 9-ATO-WSA-Public-Comments (FAA)

Dear FAA -

Please stop the low banking take off from Seatac Airport that started in July of 2016!

I live at 2406 SW 144 place,Burien, WA 98166 <x-apple-data-detectors://6> . My wife Janet and I purchased our home back in 2005 in our charming once quiet neighborhood. In 2006, we did an extensive remodel and addition investing in our home and beautiful neighborhood. One of the reasons we chose to purchase in our section of Burien was the quiet neighborhood with easy access to the city and airport. We have had little to no aircraft noise except during Seafair each year when air traffic is diverted over our neighborhood. Last July 2016 the noise did not stop, and flights were directed over us without any notice or study on the effects of this pollution to our neighborhood. This change the FAA has made has a negative impact on our property values, our health, and our community. 1 2 3 4 5

I ask that you please direct flights north and south as they have been for so many years.

Thank you.

Mark Welborn
2406 sw 144 place
Burien, WA 98166
PH: 206-886-5540

Response to Comment 684

1. Response 1
2. Response 4
3. Response 10
4. Response 8
5. Response 7

Comment 685

Claude, Lori, Ariana and Corryn Wetzel

Page 1

From: wetzelcon@aol.com
Sent: Tuesday, June 27, 2017 9:25 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Flights over Burien, WA

Sir/Madam:

Just sending you a quick note that our family would like to see the left turn flight pattern from runway 34 over the city of Burien stopped as a general practice. We understand there may be circumstances that require that pattern to be used, but that should be the exception not the rule. The noise is the major problem for most people, but safety over out home it's tantamount for us. Having gone through an earthquake that brought a hillside down here has made large noises a but scary for our daughters. 1

We appreciate your dilemma, but hope you understand ours.

Claude, Lori, Ariana and Corryn Wetzel

Response to Comment 685

1. Response 11

Comment 686

Christian Whitmyre

Page 1

From: Christian Whitmyre <CWhitmyre@msn.com>
Sent: Saturday, June 10, 2017 10:29 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Flights over Burien

Dear FAA,

I am deeply concerned about the recent (last year) shift in flight patterns that have brought turbo prop planes over Burien, and directly over my home. I located in the neighborhood specifically because it was out of the flight path. Now my property value is severely compromised. It needs to stop! 1 2

Thank you,
Christian Whitmyre
1810 SW Shoreview Lane
Burien, WA 98146

Response to Comment 686

1. Response 1

2. Response 4

Comment 687

Terry Wilbur

Page 1

Sent: Thursday, June 22, 2017 7:01 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: twildboar@aol.com
Name: Terry Wilbur
Mailing Address: 26025 11th Pl. s.
City: DesMoines
State: wa.
Zip Code: 98198

Aviation noise: There are more flights and more noise in spite of the promise made that large aircraft would not be using the third runway. Flights also seem to be flying in the early hours which interrupts my sleep.

Environmental concerns: Some times the smell of jet fuel is very strong from dumping. This definitely can't be a good thing for any life.

Possible increase in aviation noise: Of course it will get worse if profits are involved.

Air quality: of course it will get worse if profits are involed. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 687

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 688

Pamela Williams

Page 1

Sent: Tuesday, June 20, 2017 3:56 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: pw1997@msn.com
Name: PAMELA Y WILLIAMS
Mailing Address: 23186 24TH AVE S
City: DES MOINES
State: WA
Zip Code: 98198

Aviation noise: most of the time the noise is unbearable. Hard to hear and or talk outside my home. I have lived at this residence for 20+ years and when I first moved in, the port came by to install the double windows to help with the noise. It helped tremendously, but the job was never complete, there has been absolutely no follow up, and there is no where to call when there is a problem with my doors or windows. The dust created in the house in way above average and keeping the windows open in the summer can be very aggravating

Possible increase in aviation noise: lower property value, allergens and window and door replacements 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 688

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 689

Nicholas Wilson

Page 1

Sent: Wednesday, June 21, 2017 6:52 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: sea1njw@gmail.com
Name: Nicholas Wilson
Mailing Address: 23410 18th avenue s
City: Des Moines
State: Wa
Zip Code: 98198

Aviation noise: Very loud at night

Possible increase in aviation noise: Don't want more noise

1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 689

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 690

Bryan Wiseman

Page 1

Sent: Sunday, June 11, 2017 4:45 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: wisemabd@gmail.com
Name: Bryan Wiseman
Mailing Address: 14629 3rd Ave SW
City: Burien
State: WA
Zip Code: 98166

Possible increase in aviation noise: When the FAA already made the illegal change to the flight plan it had a huge negative impact to my property. From the constant noise and additional fumes from the planes. If the FAA continues with this plan then they should be required to improve the impacted residents property with better windows and sound proofing homes as this was previously required when the 3rd runway impacted nearby homes. The late hours of operations also makes it harder to sleep with the noise prop planes create fling directly overhead. 1 2 3

Aviation noise concentration: When the FAA already made the illegal change to the flight plan it had a huge negative impact to my property. From the constant noise and additional fumes from the planes. If the FAA continues with this plan then they should be required to improve the impacted residents property with better windows and sound proofing homes as this was previously required when the 3rd runway impacted nearby homes. The late hours of operations also makes it harder to sleep with the noise prop planes create fling directly overhead. 1 2 3

Air quality: When the FAA already made the illegal change to the flight plan it had a huge negative impact to my property. From the constant noise and additional fumes from the planes. If the FAA continues with this plan then they should be required to improve the impacted residents property with better windows and sound proofing homes as this was previously required when the 3rd runway impacted nearby homes. The late hours of operations also makes it harder to sleep with the noise prop planes create fling directly overhead. 1 2 3

Response to Comment 690

1. Response 1

2. Response 2

3. It is the Airport's responsibility to maintain their Part 150 Noise Compatibility Program.

Comment 691

Bryan Wiseman

Page 1

Sent: Thursday, June 22, 2017 6:55 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: kwolf9995@msn.com
Name: Kathleen Wolf
Mailing Address: 26830 12th Ave S
City: Des Moines
State: WA
Zip Code: 98198

Aviation noise: NextGen says the flights are quieter.... No they are not. I have lived in my lovely home for 20yrs and you have made my families life hell. One after the other low, landing planes every 30 seconds....

Aviation noise concentration: Use another landing strip..... The third runway was suppose to be used rarely - Not as the main F'ing landing runway.....

Possible increase in aviation noise: Never catch a break from all the flight noise - The planes are so low over my home it's horrible - When we do finally get to sleep at night, then the big tankers take off and wake us back up again.....

Aviation noise concentration: Use the other runways, and follow the old pattern of I5 and Pac Highway.....

Air quality: You can smell the fuel in the air.....

1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 691

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 692

Holly Wolford

Page 1

From: Holly Wolford <hollimusmaximus@gmail.com>
Sent: Wednesday, June 21, 2017 6:58 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Burien and White Center airplane noise

Hi there.

I am a resident of White Center and the noise pollution is awful. I am here to voice my concern and opposition to the flight path over my home. 1

Thank you for your read,

Holly Wolford

Response to Comment 692

1. Response 1

Comment 693

Kevin Wood

Page 1

Sent: Wednesday, June 21, 2017 4:47 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: kevinbob7@msn.com
Name: Kevin R. Wood
Mailing Address: 14679 22nd Ave SW
City: Burien
State: WA
Zip Code: 98166
Concerning Address:

Aviation noise concentration: I have been a homeowner in the Seahurst neighborhood of Burien since 2010. Moving here was an easy decision, since it was a beautiful, quiet neighborhood. My spouse and I spend a lot of time outdoors, working in our yard, or walking around the neighborhood. We first noticed the increase in air traffic after Seafair, about 2 years ago. We were aware that air traffic was rerouted due to the Blue Angels, but it seems that after that event, turbo-props continued to fly directly over our home. I could handle one or two planes a day, but I fear a dramatic and permanent increase that would destroy the tranquil nature of the neighborhood and lower property values. My number one concern is air safety, since we, and everyone we care about, fly into and out of SeaTac. But my impression is that traffic has been rerouted away from more affluent communities, and then it becomes a matter of social justice and equity. 1 2

Other concerns: My number one concern about aviation is safety. I have not seen data which suggests that planes are being rerouted over Burien for safety reasons. The rerouting of flights has a negative impact on a less affluent community. Political decisions are increasingly being made to favor the wealthy, and less affluent communities do not have the resources to respond. 3

Aviation noise concentration: The decision to reroute flights over our neighborhood was initiated without public input. My comments, above, outline my concerns about increased aviation noise in our community. 4

Response to Comment 693

1. Response 23
2. Response 4
3. Response 7
4. Response 13

Comment 694

Raymond Wood

Page 1

Sent: Wednesday, June 21, 2017 12:49 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: gary.wood@ieee.org
Name: Raymond G Wood
Mailing Address: 2802 SW 171st ST
City: Burien
State: WA
Zip Code: 98166

Aviation noise concentration: Altered flight paths have resulted in notable increased frequency of disruptive noise events in the Three Tree Point and Gregory Heights areas that are south of the principal westerly heading proposed. Many flights ""hook"" to the south over previously tranquil residential neighborhoods. Turboprop aircraft emit low frequency noise that causes a rumbling vibration within affected homes. An increased number of missed-approach low altitude flight paths have been noticed, including fan jets crossing these residential neighborhoods, resulting in intense noise events. 1 2

Environmental concerns: Noted increased volume of flight paths over Three Tree Point and Gregory Heights neighborhoods has led to observed increase in the odor of jet fuel during late night hours. Increased incidence of late night low altitude flights, some believed to be missed approaches, over these areas disturbs wildlife and pets. 3 2

Other concerns: Increased incidents of flight paths that appear to be due to missed approaches are noted to be correlated with weather events and seem to be more concentrated on Sunday evenings and late nights. These events give an impression of being correlated with the practice of use of the abrupt westerly departure paths that are supposedly reserved for turboprop aircraft. 4

Aviation noise concentration: Based on the pre-implementation of the proposal, it has been demonstrated that there will be a continuing concentration of a notably increased noise footprint in areas of exposure to abruptly maneuvering aircraft 1

Response to Comment 694

1. Response 1

2. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow. The increased air traffic due to missed approaches are not within the scope of this document and is likely due to SEA arrivals in north flow, rather than turboprops departures. Since analyzing the impacts of SEA north flow arrivals are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

3. Response 2

4. The missed approach path for SEA is a protected area which starts at the 290 heading from SEA. Maintenance of a safe separation from the missed approach corridor was one of the constraints for the workgroup which recommended the 250 heading for these south bound turboprops .

Comment 694

Raymond Wood

Page 2

prior to those aircraft being able to gain sufficient altitude and retraction of high lift devices to mitigate higher climb out noise.Air quality: Based on the pre-implementation of the proposal, it has been demonstrated that there will be a noticeable increase in fuel vapor odors in affected neighborhoods, particularly during nighttime operations. 3

Other concerns: The posted FAA preliminary analysis appears to have interchanged figures 5 & 6, an indication of an inattentive perfunctory treatment of the issue. 5

The proposed departure practice permits implementation of tighter aircraft spacing control. While this may improve air traffic utilization of runways and terminal area routes, denser flow patterns may also limit the available options for routing deviations from normal operations, such as missed approaches or return-to-field instances. Proposal pre-implementation has coincided with observed higher instances of low-altitude deviated fan jet traffic over residential and business areas west of SeaTac. Some observed deviated flight paths have been disturbingly abrupt turning maneuvers at low altitude. Hopefully alternate routing practices would account for margins sufficient to accommodate unplanned non-normal flight path events without subjecting a diverted flight to abrupt maneuvering over a wider swath of residential neighborhoods. 4

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 694

5. Thank you – this has been corrected in the CATEX.

Comment 695

Dan Wright

Page 1

From: Daniel Wright <borregono.3@gmail.com>
Sent: Wednesday, June 21, 2017 10:39 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Do not resume flights over the City of Burien

I am writing as a homeowner in the City of Burien. I respectfully objst to the resumption of flight activity from SeaTac airport over the city of Burien. This flight activity would harm our property values and our families health, as well as the right to peace and quiet in our neighbrhoods. 1 2 3

Dan Wright
General Manager
206 948-8268 text or voice

Response to Comment 695

1. Response 4

2. Response 10

3. Response 3

Comment 696

Greg Wright

Page 1

Sent: Wednesday, June 21, 2017 6:02 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: incider@hotmail.com
Name: Greg Wright
Mailing Address: 24832 10th Ave S
City: Des Moines
State: WA
Zip Code: 98198

Other concerns: Continued growth at SeaTac. I've lived near SeaTac since 1968, and every time the airport expands the Port spins nice little tales about the impact that never turn out to be true.

Other concerns: The potential of this site for continued safe aviation is not unlimited. The region has other existing options for expanding air traffic, such as Paine Field or Moses Lake. The Port would lose tremendous business, yes; but business is not the only or most important consideration -- safety is. A great deal of air freight could be redirected to other airfields. And this in turn would make a lot of legitimate concerns about aviation noise and concentration, pollution, and air quality completely moot. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 696

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 697

Sylas Wright

Page 1

Sent: Monday, July 03, 2017 7:07 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: sylas.b@gmail.com
Name: Sylas Wright
Mailing Address: 5930 25th avenue south
City: Seattle
State: Wa
Zip Code: 98108

Aviation noise: The planes are terribly loud and low flying in my neighborhood. They wake me up in the night, even after living here for years. They sometimes shake our house.

Other environmental concerns: I'm concerned about the impact of exhaust on my very young child.

Recommendations: Alter the flight path so that planes arrive into SeaTac from a more dispersed path. Perhaps some could from the east and west as well as the north. It seems like the majority of planes come fromthe north and it's an intense volume. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 697

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near jet departures from SEA in north flow and arrivals into SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA south flow arrivals and north flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 698

Teresa Wright

Page 1

Sent: Thursday, June 15, 2017 10:04 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: teresa-wright@hotmail.com
Name: Teresa A Wright
Mailing Address: 16309 Maplewild Ave. SW.
City: Burien
State: Wa
Zip Code: 98166

Aviation noise: The jet noise is awful it wakes me up it keeps me up at night. We installed new windows but you can still hear it through the double pane windows. We have extra insulation but we can still hear the planes like right next to the runway.

Aviation noise concentration: It seems that the planes are flying overhead every 10 minutes. We are flying all hours of the day and night time.

Environmental concerns: I know all of the noise bothers us as much as it does it has to be bothering or disturbing the wildlife that lives along our shores.

Access to knowledge about aviation and or airport concerns: I moved to this address because I had researched the flight paths and was well aware that the planes did not fly over the house prior to our purchase. I've lived here for 18 years and now the noise is almost unbearable. I believe if we try to sell her house With the airplane noise it will significantly reduce the value of our house. 1

Other concerns: How can you just change the flight pass without consulting with the city is if you're flying over the top of or the residence your flight over the top off. 2

Possible increase in aviation noise: The noise from the airplanes is very disturbing. 3

1

Response to Comment 698

1. Response 1
2. Response 4
3. Response 23
4. Response 2

Comment 698

Teresa Wright

Page 2

Aviation noise concentration: It seems like the planes are flying over the house every five minutes or so.
Air quality: This has to affect the air quality of where we live.] 4

Other concerns: How can you just change the flight pass without consulting with the city is if you're flying over the top of or the residence your flight over the top off.] 3

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 698

Comment 699

Angela Wuttig

Page 1

From: Angela Wuttig <angela.wuttig@gmail.com>
Sent: Wednesday, June 21, 2017 5:41 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Concerned citizen in Burien

To Whom it may Concern,

As a homeowner in Burien, WA and parent of young children I am very concerned, upset and angered by the fact that the FAA is consideting re-routing air traffic over western Burien. It is a nuisance, health and safety concern which we will not stand for. 1 2 3

Concerned citizen in Burien,

Angela Wuttig

Response to Comment 699

1. Response 1

2. Response 10

3. Response 11

Comment 700

Mark Oliver Wuttig

Page 1

From: Oliver Wuttig <owuttig@gmail.com>
Sent: Wednesday, June 21, 2017 3:36 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Burien Quiet Skies Coalition

Dear FAA Committee,

I wanted to publicly express my concern over the planned western take-off route for jets. Being a homeowner in Burien, the noise increase is detrimental to living in this neighborhood. The noise will decrease livability and home values in the future. I would strongly urge you to not reinstate the western route. I fully support the efforts of the quiet skies coalition. 1

Sincerely

Mark Oliver Wuttig

Response to Comment 700

1. Response 1

Comment 701

Stephen Wyand

Page 1

Sent: Tuesday, June 20, 2017 1:33 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: swyand@gmail.com
Name: Stephen M Wyand
Mailing Address: 16717 Marine View Dr SW
City: Burien
State: WA
Zip Code: 98166

Aviation noise: Increasing noise based on increasing traffic. Seems to be over ""Wave offs"" that are sending larger planes over our area. 1

Environmental concerns: noise and plane pollution.

Possible increase in aviation noise: Planes should continue with the previous routing that takes them over Seattle, not west over Burien Seahurst. 2

Air quality: Following previous routes would decrease noise and air pollution based on planes no longer traveling over the area. 1 3

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 701

1. Response 1

2. Response 7

3. Response 2

Comment 702

Anh Wylde

Page 1

Sent: Wednesday, June 21, 2017 9:46 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: anhthu75@yahoo.com
Name: Anh T Wylde
Mailing Address: 28609 9th Ave South
City: Federal Way
State: WA
Zip Code: 98003

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 702

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (

Comment 703

David Wylde

Page 1

Sent: Wednesday, June 21, 2017 9:21 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: findart@davidwylde.com
Name: David Wylde
Mailing Address: 28609 9th Ave s
City: Federal Way
State: WA
Zip Code: 98003

Aviation noise: Aviation noise is becoming louder and more frequent

Possible increase in aviation noise: Aviation noise is already at unacceptable levels! 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 703

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to arrivals into SEA in north flow and jet departures from SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA north flow arrivals and south flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 704

Jan Yokers

Page 1

From: Jan Yokers <jany@pswm.net>
Sent: Wednesday, June 21, 2017 7:41 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Keep our neighborhoods quiet

Please reconsider the allowing of planes to make sharp turns over our neighborhoods. It is a huge intrusion to our life. We bought a home in a quiet neighborhood purposely. Thank you for your consideration. 1

Jan Yokers

Response to Comment 704

1. Response 1

Comment 705

Mark & Jan Yokers

Page 1

From: Jan Yokers <jany@pswm.net>
Sent: Wednesday, June 21, 2017 9:46 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: SeaTac noise concerns

Dear Sirs:

Please do not reinstate the automatic sharp turn of propjets over Burien when taking off to the north. The noise is very disruptive to what has been a quiet community in most respects. 1

Thank you!

Mark & Jan Yoker

Response to Comment 705

1. Response 1

Comment 706

Jennifer Young

Page 1

Sent: Wednesday, June 21, 2017 6:37 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: Young.Jennifer37@gmail.com
Name: Jennifer young
Mailing Address: 12645 4th ave so
City: Seattle
State: Washington
Zip Code: 98146

Aviation noise: There is so much noise around my house I hate it. I have already complained and bought new windows and I still heard plans all day long it's rediclious ..the fact that you all know there is a noise problem and you still mke that turn really pisses me off. 1

Environmental concerns: Our air and soil are being destroyed from your plans that you send over our homes where are family's? and children live and play stop the madness and greed 2 3

Aviation noise concentration: To much Noise over my house from ur airplanes 128th n 4th Ave SW 1

Air quality: We are Breathing your toxic fumes and I would like the experts to conduct an environment study on both air and soil and the Noise from your airplanes. 4 2 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 706

1. Response 1

2. Response 5

3. Response 7

4. Response 2

Comment 707

W Loralyn Young

Page 1

Sent: Thursday, June 22, 2017 10:53 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: loralyny@hotmail.com
Name: W Loralyn Young
Mailing Address: PO Box 887 Seahurst, WA 98062
City: Burien
State: WA
Zip Code: 98062

Aviation noise: We have lived here 45 years. During that time airplane noise has increased noticeably . It's impossible to be outside in summer. The early morning jet engines being revved up or tested wake us. There is a panicy moment when one wonders if we're being attacked. Lately it has seemed quieter , less stressful with no overflights. Don't start them again. 1

Other environmental concerns: I'm very concerned about the air pollution. Carcinogens cause cancer. There are 5 peple on our street with cancer and 2 nearby have died fro cancer. According to a recent Science News article reviewing new air pollution research engines release minute particles causing heart damage. No more fly overs. 2

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 707

1. Response 7

2. Response 2

Comment 708

Brian Youngstrom

Page 1

Sent: Tuesday, June 20, 2017 9:02 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: briany@briany.org
Name: Brian Youngstrom
Mailing Address: 2602 SW 152nd St
City: Burien
State: WA
Zip Code: 98166-2033

Aviation noise: We moved to Burien last September after living in West Seattle for 12 years. We were drawn to Burien for the housing prices, views, and quiet neighborhood. This quiet changed soon after moving in. There were many days last winter when we would just hear one jet fading and the next was approaching our home. The worst flight that I recall caused our and many of our neighbors to shake one evening as it flew close overhead.

Aviation noise concentration: During the worst parts of plane noise last winter there was a constant rumble of planes overhead. One would be fading into the distance as the next could be heard approaching.

Possible increase in aviation noise: I am concerned that the quiet neighborhood that we were drawn to will be gone. Had this alternate flight path been in place last summer we would have had a much different decision in moving to Burien. If the flight path is altered to send more flights over Burien I am concerned that other people on our situation will see Burien as a less desirable place to live and choose to go elsewhere.

1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 708

1. Response 1

Comment 709

Mary Zaches

Page 1

Sent: Friday, June 23, 2017 9:25 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: mjzaches@gmail.com
Name: Mary Zaches
Mailing Address: 18134 Brittany Dr SW
City: Normandy Park
State: Wa
Zip Code: 98166

Concerning Address: We moved to Normandy Park in 1997. We moved in part to be in a quiet neighborhood. We rarely heard airplane noise until they built the 3rd runway. I notice the noise especially in the summer when I am sitting outside trying to enjoy a quiet evening in my yard. It has been especially bad after 10 pm when trying to go to sleep and early mornings starting about 4:30 am I hear the engines warming up.

Aviation noise: Too many airplanes over a residential area we were told the 3rd runway would be seldom used

Recommendations: Limit noise between 6pm and 8 am. Build an airport further away from residential areas. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 709

1. Response 1. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow. Increased airport operations associated with building the 3rd runway is not within the scope of this document. Since analyzing the impacts of building the 3rd runway is outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 710

Rorie Zajac

Page 1

Sent: Friday, June 30, 2017 3:38 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: roriez@gmail.com
Name: Rorie Zajac
Mailing Address: 27022 10th Ave S
City: Des Moines
State: WA
Zip Code: 98198

Aviation noise: The rapid increase of airplane traffic directly over our homes, and flying lower than ever, is incesent and the noise, maddening. Our quality of life has decreased dramically over the last 3 years, yet our property taxes continue to rise. It is unfair to put such an disproportionate amount of noise on so few communities and citizens. The quiet period in evening is nonexistent now as cargo ships shake our beds while we sleep.

Other environmental concerns: There have been no SEPA or environment studies to determine the effects of increased airplane flights. There is no mention of the human impact of Next Gen flight paths and abilities to fly lower in the port's MAster Plan. The pollution raining from our skies goes unchecked making this industry free from environmental standards! 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 710

1. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow. In north flow, your concern is more likely associated with SEA arrivals, which is not within the scope of this document. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 711

Greg Zatrine

Page 1

Sent: Wednesday, June 21, 2017 5:39 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: gdzemail@gmail.com
Name: Greg Zatrine
Mailing Address: 13622 6th Place South
City: Burien
State: Washington
Zip Code: 98168

Aviation noise: The airplane noise has been constantly increasing anyway and when flights were allowed to turn west directly over our neighborhoods throttling up as they turn it is unbearable. I thought it had to be a mistake that they were completely ignoring the flight path that was in place before. 1

Aviation noise concentration: The prop planes and jets power up as they turn right over our neighborhood. The airport is set up for takeoffs north or south which is loud enough especially north but when allowed to go west there is no refuge from the sound. 2

Environmental concerns: I have noticed a higher concentration of airplane fuel exhaust fumes that ever before. An extremely disconcerting development due to the changes in airport flights. I worry about myself and any living creature in this area subject to the fumes and noise increases. I expect the toxic fumes and restless times caused SeaTac will increase the chances of cancers and other illnesses in all the surrounding neighborhoods affected by SeaTac. 3 4 5

Possible increase in aviation noise: The increase in noise from SeaTac has virtually eliminated any benefit that was gained by the noise insulation program. Even going outside to sit and enjoy a nice day is completely disrupted by the blast from planes going overhead when it never was a practice before.

Aviation noise concentration: Planes seem to have quit any practice of gentle take offs and take off full throttle over my neighborhood like fighters trying to takeoff from a aircraft carrier.

Response to Comment 711

1. Response 1
2. Response 7
3. Response 2
4. Response 10
5. Response 5

Comment 711

Greg Zatrine

Page 2

Air quality: I smell higher concentration of airplane fuel fumes that I ever have before.

Other concerns: Please do not continue to allow flights over my neighborhood and ruin what little quality of life that is left here for anyone after the third runway was pushed upon us against our wishes. Don't force this preventable change upon us.

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 711

Comment 712

Ted Zepeda

Page 1

From: tedfzep@gmail.com
Sent: Friday, June 09, 2017 7:40 AM
To: 9-ATO-WSA-Public-Comments (FAA)

My public comment is NO! I do not want planes flying over my house or neighborhood or the city of Burien.

This should not even be an issue as you have been sued by the peoples coalition of Burien and you have been told. 1

Enough said

I DO NOT WANT PROPJETS FLYING OVER MY HOUSE ,NIGHBORHOOD,CITY .

Have a nice quiet day

Ted Zepeda, Burien

June 9th , 2017

Response to Comment 712

1. Thank you for your comment.

Comment 713

Stephen Zielke

Page 1

Sent: Tuesday, July 04, 2017 10:10 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: tseelkah@earthlink.net
Name: Stephen Zielke
Mailing Address: 5039 30th Ave. South
City: Seattle
State: WA
Zip Code: 98108

Aviation noise: The increased noise as a result of revised flight patterns over Beacon Hill is an unnecessary and unjust intrusion on neighborhoods with a community without the economic and political clout to resist this change. It represents a risk to and disregard of public safety, health, and wellness, as well as being a negative impact on property rights and real estate values. There are lowland industrial and waterway areas that would represent better choices than a residential hilltop. At a minimum, the FAA should investigate imposing ""Fly Quiet"" standards on ALL airlines, instead of just handing out awards to those that voluntarily comply. The state legislature and city government should investigate imposing zoning restrictions on the airport, as well as demanding noise mitigation programs, such as insulated windows and other strategies to help property owners who are suffering from this excessive and unwanted noise. 1

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 713

1. The Proposed Action is to add a paragraph in the SEA ATCT /S46 LOA which allows the automatic 250 westerly heading for some south bound turboprops departing SEA in north flow. The address provided in this comment is near to jet departures from SEA in north flow and arrivals into SEA in south flow, and is not affected by the westerly turning of south bound turboprops in north flow. Since analyzing the impacts of SEA south flow arrivals and north flow jet departures are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

Comment 714

Eric Zimmerman

Page 1

Sent: Wednesday, June 21, 2017 11:01 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: ericzim1@gmail.com
Name: Zimmerman Eric
Mailing Address: 17820 3rd Ave SW
City: Normady Park
State: WA
Zip Code: 98166

Aviation noise: Aviation noise along the newest runway is unacceptably loud for homes to the west. It appears the Port of Seattle and FAA are not properly conducting sound abatement or measuring sound levels in those neighborhoods. I understand the sound abatement plan has not been updated since the 90's, and is very much in need of updating. Aviation noise of the levels experienced are affecting the health of my family and my neighbors. 1

Aviation noise concentration: The removal of trees and insufficient noise abatement along the west side of the airport property is resulting in very high levels of noise throughout all hours of the day. It is urgent that the FAA and POS address abatement along the western edges of the runway and airport property. An immediate solution is needed. 2

Environmental concerns: An excess of ultrafine particles appear to be saturating the area west of the runway, due to inadequate presence of trees and vegetation. 3

Possible increase in aviation noise: Increases in airport operations will exacerbate already-high and unacceptable levels of noise. Noise abatement along the perimeter of the airport is a critical need before operations increase.

Aviation noise concentration: Increases in airport operations will exacerbate already-high and unacceptable levels of noise. Noise abatement along the perimeter of the airport is a critical need before operations increase. 1

Response to Comment 714

1. Response 7. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow. Increased airport operations and the cutting down of tress are not within the scope of this document. Since analyzing the impacts of increased airport operations and cutting down trees are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.

2. It is the Airport's responsibility to maintain their Part 150 noise programs. Such programs may include noise abatement measures.

3. Response 2

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Comment 714

Eric Zimmerman

Page 2

Air quality: Air quality is already low in the area, due to ultrafine particles and engine exhaust blowing across nearby neighborhoods. Insufficient vegetation and tree cover along the west side of the airport creates the potential that increased airport operations presents a serious public health risk for communities to the west.

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 714

Comment 715

Lauren Zimmerman

Page 1

Sent: Wednesday, June 21, 2017 11:13 AM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: lvansoye@gmail.com
Name: Lauren K Zimmerman
Mailing Address: 17820 3rd Ave SW
City: Normandy Park
State: WA
Zip Code: 98166

Aviation noise: The aviation noise has increased significantly since the construction of the third runway. Although it was promised that this runway would be used infrequently, this promise has not been kept. Additionally, in the process of building the runway, a great number of trees were cut down, which had served as a natural noise barrier. I was concerned to recently learn that the FAA's plan for noise abatement for SeaTac was from the 1990s. The region, and the airport, has dramatically changed in the past 20 years, and I would hope to see this plan changing with it. 1

Aviation noise concentration: The aviation noise has increased significantly since the construction of the third runway. Although it was promised that this runway would be used infrequently, this promise has not been kept. Additionally, in the process of building the runway, a great number of trees were cut down, which had served as a natural noise barrier. I was concerned to recently learn that the FAA's plan for noise abatement for SeaTac was from the 1990s. The region, and the airport, has dramatically changed in the past 20 years, and I would hope to see this plan changing with it. 1

Environmental concerns: I believe that there are insufficient trees to protect against airplane fumes and ultra-fine particles. 2

Possible increase in aviation noise: I would rephrase as ""Increase in aviation noise"" as this plan will make aviation noise more frequent. It's sad to see communities that predate the airport changing due to the expansion of the airport and the lack of consideration given to these areas. 3

Response to Comment 715

1. Response 7. The Proposed Action is the automation of turning west some south bound turboprops while SEA is in north flow. Increased airport operations and the cutting down of tress are not within the scope of this document. Since analyzing the impacts of increased airport operations and cutting down trees are outside of the scope of this document, we are unable to fully respond to your comment. Please submit your comments to the FAA's noise ombudsman (9-AWA-NoiseOmbudsman@faa.gov), so that your concern may properly be responded to.
2. Response 2

3. Response 1

Comment 715

Lauren Zimmerman

Page 2

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Air quality: I believe that there are insufficient trees to protect against airplane fumes and ultra-fine particles. 2

Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 715

Comment 716

Michelle Zipperman

Page 1

Sent: Wednesday, July 05, 2017 10:08 PM
To: 9-ATO-WSA-Public-Comments (FAA)
Subject: Community Comments Form Submission - Design Outreach

Email: zippermm@hotmail.com
Name: Michelle Zipperman
Mailing Address: 16436 11th Ave SW
City: Burien
State: wa
Zip Code: 98166

Aviation noise: Airplanes were very loud, disruptive to sleep, and lowering property values prior to the FAA stopping plane diversion over Burien. Do not resume flight diversions over Burien which has significant struggles with crime and drugs and is combating those issues to try to improve community. Flight noise will hinder those efforts and hurt property values significantly, thereby lowering property tax income and leaving problems under-resourced.

Recommendations:
Form URL:
https://www.faa.gov/nextgen/communityengagement/SEA/community_comments/

Response to Comment 716

1. Response 1

2. Response 4

3. Response 8